This is a reproduction of a library book that was digitized by Google as part of an ongoing effort to preserve the information in books and make it universally accessible.

Google books

https://books.google.com

Digitized by Google

Eph. pot. 12r
-1871

Telegraph

Digitized by Google

Digitized by Google

Digitized by Google

VIA BRINDISI.]

The London and China Telegraph.

新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 383.] LONDON, MONDAY, JAN. 2, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

BIBLIOTHECA REGIA MONACENSIS

SUBSCRIPTIONS FOR 1871.

Subscriptions for the Current Year, at £2 2s., are now payable; Post-office Orders, Cheques, &c., to be drawn to the order of James West, Publisher, 2, Cowper's-court, Cornhill.

MAIL TABLE.

With the Present Number we issue gratis to our Subscribers a Table showing the ARRIVALS and DEPARTURES of the Mail Service for 1871. Price to non-Subscribers, 1s.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received this day.
JAPAN — Yokohama	—	—	Nov 12
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	Sept. 23	Nov. 8	Nov. 18*
Ningpo			
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	Oct. 7	Nov. 20	" 22
Canton			
Macão			
PHILIPPINES — Manila			
COCHIN-CHINA — Saigon			
SIAM — Bangkok			
BORNEO — Labuan			
Sarawak			
JAVA — Batavia			
Samarang	—	—	" 25
Sourabaya			
MALACCA STRAITS — Singapore	Oct. 21	Nov. 23	" 30
Penang			
CEYLON — Galle	—	—	Dec. 8
Colombo	—	—	" 6

* Per steamer *Erl King*.

THE MAILS, &c.

The Singapore portion of the French mail, due this day, has been forwarded *via* Brindisi, but not that from China and Japan. We have, however, nine days later news from Shanghai by the steamer *Erl King*.

The next inward mail (P. and O.) is due, *via* Brindisi, on the 9th inst., and will bring dates Yokohama, Nov. 20; Shanghai, Nov. 23; Hong Kong, Nov. 29; Singapore, Dec. 6.

Telegrams, *via* Galle, in advance of the mail leaving Shanghai Dec. 7, Hong Kong Dec. 13, were received on the 28th ult.; and a Foreign Office telegram from Peking to the 16th Dec., *via* St Petersburg, was received yesterday.

The Pacific mail steamer *Japan*, with Yokohama advices to Nov. 23, arrived at San Francisco on the 20th ult. three days late. In entering the harbour the steamer ran into a vessel anchored in the stream with a tremendous crash, and afterwards into the British ship *Marion*, carrying away her bowsprit and forerigging. The *Japan's* steering gear was disabled, and she appears to have sustained considerable damage otherwise.

THE "ERL KING."

In our issue of the 20th ult. we noticed the extraordinary passages of the screw-steamer *Erl King*, Capt Steele. This vessel, however, bids fair in the present homeward voyage to surpass all her previous achievements; she left Shanghai on the 18th November, Singapore on the 29th, and Galle on the 7th December, arriving at Suez on the 22nd, having steamed the entire distance in thirty-two and a-half days. We received on Saturday Shanghai advices to the 18th November, brought to Suez by this vessel, and there posted *via* Brindisi—forty-two days *en route*, or five days quicker than the Mail Service. The *Erl King* must henceforth be known as the "Phantom Ship." As instances such as the present may be of frequent occurrence, it is necessary that arrangements should be made to receive Letters at the Post-offices in China for despatch by private steamers to Suez, to be posted there *via* Brindisi.

List of Passengers.

PASSENGERS INWARD.

Per steamer *Erl King*, from Shanghai, arrived at Suez, Nov. 22.—Messrs. Michie Bochardt, Jansen, Atkinson, Mrs. Fullerton and two children.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore* from Southampton, Dec. 24.—To Shanghai: Mr J. L. Scott, Mr. N Barron. To Hong Kong: Mr. T. J. Reynolds, and one second class passenger. To Batavia: Mr. H. van Berne, Mr. A. van Dyke, Mr Springer. To Singapore: Mr. Schultzler. To Ceylon: Mr J. F. Churchill, Mr., Mrs. and Miss Gibbs and three children, and one second class passenger.

Per P. and O. steamer *Salsette*, from Brindisi, Jan 3.—To Shanghai: Mr. Maitland, Mr. C. Lyall Grant.

Per P. and O. steamer, from Southampton, Jan. 7.—To Hong Kong: Mr. J. W. Boyd. To Singapore: Mr H. L. Porteous. To Batavia: Mr. Degentje. To Ceylon: Mr. and Mrs. J. Halliday.

Per P. and O steamer *Nyanza*, from Brindisi, Jan. 17.—To Shanghai: Mr. and Mrs. J. H. Evans.

From Malta.—To Ceylon: Mr. H. B. Christie

Per P. and O. steamer *Bangalore*, from Southampton, Jan. 21.—To Hong Kong: Mrs Hughes, Miss Burke. To Singapore: Miss Cooke, Mrs. G. F. Hose and two children.

Per s.s. *Sarpedon*, from Liverpool.—To Shanghai: Mr. W. A. Henderson.

Summary of News from the Far East.

CHINA.

SHANGHAI.

(FROM A CORRESPONDENT.)

SHANGHAI, Nov. 18.

H.E. Chung How and suite embarked on board the Messageries Maritimes steamer *Golavery* on the 15th, and took their departure for France. It is reported that they will not proceed right through by one mail, but will pass some little time at Macao. Up to the last "well informed Chinamen"—a phrase which is commonly used to cover foreign ignorance of Chinese ways—had scouted the idea of so high a functionary as Chung How degrading himself by undertaking an embassy to foreign countries; and even after the arrival of the mission at Shanghai it was argued that the rough passage from Tientsin would have sickened Chung How of sea travelling for the rest of his life. Yet he has gone at least one stage further.

Digitized by Google

The only thing that has transpired here since the French mail left is the annual meeting of the Chamber of Commerce, which was held on the 16th. A proposal to memorialize the Chinese authorities to dredge the Woosung bar was unanimously adopted, the resolution receiving point from the fact of the steamer *Erl King* being at the very moment detained at the bar for higher water. A memorial which the Chamber had addressed some months ago to the English Foreign Office on the defence of the settlement was laid before the meeting. It points out very clearly how pernicious the present naval instructions are in restraining officers from using their force in the prevention of disturbances. Another important document was passed by the meeting. It is a letter to the London merchants protesting against the mission of Chung How, and incidentally showing up the follies of Messrs. Wade and Rochechouart in consenting to patch up the Tientsin affair. There was one dissentient from the views of the Chamber, Mr. Thomas Hanbury, a gentleman who has always cultivated friendly relations with the Chinese.

THE CHAMBER OF COMMERCE TO THE LONDON MERCHANTS.

SHANGHAI, Nov. 15, 1870.

To the Chairman of the London Committee of China Merchants.

SIR,—The Shanghai General Chamber of Commerce have been much gratified to learn from the newspapers the prompt action your Committee had taken in bringing to the notice of Her Majesty's Government the critical position of foreign relations with China, arising out of the atrocious massacre at Tientsin, on the 21st of June last. You will have heard by subsequent mails that nothing had transpired in this country to allay the anxiety with which all who are interested in China must regard such grave events; and, feeling sure that you will not have relaxed your vigilance while affairs are so unsettled between foreign Governments and the Chinese, we shall esteem it to be our duty from time to time to invite your attention to any points that may arise on which it may be desirable to take action.

On the present occasion we would take the liberty of giving you our views on the subject of the proposed mission of Chung How to Paris, an undertaking which may be fraught with great danger to the true interests of foreigners and of the well-disposed—which is the most important—section of the Chinese people.

Chung How has been favourably known to foreigners ever since the opening of trade at Tientsin, under the Convention of 1860, during which time he has filled the important post of Superintendent of Trade for the three northern ports. He has been regarded as a liberal-minded man, and not altogether averse to measures which would tend to the advancement of his country. His sincerity had never been put to a severe test, and it was permissible, therefore, to accept his professions of good-will to foreigners and to "progress" as genuine.

Chung How enjoys high rank in the Chinese Empire, being designated by his Imperial Highness Prince Kung as "Honorary Guardian of the Emperor of the third class, wearing a button of the first rank, decorated with a double-eyed Peacock's feather, Lieutenant-General of the Ourdia Red Banner, Vice-President of the Board of War, and Superintendent of Trade for the three ports." As far as his personal and official qualifications are concerned, therefore, Chung How would have been in every way acceptable as an emissary from the Chinese Government to foreign Powers; indeed, as contrasted with the obscure character of the "co-envoys" who accompanied the late Mr. Burlingame to America and Europe, the appointment of Chung How as ambassador would have been a mark of actual respect to the Governments to whom he was sent.

Even with a man of rank at its head, however, the despatch of another mission to Europe would have filled the minds of all the friends of peace and amity between foreigners and Chinese with warrantable suspicion. The idea under which the Chinese Government organises such expeditious has been made so plain by the career of the one which has just finished its labours that the Chamber of Commerce can only view any fresh effort to shift the arena where international relations are to be discussed as an attempt, by means of systematic misrepresentation, to induce the Governments of the West to enter into one-sided agreements. It would, therefore, have been the duty of the mercantile body to warn the Governments interested against the too probable impositions of any new embassy which might profess to represent China abroad, and to urge them to put their faith rather in the facts with which a long experience has made them acquainted, than in any *ipse dixit* of an "ambassador," who, if sincere, might be little qualified to speak with authority, or who, however well qualified, might have obvious personal inducements to create erroneous impressions.

These considerations would have justified us in following any new Chinese Mission with anxiety; but it is on grounds which, if not stronger in themselves, are at least more intelligible to persons who may not have watched the progress of the Burlingame Mission very carefully, that we take exception to the proposed expedition of Chung How.

The ostensible object of his voyage is to make some explanation to the French Government concerning the massacre of its proteges and subjects at Tientsin. At present we have no precise information as to the character in which he is to present himself in Paris. The French Charge d'Affaires, Count Rochechouart, states in a circular letter to the French Consuls in China, that "at his request the Chinese Government has sent his Excellency Chung How as ambassador to France, to explain, and if possible, to gain approval of his conduct." And in a despatch, copy of the translation of which has been courteously furnished to the Chamber by direction of Count Rochechouart, his Imperial Highness Prince Kung refers to the proposed Embassy in these words: "Our acquiescence in your wishes (viz., that the three mandarians who are believed to have instigated the massacre should suffer capital punishment) would cause great embarrassments to China, and the explanation of these can natually be given *viva voce* by his Excellency Chung to your noble government." This is all that is publicly known at present on the subject.

The purpose of the mission, as stated by Prince Kung, is ominously like that of its predecessor, which has wrought such incalculable mischief both to China and her foreign relations. It was to represent China's "difficulties" that, according to Mr. Hart, the Burlingame Embassy was sent forth, and should the present mission at all resemble that in its operation it will be a public calamity.

Count Rochechouart's brief account of the mission is not free from incongruity. The "conduct" which Chung How is going to explain is his own share in the massacre of French subjects; this however resolves itself into a simple question of fact, whether he did or did not connive at, whether he did or did not encourage, the atrocities perpetrated under his Government at Tientsin; and it is difficult to see how any new light can be shed on this question by investigation in Paris. Again, if Chung How is going to propitiate the French nation for acts of his, about which there is no dispute, it was hardly necessary to invest him with high dignities for such an errand.

Although the scope of the mission of Chung How should be limited to representations at Paris in connection with his personal share in the Tientsin massacre, it is necessary to inform your Committee that its reception may have an important effect on the position of foreigners generally in China and even on the prospects of trade. Our relations with the Chinese are of such a nature as to bind all classes of foreigners by a common interest. The victims of the Tientsin outrage were not French alone, but of various nationalities, British included. Your Committee may, therefore, be in a position, if only indirectly, to influence the decision of the Governments to which the Mission may address itself; in which hope we would now urge the special objection which the foreign communities in China entertain to the official reception of Chung How by any civilised power. That objection is nothing less than Chung How's supposed complicity in the barbarous murders of the twenty-one Europeans who were living under his protection. Chung How was at the head of the executive, civil and military, of Tientsin at the time when that horrible atrocity was perpetrated in open day, and he had held that responsible position for ten years, during which time he was in constant communication with the Foreign Consuls and others.

There had been ample warning given that some outbreak against foreigners was intended; the plot appears to have been generally known throughout the North of China for some time previous to its denouement. The British Consul, Mr. W. H. Lay, took so serious a view of affairs that he warned Chung How three distinct times, on the 18th and 20th, and finally on the 21st of June; yet not only was no precaution taken by Chung How to prevent disturbance, but the letters were left unnoticed. When the attack had actually commenced, on the 21st, Chung How still denied all protection to the Europeans, although he had six hundred disciplined troops under his immediate command on the spot.

The two city magistrates may have been probably more directly responsible for the massacre, their inflammatory proclamations and other efforts having been the means of exciting the hostile feeling to foreigners, while they themselves are believed to have taken an active part in the affair; but it is important to remember that Chung How exercised full power over these men, and could at any moment have arrested the course of events which led up to the massacre. Nay, more, it was his special business to acquaint himself with, and to supervise all proclamations issued by his subordinates, and it is simply incredible either that he was unacquainted with the nature of the proclamations by which the magistrates incited the people to the massacre, or that they could have been published without his approval.

In a proclamation issued the very day after the event, he accepts the full responsibility of his position, and says, "I have given orders to the civil and military authorities to apprehend and severely punish any persons who are found abusing and contending with foreigners." There is no doubt, therefore, that Chung How was the proper person to have stopped the operations of the so-called "mob," and that he could have done so, had he been so minded, seems also to admit of no doubt. Chung How's ability to suppress the attack is clearly shown by his volunteering to send 600 foreign-drilled troops on the day after the massacre to protect foreigners in the settlement.

It is true that the French Chargé d'Affaires is disposed to acquit Chung How of being concerned in the murders, on the strength of a letter written by Mr. Consul Fontanier on the morning of the massacre. But as it is rather by what has come to light since M. Fontanier was cut down at Chung How's door, and probably in his presence, that the public must judge of his

Digitized by Google

conduct, the opinion of M. Fontanier, before the event can have comparatively little weight. No foreigners previous to the massacre could have supposed that Chung How, who had been so long and favourably known to them, would connive at so atrocious a crime, but if M. Fontanier had lived to see the tragedy of the 21st June completed it is reasonable to suppose he would have given a different verdict.

It is unnecessary to follow Chung How's conduct into further detail, as there is more than sufficient *prima facie* evidence in what we have advanced to show. that before being received as an ambassador, Chung How should be called on to exculpate himself from the murder of the victims of the 21st June.

The importance of the present crisis in foreign relations with China can hardly be exaggerated, as the success of such a mission as Chung How's may go far to destroy what little remains of that prestige which has been the security for foreigners in China, and the guarantee of peace between the respective countries. The Imperial Government has declined to punish the real instigators of the massacre, or even to go through any form of investigation into their guilt or innocence. The two magistrates, who have been nominally exiled, have not been tried for the murder, and are thus punished only for their incapacity to preserve order; while the General Chen-kwo-Jui, the capital punishment of whom was likewise demanded by the French Charge d'Affaires, has scarcely even been alluded to in the despatches from the Prince Kung. It has thus been published throughout the Empire of China that foreigners may be outraged with impunity, provided their assailants be sufficiently influential, and no argument is needed to show you that the most disastrous consequences may result from this discovery.

But as if it were not enough to allow the guilty to escape, the Imperial Government has marked the occasion by an act of shocking barbarity towards a number of innocent persons, twenty of whom have been sentenced to death, and sixteen * of them have been already beheaded at Tientsin. Whether or not any of these unfortunates actually took part in the massacre of 21st June, the fact that they were procured by purchase takes away all idea of their execution being a legal or just punishment for the crime, and the ceremonies attending the execution were such as to give it the character of a mere sacrifice to the unreasonable demands of foreigners. The malefactors of the 21st June, if any were among the sixteen beheaded on the 18th October, have been thus elevated to the rank of martyrs, an event not calculated to allay the popular hostility to foreigners which had been so diligently inflamed for some time past. Even the payment of the indemnity which has been proffered to, and accepted by, the French Chargé d'Affaires, has been so arranged as to deprive it of all the appearance of being a reparation for the outrage. Justice and sound policy alike required that the pecuniary penalty should fall, as much as possible, on the place where the crime was enacted, that it might be retributive in its character and deterrent in its effects. Instead of this, however, the larger portion of the amount is to be provided out of the duties levied on foreign trade at Shanghai and Canton, and even the remainder which is decreed to be paid at Tientsin is likewise to be drawn from the proceeds of foreign duties, thus successfully disguising from the Chinese people the connection between the massacre of foreigners and the punishment of the crime.

The effects of proceedings such as these would be deplorable enough under any circumstances; but the danger to amicable relations will be greatly intensified by the proposed expedition of Chung How. He is so notoriously implicated in the murders of June, that his being permitted to leave China, even on the pretence of a mission to France, will be, in the eyes of the whole Chinese people, a public condonation of that crime: while his actual reception by the French Government, and still more the success of his representations could not fail to degrade all Foreigners in the eyes of the Chinese, before whom it is so important to maintain our self-respect It would moreover exert a most injurious influence on the Chinese authorities themselves, convincing them that any difficulty may be tided over, any outrage atoned for, by supple diplomacy and hollow promises for the future. The success of the Burlingame Mission has assured them of their power to over-reach and mislead the nations of the West. If they are a second time successful in this policy, and manage to gloss over a terrible tragedy like that of Tientsin, the position of every foreigner in the empire will be imperilled.

There can be no question that a powerful faction exists among the literary and governing classes, who entertain deadly hatred to foreigners, and cherish hopes of their expulsion or extermination. The kind of means to which this faction will resort to further their designs may be gathered from the perusal of the accompanying pamphlet, which is the translation of a book written by a man of high literary attainments, and is circulated from the yamens of the mandarins. It is called "A Death-blow to Corrupt Doctrines," and its object is to associate the name of foreigners with the most revolting practices. Though a production of almost inconceivable obscenity and falsehood, it furnishes an instructive picture of two classes of the people with whom we have to deal. The unscrupulous animosity of the anti-foreign official party is there clearly exhibited, and the ignorance and superstition of the people for whom the book is intended is made equally plain. While efforts like these are being made to poison the minds of the populace in regard to foreigners, and to stimulate them to such outrages as that at Tientsin, it is self-evident that the only wise, safe, or even humane policy for foreign governments is one of such uncompromising firmness as shall discourage the hostile faction from prosecuting their schemes. This party derived great encouragement from the diplomatic success of Mr. Burlingame, and the reception of the mission of Chung How is still further calculated to strengthen their hands.—I have the honour to be, Sir, your obedient servant,

A. MICHIE, Chairman.

* The remaining four were accused of the murder of the Russians; the Russian authorities protested against their execution until they should be satisfied of their guilt. These four men have consequently been spared for the present.

RESOLUTIONS OF THE CHAMBER OF COMMERCE.

At the meeting of the members of the Chamber of Commerce the Report was presented, and the following resolutions, which we take from the *Shanghai Courier* of the 16th Nov., were passed.

Moved by the Chairman, seconded by Mr. Lavers—"That the report of the committee for 1869-70 as presented to this meeting be adopted." Moved by Mr. Lavers, seconded by the Chairman—"That the accounts of the Chamber for the year ending 30th June, 1870, showing a balance to the credit of the Chamber of Tls. 2,321.22, be passed.

Proposed by Mr. Lavers, seconded by Mr. Dixwell—"That the words 'from the port' be omitted from Rule 6, and the words 'from the meeting' be substituted." After some discussion Mr. C. J King proposed and Mr. Hayes seconded the following amendment, which was put to the meeting and carried—"That the consideration of the foregoing resolution be postponed till the next meeting of the Chamber." Resolution No. 3 consequently fell to the ground. The next resolution, proposed by Mr. Dixwell and seconded by Mr. Lavers, was:—"That any member of the Chamber may introduce non-members at general meetings, who shall be privileged, with the consent of the meeting, to take part in the discussions, and that a rule be added to that effect." This led to a lengthened discussion, at the close of which Mr. Hoppius proposed, and Mr. Hanbury seconded, the following amendment:—"That the committee may introduce non-members at the general meetings, who shall be privileged, with the consent of the meeting, to take part in the discussions, and that a rule be added to that effect." This being put to the meeting was rejected, only two voting in its favour. The original motion was afterwards put to the meeting, and was rejected almost unanimously.

Resolution No. 5 was proposed by Mr. Dixwell, seconded by Mr. Lavers—"That the letter to the London Committee of China merchants prepared by the Committee and submitted to this meeting be adopted". Against this Mr. Hanbury, after some remarks, read the following protest:—"I protest against the letter to the chairman of the London Committee of China merchants as being libellous in character, and lowering to the Chamber of Commerce, bringing as it does a charge of complicity with murder against a man never formally accused of the crime, and virtually acquitted of any supposed complicity by his appointment as Ambassador to France at the request of Count Rochechouart, the Minister for France, and submit the following reasons why the letter should not be sent:—

"1st. The charge of complicity with murder is to be found in the following paragraphs of the letter.

"That objection is nothing less than Chung How's supposed complicity in the barbarous murders of the twenty-one Europeans who were living under his protection. Chung How was at the head of the executive, civil and military, of Tientsin at the time when that horrible atrocity was perpetrated in open day, and he had held that responsible position for ten years, during which time he was in constant communication with the foreign consuls and others.

"When the attack had actually commenced on the 21st, Chung How still denied all protection to the Europeans, although he had six hundred disciplined troops under his immediate command on the spot."

"He is so notoriously implicated in the murders of June that his being permitted to leave China, even on the pretence of a mission to France, will be in the eyes of the whole Chinese people a public condonation of that crime.

"But this charge is disproved by the fact that the Minister of France, after investigation on the spot, has acquitted Chung How, and fixed the guilt upon others; thus it seems too great an assumption on the part of the Chamber located hundreds of miles from the scene of the tragedy, and whose facts are largely derived from anonymous contributions to the newspapers and many impossible of verification, to state so authoritatively the guilt of a man who has not been so judged by the foreign authorities at the North.

"2nd: It would be derogatory to the character of the Chamber to have remained silent as regards this charge of complicity with murder during the past four months when they have been cognisant of the fact that the mission of Chung How was contemplated, and as soon as he has left on his mission to Europe to forward after him so serious a charge without giving him the chance of rebutting it by any evidence he might have been able to bring forward in China.

"3rd.—The proposed indictment against Chung How necessitates a serious counter charge against the French Minister of having requested the Chinese Government to send an official as ambassador to his country who is 'notoriously implicated in the murders of June;' nor is it easy to see how, if the statement of the

Digitized by Google

Chamber is to be accepted, the foreign Consuls in Shanghai can explain their honourable reception of such a man.

"T. HANBURY."

A number of members having given various reasons for warmly approving of the letter and urging its adoption, the resolution was again put to the meeting and carried. Mr. Hanbury dissenting

Mr. C J. King proposed the last resolution, which was seconded by Mr. Frazar, and carried :—"That the Chamber memorialise the Taoutai through the foreign Consuls on the condition of the bar of the Wangpoo at Woosung, which by ordinary dredging might be made easily navigable for vessels of twenty-four feet draught, whereas the accidents and delays which it causes to vessels are of daily occurrence for want of the attention suggested."

The following committee were then elected, the name of Mr. Lavers, which was also on the list, having been withdrawn at his request :—Messrs. Dixwell, Porter. Probst, Handbury, Blydenburgh, Anderson, J. I. Miller, Hanssen, Reid, and Hayes.

With a cordial vote of thanks to the retiring committee, proposed by Mr. Bell and carried by acclamation, the meeting separated.

The steamer *Appin* is reported ashore at the Beacon.

A case of alleged smuggling by a foreign firm was tried before Mr. Dick and H.B.M.'s Vice-Consul at the Customs, but the proceedings being of a preliminary character the publication of them was reserved for further consideration.

Messrs. Boyd and Co. have had some intention of making an attempt to raise the wreck of the steamer *Lismore*.

Messrs. Devine, Dudfield, Harris and Morton, who have been out on a shooting excursion, and whose prolonged absence was beginning to create uneasiness, have returned, sound in wind and limb. Stress of weather, we understand, was the cause of their detention.

At the dividend meeting of Dow and Co.'s bankruptcy, held at the Supreme Court, the Creditors' Assignee presented his accounts, which showed assets available for dividend amongst creditors who have proved. of Tls. 8,358. It was accordingly resolved that a dividend of 1.17 per cent. be paid, and the estate wound up. At Mr. Walker's application for his discharge as creditors' assignee, it was agreed that it should be delivered to him when the necessary formalities shall have been gone through.

SIAM.

—o—

BANGKOK.

The following items are from the *Bangkok Summary* :—The annual ceremonies of Loi Katawng was performed by their Majesties the Wang Kluang and the Wangna on the evening of the 6th, 7th and 8th November, when there was a grand display of fireworks on the river, at the landing of both the kings, thus closing the annual pompous visitations of the Wats, by the kings of Siam.

A mail from Cheangmai, with dates up to the 11th Oct. states that the two mission families were quite well, with lively prospects of soon erecting permanent dwellings. It was then a time of peace and quietness in Cheangmai, preparing for the Royal cremation in the 4th of Siamese month.

The death of Mr. Robert Simpson Scott, on the 29th Oct., cast a gloom on some of the foreign community of this city who were acquainted with him and the prominent events of his career. He came to Bangkok in the year 1857 (being then about twenty-two years of age) as a clerk in the house of the Borneo Company (Limited) and served in that capacity less than a year, we think, when he became a partner with D. K. Mason, Esq., under the firm of D. K. Mason and Co. He built the fourth steam rice mill of this city, and had just set it in successful operation when his great calamity came upon him. He was sentenced to a term of imprisonment on a charge of baratry, for scuttling the ship *Erin* on her voyage from Bangkok to China. Whether he was guilty of the great fraud with which he was charged, condemned. and disgraced, is still an open question, and will, in all probability remain such. His remains were interred in the Protestant cemetery

JAVA.

From the late Java papers we learn of the loss by fire of the ship *Uncawah*, from Macao, bound to Callao, with coolies, who mutinied at sea, and set fire to the ship. The captain and crew arrived at Anjer in the San Salvadorian ship *Fray Bentos*, and a portion of the coolies in the British ship *Juanpore*. The *Uncawah*, under San Salvadorian colours, left Macao on the 13th October, for Callao, with 537 coolies. She was under the command of Captain Giuseppe Rosieana, an Italian, whose account is in effect as follows :—After having sailed for a couple of days with a fair wind the coolies began to grumble. Several of them circulated letters amongst the coolies, urging them to rise and make themselves masters of the vessel. On the morning of the 21st October the coolies were, as usual, left on deck to refresh themselves. After having stayed some time on deck they were again ordered to go below, but refused to obey. The coolies persisting in their refusal, the crew endeavoured to force them to go below, and a fight ensued between them. The sailors were provided with weapons, but the Chinese armed themselves with pieces of iron and wood, and laid about with these so effectively that the steward and carpenter were killed and several sailors wounded. After a struggle lasting half an hour the Chinese were driven to the hold, and, seeing that there was little hope of obtaining command of the vessel by force, broke everything below, and set fire to the ship. The crew, perceiving this, became panic-stricken, got out a boat, and made away from the ship so hastily that the captain, who was left behind, was obliged to jump overboard and swim after the boat, which picked him up. They pulled steadily for five days, during which time they were without food, when they reached the Great Natunas Island. They remained four days on the island, after which they were taken off by the San Salvadorian ship *Fray Bentos*, Capt. Mota, and taken to Anjer, where they arrived on the 9th November.

The fate of the vessel, and of the coolies who were left on board, has been described by Captain Haldane, of the British ship *Juanpore*, who has also reached Anjer with 112 of the coolies and a Greek sailor, who had been left behind on board the burning vessel by his shipmates. More than 400 of the coolies must have perished by fire and by drowning.

The master and crew of the ill-fated *Uncawah*, and the 112 coolies saved by the *Juanpore*, were taken from Anjer to Batavia in the steamer *Minister von Stadt Rochussen*. Two of the coolies were put in irons, charged with the murder of the carpenter. The Greek, it is said, is also charged with having combined with the coolies, but the captain of the *Uncawah* discredits this.

We are sorry to learn that, in addition to the heavy expense incurred by Captain Haldane, of the *Juanpore*, in providing for so large a number of coolies, and the risk he ran in saving them. he has been obliged to suffer further delay and inconvenience as a direct result of his humanity.

The *Juanpore* having arrived at Anjer, the Assistant-Resident, nevertheless, raised difficulties about giving leave to the coolies to come ashore. The captain of the British ship thereupon repaired to the British Consul at Batavia. His efforts were at first fruitless. The Consul had to telegraph to the Governor-General to obtain a decision. In consequence a steamer will fetch the coolies saved. Meantime the British captain had lost five days before a decision was come to—no trifle for a ship. Anjer may not be legally a place to bring Chinese to, but it is unheard of not to make an exception in case of *force majeure*. A captain who can or may not lose many days will naturally put ashore shipwrecked folk at the nearest place under European Government, and often cannot without enormous loss steer to a haven where he can land such men. If captains in such cases choose, they will have, after such behaviour, to put to themselves the question, "May or can I act as a man, or must I leave these unfortunates to their fate?" for the Dutch authorities recompense a good deed by delays which are not to be endured.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates are down to the 29th Nov. The London mail of Oct. 21 arrived on Nov. 23. Much dissatisfaction was expressed at the P. and O. Company's steamers being announced to leave with the mails at least a day before their real departure, to the great inconvenience of merchants, who were unnecessarily detained at office at very unseasonable hours.

The intended departure of his Excellency the Governor on his leave of absence home had been officially announced by his Excellency to the Legislative Council.

The Municipal Commissioners had a meeting on the 10th November, when the following accounts were passed for payment :—Commissioners' establishment, $678.45 ; lighting, $11.20 ; ditto, with oil, $20 ; town clock, $10 ; registrar of hackney carriages, clerk's pay, $40 ; police maintenance, $4,245 ; conservancy establishment, $440 30 ; ditto, contingent, $72 ; cemetery establishment, $27 ; ditto, contingent, $2.50 ; maintenance of roads, $1,897.05 ; bridges $142.08 ; cleansing town, $655 ; burying sweepings, $24.4 ; watering streets. $3994 ; tools for use on roads, $24.76 ; protecting side of North Bridge-road, $64.26 ; town hall, $12 ; town drainage, $1,693.87 ; commissioners' contingent, $66.18.

It will gratify the friends of Mr. Bayley, who for the last fourteen years has ably filled the head mastership of the Raffles Institution to learn that he has, on his resignation, been presented by the trustees with a complimentary address engrossed on vellum and the sum of $400. Mr. Bayley's old scholars and late pupils have also presented similar addresses, the former being accompanied by a cheque for $40 Mr. Bayley has transferred charge to Mr. Brown, the acting head master.

At a special meeting of the trustees of the Raffles Institution, it was stated that the honorary secretary, acting under information received from Mr. Birch, and believing that a large majority of the trustees had given their consent to the president's scheme, had written to England by the last mail to secure the services of two masters, one to be a first-class honour man, the other an experienced certificated teacher, the former to combine with his duties the Inspectorship of Schools ; the respective salaries to be £600 —to be raised to £750—and £300 per annum. The Hon. R. C.

Digitized by Google

Woods said that at the time of the departure of the president no additional grant had been made to the Raffles Institution, and that the grant of $1,380 subsequently made to the school was on the condition that the trustees obtained a first-class man; the Council had refused to grant the sum for an inspector. It was agreed, therefore, that as the order was premature—the hon. secretary should telegraph by first mail and stop the engagement of the second master—but that a first-class man should be obtained at the rate of £600 a-year, with the prospect of a gradual increase to £750. The trustees also agreed to accept the kind offer of the Hon. R C. Woods to send Mr. Davidson as their representative to the Court at Penang to plead their cause in the action lately brought aginst them, and they expressed to the Hon R. C. Woods their thanks for his offer to reduce the retaining fee from $1,000 to $300.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to Oct 31, 1870	10826	56319991	29231806	34509	6897686	92491818	22048
Corresponding period last season	...	56702296	37438964	1349918	10867018	106358216	23588

Shipments Since:

Oct. 16 per Abbotsford (str.)	From Hong Kong	... —	85*
— 18 ... Emeu (ml. str.)	... Shanghai, &c.	... —	780*
— 23 ... Alice	... Shanghai	... 860,866*	
— 28 ... Tamerlane	... Do.	... 1,089,411*	
— — ... Jumna	... Do.	... 1,098,257*	75*
— 29 ... Douglas Castle	... Foochow	... 1,002,815*	
Nov. 1 ... Malacca (ml. str.)	... Shanghai, &c.	... —	512
— 2 ... Guinevere	... Amoy	... 54,005	
— — ... Do.	... Foochow	... 1,073,986	
— 7 ... Taitsing	... Amoy	... 25,204	
— — ... Do.	... Foochow	... 1,044,638	

* Included in above total.

TO THE CONTINENT.

From June 1 to Oct. 31, 1870	...	...	...	...	...	1038730	Bales. 8386
Corresponding period last season	...	...	...	...	...	739840	8289

Shipments Since:

Oct. 18 per Emeu (ml. str.)	From Shanghai	... ...	12*

* Included in above total.

TO UNITED STATES.

From June 1 to Oct. 31, 1870	...	...	...	...	...	21573785	Pcls. 1150
Corresponding period last season						[illegible]	[illegible]

Shipments Since:

Oct. 23 per China (str.)	From Yokohama	...	378,934*
— 24 ... N. B. Palmer	... Shanghai	...	1,073,849*
Nov. 1 ... Morro Castle	... Do.	...	384,413
— — ... Anglo Saxon	... Do.	...	687,668
— 3 ... Game Cock	... Canton	...	25,190
— 5 ... Marathon	... Amoy & Hong Kong	...	382,281
— — ... Osceola	... Canton	...	76,947
— — ... The Cedars	... Amoy	...	364,851

* Included in above total.

TO AUSTRALIA.

From June 1 to Oct. 31, 1870	9,024,120 lbs.
Corresponding period last year	10,121,013

Shipments Since:

Oct. 26 per Victory	From Foochow	...	316,417*
Nov. 1 ... Ziba	... Do.	...	396,577
— 3 ... Corpheus	... Do.	...	309,596

* Included in above total.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company ...	500 ...	500 ...	115 ...	6 p.c.
Shanghai Gas Company ...	100 ...	100 ...	120 ...	12p.c.
Shanghai S.N. Company ...	100 ...	100 ...	108 ...	12p.c.
S. Tug and Lighter Company ...	850 ...	850 ...	800 ...	None.
French Gas Company	50 ...	50 ...	51 ...	None.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$412 ...	12p.c.
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.605 ...	Trienl.
North China Steamer Company	500 ...	500 ...	110 ...	20p.c.
Union S.N. Company	100 ...	100 ...	76 ...	12p.c.
Yangtzee Ins. Association ...	500 ...	500 ...	665 ...	15p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,650 ...	—
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	2,600 ...	400p.sh

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4½d.	4s. 5d.	4s. 5d.
Shanghai " " ...	5s. 9⅝d.	5s. 10d.	5s. 10½d.
Canton " " } Hong Kong " " } Macao " " }	4s. 4½d.	4s. 4⅝d.	4s. 4⅝d.
Singapore " " ...	4s. 4⅝d.	4s. 5d.	4s. 5½d
Manila " " ...	4s. 1d.	4s. 1½d.	4s. 1½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	302	226 to 227
" Hong Kong	25 to 25½ dis.	—
Bar silver	111.5.0	7½ prem.
Mexican dollars	75.8.0	1½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20; Old, 25 per cent. prem.
Hong Kong Gas Company, 48 dols. per share.
Hong Kong and Whampoa Dock, 14 per cent. discount.
China Traders' Insurance, 1,850 dols. premium.
Hotel shares, 70 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. premium.
Hong Kong Fire Insurance Company, 225 dols. premium.
Union Insurance Company, 1,850 dols. premium, nominal.
China and Japan Marine Insurance Company, Tls. 50 to Tls. 55 premium.
China Fire Insurance Company, 55 dols. premium.
Victoria Fire Insurance Company, 25 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

TEA CARGOES EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
Aug. 10 ...	Zephyrus	Shanghai ..	874,877
" 15 ...	Golden Spur ...	" ...	907,458
" 20 ...	Geraint	" ...	1,293,556
" 31 ...	Wild Deer	" ...	1,259,896
Sept. 2 ...	Huntly Castle ...	" ...	860,851
" 8 ...	Northampton ...	" ...	1,614,507
" 14 ...	City of Hankow ...	" ...	1,626,567
" 14 ...	Arracan	" ...	1,020,866
" 15 ...	Jas. Wishart ...	" ...	1,064,862
" 20 ...	Juanpore	" ...	586,707
" 27 ...	Araby Maid ...	" ...	1,229,400
Oct. 1 ...	Ornate	" ...	966,500
" 4 ...	City of Aberdeen ...	" ...	730,200
" 6 ...	Veronica	" ...	410,800
" 12 ...	Eldon (s.)	" ...	306,200
" 15 ...	Clara	" ...	1,235,700
" 21 ...	Star of China ...	" ...	993,800
" 22 ...	Carricks	" ...	1,190,700
" 23 ...	Alice	" ...	874,700
" 24 ...	Glenavon	" ...	1,197,200
" 28 ...	Tamerlane ...	" ...	1,089,400
" — ...	Jumna	" ...	1,098,200
Aug. 31 ...	Haddington ...	Foochow ...	1,352,208
Sept. 4 ...	Shun Lee	" ...	851,306
" 10 ...	Maitland	" ...	995,495
" 16 ...	Melbrek	" ...	[illegible]
" 22 ...	Flying Spur ...	" ...	911,600
" 23 ...	Carrick Castle ...	" ...	1,255,700
" 30 ...	Lennox Castle ...	" ...	925,500
Oct. 4 ...	Leander	" ...	1,137,000
" 24 ...	Kaisow	" ...	1,085,500
" 4 ...	Kjobenhavn (Falmouth and orders)...		418,300
" 24 ...	Margaret Falconer	" ...	493,000
" 12 ...	Lahloo	Foochow ...	1,081,200
" 25 ...	Magellan	" ...	809,900
" 29 ...	Douglas Castle ...	" ...	1,002,800
Nov. 2 ...	Guinevere	" ...	1,128,000
" — ...	Taitsing	" ...	1,069,800
Sept. 16 ...	Fiery Cross ...	Canton ...	822,359
Oct. 24 ...	Cathaya	" ...	716,200
" 27 ...	Tamesa	" ...	879,500

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday, and Co., agents, Manchester,

Digitized by Google

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart. Tidman, and Co., agents, 84, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent 32, Nicholas-lane.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

LATEST TELEGRAMS.

THE RECENT DISTURBANCES IN CHINA.

HONG KONG, DEC. 13.—The excitement in the North of China has subsided, and there is every prospect of a quiet winter. It is expected that the river Peiho will shortly be frozen over, and communication with Tientsin will then cease.

FOREIGN OFFICE, JAN. 1.—A telegram, dated Peking, Dec. 16, has been received from Mr. Wade, stating that all was quiet at the ports.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA GALLE, DEC. 28.)

SHANGHAI, DEC. 7.—Grey Shirtings, 6½, 8¼ lbs. Tls. 2.25; Cotton, Shanghai, Tls. 13. Tea: Fair demand Silk: Active demand; No. 3 Tsatlee, Tls. 600; settlements since departure of last mail, 1,000 bales; export to date (China and Japan) from commencement of season, 33,000 bales. Exchange on London: Bank bills, six m.s., 5s. 10d.

HONG KONG, DEC. 13.—Grey Shirtings, 6½ cattles 8¼lbs. $2.70; Cotton Yarn, 16-24, $110. Tea: Quiet, but steady; total export (China and Japan), 106,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4d.

STRAITS SETTLEMENTS.

(RECEIVED VIA GALLE, DEC. 28.)

SINGAPORE, DEC. 16.—Grey Shirtings, 8¼ lbs. $2.57½; 7 lbs., $2.15; T-Cloths, 6 lbs., $1.52½; Mule Twist, 16 24, $87½; 40's $122. Exchange on London: bank bills, six months, 4s. 4½d.

RECEIVED, VIA GALLE, JAN. 2.

SINGAPORE, DEC. 20.—Grey Shirtings, 8¼ lbs. $2.55; 7 lbs., $2.10; T-Cloths, 6 lbs., $1.50; Mule-twist, 16-24, $87½; 40's, $120¾. Exchange on London, Bank Bills, six m.s., 4s. 6¾d.

JAVA.

(RECEIVED DEC. 28.)

BATAVIA, DEC. 14.—Java Coffee, f.29 to f.30. Sugar, No. 14, f.15½ to f.15¾. White Rice, first quality, f.150 to f.151; second quality, f.135 to f.140. Piece Goods, flat. Freights to Holland, f.75 to f.77½. Exchange on Holland, f.101 to f.102.50.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Fontenaye, Danube (reported by telegram).

At MANILA.—From Clyde, Dec. 8, Mindora (str.), (reported by telegram).

At SINGAPORE.—From Liverpool, Nov. 22, Una (str.); 24, Achilles (str.); 26 Bengal (str.); from Newcastle, 21, Lady Cecilia; from Swansea, 27, Stanley; from London, Calisto, Otter (reported by telegram).

At BATAVIA.—From Europe, previous to Dec. 8, Professor van der Boon Mesch. Quarte Bras (reported by telegram).

At TIENTSIN.—From London, Dec. 14, Princess of Wales.

DEPARTURES.

From SHANGHAI.—For London, Nov. 18. Erl King (str.); for New York, 16, Mary Whitridge; for London, Dundonald, Tyburnia (reported by telegram).

From SINGAPORE.—For London, Nov. 23, Palestine; 29, Erl King (str.); for Liverpool, 23, Newcastle; for Boston, 23, Lizzie Williams.

From BATAVIA.—For Europe, previous to Dec. 14, Constantia, Cornelia, Henriette Maria, Johannes, Maasluis, Oceanus, Samarang, Sirius, Astrea, Cornelia Mathilda, Ida Gertruida, Isac da Costa, Johanna and Willem, Kortenaer, Kosmopoliet II., Mentor, Susanna Johanna, Vier Gezusters (reported by telegram).

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 24, at Dungeness, from Java, for Amsterdam, Otto; Nov. 12, at Callao, from Hong Kong. Courage; Dec. 30, at Deal, from Shanghai, Abbotsford (steamer); Dec. 30, at London, from Foochow, Maitland; 29, at Texel, from Batavia, Otto; 21, at Cadiz, from Manila, Chispa; 31, at Scilly, from Colombo, Elliot; Jan. 2, at Falmouth, from Batavia, Argo; from Rangoon, Emanuel.

DEPARTURES.—Dec. 27, from Glasgow, for Yokohama, Dunedin; from Cronstadt, for River Amoor, Iris; 27, from Cardiff, for Singapore, Dorothea; 28, from Sunderland, for Batavia, Hoek v. Holland; 26, from Brouwershaven, for Samarang, Landbourd; for Batavia, Johanna Margaretha; Dec. 29, from Cardiff, for Singapore, Thames; 28, from Liverpool, for Penang, Said (str.); 31, from London, for Hong Kong, Hopewell; for Singapore, Hong Kong, and Shanghai (via Suez Canal), Lumley Castle (str.).

SPOKEN.

NAOMI (ship), Cardiff to Singapore, Nov. 23, 10 N., 26 W.
LUCKNOW (brq.), Cardiff to Singapore, Nov. 23.
CHARLES DICKENS (Norwg. brq.), Newcastle to Galle, Nov. 23.
MIKADO (ship), Shanghai to New York, Dec. 1, 21 S., 3 E.
SOPHIA (brq.), Liverpool to Galle, Nov. 29, 3 N., 25 W.
LASS OF CORIMA (?) bound to Hg. Kg., 18 days out, Nov. 29, 3 N., 25 W.
KANAGAWA, Batavia to Amsterdam, Nov. 13, off Cape Agulhas.
ARIAFEN BETSY, Samarang to Amsterman, Oct. 27, 27 S., 60 E.
LINDA, Batavia to Rotterdam, Nov. 1, 29 S., 50 E.
HYLTON CASTLE, Manila to Liverpool, Nov. 8, 31 S., 38 E.
EARL RUSSELL, Battavia to Rotterdam, Nov. 25, 22 S., 2 E.
CHRISTIANA, Java to Amsterdam, Nov. 29, 35 S., 1 W.
CLARIBEL, Manila to New York, Oct. 23, 23 S., 68 E.
ROYAL ALICE, Saigon to London, 95 days out, Nov. 30, 18 S., 3 W.

LAID ON.

At London, for Singapore, Hong Kong, and Shanghai (via Suez Canal), Abbotsford (str.), Tweed (str.).

At Liverpool, for Manila, Estrella.

CASUALITIES.

The Benefactress (American barque), from Japan to New York struck on a rock at Struys Bay, Nov. 20, was put on the sands in False Bay, and afterwards became a total wreck; vessel and cargo sold for £800; only some 50 boxes were landed.

The Ingertha, Bjarstad, from Cronstadt to the river Amoor, put into Plymouth Dec. 30, to examine her bottom, having touched on the sands outside Lowestoft.

A report, either from Hong Kong or Foochow, received by telegraph from Galle, December 27, states that the Black Adder, from London to Shanghai, had been in collision with the French mail steamer Volga. Damage not known.

MISCELLANEOUS.

The Sanspareil (steam-tug), Robertson, for Singapore, via Suez Canal, which put back to Falmouth, Dec. 16, sailed thence, 29th, for her destination.

The Zoroaster, Baker, for Galle, which put into Falmouth, Dec. 27, with master sick, sailed thence, 29th, for her destination.

At ADEN, Dec. 12, Oberon (str.), Burgoyne, from London, and left 13th for Singapore, China, &c.; 14, Erzherzog Friedrich (Austrian frigate), from Singapore.

At ST. HELENA.—Nov. 29, Maiden Queen, Ray, from Manila, for Liverpool; Compadre, Downward, from Batavia, for Falmouth; 30, Peter Dickson, Gadda, from Batavia, for Amsterdam; Dec. 1, Gladstone, Bowles, from Samarang, for Rotterdam; Loch Awe, Farquhar, from Java, for New York; 2, Glenallan, Shilston, from Manila, for New York; Scythia, Lawson, from Manila, for London; Haddington, Angove, from Foochow, for London; Bastiaan Pot, Zetteler, from Batavia, for Amsterdam; Eleanor, Prehn, from Amoy, for New York; 3, Tetuan, Arrazola, from Manila, for Liverpool; Sattara, Thomas, from Batavia, from Rotterdam.

Off ST. HELENA.—Dec. 1, Glasgow, from Batavia, for Queenstown.

At TABLE BAY.—Nov. 24, Sir Robert Sale, from Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HOW—On the 26th Dec., at Leigh Hill House, Cobham, the wife of E. Henry How, Esq., of a daughter.

DEATHS.

COGHLAN—On the 26th Dec., at 81, Clarendon-road, Notting-hill, John Joseph Coghlan, M.D., aged 43.

THE *PALL MALL GAZETTE* AND OURSELVES.

WE beg our readers to peruse with attention the article from the *Pall Mall Gazette*, entitled "Our Policy and Prestige in China," which we reproduce in another column. They may not thank us for the task, and they will very likely rise from it with the exclamation, "There's nothing in it." We could certainly very well afford to allow such a vapid attack on "the Anglo-Chinese Communities," and on ourselves as "their organ," as the *Pall Mall* courteously styles us, to remain unanswered, or to refute itself; for it makes absolutely no show of argument to disprove the justice of the demands which it so vehemently condemns. But it is its very nothingness of argument that we feel it desirable to expose, because, it must be admitted that, with all its faults, the *Pall Mall* never leaves anything unsaid that it can say

Digitized by Google

in defence of a weak cause. We will pass by the sneer at the "mercantile, or Anglo-Chinese, idea of a future policy," which the writer proposes to "show on another "occasion," with the remark that it is a pity he did not "show" it now, because that would have proved whether he understood it or no; but we shall be glad to be favoured with his exposition of it at his earliest convenience, in order to place it before our readers, that they may either endorse or disclaim it. We likewise pass over, though not without contempt, the petty allusion to "the medical practitioner, "resident in Shanghai, who appears in the intervals of busi-"ness to take up the cause of the merchants, and to occupy "his leisure in giving *advice gratis* on matters of State "and public policy." Dr. THIN is very well able to defend himself, and we shall therefore say no more than that we can imagine no more high-minded abnegation of self than to devote part of the well-earned leisure of a visit to his native country to the explanation of his views concerning the prosperity of his countrymen in the Far East, as Dr. THIN did in the exhaustive little book, which the *Pall Mall* characterises as "*pure assumption* on the part of the writer." Now, whatever influence the *Pall Mall Gazette* has obtained was always understood to be largely assisted by a member of its staff, who was so determined to investigate for himself the true conditions of residence in a certain *terra incognita* in London that, in the form of an "amateur casual," he passed a memorable night in the ward of a workhouse, and gave the world the benefit of his experience in a series of papers, which carried immense weight with them, because they were the result of real experience. We wish that one of the "amateur casuals" of the modern *Pall Mall* would take a trip to China, and then give us his views of the condition of the "Anglo-Chinese communities" of which it discourses so flippantly now. We might then have articles more practical than the one before us.

But to come to the gist of the article in question. If it has any object, it labours to prove that "Mr. WADE's policy," which Dr. THIN, the Anglo-Chinese communities, the local press, and ourselves, united in condemning, *must be* the policy of the Government whose representative he is, because, "if "he did not act up to the instructions of her MAJESTY'S Go-"vernment, he would be very unfit for his post, and in all "probability he would be promptly removed." This, be it remembered, is the *Pall Mall's* proposition—not ours. We contented ourselves with pointing out what we believed to be a false and dangerous policy, regardless whether it was the policy of "principal or agent" (as the *Pall Mall* calls Lord GRANVILLE and Mr. WADE); but at the same time feeling it impossible to believe that such a line of conduct as that pursued by our Consul at Peking could receive the sanction of the Home Government if it were fairly explained. We have no need in this article to repeat the various grounds of complaint against that line of conduct which we urged in these columns from the commission of the massacre to its most "lame and impotent conclusion." We have not printed a word that we are not convinced of the truth of; and we now emphatically repeat the conviction which we expressed in our last issue, and which has elicited the special pleading of the *Pall Mall Gazette*, that our prestige in China *has* seriously declined, and that our policy, with its "mild diplomacy," *is* bringing the British nation into contempt in China.

But, argues the *Pall Mall*, it is not well to publish such complaints and such convictions because we know that our articles are "translated for the edification of the Chinese." We reply that we desire nothing better than they should be so translated, and that the Chinese should be "edified" by them. We would not have the Chinese permitted to believe a moment longer than was unavoidable that the uncertain and pusillanimous policy, which has been so signally frustrated, reflects the real heart and feeling of England on this subject. As for the attempt to make it appear that our just condemnation of it will excite the presumption of the Chinese, it simply amounts to a declaration that the policy in question is as unchangeable as the laws of the Medes and Persians, or the superciliious verbiage of the *Pall Mall Gazette*. We must italicise our contemporary's own statement of the case as it stands. He says, "*The present danger is over, and we may turn* "*our attention to the future, not forgetting that the causes* "*which produced the catastrophe at Tientsin are still existing,* "*and must continue to be a source of danger. Our whole* "*position has changed since that evil day—and changed very* "*much for the worse.*" Is it possible for any words that he could have selected to confirm more strongly the views we have represented all along? Have we not always "turned our attention to the future?" Have we not always urged that the causes of the Tientsin Massacre remain "a source of great danger?" And is not the time when "the present danger is over," the proper time to urge on the Government the necessity of taking such measures as will effectually prevent its recurrence? If the *Pall Mall* is in earnest for the maintenance of our *prestige* in China, it will not fail to explain its own views with regard to our future policy, at the same time that it shows up the "mercantile or Anglo-Chinese idea," as it is termed. Surely the writer cannot plead for his reticence on this point, that *his* articles are likely to be "translated for the edification of the Chinese." In his present article he shows his partiality for hackneyed quotations; we will give him one as hackneyed, but more pertinent than his own. We have never shrunk, and we are not to be debarred now, from the firm and temperate explanation of our own opinions and the views of our correspondents; and we tell the *Pall Mall*

> "Si quid novisti rectius istis
> Candidus imperti; si non his utere mecum."

Meanwhile we are quite content to accept our contemporary's attack on us as the "organ" of the "mercantile and Anglo-Chinese idea" as an apt illustration of the old legal maxim, "No case; abuse the plaintiff's attorney;" but we must tell the writer before us that it is not by such vulgar jargon as describing the mercantile communities of China as "animated by a spirit of Philistinism," because they demand sufficient force to protect their lives and property, that he can hope to attain any result, except, perhaps the conciliation of the officials who have been the cause of so much uneasiness. A journal which has changed its price so often as the *Pall Mall* may not be expected to have a very clear perception of "the mercantile idea," but it ought at least to be not insensible to human sympathy; and if it knew, as we do, how many British "Philistines" had been impelled to send their wives and families home, by reason of the insecurity of life in China, it might have hesitated to stigmatise them with a term alike unjust, unfeeling, and preposterous.

MISCELLANEOUS.

LOSS OF THE "BENEFACTRESS."

The *Benefactress*, Captain Eldred, from Yokohama to New York, has been wrecked on the Somerset West Strand, Cape of Good Hope, on the 19th Nov. The vessel left Yokohama on the 9th September with a full cargo of tea, had a favourable passage down to the coast of Africa, and was on Friday night, the 18th November, running along the coast with a light south-east wind, the vessel heading in shore, as the captain had said, with the intention of making Cape L'Agulhas light, which it was then thought could not be many miles distant. The vessel, however, was kept on the same course during the whole night, but no light was sighted; and on Saturday, the 19th, early, the noise of heavy surf was plainly heard, but on account of a thick fog no land could be distinguished. The captain, fearing that he might be running his ship too close in shore, gave the order, and her head was hauled off some points from the shore. At about six o'clock, while the vessel was going along with a press of sail, before a light breeze, she was felt to thump against something lightly, and immediately the man at the wheel was ordered to put the helm down, but before the vessel had hauled her wind at all she struck a second time heavily, making the hull and masts stagger again. The vessel was then felt to lift and pass over the reef into deep water. The ship's well was at once sounded by the carpenter, who reported her to have four feet of water, and at once all hands were set to work the pumps, but the water continued to gain upon them at the rate of about one foot per hour. During the whole of the morning the vessel was run along the land, which became visible some time after the accident, it being the intention of the captain to make the first port he could. Towards afternoon it was plain to all on board that it would be impossible to keep the vessel afloat many hours longer, upon which the captain decided that he would beach his vessel on the first favourable spot he could find. The vessel was then headed close in-shore, in which way she continued running with south-east wind until about five o'clock in the afternoon, when the vessel was off False Bay, to all appearance in a sinking state. As a sandy beach was seen at this time the vessel's head was turned for it, which she took shortly afterwards, and to prevent her being dragged off by the tide both anchors were let go. Fortunately at the time of the stranding there was little surf on the beach, so little indeed that the captain and crew at first made up their minds to remain on board the ship for the night; but shortly afterwards a number of fishermen came on board and represented to them that

Digitized by Google

should the wind change at all the vessel would be immediately dashed to pieces by the surf, and therefore they decided to leave the ship. Part of the crew were landed in the ship's boats, and the remainder in shore boats. They succeeded in saving a portion of their clothes. Next morning the vessel was found a complete wreck, but with the hull still holding together, the sea breaking right over her. During the day the surf subsided sufficiently, and boats put off to her, but only a few boxes of tea were landed. The vessel and cargo were sold by auction on the 24th November for £800. She was an American barque of 525 tons, built at New York in 1854, and owned there by Messrs. A. A. Low and Brothers.

PIRACY IN CHINA.

In our last we expressed gratification at the telegram, conveying information of the President's intention to assist in suppressing piracy in the China seas. The following is the full text of the note which has since come to hand:—

It appears from the diplomatic correspondence recently transmitted to Congress that in February last Baron Gerolt sent to Secretary Fish the contents of a confidential note from Count Bismark, wherein he urged the importance of combined measures on the part of the maritime Powers for the extermination of piracy in Chinese waters. The Baron also stated that the British Admiralty had given orders to the naval commander in China to co-operate for the object mentioned. Secretary Fish, on the 31st of March, informed Baron Gerolt that the President had taken great pleasure in complying with the request of Count Bismark by directing instructions to be issued from the Navy Department to Admiral Rogers. The co-operation of Admiral Rogers and the forces under his command would, however, be limited to cases of recognised piracy. He was instructed to proceed in such a way as not to wound the sensibilities of the Government of China, or to interfere with the peaceful policy toward China, in which the Government of North Germany and that of the United States so happily agree. In his letter to the Secretary of the Navy on this subject, Secretary Fish says:—

"Should, unhappily, any cause for hostilities occur during the mission, it is hoped that the Navy Department will instruct Admiral Rogers, in such case, to advise with Minister Low, and to leave with this Department the responsibility of war or peace."

Acting Secretary of State Davis, November last, in writing to Minister Bancroft says:—

Minister Low adheres to his original opinion that the disturbances at Tientsin, involving the massacre, was local and unpremeditated, and that the Government at Peking sincerely desired to prevent a repetition, and to preserve the peace; but the Minister appears to have decidedly modified his opinion as to the probability that they will be able to do so. Fearing that the Chinese Government may find itself too weak to resist the pressure of popular opinion in the masses, acting in harmony with the cherished wishes and purposes of the literati, and that it may be forced into a war to prevent popular outbreaks, Secretary Davis adds:—"The President does not purpose to take part, nor does he invite North Germany to take part, in any controversy between France and China, growing out of the massacre of Tientsin. He only desires, so far as the impression of the neutralisation of German and French influence by a state of hostilities operated to enfeeble the Central Government, that that impression may be removed; and that, should unfortunately a general war be declared by China, or should an outbreak against foreigners take place, which the Government cannot prevent nor punish, the several Powers may be in a position to afford the fullest measure of protection."

On the 29th of November, Secretary Fish wrote to Minister Low:

"Although the general tenor of your note of the 13th of September, to Prince Kung is regarded as judicious and proper, your assurance, toward the close that a flagrant violation of the rights and priveleges of our citizens by the people, and the failure of the Imperial Government to apply the remedy promptly, are the only circumstances which will cause a departure from the tarditional policy of the United States in their intercourse with China, is considered to be too strong an assurance of forbearance, and it would be, perhaps, well that Prince Kung should understand that any violation of the rights of our citizens, and any flagrant violation of treaty stipulations of other Powers may cause a change.

RUMOURED CHANGES IN THE MINISTRY.—Conflicting rumours are circulated concerning the Ministerial changes necessitated by the retirement of Mr. Bright, and the reported approaching resignation of Mr. Cardwell, in view of the attack which the Opposition are prepared to make on the War-office on the meeting of Parliament. It is said that Lord Lawrence will be the new Secretary-at-War; and Mr. Cardwell is mentioned as likely to be compensated by the Speakership, which Mr. Denison is said to be desirous of resigning. Mr. Stansfeld, Mr. Goschen, and Mr. Chichester Fortescue are mentioned as probable successors to Mr. Bright. The Marquis of Hartington and Mr. Monsell are both mentioned for the Irish Secretaryship. In the impending discussions on the War Department, &c., it is thought that the advisability of the retirement of the Commander-in-Chief will be strongly urged.

THE MONT CENIS RAILWAY.—The *Daily News* says:—The greatest engineering work of the great century of engineering has at last been accomplished. The Mont Cenis Tunnel is, perhaps, a more wonderful triumph of genius and perseverance than the Atlantic Telegraph or the Suez Canal. Its length is seven miles and three-fifths, it is twenty-six feet and a quarter in width, and nineteen feet eight inches in height, and will carry a double line of rails from France, under the Alps, to Italy. The tunnel, which is of course unfinished as yet, has been cut by atmospheric machinery through the solid rock, schist, limestone, and quartz, the air which moved the chisels escaping from its compression to supply the lungs of the workmen. As a triumph of engineering skill, we must mark this work as one of the new wonders of the world.

THE COMPTOIR D'ESCOMPTE.—By the last mail from India and China a curious document has been brought, and has been published in newspapers. It is signed by a number of French merchants established at Saigon, in the French colony of Cochin China, and it is to the effect that the agent of the Comptoir d'Escompte of Paris in that place had since the outbreak of the war refused them the banking facilities they had previously enjoyed, though continuing them to German merchants, his reason being, it is alleged, that he is a Prussian, and that, as such, he was anxious to do all the harm he could to French commerce. The complaint is addressed to the director of the Comptoir, at Paris; but it has no chance of reaching him, as he is blocked up there. Since it was signed the news has been received that the Germans in Cochin China have, with some exceptions, been expelled by the French Governor; but whether the offending Prussian of the Comptoir is among the exceptions or not is not stated.

The 35-ton gun, on its transit from Woolwich to the proof butts in the Government Marshes, has met with a mishap, which will delay its preliminary trial. The tramway on which the gun was being carried gave way, it not having originally been constructed to carry such heavy burdens. The rails parted on a narrow embankment, and the truck has for the present become a fixture. The ironclad targets at which the gun is to be tried are at Chatham, and nearly completed. Two of them are coated with plates 14 inches in thickness, one of them having the plates placed in two thicknesses of six inches and eight inches, with the timber backing between them. The third target represents the flat surface of an ironclad ship's upper deck, and will be used in the experiments to ascertain the effects of shot and shell when thrown on to a vessel's deck.

MONEY ORDERS ON CHINA.—A notification has been issued from the Post-office, stating that from the 1st of January, and thenceforward, the rate of commission chargeable on money orders drawn in this country on the British post-offices at Hong Kong, Shanghai, Yokohama, Rio Janeiro, Pernambuco, Bahia, Buenos Ayres, and Montevideo will be made uniform with the rate on money orders drawn upon other distant places, by an increase from a threefold to a fourfold inland rate of commission, and will be as follows:—On sums not exceeding £2, 1s.; above £2 and not exceeding £5, 2s.; above £5 and not exceeding £7, 3s.; above £7 and not exceeding £10, 4s.

ACCOUNTS have been received of the death of the Rajah of Kolapore, whilst on his way home through Italy. His death took place at Florence, and is stated to have been sudden and altogether unexpected. It is just over four years since, at Sir Bartle Frere's farewell Durbar with the Sirdars of the Deccan, that the young Rajah of Kolapore was invested with the *kilhat* of State, and took his seat on the right hand of his Excellency as the premier Sirdar and representative of Sivajee, the head of the Mahratta Confederacy.

THE *London Gazette* announces that the Queen has been pleased to confer the following honours in the most distinguished Order of Saint Michael and Saint George:—Knights Commanders—Lieut. General James Lindsay and Colonel Walseley. Companions—Colonel Feilden, Lieut. Colonel M'Neill, Lieut. Colonel Bolton, Matthew Bell Irvine; Lieut Colonel Jarvis, Lieut Colonel Cassault, Major M'Leod, in the service of the Dominion of Canada.

A MEETING of the City Committee of the "*Captain* Relief Fund" has been held. It was stated that between £41,000 and £42,000 had been received at Portsmouth, and about £4,300 at the Mansion-house. Between £17,000 and £18,000 are still required. The tardiness with which the subscriptions had come in was the theme of much comment, and a strong opinion was expressed that Government ought to aid the fund.

AMONG the Japanese gentlemen, official and unofficial, now on their way to the West for the purposes of study, is one who goes to Holland, to study medicine. Holland having had the monopoly of intercourse with Japan, the Netherlands language is still the foreign language most used and understood, but English is beginning to compete with it. Indeed, most of the party proceed first to New England.

THE screw troopship *Orontes*, from Dublin, arrived in Plymouth Sound yesterday with a draft of the 1st Battalion 10th (North Lincoln) Regiment, consisting of five officers, 283 rank and file, six women, and four children. The troops were marched to temporary quarters at the military barracks, Plymouth, prior to embarkation in a few days, per hired troopship *Silver Eagle*, for Japan.

MAJOR F. A. WALTER, 97th regiment, has been appointed Commandant at Sarawak, Borneo. Major Walter was formerly in the 53rd Regiment, with which he served with distinction during the Indian Mutiny Campaign of 1857-58; he retired from the service immediately after the return of the 97th from India in 1867.

LIEUT. THE HON. FRANCIS G. CROFTON, late in command of the unfortunate gunboat Trinculo, has been appointed to the command of the Algerine, 3, screw gun vessel, at China, vice H. R. E. Grey, promoted to the rank of commander.

IT is reported that Her Majesty's gunboats *Teazer* and *Thistle* are to proceed to the China station from the East Indies as a temporary measure.

MAJOR E. M. GRAIN, R.E., has been appointed commanding Royal Engineer on the China Station, and will leave England on the 21st inst.

MR. ETZUKIE, Japanese cadet, has been appointed by the Admiralty to H.M.S. *Hercules*, as a supernumerary sub-lieutenant.

THE Imperial Russian clipper Isumroud has left Plymouth Sound for China and the River Amoor.

Digitized by Google

THE MONT CENIS TUNNEL.

We have the following account by telegram of the completion of the Mont Cenis Tunnel on the 24th ult.:—The Prefect of Savoy was present at the final perforation of the Mont Cenis Tunnel. He was received by the engineers and workmen with shouts of "Long live France." At the inauguration banquet the Prefect delivered a speech, in which he said: "It is well that the world should know that, notwithstanding the peril and anguish of the struggle for the defence of the honour and existence of France, the Republic is associated by its representatives with the great emotions of this day, which marks a solemn hour for the whole civilised world in view of so colossal a work gloriously accomplished." This speech of the Prefect was loudly applauded. On their arrival at the end of the tunnel the Prefect said:—"France and Italy are united in this work of civilisation." The enthusiasm of the guests present was still greater when, at the end of the *soiree*, the prefect proposed a toast in honour of the two capitals most illustrious in the world, "Rome, which you have conquered, and Paris, which we shall not lose."

THE MACAO COOLIE TRADE.

(GLOBE.)

The Honolulu newspapers contain a frightful account of the sufferings experienced by a shipload of Chinese coolies, on board a San Salvador ship, on a recent voyage from Macao to that port, *en route* for Callao. The vessel, *Dolores Ugarte* by name, is registered 800 tons burden, and left Macao with no fewer than 608 coolies on board. In consequence of a disposition to mutiny which had manifested itself among the coolies before leaving port, they for the first three weeks of the voyage were not allowed upon deck, but were stowed away between decks in four rows, a space of only sixteen inches wide being allotted to each individual. At the end of this term of imprisonment the coolies were allowed to come up on deck, in gangs of fifty, for one hour's exercise, in the course of the day. Sentries fully armed kept watch and guard over the wretched creatures, lest in a moment of desperation they should turn on their gaolers. On one occasion a scuffle did take place between the crew and the coolies exercising, which resulted in eighteen of the latter jumping overboard. To add to their miseries the ship's stores fell short, and they were put upon an allowance of one pound of boiled rice and less than a pint of water per diem. This very insufficient quantity of water, coupled with the crowded state of the hold, produced among them intense thirst, and they eagerly thrust their dollars through the gratings of the hatches in exchange for the cups of water which were given by the crew only in return for these equivalents. As may easily be imagined, disease soon made its appearance among them, and twenty-five died before the vessel reached Honolulu. The condition of the ship on arriving at that port is spoken of as indescribable. The mate himself confessed that the stench from the main hatch was so overpowering that it was impossible to hold one's head over it "one minute without vomiting." Forty-three of those too ill to proceed were landed at Honolulu, where, by the exertions of a kindly resident, they were permanently detained. Their plight was most pitiable. Twelve were in the last stages of decay—some with ship fever, and others with diarrhœa; two were rendered blind for life by ulcers which had formed in the corners of their eyes; and all were in a dreadfully emaciated condition. If this account be not exaggerated—and we have no reason, judging from somewhat similar cases which have from time to time been made public, to believe that it is—it reflects infinite discredit on the Portuguese Colonial Government at Macao. But further, it is of great importance to the other European States which have treaties with China that the iniquities of this traffic should be put an end to. What account will the wretched survivors of the shipload send back to China of their treatment by the foreigners? Probably a large proportion of them were men kidnapped from the interior, who recognise no distinction between the various races of Europeans, and whose friends and friends' friends will henceforth look on every foreigner as a possible manstealer and a cruel oppressor. Truly, after reading the account of the sufferings of these wretched coolies, we cannot be surprised at the ready belief accorded by Chinese mobs to the charges of kidnapping which have lately been repeatedly brought against foreigners.

OUR POLICY AND PRESTIGE IN CHINA.

(PALL MALL GAZETTE.)

Our prestige in China, we are told, on the authority of the *London and China Telegraph*, has seriously declined, and our policy, with us "mild diplomacy," is bringing the nation into contempt. This, if true, represents a very serious state of affairs, and whether there be any foundation for such sweeping assertions it may be well to ascertain.

The last telegram from our Chargé d'Affaires at Peking is dated November 26. In that Mr. Wade states that "all was quiet in China, and the foreign residents remained to winter at Peking as usual." In a previous telegram he had informed the Government that no troops were required anywhere. We may probably take this last telegram therefore as definitive. The present danger is over, and we may turn our attention to the future, not forgetting that the causes which produced the catastrophe at Tientsin are still existing, and must continue to be a source of danger.

Our whole position has changed since that evil day—and changed very much for the worse. Impunity in such a case is incompatible with safety in China; and there has been immunity to all the chief offenders. The executions that have taken place after three months' delay, during fifty days of which no steps whatever were taken for the punishment of the criminals, cannot be accepted as satisfying the ends of justice in any one sense. It is doubtful, indeed, whether any of the fifteen men beheaded were actively concerned in the murders. They were, moreover, executed with a show of consideration by the authorities, and of sympathy by the people of Tientsin, calculated to defeat the object of any punishment. The banishment of the prefect and magistrate is probably only a well-understood disappearance from the scene—with compensation, present or prospective. The whole thing is illusory—a mockery of justice, and under conditions calculated to inflict even greater injury than an absolute denial of satisfaction. As we have said, while practical immunity has been enjoyed by the chief if not by all the actual instigators and perpetrators of the massacre, a pretence of justice has been palmed off before the eyes of the Chinese authorities and people dishonouring to the foreign Powers that demanded satisfaction. If this is all they are to obtain, nothing can be more precarious than our position. We do not wonder that the British mercantile communities at the treaty ports should feel insecure.

It is because we share in their anxiety as to the future, and entirely agree with them as to the present unsatisfactory aspect of affairs, as well as the necessity of well-directed efforts on the part of the Government to secure them better protection than the Chinese authorities have heretofore shown themselves either able or willing to afford, that we would call especial attention to the action of the merchants themselves, and the local writers who are supposed to speak their opinions and express their sentiments. There is reason to conclude that they are the most active agents in the destruction of their own interests. The most persistent and vehement attacks are either directed against the wrong persons and things, or in the wrong way, and so defeat their object. The English nation is not backward in acknowledging the importance of the trade in which the merchants have invested their capital. Neither is the public unwilling to listen to any reasonable representation proceeding from this source as to their position and need of more effective assistance and protection. The mercantile bodies in this country with which they are in correspondence have great influence with the Government, as was abundantly proved quite recently when a convention which the latter approved was nullified, avowedly for no other reason than because its stipulations were distasteful to the merchants, and believed by them to be unfavourable to their interests. With this influence then so practically demonstrated, why will the mercantile communities in China always assume a position of antagonism to their own Government, as though the latter were their natural enemies? Aware as they must be of the strong feeling which prevails in this country in favour of peace and moderation—and especially against any spirit of aggression in Eastern affairs, whether for commercial or any other objects—why do they and their local press harp only on one string, and in the most absolute spirit of Philistinism demand a policy of gun-boats and coercion as the sole means of securing the trade and themselves from molestation? A commercial policy based on menace and compulsion, and only to be carried out by a perpetual resort to acts of war directed against local and provincial officers, will find few supporters in these days.

In order that our readers may see there is neither exaggeration nor misrepresentation of the character and purport of the language habitually employed by the mercantile communities in China and the local newspapers, we cannot do better than refer to a little book recently published in this country by Dr. Thin, a medical practitioner resident in Shanghai, we believe, who appears in the intervals of business to take up the cause of the merchants, and to occupy his leisure in giving advice gratis on matters of State and public policy. His book affords a very good example of all the most characteristic defects of the class he represents, and the mistakes they usually commit in stating their case. It is entitled *The Tientsin Massacre; the Causes of the late Disturbances in China, and How to Secure Permanent Peace.* And every one will agree that if it only fulfilled a portion of the promise conveyed in the title-page, the writer would have strong claims to consideration as a public benefactor.

Starting with the fundamental principle that China does not belong to our international system—not acknowledging the common obligations of Christian and civilised States—there is a *tabula rasa* at once on which to write a new chapter on International Relations. This is followed by a second postulate, that we have endeavoured to bring China, as we have Turkey, within the pale of the public law of Europe with doubtful policy and unsatisfactory results. And a third completes the premisses. A nation which does not acknowledge the obligations of treaties can only be dealt with by force; and China, they say, is in this category, for, if the Chinese Government acknowledge the obligations, its delegates in the provinces entirely ignore them. There is a certain coherence and logical sequence in these various propositions intended as the foundation of an Anglo-Chinese policy. Only, as it is reported, Wenseang said when speaking of the memorials and the numerous wants of the merchants—(very much what Ali Pasha said to a visitor when speaking of the demands of the insurgent Cretans)—"Ils se préoccupent non de ce qu'il serait juste de vouloir, mais de ce qu'ils veulent." That is to say, the merchants see very clearly what they would like and the privileges it would be desirable for them to obtain, but do not, perhaps, trouble themselves very much about the means, and still less about any practical difficulties in the way of their being conceded. Dr. Tuin begins by informing his readers that "if the people of England knew the history of the difficulties that have occurred in different parts of China since the attack on Mr. Taylor's mission at Yangchow, they would unanimously agree with their countrymen in Hong Kong or Shanghai that the time has come in which foreigners must establish their position in China on a new basis." And he proceeds in the established order to show how absolutely wrong and foolish the existing system is. Several pages are next dedicated to a censure of what he calls Mr. Wade's policy. Will any one explain to us what can be meant by "Mr. Wade's policy"—or any Minister's policy—apart from that of the Government whose representative he is, and whose orders and instructions he is bound to carry out to the best of his ability? That policy may be good or bad, but surely it must be the policy of the Government,

Digitized by Google

unless it be supposed that a Minister is sent to a distant and important post like Peking and left to act entirely at his own discretion? Does Dr. Thin, or anybody else, believe this is the mode in which the Foreign Office carries on the business of the department or the foreign policy of the country? And if he does not, is there either sense or equity in holding the agent responsible for the acts of the principal? What that policy is which is the object of attack, and whether it be good or bad, is quite another question. We see Dr. Thin alleges that the policy of the Government is mainly determined by the opinion and information of the Minister, and therefore he is in fact responsible. But all this rests upon pure assumption on the part of the writer.

We contend that efforts in this direction are altogether misguided. In the first place their influence over the agents themselves, Minister or Consul, is probably *nil*, for if either Minister or Consul did not act up to the instructions of Her Majesty's Government, he would be very unfit for his post, and in all probability would be promptly removed. And, in the next, such constant depreciation and contumelious language as we see employed in the local press in referring either to the Chinese authorities or the British, cease to be harmless when the articles containing them are translated for the edification of the Chinese. What influence they are calculated to exercise must be all in the wrong direction. They irritate those whom they should conciliate, misleading them as to the feeling of the nation or its Government in Chinese matters. They are injurious to the British authorities in China on whose influence and position they are dependent for the protection of life and property. It would be difficult to devise any course of proceeding less politic or irrational. What end is proposed by the mercantile communities we cannot say. If it be the hope of making a public opinion on Chinese questions which may influence the public or Government here, they certainly go to work in the worst possible way. Or do they expect to convert the Chinese authorities by scolding, and to soften their animosities by railing and rebuke? Perhaps they think it possible to frighten them into respectful behaviour and a loving spirit by loud threats and big words, as the father of Frederick the Great did by cudgelling his subjects, crying at each stroke, "You should love me! love me, you scoundrel!" Whatever may be the ulterior object contemplated—and we do not pretend to have fathomed the mystery—we pronounced the practice dangerous to those on the spot, and a constant source of danger to this country. The Burlingame mission, which caused so much indignation to some writers, there can no longer be any doubt was the direct result, as it was the first fruit, of the violent and hostile tone adopted by the merchants in their memorials for a revision of the Treaty. We do not know that the mission did them any harm, but they thought it might; and, such being their feeling, where was the wisdom of provoking a counter move so obvious and legitimate on the part of the Chinese as a measure of self-defence?

If then it be true that our influence and prestige has declined of late years, who has the country to thank for this but the Anglo Chinese communities, whose efforts are so uniformly directed to lowering both, by their open opposition to the policy and action of their Government, and by unceasing abuse of all in authority under them? Who, we would ask, has laboured so steadily or contributed so much to the end now proclaimed by their organ in this country—the *China Express*—as the result of a bad policy? On another occasion we may show, by some extracts, what is the mercantile, or Anglo-Chinese, idea of a future policy, with a view to determine its merits and applicability to the actual situation.

SATISFACTION FOR THE TIENTSIN MASSACRE.

(THE TIMES)

After many months' delay, the Chinese Government, being informed, no doubt, of the indignation prevailing in Europe, have presented to the French Charge d'Affaires at Peking a report on the massacre at Tientsin, and the penal measures since adopted by the Imperial authorities. This report is likely to become a State paper of importance, whether the European Governments represented at the Chinese capital choose to pursue the matter further or are content to accept the explanations of Prince Kung. In either case the admissions now made by the Chinese, and the punishments consequently inflicted, deserve to be noted. We shall not attempt to dispute or correct the statement of Prince Kung in regard to questions of fact, though English residents in China loudly protest that the official record is delicately coloured and judiciously obscure. The facts admitted by Prince Kung are, however, sufficient for our purpose; the account of the massacre contained in the official document fairly represents, we may be assured, the opinion received in China about that unfortunate event, and the satisfaction supposed to be given to France by the punishments inflicted on a few insignificant persons measures accurately enough the popular condemnation of the atrocity. If we may judge the Chinese by Prince Kung's apology to the Comte de Rochechouart, and by the schedule of victims presented by way of retribution for a horrible murder, we should say that the deed is regarded in China as a venial offence—injudicious, perhaps, at the moment, but inspired by praiseworthy motives—an error that must be expiated, as far as the foreigners are concerned, by apologies and penalties, but the radical points of which need not be too curiously sought out and brought into the light of day. The Chinese Government are well aware how deeply Europe has been moved by the news of the outrage at Tientsin, and China has already felt the anger of the insulted West. Some reparation, some compromise, has been deemed unavoidable, and Prince Kung's letter to the Comte de Rochechouart describes the satisfaction which China has given. In many respects we might be inclined to contest Prince Kung's statements, but we take them for the present as they stand, and we omit no material point in the Chinese version of this lamentable transaction.

Prince Kung commences with the assertion that the massacre of the 21st of June was caused by the kidnapping of children in Tientsin, which was attributed by the populace to the missionaries. Suspicion, he says, became transformed into hatred, and, combining with circumstances which were of a dubious character, brought about an insurrection of the lower orders, and subsequently the murders perpetrated at the French Embassy and the Sisters' mission-house. He thus endeavours to assume, at the outset, the point which is actually in dispute between the European Powers and the Chinese Government; he takes it for granted that the rising in which the French suffered so grievously at Tientsin was merely a wont burst of rage on the part of an ignorant, a bigoted, and an excited mob. It must be remembered that the coolest observers on the spot have put on record their conviction that the rising of the populace was organised by persons in the employ of the Government, that public servants and soldiers were conspicuous in conducting the massacre, and that the authorities of the town and province showed culpable indifference to the angry feeling which preceded the outrage, to the progress of the *émeute*, and to the escape of the criminals. It is Prince Kung's object to show that the Imperial Government at Peking was not responsible for the acts or omissions of its subordinates at Tientsin. The very day, he avers, that the news of the catastrophe was brought to the Emperor a decree was issued commissioning a high official—Tseng, Viceroy of Chih-Li—to enquire into the affair. At the same time, we are told, the Viceroy and Governor of the Province were specially charged to protect the foreign places of trade and religious establishments against attacks of the mob. Furthermore, the Imperial Government proceeded to appoint Chung, the Superintendent of Trade for the three northern ports, Envoy to the Government of France. Whatever may be the practical result of Chung's mission in the present state of French politics, we can hardly suppose that the Chinese Minister has hoped to hoodwink European feeling by this seemingly cordial apology. It is well known that Chung himself was directly responsible for the maintenance of order in Tientsin; his attention was drawn by the French Consul to the evil reports which were circulated, without official reprimand, as to the practices of the missionaries; a single proclamation from him would have exposed and discredited the slander. He maintained a stolid silence, and by his apathy or his crafty reticence he encouraged the murderers to their vile work. Among the Europeans in China he is universally credited with at least so much complicity in the horrors of the 21st of June, and his mission to France will hardly be accepted as a pledge that the Government at Peking are sincere in their assurances that they desire to punish the malefactors, and to repress by the sternest methods the evil spirit which moved them. According to the belief of those who ought to know best, Chung and some other high officials should be made responsible for their culpable negligence or concealed sympathy with the rioters. However, the Imperial Government has found scapegoats of a lower rank. The Prefect and Sub-Prefect of the province were found guilty of incapacity to repress disorder, and to protect the foreign traders at the open port. Tseng-kwo-Fan, the Viceroy of Chih-Li, before mentioned, arrived at this conclusion, and the guilty Prefects were not only punished with degradation from their official rank, but have been deported to the river Amour, there to undergo a term of penal servitude and hard labour with the army of the Northern frontier. The Viceroy, moreover, ascertained the actual guilt of a number of persons at Tientsin. Sixteen were sentenced to death, and twenty-two were banished to the penal settlements, at the extremity of the Empire, for ten years. A subsequent decree condemned five more culprits to death, and four to exile. The Viceroy at the same time was obliging enough to affirm his belief that the stories about the pulling out of children's eyes and hearts were mere fables, and the Emperor was asked to stamp these inventions, so generally credited by the populace, as mischievous falsehoods. It is to be observed that even now, though the Imperial mandate comes too late to avert the disasters that slanders have caused, the decree by no means distinctly contradicts the popular falsehoods. "The people of Tientsin," writes the Emperor, "moved by doubt and anger," perpetrated the massacre. The admission of the words "doubt and anger" into the very act of punishment is scarcely suggestive of a hearty desire on the part of the Chinese to keep on good terms with the European Powers.

The French Mission at Peking was naturally dissatisfied with the reparation that Prince Kung offered. The Comte de Rochechouart did not go so far as to demand the lives of the highest personages who have been held responsible for the crime, but he demanded that the Prefect and Sub-Prefect, who had taken no measures to check the violence of the mob, should be put to death, as well as an Imperial General who happened to be in Tientsin at the time of the riot. The Government at Peking refused to accede to this demand. It is easy in China to dispose of the lives of men in humble station; many are willing to sell themselves to the executioner. But when it comes to putting high officers to death, even the despotic Government at Peking has to look at the wishes of the people. It is evident, therefore, that the Chinese condone or sympathise with the rioters at Tientsin. The Government has given no real satisfaction for the outrage, no reasonable guarantee against its repetition. The great criminals have escaped scot-free; those of the second rank have been let off with insignificant punishments; only the lowest have been rigorously dealt with. And then Prince Kung appeals in the most innocent manner to the Comte de Rochechouart to bear him witness that China has ever been faithful in her friendship to France! He is ready with a large pecuniary indemnity—amounting to £80,000 or thereabout—for the families of the murdered Frenchmen, and for the losses of the Church. He is profuse in expressions of sorrow; he is impressive in his declarations that for the future such melancholy accidents will be guarded against with vigilance. But he will not yield the only point of importance.—the punishment of the great officials who were responsible, by negligence or connivance, for the savage outbreak of the populace. We cannot profess to feel any confidence in the state of affairs in China. Prince Kung's plausible professions, judged by comparison with the weakness of his acts, plainly show that, while he is desirous to maintain friendly relations for a time at least with the Western Powers, he has to face a popular sentiment too strong to be overcome.

Digitized by Google

LITERATURE

After Ophir; or, A Search for the South African Gold Fields. By Captain Augustus Lindley. London: Cassell, Petter, and Galpin.—The author, who will be remembered by our readers as a Taeping soldier, relates his adventures in an off-handed, graphic style, which leaves no doubt of its fidelity. Some of the scenes which he describes are very exciting, and they convey a great deal of information.

In *Macmillan's Magazine* for January, 1871, we have a very well-written article on the subject of Competitive Examinations in China. It is the work of one who is conversant with Chinese evidently, but the topic is not a new one, and would better have found place in the recently started magazine for China, the *Phœnix*, where such misspelling of Chinese words as "Hsintsai" for "Siu tsai;" "Chü jen" for "Ku jen;" "Chin-shih" for "Tsin sz"; would have been avoided.

Setting aside this insignificant point—for who cares much about the correct spelling of Chinese words?—the account of the competitive system is good, and shows it to be rotten in the extreme, that in spite of Mr. T. T. Meadows's laudation of it, the system is utterly barren of good results. The whole thing wants remodelling; the idea on which it is based is not bad, but, like many other notions of the kind, it has been extolled beyond measure, and, however beautiful and just it may appear, it has many weak points, and places are purchased in spite of it. Notwithstanding the most stringent regulations against the smuggling of memoranda or notes to enable the candidate for honours to pass successfully, greed and tricking defeat them, and the examiners are not inaccessible to "backsheesh; in fact, there is a golden key to honour in China, *malgré* competitive examinations. When the Chinese admit one or two European languages and some of the natural sciences into their list of requirements for pass examinations to office, we may expect to hear of their cordial reception of foreigners and their real progress in civilisation.

The sayings of old Lau-tsz and K'ung tsz are very well as quaint aphorisms, but they are too clearly of a metaphysical cast; the Chinese want some practical subjects for mental exercise before they can advance. But this article in *Macmillan* shows that we are aiming to obtain information on this strange race more and more. A very lucid statement of particulars concerning these examinations is to be found in the *Phœnix* for October, 1870, by Mr. C. Carroll, H.B.M. Vice-Consul, Foochow.

Foreign Intelligence.

THE GERMAN EMPIRE.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Dec. 27.

The treaties for the union of Germany having now been confirmed and ratified on all sides, a deputation of the Prussian Parliament, consisting of thirty members, has proceeded from Berlin to the Royal head-quarters at Versailles, to offer the congratulations of the Parliament to the King on having accomplished the unification of the country and the revival of the ancient Empire of Charlemagne. The treaties come into operation on the 1st of January next, when the King will also assume the title of Deutscher Kaiser and King of Prussia; the Queen Augusta will be called Empress by courtesy; but the Crown Prince will retain his present title, and continue to be spoken of as his Royal (not Imperial) Highness. This revival of the Empire and extension of the Confederation to all Germany involves the necessity of the foreign Ambassadors and other members of the *corps diplomatique* being furnished by their respective Courts with fresh credentials; but it is understood that this will be postponed till after the return of the new Emperor from France. The subject of the coronation has also been discussed, and a strong current of partisanship has been created by the claims of the two rival cities of Aachen (Aix-la-Chapelle) and Frankfort-on-the-Maine for the honour. The former has undoubtedly the oldest claim, having witnessed the coronation of Charlemagne, and his bones being still preserved in the crypt of its venerable Dom or Cathedral. This was continued with the succeeding emperors till the close of the Thirty Years' War, when the city had suffered so much from the hostilities that there was not a sufficiency of fitting accommodation for the Emperor and his numerous suite, with the electors, princes, nobles, and others who flocked in from all sides to witness the pageant. Moreover, it was found to be inconveniently remote and too close to the frontiers of the Low Countries, which at that period belonged to Spain. So, all things considered, it was thought more advisable to remove the seat of the coronation to Frankfort, which even then, as a free imperial city, was a place of rising importance, and the central emporium of the commerce of that part of Germany, and favourably known as the place where the Emperors were elected. Nothing has as yet been decided as to which city will have the preference, if either; my own impression is that the coronations will in future be held at Berlin.

The desertions of French officers, prisoners of war, who broke their parole and made their escape, have now become so frequent that it has been found needful to take more stringent measures towards them. It has therefore been ordered by the Governor-General of the coast district that for every officer guilty of breaking his parole ten others, to be decided by lot, shall be placed in close confinement, and this has already been acted upon. Amongst the rank and file, too, several symptoms of insubordination and attempted revolt have manifested themselves in many of the fortresses where they are confined, and the Governor of Magdeburg has been induced to introduce measures of severity to check this propensity; thus he has published a decree, ordering that all contraventions of order and discipline shall be punished by twenty years' imprisonment with hard labour, and the ringleaders be tried by court-martial, and, if convicted, summarily shot.

The two Hanseatic regiments of the North German Army, Nos. 75 and 76, have received their "baptism of fire," and behaved themselves very courageously, so that the Grand Duke of Mecklenburg, who is in command of the Seventeenth Division, of which they form a brigade, sent a telegram to the Senate of Hamburg, with the request to pass it on to those of Bremen and Lubeck, congratulating them on the prowess exhibited by the Hanseatics, "which was quite equal to that of the oldest and best disciplined Prussian regiments." They were, however, dreadfully cut up in the battles of the 2-4th instant, near Orleans, and those of the 7-10th instant, at Beaugency, on the Loire. The list of casualties in those engagements is extremely heavy, that of the 95th counting 392 killed and wounded, of whom ten officers and fifty-six men were killed on the field of battle, and many have since died of their wounds. The losses of the 76th are still greater, comprising six officers and 142 men killed, and twenty-two officers and 389 rank and file wounded, making a total of 559, so that the whole loss of the two regiments was 951 out of 4,000 men, or very nearly one in every four.

The second German War Loan has proved as great a success as the first, the part offered on the London Stock Exchange being subscribed for to three times the amount required, whilst the subscriptions for the share reserved for Germany amounted to more than four times what was wanted, so that in both countries a repartition has become necessary. Here at Hamburg the scrip commands a premium of $\frac{5}{8}$ to $\frac{3}{4}$ per cent., and at Berlin even more.

The new material for feeding the army in the field, the Erbswurst or pea-sausage, is found by the experience gained in this war to be so practical—and it is as much liked by the soldiers as it is nutritious and economical—that the War-office at Berlin has decided on retaining it for the future as one of the principal articles of food furnished by the Commissariat, not only to the army but also to the German Navy. The buildings of the central establishment at Berlin, which were run up in a hurry this last summer, and were only of a temporary nature, are now to be replaced by more solid erections constructed in masonry. I may add that a private manufactory has been established in this city, and is expected to do a large and lucrative business when the article produced becomes better known, as it is useful for provisioning ships' crews, emigrant vessels, and the export trade generally.

It has been stated in some of your London contemporaries that the King of Prussia has offered Count Bismark to create him Prince of Strasburg or Alsace, but that he has declined it. This is, however, not altogether correct. It is quite true that he has been offered his choice of the above titles, but that, so far from declining it, he accepts the elevation with gratitude, though as the matter now rests he wishes to be made Prince of Bismark-Schonhausen, thus retaining his family name, which would be lost to the world generally if absorbed under either of the two first-named titles.

With reference to the case of the North German barque *Apenrade*, which it will be in the remembrance of your readers in the Far East was attacked and plundered by Chinese pirates in September last, when on her voyage from Whampoa to New York with a cargo of tea, it appears from the official report of Captain Struben, in command of the German corvette *Medusa*, that the pirates were captured by the Portuguese gunboat *Camoens* on the 28th of that month, which was sent out for that purpose by the Governor of Macao, and their guilt being proved they were duly executed at the end of November. In full appreciation of the value of this service Vice-Admiral de Souza, the Portuguese Governor of Macao, has been decorated by the King of Prussia with the cross of Knight Commander of the Order of the Red Eagle with the Star, the officers of the gunboat *Camoens* with the Order of the Crown of Prussia, and the crew of the gunboat with the Prussian badge of honour. The captain's report closes by laying great stress on the expediency of making it compulsory on the owners of all German merchant-ships trading with China to arm them with a suitable armament for their defence against pirates, and giving power to the commanders of German ships of war to convince themselves by personal inspection that they are sufficiently armed and the crews competently drilled for working the guns.

From St. Petersburg I learn that, in the face of the impending separation of the Amoor territory from Eastern Siberia, and its erection into a separate province, Lieutenant-General Korsakoff will not return to Irkutsk as Governor-General, but be succeeded in that appointment by Lieutenant-General Sinelnikoff.

COMMERCIAL.

The frost, having set in again with great severity, has totally put a stop to all navigation, and the Christmas holidays have also interrupted the regular course of business, so that there is but little to say about the produce markets, nor is there any alteration to notice in the quotations.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Dec. 29.

A report has been widely spread of a Ministerial combination. According to this *on dit*, the truth of which I cannot guarantee, Mr. van Bosse will accept the portfolio of the Colonies, Mr. Thorbecke that of Home Affairs, Mr. van Meerbeeke, will become Minister of Justice, Baron Gericke of Foreign Affairs, and Mr. van Mulken of War.

From Arnhem I hear that amongst the French prisoners in the neighbouring German town a plot has been organised. Thousands of the French were already provided with arms, when the Prussian authorities discovered the conspiracy.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China. Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subs ription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines. Cochin China, Siam. Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 2, 1871.

CHINESE CHARGES AGAINST EUROPEANS.

WE have been favoured with a copy of the translation of a very remarkable Chinese work, which came into the hands of the missionaries in Teng-chow several months ago, though it is only recently that special attention has been given to its contents. The present translation, which is printed at Shanghai, is apparently the work of missionaries, and whether we regard it as a scholarly and conscientious rendering of a book which cannot but have exercised great influence over the minds of the Chinese, or simply as a contribution to missionary literature, we are equally impressed with the value and opportuneness of its publication. The original work is called *Death-blow to Corrupt Doctrines; a Plain Statement of Facts, Published by the Gentry and People.* and its ostensible object is to excite odium against the Christian religion and its converts. In the preface we are told that it has been largely instrumental in giving rise to the calumnies regarding foreign residents and native Christians which have recently spread through China, and that it sheds important light on the means by which the recent massacre at Tientsin was brought about. We can very readily believe this; and, moreover, we agree with the translator when he tells us that the work has an important political significance, and that it is directed against foreigners generally, and all intercourse with them, social, commercial, and national. Religion is the point of attack, because religion in the minds of the Chinese is essentially political and national. To them the idea that Christianity is propagated from benevolent motives is inconceivable. They almost universally regard it as a political agency used by foreigners for the accomplishment of selfish and political ends. It has evidently been written by some one of great literary abilities. The author has had extensive facilities for consulting public documents, and for ransacking all the works that have ever been written in China against foreigners and against Christianity. It is accompanied with a copious list of the authorities which he has consulted, and to which he continually refers. It is also evident that the author must occupy a high position in the Chinese Government, seeing that he has secured its distribution throughout the country by the hands of the mandarins or their underlings, as is proved by the fact that, in every instance in which it has been heard of, the parties possessing it have asserted that it was obtained from the Yamun. The copy from which the present translation was made came from the Yamun of Chi-hia. It was given to one of the native Christians by a friend in the Yamun, in the hope that it would induce him to forsake the foreign religion; but, though heard of in every direction, only one other copy has come into the possession of the Christians, owing to the fact that all who receive it are strictly charged not to let Christians have it.

Thus far, then, we cordially agree with the views of the translator, and we heartily tender him our thanks for the service he has rendered to religion and enlightenment by the thankless and repugnant task he has so ably executed. We could wish that he had sketched out at greater length, and more definitely, the remedy that he would suggest for the evil which he has unmasked. As it is, he contents himself with urging the necessity of teaching China what the Christian religion really is—a self-evident need, which, however, applies no more to the Chinese than to any other heathen nation, or to our own Arab population at home. The real question is —How can the Christian religion be best explained to the Chinese? and, if the answer to this is—By missionary enterprise—and we can conceive no other means—we are met by the difficulty, which the translator does not seem fully to appreciate, that, the more missionary teaching is extended, the wider and the bitterer becomes the range of the obloquy to which it is exposed. For every convert that is made, a whole family, and, in some cases, a small community, seems to be turned into ferocious and implacable enemies. The more we are convinced of the truth and benefit of the doctrine which missionaries teach, the more we are impressed with the misgiving that it may possibly be the way in which they teach it that is to blame for the virulent opposition which it excites.

As for the arguments and the allegations of the native author before us, they may be dismissed in a few words. The arguments are the time-worn casuistries of the sceptics with which we are all familiarised, since it seems to be an inherent quality of scepticism that it can advance nothing new. As for the allegations they are simply hateful, incredible, and preposterous; but our missionary friends must forgive us if we remind them that they are not more wicked or unfounded, and that they are not more artfully designed to excite vindictive feelings, than the teachings which in various countries in Europe, and till within the last century or two, were the main instigation to the persecution of Roman Catholics and Jews. Unbridled propensities are to this day imputed among the ignorant to the priesthood of the former, and even the latter have not long lived down the prejudice which ascribed to them the union of chemistry and magic for the vilest purposes. Calumnies of this kind are merely a low form of the *tu quoque* argument which always comes readiest to the vulgar. Our only astonishment is that missionaries can be surprised at anything that is said against them at this time of day. But we cannot think that, widely as such reports may be circulated, they are very generally believed, even among the Chinese. They are seized hold of as the rudest excuse for refusing to be converted by those who are already nearly convinced, and who have not the frankness of the noble Roman, who confessed that he was "almost persuaded to be a Christian." When the native mind is brought to this stage, it appears to us that the missionary's labour is nearer accomplishment than he suspects; it requires only constancy and tact to complete it. If they are careful to avoid giving any pretext for the charge of offending the prejudices and traditions of the natives—if they seek to prove that the religion they teach is the truth, rather than that the philosophy of CONFUCIUS is false—if they content themselves with teaching the worship of the GOD of the Christians, instead of demolishing the idols of the heathen—they will not find the grand old adage which tells us that "truth is great and must prevail" fail them in the end. By all means let copies of the present work be circulated among the native Christians, from whom it has been so sedulously withheld. Their experience will make them reject its calumnies with contempt, and bind them faster to their new faith. Above all, let missionaries be especially careful that their zeal in making converts does not lead them to accept as such the dissolute, the designing, and dangerous classes of the community in which they labour. One miscalled "convert" who disgraces Christianity from within their congregation is far more injurious to their cause than a hundred avowed enemies who abuse them from without. With these precautions, and the due protection in their sacred calling from our Government, which we have ever insisted on in these columns, we cannot but think that the publication of such works as the one before us is but the herald of a brighter day and a more extended sphere of usefulness for missionaries in China.

IT has been suggested that our Government should make some efforts to purchase the valuable and unique Japanese collection of the late Baron VON SIEBOLD. The Bavarian Government has for some time had the purchase in contemplation for £5,000.

WE are glad to see that his Majesty the King of ITALY has made the Maharajah of JOHORE a Commander of the Order of the Crown of Italy, and Mr. H. REME, the Consul at Singapore, a Knight of the same Order.

Digitized by Google

THE POSTAGE MEMORIAL.

THE memorial to the Postmaster-General, praying for a reduction of the postage on newspapers, prices current, &c., has been presented by Mr. CHARLES MAGNIAC, M.P. The following is a copy of Mr. MAGNIAC's letter and the Memorial, with a list of signatures :—

Colworth, Bedford, Dec. 27, 1870.

MY LORD,—I have been requested by the persons interested to forward for your Lordship's consideration a memorial setting forth the excessive charge for postage upon certain printed matter when forwarded to the East by the Brindisi route.

It is needless to dwell upon the importance to British trade of information upon all subjects connected with and bearing upon it; the rates of postage now charged must tend to limit the transmission of the documents and papers referred to. I therefore hope it may be in your Lordship's power to meet the wishes of the memorialists.

I have the honour to remain, your Lordship's faithful obedient servant, CHARLES MAGNIAC.

To the Right Hon. the Marquis of Hartington, &c., &c.

To the Right Honourable the Marquis of Hartington, Her Majesty's Postmaster-General, &c., &c.

The Memorial of the undersigned Bankers, Merchants, Brokers, Newspaper proprietors, and others engaged in the trade of India, China, Japan, and Australia,

Respectfully showeth,—

1. That your memorialists have learned with great surprise that the reduction decided on in the postage of letters to India, China, and Australia, *via* Brindisi, has not been accompanied by a reduction in the charge of 4d. on newspapers for every ½lb.

2. That your memorialists beg to inform your Lordship that by far the greatest part of the commercial correspondence of manufacturers and brokers, is carried on by periodical publications or prices current, and that a charge of 4d. on such is a grievous tax on their business.

3. That the increased cost of transmission of the mails to Brindisi by Germany and the Brenner pass, should be more than covered by a reduction in the cost of the sea transit from Brindisi to Alexandria, a passage of three days only, while the passage from Marseilles occupied six days.

4. That it is an anomaly that a newspaper like *The Times* should be carried throughout the United Kingdom for one halfpenny, while the same paper costs, according to the present tariff, eightpence, for transmission to India, China, or Australia, which is virtually a prohibition. Your memorialists would call your Lordship's attention to the fact that the postage on letters to San Francisco—a distance of over 6,000 miles—is only 3d., and newspapers 1d.

Your memorialists therefore pray that your Lordship will be induced to reduce the present excessive tax of 4d. on each newspaper.

MATHESON AND CO.
DENT, PALMER, AND CO.
ORIENTAL BANK
CHARTERED MERCANTILE BANK OF INDIA
CHARTERED BANK OF INDIA
HONG KONG AND SHANGHAI BANK
NATIONAL BANK OF INDIA
AGRA BANK
T. A. GIBB AND CO.
ASHTON AND CO.
CRAWFORD, COLVIN, AND CO.
FINLAY, CAMPBELL, AND CO.
WALLACE BROS.
GREGSON AND CO.
GLEDSTANES AND CO.
BARING BROS. AND CO.
F. HUTH AND CO.
BENEKE, SOUCHAY, AND CO.
KETTELWELL, BULLEN, AND CO.
ADAMSON AND CO.
FORBES, FORBES, AND CO.
ELIAS AND CO.
J. T. BATT
AUSTRALIAN JOINT-STOCK BANK
LONDON CHARTERED BANK OF AUSTRALIA
BANK OF VICTORIA
BANK OF AUSTRALASIA
BANK OF SOUTH AUSTRALIA
BANK OF NEW ZEALAND
LONDON, ASIATIC, AND AMERICAN COMPANY
HARVEY BRAND, AND CO.
WM. DICKINSON AND CO.
CLARANCE, HOUGHTON, AND CO.
MALCOLM, HUDSON, AND CO.
MACTAGGART, TIDMAN, AND CO.
FEARON AND CO.
FREDK BOWER AND CO.
KILBURN, KERSHAW, AND CO.
DENNISTOUN, CROSS, AND CO.
WM. DAWSON AND CO.
FREDERICK ALGAR
SCHUSTER, SON, AND CO.
E. NORTON HARPER
LEVESON LEWIS, AND CO.
R. S. WALKER
J. O. BORRODAILE
G. HUTCHISON AND CO.
W. HOTCHKIN
LANE, CRAWFORD, AND CO.
ROBERTSON AND CO.
SHAW, MAXTON, AND CO.
KILLICK, MARTIN AND CO.
DRAKE, KLEINWORTH, AND CO.
BORNEO COMPANY
CAREY AND BROWNE
AUG. WOLFEN, AND CO.
BREMNER AND LAYCOCK
SOUTHERN, QUILTY, AND CO.
ALEX. FLETCHER AND CO.
JOHN LEECH AND SONS
SPRINGFIELD, SON, AND NEPHEW
JNO WATSON AND SONS
DURANT AND CO.
GLADSTONE, EWART, AND CO.
D. K. MASON
FRITH, SANDS, AND CO.
REDFERN, ALEXANDER, AND CO.
DALGETY, DU CROZ AND CO.
T. M. MACKEY, SON AND CO.
JAS. PERRY AND CO.
J C FOWLIE
JACOMB, HOGG, AND CO.
SANDERSON AND CO.
SMITH, FLEMING, AND CO.
DAVID SASSOON AND CO.
JAS. WYLLIE AND CO.
ED. BOUSTEAD
UNIVERSAL MARINE INSURANCE COMPANY
NORTH CHINA MARINE INSURANCE COMPANY
L. REISS, BROS., AND CO.
W. J. AND H. THOMPSON
ARTHUR CAPEL AND CO.
LEWIS AND PEAT
NATHAN AND WOOD
PEEK BROS. AND CO.
SHEPHERD, HARRISON, AND REHDEN
GRINDLAY AND CO.
SMITH, ELDER, AND CO.
HENRY S. KING AND CO.
RIDGWAY AND SONS
"THE TIMES"
"LONDON AND CHINA EXPRESS"
"LONDON & CHINA TELEGRAPH"

IT is with much satisfaction we are enabled to announce that H.M.'s Government has consented to abandon for the present the intention of removing the Consulates from the island of Formosa. The rapid extension of the trade of the island leads us to hope that this is the last we shall hear of any proposal to retire from a field which appears so promising for British commerce.

GALLE HARBOUR.

WE regret to learn that the official correspondence between Sir HERCULES ROBINSON and Earl KIMBERLEY has resulted in the abandonment of both the rival plans for the improvement of the harbour at Galle—Mr. GREGORY's on account of the expense, which is estimated at about half a million sterling; and Colonel CLARKE's simpler proposal for a breakwater of "pierre perdues," which could be erected for half that cost, apparently because the Board of Trade has not confidence in its efficiency. Without expressing any decided opinion as to which of these two schemes it would have been better to carry out, or whether it might not yet be possible for some engineer to strike out a new plan which should combine efficiency with a less heavy outlay, we are not willing to lose the opportunity of pressing upon our friends at Galle that the virtual supersession of that point as the mail and postal harbour of the island—to say nothing of general undeveloped shipping trade—is reduced by the decision of the Home Government to a mere question of £250,000. It is scarcely likely that the owners of property in Galle will be likely to permit their port to forfeit the advantages which it has so long enjoyed, and for which it is so favourably placed geographically; but it is clear that, unless they bestir themselves to raise the necessary funds and take the work in their own hands, they will wake some fine morning to find their steamers arriving and their letters delivered at Colombo or Trincomalee. The Colonial Secretary seems be in favour of the latter port, on account of its fine natural harbour; but surely the year when the greatest engineering difficulties have been overcome at enormous cost in the Suez Canal and the Mont Cenis Tunnel, is not the time which the residents at Galle will choose for the virtual abandonment of their harbour, which must derive great benefit from both the Canal and the Tunnel, for the sake of a comparatively insignificant amount of pounds, shillings, and pence. In the meantime the good citizens of Colombo are on the alert. In the Legislative Council Mr. WILSON has already given notice of a motion to ascertain the probable cost of "providing Colombo with good harbour accommodation;" and, seeing that this, if this should lead to any practical result, it is almost certain to involve the formation of the long-talked-of Paumben Channel, at the sole cost of Colombo, we can hardly think that our friends in Galle will allow themselves to be so completely passed over in the race of communication. As for Trincomalee, we attach the less importance to its undoubted natural advantages, because to delay the mails for two days, going and coming, would be a step so directly in opposition to the spirit of the age, that we cannot believe that even the cautious Government of Ceylon would recommend it, while it would be a source of continual heavy extra expense to the P. and O. Company. The race is now between Galle and Colombo, and, if the former persists in refusing to compete in it, it will throw away a splendid and possibly a last opportunity.

BY the last American mail we have received intelligence of the receipt of the £1,000 subscribed in London for the benefit of the relatives and survivors of the American corvette *Oneida*, sunk off Yokohama. It is also announced that the Government of the United States have awarded a year's pay and allowances, in addition to the amount actually due.

WE have to call attention to a very interesting narrative of the laying of the Submarine Cable from Batavia to Singapore. In due time we hope to publish the account of the continuation on to Penang and Madras, thus completing the line. Telegrams from Madras announcing its completion have have been received.

THE TELEGRAPH EXPEDITION,

LAYING OF THE FIRST SECTION BETWEEN BATAVIA AND SINGAPORE.

On the 1st Nov. the steamship *Hibernia*, belonging to the Telegraph Construction Company, the contractors for this work, arrived at Batavia in good condition, after a ninety-eight days' journey from England, for the most part under sail alone. She brought out all the cable for this portion of the line, consisting of 20 miles of shore end and 559 of main cable—total, 579 knots, weighing in all 2,181 tons. This cable was kept under water during the whole voyage, which made the total dead weight carried, including coals and cable, machinery and stores, about 3,000 tons, a good load for a ship of 2,008 nett registered tonnage. She drew 27 feet on leaving England, which was reduced to about 24 feet by the time she arrived in Batavia Roads. The tests taken almost daily on the passage out gave very satisfactory results, and the official tests taken after the arrival of the ship proved that the electrical condition of the cable had improved during the voyage.

Digitized by Google

The first few days after arrival were devoted to filling up with coal, landing instruments, &c., and underground cable, about three miles in length, to connect the office with the shore end. Saturday, the 5th November, saw this portion of the work completed, and on that morning his Excellency Mr. Myer, Governor-General of Netherlands India, paid a formal visit to the ship, accompanied by his two daughters and two sons and a select circle of his own invitation, including the Vice-president and three members of Council; the Resident, Mr. H. I. Hoogeven; the Director of Finance; the Director of Internal Government; the Director of Public Works, Mr. Van Raders; the Director of Public Worship; the Director of Justice; the Commander-in-Chief, General Kroesen; Admiral Andreal; Chief Secretary to Government, Mr. Harencarspel; President of the High Court, Mr. Rappard; also the Judges, and a large number of the principal officers of the military, naval, and civil service departments, together with Mr. W. T. Fraser, Acting English Consul, and Mr. Alexander Fraser, agent for the N. I. Steam Company, who has for many years taken an active part in endeavouring to establish telegraphic communication from India, *via* Singapore and Java, to Australia, of which this cable is the first link. Soon after six in the morning, on the arrival of the Governor-General, under an escort of cavalry, the steamboat immediately got under way, when a royal salute was fired from one of the shore batteries. This had scarcely died away before the small steamer emerged from the Canal, between the two long piers, into the roadstead, when all the ships lying at anchor came into view. Six Dutch men-of-war and one Frenchman, fully dressed with flags, commenced to fire royal salutes of twenty-one guns each—and sailing through the fleet under these circumstances looked very much as if we had got into the midst of a small naval engagement. The yards of each man-of-war were also manned, which, together with the brightness of the morning, helped to complete a most interesting and imposing scene.

Mr. Henry C. Forde (of Clark and Forde, London), Engineer to the Company, and Mr. Pell, the superintendent of the Batavia Station, met his Excellency at the place of embarkation, and accompanied him on board the *Hibernia*, where he was received by Captains Halpin and Welsh on the part of the contractors, the Telegraph Construction and Maintenance Company. The Governor's band, which had previously been sent on board, played the Dutch National Anthem as the small steamer came alongside and the Governor and his party proceeded from one steamer to the other. After a minute inspection on board of the cable and cable-tanks, the paying-out and picking-up machinery, together with the mysteries of the electrical testing room, the distinguished party were entertained at a sumptuous tiffin. In the evening his Excellency gave a state dinner, to which about eighty gentlemen sat down, including six of the principal officials belonging to the British Australian Telegraph Company, and the Telegraph Construction and Maintenance Company. This closed the day's proceedings. All the Dutch Government authorities, from his Excellency downwards, rendered all the assistance in their power to facilitate the contractors' operations, and a first class trench of over three miles in extent, was opened under the immediate direction of Mr. Van Raders, the director of public works. This gentleman was foremost in doing everything to facilitate the land arrangements, and was ably seconded by the chief of the Telegraph department.

On Tuesday, the 8th November, everything on board the *Hibernia* was ready for a start, and at daylight she moved into her position off the cable-house which had been previously marked by buoys by Captain J. W. R. Reed, R.N., an officer recommended to Captain Sherard Osborn by the Hydrographer to the Admiralty for his knowledge and experience of those shallow and dangerous seas and narrow channels. Captain Reed, spent many years surveying the seas in this part of the world, on board the *Rifleman*, and is therefore a most suitable person for the Telegraph Construction Company to send out to advise the captains of their ships as to avoiding dangers, and also to take such accurate observations during the laying of the cable as would fix its position accurately, and thereby in case of any future break or fault in the cable save the company much time and consequent expense in effecting repairs.

Owing to the want of water the *Hibernia* could not anchor closer than a mile and a-half from shore; it was therefore 6.15 P.M. before everything on ship and shore was ready, and the *Hibernia* commenced moving ahead—quite two hours after the appointed time—as it was not easy to steer the ship in the dark just round the outside of the anchorage and clear of dangers. This, however, was very carefully done, under the guidance of Captain Welsh, of the *Hibernia*, and Captain Reed, R.N.

About two-and-a-half hours after paying out had commenced the splice between the shore end and the main cable passed overboard at about ten knots distance from the cable-house, and from this position a course was shaped to steer clear of the Browers shoal, about fifty-five miles from Batavia, Mr. J. C. Laws acting as chief electrician.

Up to noon of the 9th about eighty-eight miles of cable was paid out, over an average depth of water of fourteen fathoms. Paying out continued most regularly throughout the whole distance, and no indication could be observed of any imperfections in the electrical condition of the cable, although the insulation slightly fell as it passed out of the comparatively cool cable-tanks on board into the warmer sea. The temperature of the tanks ranged from 79 deg. to 80 deg., whereas the sea varied from 81 deg. to 84 deg. Fahrenheit.

At about 4.30 on the morning of the 10th inst., after proceeding all night at the slowest possible speed, the Dutch man-of-war steamer *Sumatra* was observed at anchor on our port-bow—almost invisible in a heavy black cloud—marking a dangerous position at the entrance of the Gaspar Straits.

Daylight continued during the whole time of passing through the Straits. The *Sumatra* steamed ahead of the *Hibernia*, and took up her position off the Belvedere rocks, at the northern entrance to the Gaspar Straits. About ten o'clock at night we parted company from the *Sumatra*, having laid about ninety miles of cable through the Straits at the rate of from 5½ to 6½ knots per hour with her assistance. From this to the entrance to the Singapore Straits the course had to be changed very often and carefully watched, in order to steer clear of rocks and shoals, which abound in these seas. The accurate and constant record kept on board of the length of cable paid out was of the greatest assistance to the navigating department, as from these observations the distance run by ship could at any time be told to the fraction of a mile.

At about 12 30 A.M. on Sunday morning, the 13th Nov., when 505 miles of distance had been run, and 512 miles of cable were paid out, the *Hibernia* stopped for the first time at the entrance to the Singapore Straits, in sight of the Horsburgh Lighthouse. At daylight the ship was again under way, and thirty-six knots more of cable paid out, when the end was let go, sealed up, and buoyed, and the *Hibernia* steamed on ten miles more and took up her position off the cable-house at Tanjong Katong, at about two cables' length from the beach.

The following morning about six o'clock the end of the shore cable was towed on shore by Lieut. Burn, master-attendant Singapore, in his steam launch; and when the end was properly wet (with champagne), and afterwards sealed up in the presence of a few ladies and gentlemen living in the neighbourhood, the *Hibernia* steamed off to the buoy and effected the final splice, which completed the electrical connection between Batavia and Singapore.

The latter portion of the work was done in the presence of his Excellency Sir Harry Ord, K.C.B., Governor of the Straits Settlements, who in his steam yacht accompanied the *Hibernia* as far as the buoyed end of the cable, and then came on board and witnessed the final splice. Before this was commenced his Excellency sent a complimentary message to Mr. Myer, Governor-General of Netherlands India, to which a cordial and suitable reply was returned the following morning, as soon as the cable was opened for communication.

The following was the first official message that was sent through the completed cable:—

"Singapore, Nov. 16, 1870.

"To his Excellency the Governor-General of Netherlands India.

"I have the honour to inform your Excellency of the successful completion of the Batavia-Singapore Cable.—HENRY C. FORDE,

"Engineer to British Australian Telegraph Company."

To which the following reply was returned:—

"Batavia, Nov. 18, 1870.

"The Governor-General of Netherlands India begs to offer his sincere thanks to Mr. Forde for the favourable news of the successful laying of the Telegraphic Cable, and congratulates him and the other gentlemen of the Telegraphic Company upon the able and expeditious manner in which they have performed their task."

This cable has certainly been laid in a most satisfactory manner, and has been, as far as possible, placed in the deepest water (although it only averages twenty fathoms over the entire distance) and out of the way of ships' anchors. It was laid with the least possible retarding strain, averaging not more than 3½ cwt., and the total cable expended over and above the distance run is 5½ knots, equal to an average of one per cent. of slack. The bottom throughout is well sounded, and there is, therefore, no doubt the line lies at rest at all points, and it is sufficiently slack everywhere to enable it to be raised in case of future repairs becoming necessary. Some eleven years ago a cable was laid between these two points, whose business life was scarcely equal to one month in all; it was but one-third as heavy as the present cable, the outer covering was not protected, as this cable is, from corrosion, and its strength, when new, was but one-half of the cable now laid; it was also said of that cable that its entire length as paid out fell one mile short of the actual ground covered, and there is a great probability that such was the case, judging from a similar cable laid about the same time down the Red Sea, between Suez, Aden, and Kurrachee, which latter cable survived its thirty days' probation after laying by a period which must be counted by weeks rather than months.

Fortunately contractors of the present day see that it is to their interest, as well as to the interest of the companies who employ them, to lay cables with great care and free from tension, and it is confidently expected by those who watched the progress of the paying out of this cable that it now lies under as favourable a condition as is possible between its two termini; and although it may and probably will be at times broken or damaged by ships' anchors, still there is no difficulty in any part of its course in picking it up and repairing it.

Monetary and Commercial.

Tenders for £40,000 in bills of exchange on India, of which not more than £10,000 will be drawn on Bombay, will be received at the Bank on the 4th of January.

Owing to failing health Mr. George Ure Adam retired on the 31st ult. from the post of manager of the Chartered Bank of India, Australia, and China, which he has ably filled since the commencement of its business, and is succeeded by the sub-manager, Mr. John Howard Gwyther.

At a meeting of the creditors of Messrs. Parke Pittar and Co., whose suspension in the East India trade was announced on the 20th ult., an approximate statement of affairs was submitted by Mr. Gibbons, of the firm of Harding, Whinney, Gibbons, and Co., who explained that further information was required from India as to the position of Messrs. Charles Nephew and Co. before the position of the estate could be accurately arrived at. It was proposed and unanimously agreed that the meeting should be adjourned, and that Mr. C. J. Leaf and Mr. C. A. Stewart

Digitized by Google

should act as inspectors in the interim. The statement showed unsecured liabilities to the amount of £25,504, with assets apparently likely to realise £21,834, and the possibility of receipts from other claims.

In our advertising columns will be found a statement of the Moscow Discount Bank, established in January last.

We have received the report of the Chetty conspiracy case at Colombo, referred to in our last. Three Chetties appeared to answer the charge preferred by Mr. J. Gibson Thomson. The alleged conspiracy consisted in these Chetties meeting and passing a resolution that they would not buy any more goods of the plaintiff's firm, and that they would fine any Chetty whom they found doing so. This course of action was prompted by the feeling that they had been aggrieved by certain law proceedings taken by Messrs. Thomson and Co., arising out of disputed contracts. The defendants' counsel contended that they had committed no offence against the law in the combination, which he did not deny. The prosecutor's counsel might proceed or not; he did not ask him to stay proceedings, but added that, if they were dropped, defendants would be prepared to resume their dealings with plaintiff's firm. On this the charge was withdrawn. We think it is a great pity that the case was entered upon at all if it was not intended to take it to trial. It involved a question of great commercial importance, which is now left more confused than before. The prosecutor's withdrawal is certain to be misrepresented, and the present proceedings can have no effect in checking the evil complained of.

The subjoined extract from a letter, written by a passenger lately passing through the Suez Canal, confirms our opinion that at present no vessel should draw over twenty feet:—Our steamer is 325 feet long, draws 19 feet 4 inches forward, and 20 feet 6 inches astern. In starting from moorings about eight miles from Ismailia she touched the ground, and in passing the double curves near Lake Timsah she twice slightly touched."

Sir Daniel A. Lange sends the following relative to the Suez Canal:—

I enclose a telegram just received from Ismailia, with reference to the passage of ships. The receipts of the Suez Canal continue to average £20,000 per month. M. de Lesseps and the personnel of the Canal Company have, unfortunately, allowed themselves to be shut up in Paris. I have letters from him by balloon post till the 19th December. The letters sent via Marseilles, per pigeon post, had not reached him, as they are not alluded to.

Advices by telegram have been received of the laying of about 250 miles of the Great Northern Company's cable from Shanghai towards Hong Kong. The *Cella*, with the remaining cable, would proceed at the first favourable opportunity.

The British Indian Extension Telegraph Company's Cable has been successfully submerged between Singapore and Madras, thus completing the telegraphic submarine chain from England as far as Batavia.

A circular issued by Mr. Richard Coles, of 19, St. Helen's-place, announces that he has made arrangements with Mr. Arthur Andrews (for many years in China, and connected with the China trade) to join him as a partner at the beginning of the new year, the style of the firm being Coles, Brown, Andrews, and Co.

Mr. Edwin Henry How (late of Foochow) is admitted a partner in the firm of Messrs. How Brothers and Co., of Fenchurch-street.

At a meeting of the creditors of Higson, West, and Co., Manchester merchants, the statement submitted showed liabilities for £77,761, and assets for £7,359. No offer was made, and a committee was appointed to investigate and report to a future meeting.

Mr. George Moul, late of China, has become a partner in the firm of Arthur Andrews and Co., of Fenchurch-street, tea-brokers.

Mr. Benjamin Howes has joined the firm of Thomas Barlow and Bros., of Major-street, Manchester.

BOARD OF TRADE RETURNS.

The Board of Trade returns for November continue to indicate a steady revival of the commerce of the country. Compared with those for the corresponding date of last year they show an increase of £1,090,115, or more than 7 per cent. in the declared value of our exportations, while over the same month of 1868 there is an excess of nearly 16 per cent. The exact alterations presented comprise an increase of 26 per cent. in coal, 10 per cent. in cotton yarn (13 per cent in quantity), 8 per cent. in cotton manufactures (14 per cent. in quantity), 16 per cent. in Haberdashery, 76 per cent. in silk manufactures, 6 per cent. in linen manufactures, 12 per cent. in woollen yarn, and 13 per cent. in the various articles classed as miscellaneous. The declared value of the exports for the month amounted to £16,377,935, against £15,287,826 in the same period of 1869, and against £14,143.493 in 1868; while for the eleven months the totals were £182,362,925, against £174,450,252 in 1869, and £164,824,654 in 1868. The "computed real value" of the principal imports in October was as follows:—1868, £21,502.839; 1869, £23,759,824; 1870, £21,493,690.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		For the Month ended 30th Nov. 1868.	1869.	1870.
China and Hong Kong	lbs.	130,000	992,400	571,820
Japan	,,	686,850	1,067,120	534,224
Straits Settlements	,,	207,150	362,810	254,800
Ceylon	,,	15,000	20,800	26,000
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	lbs.	6,369,621	4,632,722	10,641,669
Japan	,,	3,416,370	4,798,136	9,132,824
Straits Settlements	,,	1,504,900	1,365,925	2,532,840
Ceylon	,,	397,710	385,534	269,262

COTTON MANUFACTURES.

To		For the Month ended 30th Nov. 1868.	1869.	1870.
China and Hong Kong	yds.	23,323,522	23,830,750	40,676,626
Japan	,,	1,727,090	3,003,130	4,258,450
Philippine Islands	,,	1,720,200	2,476,100	1,973,500
Java	,,	3,414,100	2,315,500	2,383,200
Straits Settlements	,,	3,162,354	3,593,790	7,371,902
Ceylon	,,	1,588,605	1,117,380	4,031,610
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	303,491,955	270,695,137	340,105,479
Japan	,,	19,410,659	16,180,137	32,257,598
Philippine Islands	,,	33,555,519	28,378,939	26,688,110
Java	,,	26,530,767	17,577,257	29,982,042
Straits Settlements	,,	50,434,937	56,192,610	88.752,014
Ceylon	,,	23,872,507	21,792,472	27,818,360

WORSTED STUFFS.

To		For the Month ended 30th Nov. 1868.	1869.	1870.
China and Hong Kong	yds.	724,896	1,544,583	587,942
Japan	,,	97,000	111,920	34,400
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	17,608,935	20,095 898	15,257,480
Japan	,,	2,866,871	3,043,772	1,618,994

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	yds.	31,873	115,406	184,693
For the eleven months	,,	1,617,176	1,904,483	1,961,452

LEAD TO CHINA AND HONG KONG.

		1868.	1869.	1870.
For the month	tons	833	1,724	669
For the eleven months	,,	9,415	13,678	11,580

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and ten months ended 31st Oct., 1870, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	For the Month ended 31t Oct. 1868.	1869.	1870.
China (exclusive of H. Kong)	£662,453	£708,074	£537,327
Hong Kong	279,923	187,703	278,544
Japan	75,289	33,808	194,347
Straits Settlements	116,366	208,568	155,119
Ceylon	69,193	99,436	73,634
Philippine Islands	88,594	102,559	52,977
Java	71,635	72,999	87,384
Siam	—	—	—
	For the Ten Months ended 31st Oct. 1868.	1869.	1870.
China (exclusive of H. Kong)	£5,352,449	£5,627.621	£4,998,428
Hong Kong	1,949,247	1,627,383	2,737,272
Japan	843,460	1,093,826	1,368,887
Straits Settlements	1,246,330	1,402,087	1,974,272
Ceylon	692,219	664.591	728,691
Philippine Islands	855,061	712,790	634,229
Java	650,629	443,415	689,117
Siam	422	20,202	25,658

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From MANILA to LONDON, per Bryn Ivor, entered Dec. 27.—1017 bales hemp—Baring Brothers and Co.; 13,623 bags sugar—Fruhling and Goschen; 5 cases cigars—W. J. Thomas.

From SINGAPORE to LIVERPOOL, per Bothwell Castle, entered Dec. 27.—5942 bags sago flour, 360 cases 958 bags pearl sago, 125 bags tapioca, 1418 pieces hides, 1056 bags pepper, 1110 bales gambier, 6288 bundles rattans, 348 baskets gutta-percha—Order.

From PENANG to LONDON, per Isabella, entered Dec. 28.—5163 slabs tin, 9014 bags pepper, 2754 snail shells, 61 bales buffalo hides, 1006 bags tapioca, 304 bags sugar, 149 baskets india-rubber, 116 cases nutmegs, 7 cases mace, 131 bales 4811 cow hides, 2801 buffalo horns, 42 cases fish maws, 1355 bundles rattans, 20 bales putch leaf—Order; 3 boxes merchandise—G. Street.

From MANILA to LIVERPOOL, per Merse, entered Dec. 24.—23,583 bags sugar—Garnock and Co.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Ropes, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmen's Stores.	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery.
				Tns.	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£	£
Belted Will	Hong Kong	London.	Dec. 7	161	35	125	...	...	185	3179538	6620	...	463	59	2269	...	160791	116	101	58	46	118	716	...	...	115	...	71cl.	316 &500c.	40	33	150	115	...	33
Cissy	Do., & Amoy	,,	,, 8	400	...	106	25	...	228	367100 &£1060	12000	...	...	...	290	...	74000	43	225	340	...	100	596	459	385	...	495	102	365	68	...	189 &9cs.	50	...	200
Evora, str., via Suez Canal	Colombo	,,	,, 8	...	...	...	...	...	382	783770	114214	...	...	...	47	80	8136	218	...	98	51	...	46	40	...	428	...	63	...	11	£9	98	50	122	133
Sir Lancelot	Shanghai	,,	,, 12	100	...	100	...	97	...	1037900 &£510	36000	1204	...	...	2104	...	...	74	38	350	220	116	673	...	16	...	...	...	...	...	...	19	41	...	56
Ferdinand de Lesseps, str., via Suez Canal	Colombo	,,	,, 15	...	...	...	...	48	5	204315	11400	...	...	...	43	...	...	47	36	182	23	26	141	...	...	...	...	...	...	...	3½ &£25	60	75	62	50
Don, str., via Suez Canal	Singapore	Livrpool	,, 6	...	...	...	...	25	105	715735	264100	...	...	...	500	...	60800	...	...	...	...	...	...	...	...	36	...	...	6	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 6	...	...	...	...	300	56	636653 &£280	371544	...	...	5cs.	4185	...	60000	...	...	...	...	...	...	...	...	470	...	...	...	...	..	...	...	...	1cs.
Do. do.	Shanghai	,,	,, 6	...	...	...	...	...	...	3897501	179534	...	...	18	2809	...	...	...	...	...	...	54	...	...	...	...	...	...	...	...	...	...	...	20	...
Ajax, str., via Suez Canal	Singapore and Penang	,,	,, 7	...	...	...	...	10	128	782930 &£100	84780	...	...	...	100	...	35734	...	...	...	...	...	...	...	...	317	...	...	...	...	2½	...	107	...	...
Do. do.	Hong Kong	,,	,, 7	...	...	...	...	6pkg.	4cks.	2460038 &£480	780734	...	...	296	3099 &3cs.	...	160696	1	...	...	...	...	108	200	...	172 &1cs.	...	...	...	...	11 &£4	...	78 &1cs	3cs.	132 &8cs.
Do. do.	Shanghai	,,	,, 7	...	...	...	...	...	1cs.	6286460	217310	...	...	...	5463	...	20000	...	...	...	...	...	...	...	100	100 &2cs.	...	...	...	...	...	...	...	...	120 &1cs.
River Avon	Yokohama	,,	,, 7	...	...	...	...	120	160	1540360	30200	...	...	125	3892	...	301200	...	...	...	...	...	95	...	...	30	...	45	34	...	...	...	...	...	...
Gloria	Manilla	,,	,, 9	46	5	...	125 brls.	50	2645 287pk.	1462702 &£800	285061	150	130	2017 &2cs.	490	...	16000 &£96	...	51	50cs.	...	...	10cs	4000 & 6cks	665	512 &4cs.	310	145 12½t	1553 615pk.	£110	18 &£226	66cs.	50 &12cs.	...	865 & 47pkg.
Maria	Do.	,,	,, 9	...	...	...	1	...	933	849318	438761	669	310	1775	730	...	38800	...	20	...	...	...	200	...	305	702	255	43	1758 &90cs.	...	...	135 &73cs.	...	...	360
Ulva	Singapore	Glasgow	,, 21	110	...	...	...	...	341	397200	158190	433	...	620	...	...	116868	...	154	...	582	...	525	...	...	171	...	42	350	...	...	60	...	...	...
County of Bute	Batavia	,,	,, 24	...	557	...	...	...	...	98720	23520	...	...	...	...	...	...	...	55	...	...	...	...	...	40	18	230	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	lbs.	£
a Belted Will	Hong Kong	...	12	...	55	...	...	14	55	...	...	...	130
b Cissy	Do., & Amoy	...	...	...	...	...	...	...	...	18	...	172	400
c Evora, str., via Suez Canal	Colombo	13	...	58	34	30	10	...	...	20	...	1401	50
d Sir Lancelot	Shanghai	...	12	...	...	16	...	...	...	...	40	...	...
e Ferd. de Lesseps, str., via S. Canal	Colombo	...	101	...	...	...	...	...	63& 6cs.	...	36	688	60
Don, str., via Suez Canal	Singapore	...	9	...	135	...	...	...	...	...	319	...	...
f Do. Do.	Hong Kong	...	...	...	90	...	...	...	...	54	89	...	...
Do. Do.	Shanghai	...	44	...	...	...	40	...	...	88	...	...	...
g Ajax, str., via Suez Canal	Singapore & Penang	2gls.	...	104	35	64	...	...	...	...	605	...	...
h Do. Do.	Hong Kong	1cs.	...	2cs.	145	...	...	41	...	...	1124	3cs.	...
i Do. Do.	Shanghai	...	...	...	...	...	...	1cs.	...	...	...	...	...
j River Avon	Yokohama	...	10	...	...	...	...	...	...	...	...	166	...
k Gloria	Manila	50& 1cs.	578& 64pkg.	237& 5cs.	113& 7cs.	111	40& 5cs.	55& 4cs.	206& 27cs.	...	470	...	162& 6cs.
l Maria	Manila	2cs.	149& 28cs.	90& 1cs.	...	200	...	...	...	...	304	...	...
m Ulva	Singapore	...	...	...	160	...	40	...	...	...	...	...	...
n County of Bute	Batavia	...	...	...	...	...	...	...	...	...	...	...	...

SUNDRIES.

a Sheating felt, £75; carriages, £100; cordials, 3 gallons; effects, £16; pig iron, 50 tons.

b Cordials, 8 gallons; matches, £1,300; telescopes, £30; photographic materials, £50; tobacco press, £10; oakum, £28; tar and pitch, 12 barrels; gunpowder, 300 lbs.; fruits, 2 cwt.

c Effects, £32; lamp columns, £500; cement, £219; part of steam-engine, £50; tarpauling, £170; galvanised iron, ½ ton; hoop, sheet, and plate iron, ½ ton; geneva, 85 gallons.

d Galvanised iron, 4 tons; mineral waters, 800 gallons; cordials, 22 gallons; carriage, £60; needles, 16 cwt.; gunpowder, 40,000 lbs.

e Refined sugar, 2 cwt.; effects, £723; grindstones, £16; matches, £75; sugar machinery, £100; photographic apparatus, £18; hoop, sheet, and plate iron, 2 tons; geneva, 90 gallons; fruits, 2 cases.

f Silks, £220; coral, 3 cases; plain cottons, 17 cases.

g Needles, £277; combs, £20; effects, £40; cider, 1 barrel; pipes, &c., £19; fruits, 1 cwt.

h Photographic materials, £5; effects 1 case; needles, £300 and 5 cases; logwood, 1 cask; spirits of wine, 3 cases; herbs, 1 case; silk, £644; india-rubber goods, £177; glass beads, £15; thermometers, £50; cottons, 1 case.

i Samples, 1 case; engravings, 2 cases; clocks, £150.

j Railway iron, £1,850; tobacco pipes, £23.

k Fire-engine, &c., £100; cement £80; galvanised iron sheets, 27 tons; brassware, 16 cases; leather and toys, 1 case; corks, 1 bale; frames, 3 cases and £44; cordials, 140 gallons; woollens and cottons, hats and drugs, £1,000; whips and woollens, £200; drugs and hats, 15 cases; blocks, 13 casks; silvered glass, 2 cases; sugar, 20 cases; essences, 10 cases; cottons, 43 cases; 997 demijohns; pig iron, 100 tons.

l Jute bags, £514; chalk, 1 cask; coals and coke, 20 tons; pig iron, 150 tons; zinc, 10 kegs; electro and plated ware, £53.

m Sheathing and roofing felt, £115; flax, £62; hoop, sheet, and plate iron, 10 tons; tar and pitch, £27; gunpowder 52,000 lbs.

n Roofing felt, £40.

NOTE.—Per Western Chief, from London to Hong Kong, cleared Sept. 1 (addl.).—Woollens, £300. Per Neville, from London to Hong Kong, cleared Sept. 19.—(Short shipped) Woollens, £1,200. Per Cingala, from London to Hong Kong, cleared Nov. 11 (addl.).—Oil, 800 gallons; paint, £100. Per Grenadier, from Liverpool to Yokohama, cleared Oct. 14 (addl.).—Coloured cottons, 6,000 yards; woollens, £200. Per Caradoc, lost, from Liverpool to Singapore, cleared Dec. 2 (addl.).—India-rubber balls, £121; tobacco, 120 lbs. Per J. C. Potter, from Liverpool to Singapore, cleared Dec. 6.—Coal, 1,791 tons. Per Don (str.), from Liverpool to Japan, *via* Suez Canal, cleared Dec. 6.—Plain cottons, 220,700 yards; twist, 41,600 lbs. Per River Avon, from Liverpool to Hiogo, cleared Dec. 7.—Yarn, 40,000 lbs.; worsteds, £650; drugs, £9; preserves, £10. To Shanghai.—Soap, 154 cwt. Per Ajax, (str.), from Liverpool to Batavia, *via* Suez Canal, cleared Dec. 7.—Plain cottons, 71,240 yards; printed cottons, 125,530 yards; twist, 4,000 lbs. To Padang.—Plain cottons, 36,000 yards. To Foochow.—Apparel, £40. To Amoy.—Stationery, £98. To Japan.—Hardware, £36; woollens, £1,590; drugs, £445. Per Estrella de Chili, from Glasgow to Colombo, cleared Dec. 1 (addl.).—Plate iron, 4 tons; machinery, £60; galvanised iron, 9 tons.

Digitized by Google

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7½ to 8½
25	Bank of Egypt	All	40 to 42
20	Chartered Bank Ind., Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	22½ to 23½
20	City Bank	10	10½ to 11½
100	Colonial Bank	25	50 to 54
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	35½ to 37½
28½	Do. Do. new	16¾	4½ to 4¾ pm.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	49½ to 50½
50	London Joint Stock	15	33½ to 34½
100	London and Westminster	20	63 to 64
25	Oriental Bank Corporation	All	39½ to 40½
50	Union of London	15	38 to 39
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	112 to 116
10	British Indian Submarine	All	6½ to 6¾
10	British Indian Extension	All	5½ to 6
10	British Australian...	5	5½ to 4¾ dis.
10	China Submarine	7	6 to 5½ dis.
10	Falmouth, Malta, and Gibraltar ...	All	8½ to 8¾
10	Great Northern	All	11½ to 11¾
10	Do. China and Japan Extension	All	2½ to 2 dis
25	Indo-European	All	10 to 12
10	Mediterranean Extension	All	4½ to 5
12	Telegraph Construction Company ..	All	24 to 24½
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	43 to 44
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	106 to 108
—	Do. Do. 1872... ...	100	101 to 103
—	Do. Do. 1882-3 ...	100	109 to 111
20	Ceylon Company	10	3¾ to 3½ dis.
20	Do. A shares	5	3½ to 3 dis.
50	Colonial Company	20	4 to 2 dis.
10	Credit Foncier of England	All	2 to 2½
10	General Credit and Discount Company	7½	½ to ¼ dis.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2 to 1¾ dis.
—	Japan Loan, 9 per cent.	All	100 to 102
20	London and Prov. Marine Insurance Co.	2	½ to 1 pm.
25	National Discount Company	5	11 to 11½
25	Ocean Marine Insurance Company ...	5	12½ to 14 pm.
500fr.	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	45 to 47
50	Do. Do. 1867	10	4 to 2 dis.
100	Royal Mail Steam Company	60	51 to 53
20	Thames and Mersey Marine Insur Co.	2	3 to 3½ pm.
20	Universal Marine Insurance Company	5	6¾ to 7½ pm.

ARTICLES OF IMPORT.

Business during the past week has been almost entirely suspended, only a few small transactions by private contract being reported, at the prices previously current.

TEA.

Messrs. Hawes and Hertz report that several arrivals have taken place, and the medium to good medium sorts of Black-leaf, both ex these and former ships, have obtained higher prices in face of the inferior quality of the bulk of their cargoes, which might be taken as a fair average of those afloat. Fine to finest sorts continue dull: The common grades of new season Black leafs, of which the first supplies have just come in, do not receive any attention. In Red-leafs of new season's import the lower medium grades have declined in price; other sorts remain unchanged. Green Teas: There has been but a limited business, the finer grades still maintain previous rates. A small public sale took place on the 20th inst., when full prices were realised. Scented Teas: A good business has been done, the lower grades have sold freely at fair prices, while mediums show a decline.

Messrs. Shepard, Harrison, and Rehden's Circular is as follows:—An exceptionally large business, considering the time of year, has taken place the past fortnight, transactions extending to 24th instant chiefly in Black-leafs, of fair and good useful quality, at 1s. 2d. to 1s. 5d. per lb.; Red-leafs have also been taken to a fair extent, but at irregular and declining rates, brisk Kaisow kinds, first crop, being obtainable at 1s. 1½d. to 1s. 2½d. per lb. Latest telegraphic advices from China, as to the export, give 101,000,000 lbs. to 1st November, against 120 000,000 to same date last season.

Black: For the grades below common there has been no particular change; old season, inferior flavoury to good Kaisow kinds rule at 11d. to 1s. 0½d. per lb.; new, good flavoury, Sayune and Kaisow kinds have sold at 1s. 1d. to 1s. 3d. per lb., affording a good selection, and at cheap rates; medium to finest Kaisow is scarce, and prices rule more or less nominal; Pakling kinds, no change, supplies being limited. Tayshan leaf.—The arrivals per Burdwan were eagerly sought after, and most parcels have been taken at an advance of 1½d. to 2d. per lb. on first arrivals ex Taeping, say fair to good brisk burnt kinds at 1s. 2d. to 1s 4d. per lb.; no really fine quality has lately been offered. Black leaf, with full supplies of fair to medium, and Importers willing sellers, large sales have taken place at 1s. 2d. to 1s. 4d. per lb. for fair to useful kinds; all grades over medium are in limited supply and held for extreme market value, and there is no doubt the position for the next few months promises well. Souchong and Oolong still command remunerative rates to importers, notwithstanding a further easing in all grades but finest. Scented Teas: The Burdwan, from Canton, has brought a good selection, chiefly Capers, of fair to good medium quality, which have been selling at 1s. 2d. to 1s. 8d. per lb. Orange Pekoe, as has been the case through the season, has continued difficult of sale, except at low rates, and is partly interfered with by the superior quality of Foochow Orange Pekoe, which has been taken at 1s. 7d. to 1s. 10d. per lb. for good medium quality, about 1d. per lb. decline on last fortnight's rates. Green: The steamer Albatross, with 370,000 lbs., arrived 13th inst., among the selection, several small, but choice parcels of Moyune have been shown, and after considerable competition sold at extreme rates for fine and finest grades, but common to medium rule very low, and we believe nett results to Importers prove barely if at all remunerative. Ping Suey kinds have been offered in large quantity, and they have been somewhat difficult of sale, as dealers are well stocked from previous free imports. Japan Leaf: Limited supplies from Nagasaki district have reached via Shanghai, both coloured and uncoloured, and being well fired, and of desirable quality in the cup, have sold quickly at satisfactory prices.

SILK.

The Market has been quiet, the trade generally being indisposed to operate at this season of the year. In Chinas there is some little daily business at the undermentioned prices, and the consumption of this class of Silk is still on a large scale, as the deliveries will show. Japan Silk is still unsaleable, notwithstanding the apparently attractive prices at which most classes can be bought. Deliveries, 1st to 28th inclusive:—China, 2,050 bales; Canton, 578 bales; Japan, 259 bales; total, 2,887 bales.

LONDON QUOTATIONS, DEC. 30.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
" " 2	30s. 0d. to 30s. 6d.
" " 3	28s. 6d. to 29s. 6d.
Red Peacock	25s. 6d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	23s. 0d. to 26s. 6d.
Tayasam Keying, Nos. 1, 2, and 3	22s. 6d to 26s 6d.
Long Reel	18s. 0d to 21s. 0d.
Canton	13s. 0d. to 21s. 0d.
Chinese Thrown	22s. 0d. to 24s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 29s. 0d.
Idah, No. 2	26s 0d to 27s. 0d.
Sodai, Nos. 1 and 2	25s. 0d. to 26s. 6d.
Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 32s. 0d.
Koshiu, No. 1 and 2	24s. 0d. to 26s. 0d.
Eichizen	22s. 0d. to 24s. 6d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.—There have been no transactions during the week; prices are nominally unaltered. Deliveries are again of good amount, being nearly 600 tons in excess of last year, and as the landings are but slightly larger, the surplus, which on the 12th of November was 3,700 tons, is now reduced to about 500 tons. Stock, Dec. 17, 25,427 tons, against 24,476 tons. Dec 24, 24,645 tons, against 24,177 tons.

COCOA NUT OIL.—A small business has been done in Ceylon at the prices given in our last report.

CAMPHOR.—The recent advance is maintained, small private transactions being reported at 77s. 6d. for China.

CUTCH.—A parcel of 200 boxes fine Pegu has been sold by private contract at 22s. per cwt.

HEMP.—About 300 bales Manila have been sold privately at £53 per ton.

PEPPER.—Black: At public sale immediately following our last report of 1,500 bags Penang of fresh import per Vimeira offered 600 bags sold at 5½d., for which the remainder was held, and sold privately afterwards; the only other business done has been the sale for arrival of 300 bags Penang October sailing at 5½d. ~~White:—No transactions.~~

SUGAR.—By private contract 5,000 bags good clayed Manila (duty 4s.) have been sold at 26s 6d. This has been the only transaction during the week.

TIN.—The market has maintained the firmness reported in our last; late on the 23rd ult. 10 tons Straits afloat sold at £131 10s.; since then 15 tons have changed hands at the same price, and 10 tons on the spot at £132; 12 tons nearly due by steamer are also reported sold at £132 10s.; small sales of Banca have been effected at £132 10s. to £133 cash.

NEW YORK MARKET REPORT.

TEA.

The following is from Messrs. Beebe's Circular, dated Dec. 16:—A liberal business has been done in the various descriptions of Tea, without material change in market values. Included in the sales reported are 11,600 half-chests Green, 10,300 half-chests Japan, 28.200 half-chests Oolong, and 9,200 half-chests Souchong and Congou. A majority of the Greens finding buyers are to arrive ex steamer Riga and ship Mikado, these vessels being expected to reach port ere long. Of the Japans sold 2,300 are old crop ex Brave (the last of such goods in first hands), and the balance are to arrive mainly by the Chloris. The sales of Black include most of the cargo per Devana (just in), with considerable parcels by other vessels on the way. Our market closes healthy in tone, with a fair demand from the trade for all classes of new goods on the spot.

The following are the current quotations (in gold, duty paid):—Greens (Moyune, Twanki, and Fychow): Gunpowder, common to good, 55c. to 95c.; fine to finest, 82c. to 125c.; Imperial, common to good, 48c. to 90c.; fine to finest, 53c. to 108c.; Young Hyson, common to good, 40c. to 80c.; fine to finest, 47c. to 115c.; Hyson, common to good, 47c. to 75c.; fine to finest, 50c. to 90c.; Hyson Skin, 35c. to 45c.; Foochow, Oolongs (old crop), common and good, 53c. to 58c.; superior and fine, 60c. to 68c.; finest, 70c. to 90c.; Amoy Oolongs (old crop), common and good, 52c. to 57c.; superior and fine, 59c. to 65c.; finest, 68c. to 70c.; Souchong and Congou (old crop), common and good, 40c. to 52c.; superior and fine, 55c. to 65c.; finest, 68c. to 90c.; Japans (new crop), common, nominal; medium, 70c. to 73c.; good medium, 75c. to 77c.; fine and finest, 80c. to 87c.; choice, 88c. to 92c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Dec. 14 1870. were as follows:—Greens, 21,714,056 lbs.; Japans, 10,294,086 lbs.; Souchongs, 3,569,462 lbs.; Oolongs, 9,447,179 lbs.; other sorts, 154,464 lbs.; total, 45,179,247 lbs. The stock on Jan. 1 was 9,866,167 lbs; which, added to the above total, gives a result of 55,045,414 lbs. Subtracting from this total the ex-

Digitized by Google

ports from Jan. 1 to Nov. 30 5,831,351 lbs., and the withdrawals for home consumption during that period, 38,236,586 lbs., there remains a total of 15,917,325 lbs., representing the stock on the last-named date. The receipts from Nov. 30 to Dec. 14 amounted to 1,650,823 lbs.; the withdrawals for home consumption to 417,036 lbs.; and the exports to 335,329 lbs.

COFFEE.—The current quotations for East India kinds are Java Government bags 20c. to 22c.; Java mats, 20c. to 21c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. The market for all kinds is quiet, and prices show a declining tendency. The business in East India has been limited to sales of 2,000 bags Java ex Nicoline at the rates quoted above, which are somewhat lower than those given in our last report; also 1,244 mats ex Bane, and 900 mats ex Kingdom of Belgium on private terms.

CAMPHOR.—China is quoted 15c. to 16c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.10 to 2.20; Cassia, $1.10 to 1.20 gold (in bond).

FIRE CRACKERS.—The stock being reduced to less than 1,000 boxes, the low rates lately current are no longer accepted; the ruling quotation for Extra No. 1 is $3 80 to 3.85, with but little disposition to sell; the sale is reported of 500 boxes upon private terms.

GAMBIER.—The current quotation is 3 65-100c. to 3 70-100c. gold (duty paid).

HEMP.—There have been no transactions in Manila, prices for which are wholly nominal.

INDIGO.—The demand has almost entirely fallen off, and prices have declined; about 10 cases Manila have been sold at $1.10 to 1.25.

PRESERVED GINGER.—China is quoted $9 currency (duty paid).

RHUBARB.—The quotation for China is 75c. to $1.75 currency (duty paid).

RICE.—The inactivity noticed in our last report continues, and the only business in East India is comprised in the sale of about 1,000 bags Rangoon in bond for export at $3,12½ gold.

SUGAR.—Owing to the agitation with reference to the new duties, but little business has been done, and the tone of the market is one of extreme dulness; the sale of 10,345 bags Manila on private terms constitutes the only business in Manila. The Committee of Ways and Means charged with modifying the duties have agreed upon a Bill striking out from the provisions of the present law the words "Raw" and "Muscovado," wherever they occur, so far as the grades are below No. 13 Dutch standard. The effect of this will be that all Sugars will now be classified by colours alone. It appears that Sugars which are Muscovado, and therefore below the grade No. 13, have been imported in considerable quantities, when their real grade, judging from colour, should be about No. 13. Muscovado Sugar above No. 13 in colour will, under the contemplated change, pay one-half of 1 per cent. duty more than under the law as it now exists, thereby benefiting the Louisiana interests. The Bill has been passed by the House of Representatives.

SPICES.—Pending the reduction in duties, the market is unsettled, the bulk of the business being for delivery after January 1. In Nutmegs there has been a large movement, embracing sales of 700 to 800 cases on the spot, besides some invoices to arrive, on terms not made public; stocks are held higher, say 60c. to 62½c. gold, in bond. Among the sales were 250 cases Penang, from second hands, at a private price; 50 cases do., 60 c. gold, in bond, and 50 cases English order, on a basis of $1.06, duty paid; we notice besides the sale of 1,700 bags Pepper, on private terms. The Trade demand is light for most goods; sales, in lots, 2,000 mats Cassia, at 47c.; 1,500 do. in bond, 27c.; 200 bales Cloves, in bond, 7½c.; Pepper, in bond, 10¾c. to 11c., for delivery after 1st prox., 16c. to 16½c., duty paid, and Nutmegs, in lots, in the same way, 80c. The large dealers are supplying the jobbing demand, for delivery under the new rates of duty, as follows:—Mace, $1.12½; Nutmegs, 80c.; Cassia, 37c.; Pepper, 16c. to 16½c.; Cloves, 12½c.

TIN.—The activity noticed in our last was subsequently enhanced by telegrams reporting a rise on the London market, and considerable transactions were entered into, the sales being 2,300 slabs Straits, commencing at 32½c and rising to 33¾c. gold. At the close there is less demand, but holders are firm and maintain the above quoted rates.

SHIPPING.

ARRIVALS.—Dec. 3, at San Francisco, from Yokohama, Finzel; 4, at New York, from Colombo, Amoy; 8, from Foochow, Kelso; 10, from Manila, Mountain Ash; from Singapore, Queen of the Seas; 13, from Shanghai, Caroline Hutchings; from Manila, St. Germains.

DEPARTURES.—Dec. 1, from Boston, for Batavia, Humboldt; 16, from New York, for Hong Kong, Benefactor.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec 23	Gezina	Ordeman	Java, for Amsterdam	Plymouth
— 24	Bryn Ivor	Bowyall	Manila	London
— 25	Isabella	Read	Penang	London
—	Merse	Harris	Manila	Liverpool
— 24	Nederland & Oranje.	Phaff	Batavia, for Dordt	Off Plymouth
—	Ludovic Charles	Lebourdelles	Saigon	Gironde
— 21	Mysore	Henry	Japan	Do.
— 17	Moses Williamson	Lake	Singapore	Marseilles
—	Miako	Anderson	Canton	Monte Video
— 28	Abbotsford (str.)	Mann	Shanghai, &c. via S.C	Cowes
— 28	Saida (str.)	—	China & Straits v. S.C.	Off Liverpool

(See Commercial Postscript and Correspondents' Letters.)

DEPARTURES.

Date.	Ship.	Captain.	For	From
—	Electra	Landweer	Java	Amsterdam
Dec 21	Ulva	Reid	Singapore & Penang	Glasgow
— 23	Art Union	Madran	Batavia & Sourabaya	London
— 23	Cornuvia	Wilson	Hong Kong	Do.
— 28	Leith (str.)	Barnetson	Peng., Sing. via S. C.	Do.
— 21	Cordova (str.)	—	Colombo, &c., via Cl.	Liverpool
— 18	Mic Mac	Robinson	Hong Kong	Shields
— 22	Aggie M.	Boyd	Manila	Cardiff
— 20	Felga	Lauridsen	Bangkok	Hamburg
— 24	Boyne	Teulon	Colombo	London
—	Henrietta	—	Batavia	Amsterdam
— 23	Isumroud Russ. w. s.)	—	China & Amoor River	Plymouth
— 23	Sir W. Wallace	Colville	Shanghai	Cardiff
— 23	Queen's Own	—	Shields & Hong Kong	Liverpool
— 24	Aboyne	Stephenson	Galle	Shields
—	Hebe	Neumans	Java	Rotterdam
— 23	Rotterdam	Jansen	Batavia	Sunderland
— 23	Zoroaster	Baker	Galle	Do.
— 24	County of Bute	Walter	Batavia	Glasgow
— 26	Emily McNear	—	Hong Kong	Liverpool
— 26	Panc	—	Singapore	Do.
— 27	Christiansund	—	River Amoor	Portland
— 22	Mallevile	Waite	Shanghai	Cardiff
— 27	Blencathra	—	Singapore	Liverpool
— 27	Napier	—	Galle	Do.
— 27	Sarpedon (str.)	—	Peng., Sing., &c.—C.	Do.

LOADING.

At LONDON.—For Yokohama: John R. Worcester, Alumina, Eliza Shaw, Windhover, Silver Eagle. For Shanghai: Duke of Abercorn, Weymouth, Undine, Whinfell, Argonaut, Everest. For Hong Kong: Hopewell, Wm. Ritson, Ambassador, Burdwan, Chinaman, Falcon. For Singapore: Summer Cloud, Haidee, Wylo. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Sea Gull (str.). For Singapore, Hong Kong, and Shanghai: Lumley Castle (str.). For Bangkok: Gleam. For Singapore (via Suez Canal): Agnes (str.). For Penang: Frances Milly. For Batavia and Sourabaya: Orient. For Colombo: Thames. For Colombo and Galle: River Indus. For Colombo, &c.: Creswell. For Colombo, &c. (via Suez Canal): Quito (str.), Olga (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Manila: Amigos, Cosmopolita. For Singapore: Jane Sprott, Prince Arthur. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Albatross (str.). For Colombo, &c. (via Suez Canal): Petersburgh (str.), Scotland (str.). For Galle, &c.: St. Croix.

At GLASGOW.—For Yokohama: Dunedin. For Hong Kong: Lake Constance. For Manila: Dona Feliciana. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glendarroch (str.). For Colombo and Ceylon: Glennaray.

SPOKEN.

SERICA, London to Yokohama, Dec. 11, 24 N., 18 W.
ASSYRIAN, London to Hong Kong, Nov. 13, 19 S., 29 W.
EULALIE, Cardiff to Singapore. Nov. 20, 8 S., 30 W.
CAPITOL, Manila to Panama, Oct. 5, outside Gaspar Straits.
FIERY CROSS (ship), Canton to London, Oct. 17, 1 S., 107 E.
T. L. K. R. (ship), Canton to New York, Oct 20, 22 N., 108 E.
WOODBINE, bound to Yokohama, off Formosa.
ELLEN LAMB, Borneo to London, Oct. 28, 32 S., 15 E.
HARWICH, Batavia to London, Nov. 5, 11 S., 10 W.
OTTO, Batavia to Amsterdam, Oct. 21, 35 S., 22 W.
CONSTANCE, Batavia to Amsterdam, off the Cape of Good Hope.

FREIGHTS AND CHARTERS.

We have no change to note in berth freights to the East; business, on account of the holiday season, is quiet.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £39. For Shanghai: £40. For Hong Kong: £33. To Singapore: £27. For Galle: £27. From Newport, Cardiff, or Swansea, per ton—For Yokohama: £1 17s. 6d. For Shanghai: £2 2s. For Hong Kong: £1 12s. 6d. For Java 17s. 6d. For Singapore: £1 7s. For Galle: £1 6s. For Colombo: £1 3s.

CASUALTIES.

The Cymbeline, Faye, which sailed from London December 17, for Singapore, put back to Gravesend with loss of anchor and chain, and with windlass damaged, but sailed 26th for her destination.

The Jacoba Helena (Dut. brq.), Immerziel, which sailed from the Tyne, 20th December, for Singapore, put into Shields 23rd, with boats stove and other damage, and several of the crew disabled.

The Prinses Amelie, Driest, from Amsterdam to Japan, which put into Table Bay with damage, Nov. 3, had her decks swept in a hurricane, Oct. 18, 40 S., 34 E. The cargo between decks had to be discharged, and part of it was found to be damaged. The master hoped to be able to proceed in the beginning of December.

The Caroline Hutchings, Colter, which arrived at New York Dec. 13, experienced a severe cyclone Nov. 20, 19 N., 26 W., and lost several sails.

Digitized by Google

The Balnaguith, Nankivell, from Padang to New York, which put into Bermuda Nov. 28, leaky, left St. Helena Aug. 24, and had experienced very bad weather; she had been within 100 miles of her destination, and in lat. 35 lon. 74 encountered a most violent hurricane, which carried away spars and sails, and caused the ship to make 15 inches water per hour; her copper was in a bad state, and she had sustained other damage to her hull; her cargo was also much injured. A survey had been held and the cargo would be discharged.

The Atalanta (str.), Hyde, from London to Colombo, &c., with troops, was towed into Lisbon on the morning of the 29th Dec., with damage to machinery.

MISCELLANEOUS.

The Zoroaster, Baker, which sailed from Sunderland Dec. 23, for Galle, put into Falmouth Dec. 27, with master sick.

At SUEZ.—Eri King (str.), from China, &c., was to enter the Canal Dec. 23; Ajax (str.), from Liverpool, and left, Dec. 27, for China.

At ADEN.—Dec. 2, Pluto (str.), Thatcher, from the Clyde, and left 4 for China, &c.; 5, Nestor (str.), Drenning, from Liverpool, and left 6 for Shanghai.

The Formosa, with 5,876 packages, saved ex Shakspere, from London to Shanghai, stranded at Touquet 24 Oct., sailed from Boulogne on the afternoon of 26 Dec.

THERE was launched, on the 27th ult., from the yard of William Denny and Brothers, a handsome iron screw-steamer, intended as an addition to the fleet of the British India Steam Navigation Company, being the fourteenth vessel supplied to that company by the same firm. This vessel, called the Agra, is of about 1,700 tons gross register, and will be supplied with engines of 200-horse power, on the compound direct acting surface condensation principle, by Denny and Co

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, and UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.

INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.

FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.

OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.

OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

COWASJEE DINSHAW.

Close to the Landing Place. Depot of EUROPEAN CHINA, AND INDIAN WORK, WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes. &c..&c..&c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

HOLLOWAY'S OINTMENT

AND PILLS.—OLD SORES, WOUNDS, AND ULCERS—The readiness with which Holloway's unguent removes all obstructions in the circulation of the vessels and lymphatics explains their irresistible influence in healing old sores, bad wounds, and indolent ulcers. To insure the desired effect, the skin surrounding the diseased part should be fomented, dried, and immediately well rubbed with the Ointment. This will give purity to the foul blood, and strength to the weakened nerves, the only conditions necessary for the cure of all those hideous ulcerations which render life almost intolerable. No sooner is this Ointment's protective power exerted than the destructive process ceases and the constructive business begins—new healthy growth appears to fill up the lately painful excavated pit.

NOTICE.

WE have OPENED a BRANCH of our FIRM at SOURABAYA, under the management of Mr. EDWIN IN'TVELD, to whom we have granted our Power of Attorney.

HUNTER, HOUGHTON, and Co.

Batavia, 15th June, 1870.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.

Nagasaki, 11th August, 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.

Hong Kong, Sept. 1, 1870.

HOLDSWORTH'S SILK TABLES.

A few Copies on Sale at Half-a-Guinea each. Apply at the Office of this Paper.

THE PHŒNIX

A MONTHLY MAGAZINE FOR

CHINA, JAPAN, & EASTERN ASIA,

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College London.

No. 1. JULY, 1870.

SUBSCRIPTION £1 1s. PER ANNUM.

LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD STREET, E.C.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

THE STRAITS TIMES.—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of ships builders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C (Over the JERUSALEM)

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all escriptions in the most efficient manner, under the upervision of European Engineers and Shipwrights

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receives at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for tores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcel by their steamers for—

GIBRALTAR MALTA	Fro Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Ever Tuesday, at 2 A.M. Commencing Dec. 20.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Dec. 10, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Dec. 20, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Dec. 24, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 3, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Nethelands India Steam Navigation Companies.

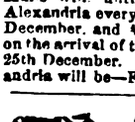
REDUCED RATES OF FREIGHT.

Parcels—	To India.	To China, Japan, or Australia.
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place Southampton.

BRINDISI LINE.—Under arrangement with the Postmaster-General, the Peninsular and Oriental Company's steamers carrying H.M.'s Mails will, until further notice, leave Brindisi for Alexandria every Tuesday at 2 A.M. commencing 20th December, and Alexandria for Brindisi every Sunday on the arrival of the Mails from India, &c, commencing 25th December. The fares between Brindisi and Alexandria will be—First Class, £12; Second Class, £9.



OVERLAND ROUTE VIA MARSEILLES. — COMPAGNIE DES MESSAGERIES MARITIMES DE FRANCE. — FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Dec. 25, January 22, February 19 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

To Alexandria fortnightly, from the 8th of Dec.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Compagnie des Messageries Maritimes de France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

**. Passengers eastward of Suez securing their berths in London are entitled to the conveyance of six luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	,,	,,
China ..... in 44	,,	,,
New Zealand in 45	,,	,,
Australia ..... in 48	,,	,,

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London. E.C.

All goods must be alongside not later than the 20th January, and be distinctly marked for their port of destination.

DIRECT FOR COLOMBO, MANGALORE, CALICUT, and COCHIN, the splendid fast-sailing ship. CRESSWELL, Al 13 years, 464 tons register, L. WHITE, Commander; South West India Dock. This magnificent clipper will be the last to leave during this season for the Malabar Coast. Intending shippers should make early application to have room reserved.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate street. E.C.; or to JOHN C. CAMPBELL, 22, Great St Helen's, Bishopsgate-street, E.C.

NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director

HAMBURG-BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD STREET. W.
MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.
Established 1807.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1870.

CANTON INSURANCE OFFICE

GENERAL AGENTS IN CHINA.
Messrs. Jardine, Matheson, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	London.
Messrs. Jardine, Skinner, and Co. ...	Calcutta.
Messrs Remington and Co.	Bombay.
Messrs. Arbuthnot and Co.	Madras.
Messrs. B. A. Barretto and Co. ...	Manila.
Messrs. Daniell King and Co. ...	Sydney.
Messrs. Jas. Henty and Co.	Melbourne.
J. F. Crockett, Esq.	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

TRITON INSURANCE COMPANY

GENERAL AGENTS IN CALCUTTA.
Messrs. Jardine, Skinner, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	London.
Messrs. Jardine, Matheson, and Co....	China.
Messrs. Remington and Co.	Bombay.
Messrs. Binny and Co.	Madras.
Messrs. Guthrie and Co.	Singapore.
Messrs. Armitage Brothers	Colombo.
Messrs. Todd, Findlay, and Co. ...	Rangoon.

Insurances are effected by this Company on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.
No. 3, Lombard-street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

ong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

Digitized by Google

MOSCOW DISCOUNT BANK,
MOSCOW.

Authorised Capital ... ... 10,000,000 Silver Roubles.
Paid-up ... ... 2,000,000 „ „

ESTABLISHED JANUARY, 1870.

Under the auspices of the following Gentlemen, who form the present Board of Directors, and will remain in Office for Three Years :—

CHAIRMAN—M. WOGAU, Esq. (Messrs. Wogau and Co.)

S. SASIKOFF, Esq.
J. ZENKER, Esq. (Messrs. Zenker and Co.)
P. BOTKIN, Esq. (Messrs. P. Botkin's Sons).
A. SCHILLING, Esq.
C. SOLDATENKOFF, Esq.
R. SPIES, Esq. (Messrs. Stucken and Spies).
A. SPIRIDONOFF, Esq.
L. KNOOP, Esq.
A. ABRIKOSSOFF, Esq. [Fils.)
C. CATOIRE, Esq. (Messrs. Vve. A. Catoire et
C. POPOFF, Esq.
P. PIERLING, Esq.
J. STSCHUKIN, Esq.
K. GERICKE, Esq.

The Bank grants Drafts and Letters of Credit, payable in all Russian and foreign towns.

Advances made against the Deposit of Stocks, Shares, and other Securities bearing interest, and on Bullion and Merchandise.

The Purchase, Sale, and Safe Custody of Stocks, Shares, and Securities undertaken.

Deposits received to be drawn against, or repayable at agreed periods. Interest will be allowed at—

$3\frac{6}{10}$ per cent. paid on Sums at Call.
5 „ „ „ subject to six months' notice of withdrawal.
6 „ „ „ subject to twelve months' notice of withdrawal.

ASSETS AND LIABILITIES 1st November, 1870.

ASSETS.	Roubles. Copks.
Cash in hand and at bankers	1,789,624.09
Government Stock	33,962.03
Foreign bills in hand	74,888.62
Bills discounted	7,658,637.32
Bills held on account of customers for collection	134,631.32
Advances on securities	4,203,539 71
Bank premises and furniture	101,053 61
General charges and expenses to date ...	80,583.58
Interest account to date on instalments of capital paid in advance, deposits, customers' accounts, bills, &c.	164,655.73
	Rs.14,241,576.01

LIABILITIES.	Roubles. Copks.
Capital paid-up	2,000,000.00
Deposits for fixed periods	2,977,249.21
Deposits at call	229,566.45
Customers' balances	6,931,131.12
Government Bank	1,215,300.00
Custom-house	69,500.00
Interest and commission accounts to date...	818,829.23
	Rs.14,241,576.01

Digitized by Google

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

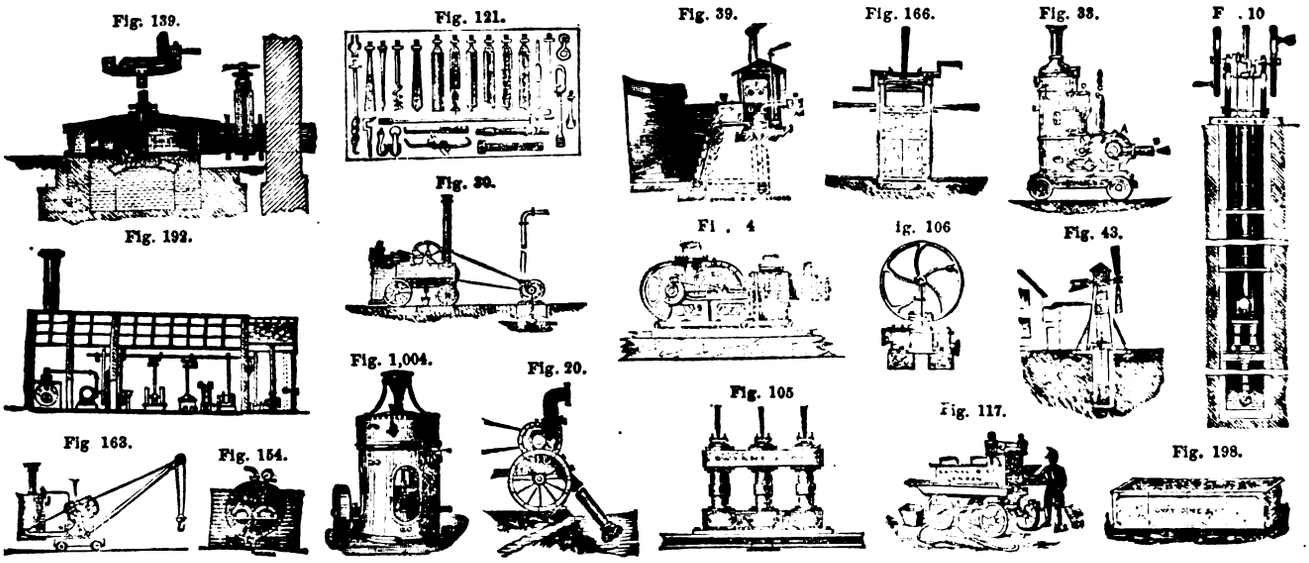


Fig. 139.—Gwynne and Co.'s Improved Turbine Water-Wheel.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 166. Gwynne and Co.'s Improved crew Press, worked by bevel gearing.
Fig. 33.—Gwynne and Co.'s Improved Patent Pumping Vertical Engine.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed, Olives, Fat, &c., &c
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engine and Patent Centrifugal Pump.
Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.
Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.
Fig. 163.—Gwynne and Co.'s Improved Portable Steam Crane.
Fig 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.
Fig. 1,004.—Gwynne and Co.'s Improved Corn Mill.
Fig. 105.—Gwynne and Co.'s Improv d Treble Barrel Lift and Force Pump.
Fig 117.—Gwynne and Co.'s Brigade Fire Engine.

Illustrated Catalogue of Pumping Machinery, Six Stamps. Large Illustrated Catalogue, with many estimates, &c., Twenty-four Stamps.
Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presses, Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works
STRAND, LONDON, W.C.

STUART BROS. & CO.,

BUYING AND FINANCE AGENTS AND SHIPPERS

14, GEORGE-STREET, MANSION HOUSE.

LONDON.

S. B. & CO. are experienced Buyers of **DRAPERY, MILLINERY,** Hardware, Groceries, Wines, Plate, Furniture, &c., exported to the East Indies, China, Japan, &c., having had long practical experience in the Colonies and Home Markets. They purchase in PARIS, MANCHESTER, GLASGOW, or cheapest Emporiums, charging for selection and buying, 2½ to 5 per cent. commission, and allowing the full discounts they receive off cost of goods.

ORDERS they execute at once when accompanied by credits and satisfactory references, or by a remittance of 20 per cent. of cost and charges The balance is payable on arrival of the goods at port of destination.

POWERS OF ATTORNEY they hold for clients, in which case and with good references, &c., they open credits, accept, and otherwise finance for them. They also collect and remit Pay and Dividend at ¾ per cent. commission.

BANKING AND GENERAL AGENCY conducted Interest allowed on deposits at Bank rate. Passages secured, Freight engaged, Insurance effected, and Stocks and Shares sold FREE OF CHARGE.

CONSIGNMENTS OF PRODUCE they sell to best advantage, accepting drafts against the same.

CONTRACTS entered into for supply of Railway and Telegraph Plant, Machinery, Galvanised Iron Work, Steamboats, &c., &c., &c.

BANKERS—NATIONAL BANK OF SCOTLAND, GLASGOW AND LONDON.

HUGHES & KIMBER,

London, 1851.

MANUFACTURERS OF

MACHINES AND MATERIALS

For Lithographers, Printers, Engravers, Bookbinders, and Stationers,

LITHOGRAPHIC

AND

COPPERPLATE PRESSES,

Paris, 1867.

LITHOGRAPHIC CYLINDER PRINTING MACHINES.

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

London, 1862.

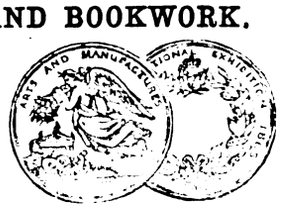
Paper-Cutting Machines (Diagonal Cut,)

As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.

ENGRAVERS' PLATES, LITHOGRAPHIC STONES, AND ALL MATERIALS.

An Illustrated List Post Free on Application.


Dublin 1865.

CONTRACTORS TO HER MAJESTY'S GOVERNMENT.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

Digitized by Google

BROWN & POLSON'S CORN FLOUR

IS GENUINE.

PREPARED SOLELY FROM MAIZE—INDIAN CORN.

BEWARE of CHEAP QUALITIES bearing a FALSE NAME,

DEPENDING UPON THE RECOMMENDATION OF

PROFESSIONAL TESTIMONIAL WRITERS.

BROWN AND POLSON'S
CORN FLOUR,
with Milk,
for Children's Diet.

BROWN AND POLSON'S
CORN FLOUR,
for all the uses to which
the best Arrowroot is applicable.

BROWN AND POLSON'S
CORN FLOUR,
to thicken Soups
and Sauces.

BROWN AND POLSON'S
CORN FLOUR,
for Blanc-mange
and Custards.

BROWN AND POLSON'S
CORN FLOUR,
for Puddings.

TO BE OBTAINED BY ORDER THROUGH MERCHANTS IN ALL PARTS OF THE WORLD.

"JOHN BROWN," "JOHN POLSON,"

UPON EACH PACKET.

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clippe VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shang	Tweed, s.s. via Suez C.	A1 18 yr.	SWID	Jan. 14
Do.	Erl King, s.s.	4 in A1	SWID	Feb. 20
Hong Kong.	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai	Duke of Abercorn.	A1 16 yr	SWID	With des.
Do.	Everest	A1 13 yr.	SWID	With des
Yokohama	Alumina ...	*A in A1	SWID	With des.
Do.	Windhover.	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, and JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang *	Sea Gull, s.s.	100 A1	E.I.D.	Jan. 10
Do.	Vanguard, s.s.	90 A1	E.I.D.	Feb. 5
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Yokohama (Kanagawa)	Chinaman ...	A1 14 yr.	E.I.D.	With des.
Do.	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG, SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H. K. & Shang.	Abbotsford ...	A 90	1050	E.I.D.	Jan. 10
Do.	Enterprise ...	A 100	1590	E.I.D.	Jan. 20
Do	Craigforth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper SHIPS will be despatched as under from the East India Docks:—

Port.	Ship.	Class.	Tons.	Last Shipping Day.
Shanghai .	Weymouth..	AA1	829	With des
Yokohama (Kanagawa)	John R. Worcester	A1 12 yr.	844	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
	From LIVERPOOL.			
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
	From LONDON.			
Do.	Orient	+ 3-3rds LII.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam via the Suez Canal.—To sail on the 31st January.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, the splendid new full-powered screw steamer CHEOPS, A1, 1,150 tons register, 150-horse power nominal, W S CROWDACE, Commander; East India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the well-known clipper-ship FALCON, A 1 13 years, 793 tons register, JAMES L. DUNN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam from London, via Suez Canal. To sail about 20th January.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI (taking goods at through rates for Batavia, Samarang, Sourabaya, Macassar, and Japan, at shippers' risk), the splendid, new, Clyde-built, full-powered steamship GLENDARROCH, 1,500 tons register, 900-h.p. effective, 100 A1 (highest class) at Lloyd's; E. W. BERRYMAN, Commander; will load in the East India Docks

The attention of shippers and passengers is particularly directed to this very fine vessel which has just been built by Messrs. A. Stephen and Sons of Glasgow, expressly for the China trade, and engined by Messrs. J. and J. Thomson combining every modern improvement both in hull and machinery and from her fine model it is confidently expected that she will prove a very fast steamer

For Freight or Passage (having elegant accommodation for a limited number of passengers) apply in Glasgow to THOMAS SKINNER and Co. 12, Gordon-street; or to Messrs WM. ROSS and Co., Royal Bank-place; in London to THOMAS SKINNER and Co., 17, Gracechurch-street.

To be immediately followed by the new s.s. Glensannox.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Quito	1,496	
Alnwick Castle ...	1,552	Jan. 10
Volante	1,261	Jan. 20

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess. For Freight or Passage apply to Messrs GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, E.C.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES CHILDREN and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD'S Magnesia.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill in the parish of St. Michael's, in the City of London—Monday, Jan. 2, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 384.] LONDON, MONDAY, JAN. 9, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1871.

Subscriptions for the Current Year, at £2 2s., are now payable; Post-office Orders, Cheques, &c., to be drawn to the order of James West, Publisher, 2, Cowper's-court, Cornhill.

MAIL TABLE FOR 1871.

THE Table, showing the Arrivals and Departures of Mails, issued with our last Number, can be obtained at 1s. per copy; mounted on card, 1s. 6d.

ADVICES by the present Mail state that Chung How was at Canton, but would leave by the French Mail of 6th Dec. As already stated, he has been advised to first visit London.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Sept. 30	Nov. 23	Nov. 23*
Yedo			
Osaka and Hiogo	—	—	„ 19*
Hakodadi			
Nagasaki	—	—	„ 16*
CHINA — Peking	—	—	„ 15
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Sept. 28	Nov. 16	„ 16
Kiu-kiang			
Chin-kiang			
Shanghai	„ 30	„ 19	„ 22
Ningpo			
Foochow	„ 30	„ 19	„ 22
Formosa			
Amoy	—	—	„ 24
Swatow			
Hong Kong	Oct. 7	Nov. 20	„ 29
Canton			
Macao			
PHILIPPINES— Manila	—	—	„ 22
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	„ 25
BORNEO—Labuan			
Sarawak	—	—	„ 28
JAVA — Batavia	—	—	Dec. 1
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Oct. 21	Nov. 23	„ 6
Penang	—	—	„ 8
CEYLON—Galle	—	—	„ 15
Colombo	—	—	„ 13

* Via San Francisco.

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French) is due on the 16th inst., and will bring dates Yokohama, Nov. 27; Shanghai, Nov. 30; Hong Kong, Dec. 6; Singapore, Dec. 14. The Japan mail, with dates from Yokohama to Nov. 23, *via* San Francisco, was partially delivered this morning.

The direct telegraphic communication with Singapore has been opened, and telegrams in advance of the mail leaving Shanghai Dec. 22, Hong Kong Dec. 28, were received on the 6th inst.

The repairs to the Falmouth, Malta, and Gibraltar Telegraph Cable have not yet been effected, owing to bad weather, which prevents continuous working.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nyanza*, arrived Jan. 4.—From Yokohama: Mr. Winstanley, Mr. Gondolfi, Mr. Stoffel, Mr. Fornaca. From Shanghai: His Excellency Julius Siek. From Hong Kong: Mr. Smerdon.

To Southampton, per P. and O. steamer *Pera*, expected to arrive Jan. 15.—From Yokohama: Mrs. Curtis and three children. From Hong Kong: Capt. J. H. Raby, R.N., Commander F. C. B. Robinson, Mr. G. M. Blyth, R.N., Mr. R. M. Reid, Mr. C. G. Le Couteur, and four second-class passengers. From Singapore: Mr. W. Macdonald. From Galle: Two Master Finlays.

To Alexandria.—From Yokohama: Mr. Gattanoni, Mr. Vucetich, Mr. Reynotto, Mr. Gherardi, Mr. Prato, Mr. Mazzochi.

To Suez.—From Galle: Hon. E. L. Stanley.

By last mail to Marseilles, per Messageries steamer *Tigre*, arrived at Marseilles, Dec. 29.—From Yokohama: Messrs. Dusina, Stresciani, Tuscimi, Farfara, Reboul Rivière, Seteri, Ortel, Carst, Pellet, Jonbert, Cavalier, Gauiau, Brianon, Maillet, Solabelle, Camplon, Zigliola. From Shanghai: None. From Hong Kong: Messrs. Protheroe, Kerandy, Allen, Boireau. From Batavia: Messrs. Wetter, Eymas, Tabè, Vigneau, Fremorge, Riallind, Cordelet, Setragun, Ripari, Franchini, Mazetti, Gasperini, Magnani, Blavet, Groscany. From Galle: Mr. Janvier.

PASSENGERS OUTWARD.

Per P. and O. steamer, from Southampton, Jan. 7.—To Hong Kong: Mr. J. W. Boyd, Captain John Roskell. To Singapore: Mr. H. L. Porteous. To Batavia: Mr. Degentje. To Ceylon: Mr. and Mrs. J. Halliday, Mr. A. Maclean.

Per P. and O. steamer *Nyanza*, from Brindisi, Jan. 17.—To Shanghai: Mr. and Mrs. J. H. Evans.

From Malta.—To Ceylon: Mr. H. B. Christie.

Per P. and O. steamer *Bangalore*, from Southampton, Jan. 21.—To Shanghai: Mr. M. O. Fitzgerald. To Hong Kong: Lieut. the Hon. F. G. Crofton, Mrs. Hughes, Miss Burke. To Singapore: Miss Cooke, Mrs. G. F. Hose and two children.

From Malta.—To Ceylon: Mr. L. Torin.

Per *Lumley Castle*, s.s., from Gravesend, Jan. 2.—For Singapore: Capt. W. Pordon. For Galle: Capt. R. Davidson. For Hong Kong: Mr. and Mrs. Evans. For Shanghai: Mr. A. L. Robertson.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates extend to the 20th Nov. by this mail, and to the 23rd Nov. *via* San Francisco.

The race week—a week of gaiety and festivity! Horseflesh and betting has been man's sole thought during the week, champagne and gloves that of the ladies. Queen's weather ruled the first two days of the meeting, and all passed off well. A succession of earthquakes have been experienced here during the last week, some of considerable violence. Sir Harry Parkes, accompanied by Lady Parkes, goes to pay a visit to Hiogo and the southern ports, per *Aden*. H.M.S. *Ringdove* has arrived from Honolulu. The native races *v.* foreign stables come off this month. The Mikado gives a cup, and none but Japanese officers are to ride on the native side. A large native silk merchant has committed suicide, through inability to pay his way, having given large quantities of silk as security for loans and being unable to redeem them. The effects of the European war are severely felt in Yokohama, and the progressing spirit of the Government has been much checked by the stoppage of foreign business. The railway works will not for some time be extended beyond the short line between Yokohama and Yedo. Yokohama, as far as the native town is concerned, is increasing very fast, and Yedo declining. The new Italian Minister has arrived and been presented to the Mikado. The Belgian Minister for China will remain here through the winter. Kuge Twabow, now head of Dainongon, the second Department of the Mikado's Council, is to be appointed chief of the navy. Education is to receive particular attention; the Kaisago in Yedo will be reconstructed, and the number of pupils and foreign teachers increased. The Government have resolved not to repair the old Yedo Yashikis; they are also gradually taking over the country, and the Daimios retiring.

We learn that by the present American mail a Japanese official, named Sabejima, has arrived in order to make an inspection as to the progress of the Japanese students in this country. Sabejima is accompanied by Shiwodd, formerly interpreter to the French Legation.

Digitized by Google

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

(VIA SAN FRANCISCO.)

Nov. 16, 1870.

My last, on the 24th ult., was sent *via* Marseilles; since then general news has been exceedingly scarce. The enclosures sent herewith will give you the chief items which have taken place. Our two newspapers here have been chiefly employed in ventilating grievances, and one of them has taken up a sneering style in hopes of improving things. An attempt has been made to dispose of lot 30, Oura, with the buildings thereon, and lot 2, Megasaki, which is vacant, but has the advantage of being next to the chief Custom-house jetty; not a single *bona fide* bid was made for either; property at this port is in such a depressed condition, owing to trade being exceedingly dull, that it lets for nothing, or next to it, and what is worse, we see no prospect of an improvement; and it seems to me that very few persons will be left here at the end of this year.

The following are the movements of the vessels of war:—

H.B.M. corvette *Zebra*, from Shanghai, arrived Oct. 26, with the English mail of Sept. 9, forty-seven days; she returned Oct. 30 to Shanghai. A portion only of the English mail of Sept. 23, fifty-three days out, was received here yesterday morning.

U.S. corvette *Benicia*, from Chefoo Nov. 2, and left on 5th idem for Hiogo.

H.B.M gunboat *Cockchafer*, from Hiogo Nov. 3, and left Nov. 5 for Shanghai.

Russian corvette *Vsadnick*, for Hong Kong, sailed Oct. 25.

U.S. gunboat *Monocacy*, for Shanghai, sailed Nov. 4.

Russian corvette *Haydamack*, for a cruise, sailed Nov. 10.

H.B.M.S. *Ocean* left for a cruise on Nov. 5, and returned 10th idem.

H.B.M.S. *Salamis* arrived here, from Newchwang, Nov. 14, and reports all quiet at that port.

Another North German vessel has managed to get into this port—the brig *Schwann*, on the 1st inst., from Port May. The British barque *Rollo* has been put on the berth for London and wants some 300 tons more to fill up; her cargo will be chiefly tobacco, of which a large quantity is from Hiogo. Nebus are the same and exchange on London unchanged.

THE FOLLOWING EXTRACTS ARE FROM THE NAGASAKI NEWSPAPERS.

Nagasaki Express, Oct. 29, 1870.—A new feature in the trade of this port, which calls for some notice, is the large quantity of teas shipped this season by the natives for the Yokohama market. Not less than 20,000 piculs have already left, and every steamer takes its proportion. The leaf is principally of low medium class Chickugo, which, after undergoing certain manipulations so as to cause it to resemble in appearance the teas from the northern districts, is then mixed with the latter and passed off as the genuine article. Though inferior in many respects, this mixture has in many cases been sold at the prices of true Oogie. Several of our native friends have made a fine thing by these shipments; it still remains to be seen whether this mixture will give equal satisfaction to the buyers for the home markets.

We notice with pleasure that the municipal authorities have placed additional lamps in the back streets of this settlement, and have also erected two on each jetty. The latter is an improvement which has long been required here, as the jetties were extremely dangerous on dark stormy nights; more than one case of drowning has occurred at this port; and from circumstances which have transpired there is every reason to suppose that the unfortunate men met their deaths by missing their footing in the dark. Some of the lamps have been lighted with kerosine, which, being found cheapest, will, we hear, be used for the whole of them very shortly; certainly those which have undergone the process of conversion completely show us that the old ones are, without doubt, the "light of other days," and sadly require placing on the retired list.

One of the warrant officers of H.M.S. *Ocean* died yesterday from hydrophobia, the effects of a bite from a dog received about six weeks ago. The usual symptoms of this awful malady only showed themselves for the first time a few days ago. This sad death has cast quite a gloom over all on board, the deceased having been very much respected by every one.

Nov. 5, 1870.—On Saturday last an accident occurred by which several persons nearly lost their lives. The facts are as follows:—Four of the midshipmen of H.B.M.S. *Ocean* were cruising about this harbour in the yacht *Pangofflin*, belonging to one of the residents, when it was suddenly taken aback, filled, and sunk in deep water in a few minutes. This took place off Papenburg, nearly a mile from the shore, but was fortunately observed by some natives, cattle dealers from Urakami, who called the attention of some fishermen to the accident. These put off to the rescue, but not until they were promised a reward by the dealers, which was afterwards repaid by the officers. We regret to have to record such a bad feature as that exhibited by the fishermen, and we believe this is the first case of the kind that has ever occurred. We trust the officials will make inquiries into the particulars. It is the intention of several persons to raise a subscription for the Urakami men.

Nov. 12, 1870.—We often wonder what are the real functions of the Custom-house at this port, and whether the superior authorities know that some of the lower class of officials are engaged in levying any number of pettifogging squeezes. From what has recently transpired we doubt whether a more contemptible or beggarly lot of beings could be found anywhere; miserable to the core, they pay unlimited attention to unimportant matters which are not likely to produce any revenue to the Government, even if it is their intention to hand over all they collect, while matters of moment are entirely left to the chapter of accidents. It is all very well to bear in mind a well known proverb about taking care of the pence, &c.; but it is just possible that a penny's worth of wisdom may be purchased at the cost of a pound. The latest dodge of these cormorants has been to regulate what price the washermen shall charge; but, unfortunately for the latter, they will not reap any benefit by the advance as they have to pay monthly *black mail* to the officials, so that the workman is no better off at the end of the month than he was previous to the rise taking place. Later on we may expect to hear that the washing business has been made an official monopoly, and that a *Washerman's Company* has been established, having for its manager some one bearing the title of *Soapsuds-no-kami*, and it is reasonable to suppose that the association will not consider it *infra dig* to exhibit a signboard with the inscription—Washing and Mangling done here.

We understand that Dr. George Newton, who arrived by the steamer *New York*, from Yokohama, has been deputed by the Mikado's Government to establish an institution for the treatment of contagious diseases amongst the Japanese, on the same principle which he has so successfully organised at Yokohama; and to take other means for carrying out a system of compulsory treatment and control over the infected. We believe Dr. Newton, after completing his arrangements for Nagasaki, will proceed to some other of the larger cities.

H.B.M. Consular Court, Nagasaki, before A. A. Annesley, Esq. H.B.M. acting Consul, and Messrs. Ryley and Colthrup, assessors, Nov. 7, 1870. Mitchell v. Taylor, Claim $700. The plaintiff and defendant were formerly in partnership together, and carried on the business of shipwrights, &c, at this port, under the firm of Mitchell, Taylor, and Co.; but this agreement was terminated by a dispute which took place, and the present claim is for alleged errors in the books of the firm, by which the defendant's share of the profits is made to appear more than it should be. The books were submitted to the Court for inspection, but they were in such a state of confusion that they supplied no explanation. The case has been adjourned *sine die* pending certain investigations.

CHINA.

—o—

TIENTSIN.

The Tientsin correspondent of the *North China Herald* writes that Li-hung-Chang, in addition to his duties as Viceroy of Chihli, is to receive the appointments previously held by Chung How, of Superintendent of Trade at the three northern ports, and Superintendent of the Arsenal. This will be to identify his position in the North with that now held by the Viceroy of Nanking in the South. The Imperial Arsenal has been formally re-opened for work in the presence of Li and all the local mandarins. The former had a first experience of railways in a trip on the tramways round the establishment, nearly three miles in circumference. He expressed himself much pleased.

CHEFOO.

(FROM A CORRESPONDENT.)

Chung How, the Chinese envoy, who is about to proceed to Europe, for the purpose of explaining to the French Government why nothing was done to prevent the Tientsin Massacre, has at last taken his departure. On leaving Tientsin in the steamer *Nanzing* he was escorted to the landing-place by a body of about 4,000 troops, who lined the Bund of the foreign settlement as the steamer moved away, and after presenting arms prostrated themselves on the ground, and performed the ceremony of Ko-tow. On passing the Taku Forts the Imperial envoy was greeted with an imposing salute, and a great display of banners; but Neptune and Boreas combined were less respectful when he invaded their domain, and treated the Chinese grandee to a display of their terrors such as is seldom encountered in the Gulf of Pechili. The *Nanzing* was three days at sea between Taku and Chefoo (a voyage usually of twenty-four hours), and was in great danger on the night of November 4th, but escaped with loss of bulwarks, &c. She left Tientsin flying an enormous silken banner at the fore, the colour being red, with a white stork emblazoned in the centre. This device appears to have been adopted with reference to the superstitions of the Chinese in respect to the supposed auspicious signification of the stork, the bird of longevity.

It is understood that M. de Rochechouart intends shortly proceeding to Shanghai, where he will spend a few days in relaxation before the approach of winter. He has, I learn from good authority, issued a circular to the French authorities in China, in which he announces the departure of Chung How, and in a measure exculpates himself with regard to sundry statements which have been current respecting his negotiations with the Chinese Government. He repudiates the assertion that he has presented repeated *ultimata*, and positively denies that he had shown attentions of a too friendly nature to Chung How after the occurrence

Digitized by Google

of the massacre. He adds that the measures of reparation offered by the Chinese Government have neither been repelled nor definitively accepted by himself.

SHANGHAI.

Dates are to the 22nd Nov. The French mail steamer of the 30th Sept. arrived on the 19th Nov. Telegrams reached to the 25th Oct., *via* Kiachta to the 18th Nov.

The following summary is from the *North China Herald*:—

The *Erl King* was delayed two days on account of the lowness of water on the bar, but get over on the 17th. She also touched ground on her way down the river, on the north bank, but floated off with the next tide. The *Diomed* steamed down the river and passed out on the same afternoon. They will not, however, repeat their race home, as the *Diomed* will stop several days at Hong Kong for troops, while the *Erl King* goes straight on.

A very heavy northerly gale occurred on the 17th, in the course of which the steamer *Appin* went on shore on the Beacon Spit, and the hulk *Annie Porter*, which was in attendance on the *Lismore*, went down at her anchors, and now lies hull under water. The *Annie Porter* was one of the vessels employed to receive the chains passed under the *Lismore*, and buoy her up when preparations were sufficiently advanced to attempt to raise her; but we fear the present untoward accident will make that task nearly hopeless. The *Lismore* herself seems to have torn away from the wreck of the junk on which she was impaled, and to have sunk alongside of it; for at first her deck was only awash at low water, and now it is so low that the *Annie Porter*, lying diagonally across her bow, is also sunk. The *Appin* was got off twenty-four hours afterwards without damage. The British ship *Chusan*, which has been ashore for some days on the North Bank, has been also got safely off, after discharging nearly all her cargo.

A compradore in a foreign hong lately gave his employer the following explanation of the non-removal of the various wrecks that have accumulated near Woosung. It is not want of energy on the part of the mandarins, but a device of the Devil to thwart them. In the olden days the officials used to look after the channel; but a devil entered into it and shifted the wrecks so that they could not find them to remove. They went down, took an observation; and returned another day with some powder to blow up the obstacle. But the Devil, in the meantime, had moved it, and nowhere could it be found. Disheartened, apparently, they have lately ceased from their efforts. It was suggested that they should now make another trial whether the Devil had not departed, or should delegate the duty to foreigners, who felt confident that they at least would be able to find the elements of the embryo island into which the junk, the *Lismore*, and the *Annie Porter* have become entangled, and which the *Hellespont* and the *Ocean Mail* promise soon to emulate.

A few months ago we reported the establishment of a school for Eurasian children in Shanghai, under the care of Mrs. Bonney. A habitation was found for the new institution in Hongkew, and we are glad to learn that about a dozen pupils have been sent and are comfortably settled there. Still, these do not suffice to support the school, at the low rates charged, and we take the opportunity of again referring to it, in the conviction that it would be more largely patronised if the facts of its existence and intended permanence were realised. It has been started by the aid of funds liberally contributed for the purpose, but these have been sadly drained by the first few months' unremunerative outlay. It hardly promises yet to become at once self-supporting; but we feel sure that it will become more and more so, as it is more widely known.

The Shanghai Volunteer Corps held a rifle meeting on Friday and Saturday. The shooting was not very good, but a majority of the men were griffins, and it was satisfactory to find so many showing an interest in their work. The Adjutant-General's prize was won by Lieutenant Mackenzie, and the ladies' prize by Capt. Cann.

The Shanghai Yacht Club commenced their regatta, when the house-boat race was won by the *Winifred*, the yacht race by the *Phantom*, and a race for lorcha-rigged house-boats by the *Osprey*.

The *Peking Gazette* contains a memorial from Wen Seang, well known as one of the ablest and most friendly members of the Foreign Board, stating that his infirmities are daily increasing, and that the strength necessary to perform his many onerous duties is on the wane. "He therefore begs that he may be relieved from his more heavy responsibilities, and that another official, more likely to bear them satisfactorily, may be appointed. Last year he was obliged by ill-health to ask continually for leave of absence, and even now, although much better, he suffers from frequent relapses. He is prepared to continue to conduct the affairs of the Foreign-office, but these are all that he can undertake. The request is granted."

From Chefoo we learn that the *Salamis* arrived there from Newchwang on the 11th, and left again on the 12th for Japan. She brought back with her the body of marines whom she carried up to be stationed at Newchwang during the winter, a despatch from Mr. Wade having arrived after she had landed the men, ordering them to be withdrawn. As the men were sent up by the Admiral on Mr. Wade's requisition this new move appears almost incomprehensible, but it may be presumed that, on asking Prince Kung's leave to protect the British settlement, the Chargé d'Affaires was met by a protest against such an invasion of the rights and prerogatives of the Chinese Empire. This would as a matter of course entail the immediate reversal of the new line of policy lately adopted. The gun-vessel *Elk* has likewise been countermanded from Tientsin, whither she was sent to remain over the winter in company with the *Avon*. Thus the greatest care is being taken to avoid hurting Chinese susceptibility. On the other hand, report says that Prince Kung has declined to give Mr. W. H. Seward an audience. This may help the American people to arrive at a more just appreciation of the value of Chinese professions of friendship. Mr. Seward and his party were to leave Peking on the 11th for the Great Wall.

The following items are from the *Express*:—

A Japanese envoy and his suite returned from Tientsin, per steamer *Manchu*, on the 18th. He has, we hear, been in negotiation with Tseng-kwo-Fan, for an alliance between China and Japan, for the prosecution of a campaign against Corea, but, we understand, he has been unable to induce the great Chinese general to join in the little scheme.

It was some time since reported that on her last voyage up from the South the steamer *Sin Nanzing* picked up a disabled junk off Foochow, and towed it safely into that port. We learn that this was one of a fleet of six vessels conveying the tribute annually paid by Loochoo to China. She had silver to the amount of eighty thousand dollars on board, and paid the *Sin Nanzing* the handsome towage of five thousand dollars for the assistance rendered.

We hear that the engines of the recently launched Chinese gunboat (No. 4) were tried at Kau-chang-meaou yesterday (16th), and were found in every respect approaching towards perfection. The start was admirable, and the officials present expressed themselves highly pleased. And well they may, for in every instance the machinery constructed for them has turned out most satisfactorily. Now that the Chinese have resolved on going in for ironclads, they have sent home for an expert who thoroughly understands the building of such vessels, the lines of which will be laid down by Mr. A. G. Lambert, the marine constructor to the Imperial Government.

The U.S. war steamer *Monocacy* is undergoing extensive repairs, involving an outlay of some $2,000 or $3,000, which will require her to stay here for some months. Her crew are to be placed on board some vessel that is to be chartered for the purpose.

The Nanking officials have at last succeeded in accounting for the assassination of the Viceroy Ma. The murderer himself has persistently refused to confess, despite the horrible torture. He has been made to kneel on hot chains, squeezed between boards till he was nearly shapeless, and otherwise racked so far as it was possible without killing him outright. So his judges fell back on his family, and subjected his mother-in-law to similar inflictions; she gave in, and told the following tale. The prisoner belongs to a band of pirates in the Chekeang province, and kept a small pawnshop to facilitate the disposal of stolen property. While Ma was Governor of Chekeang, his comrades killed a mandarin. The prisoner gave up their names to Ma, under promise that their lives should be spared. The latter, however, put them to death directly he had them in his power. The prisoner, who was alone let off, thought it his duty to revenge them; and assassinated Ma, accordingly. Whether or not this tale is true, or is invented under the pressure of necessity to account for the matter in some way, we have no means of judging. At any rate, the absence of explanation was beginning to be awkward, as Tseng-kwo Fan's assumption of office was delayed, pending the result of the inquiry. Now, the matter is, we believe, considered to be settled; the murderer will be executed, and Tseng will come to Nanking.

The *North China Herald* has the following on the visit of Chung How to Shanghai:—

As might be expected from the view which foreigners take of Chung How's conduct in regard to the Tientsin Massacre, his reception at Shanghai was very different from that given him by his countrymen on the banks of the Peiho. More than once during his movements on shore, unequivocal expression has been given, by foreigners, to their feelings regarding him. But it is not in such a manner that Chung How should be reprehended. It lies with the Western Governments to refuse to receive him as ambassador; and to demand an investigation into his conduct, if they think right. It lies especially with the nation most aggrieved to signify its opinion of his behaviour on and before the fatal outbreak.

The Court of Enquiry held at Shanghai on the loss of the *Lismore* has given the following judgment:—

The Court, having carefully investigated the evidence adduced, is unanimously of opinion that the loss of the British steamer *Lismore* on the morning of the 2nd November, 1870, is attributable entirely to the sunken junk light vessel having drifted from her proper position, and that there is no blame attached to Captain Morrison, the officers or crew of the *Lismore*. The Court cannot separate without expressing great regret that so dangerous an obstacle to the navigation of the river should not be more carefully marked, and that they consider on this occasion the person in charge of the wreck light ship was guilty of culpable negligence.

The wreck of the *Lismore* was sold by action for Tls. 3,100, the bids advancing slowly by Tls. 5 and Tls. 10 from the first of Tls. 5 up to Tls. 300; after this they became a little brisker, and in the course of three-quarters of an hour reached the sum named Messrs. Boyd and Co. were the purchasers.

Digitized by Google

GLOVER, DOW, AND CO. v. WEN-HSIEN AND TAE-YUEN-SUNG Tea-hongs.

Claim for Tls. 1,486.86, being balance of account due on 926 half-chests green tea, shipped per *Omba* to London in December, 1869, by plaintiffs on account of defendants; the above being amount of loss resulting from the sale.

Judgment.—The Tae-yuen-sung hong having lost upwards of Tls. 1,400, it is right that they should pay the same. Still, as the proprietor at the time the contract was made, Lo-sing-yuen, is already dead, and his widow has returned to her place of settlement, it is naturally a matter of difficulty to recover the amount. However, the Government license taken out for the Tae-yuen-sung hong is held by his successor, Lin-ko-cheo, and it would seem that, as he is the possessor of such a document, it will be his duty to settle all the outstanding accounts of the former holder; and he will not be allowed to decline this responsibility. With regard to the broker or middleman, Tang-wen-heen, as he acted as broker in the beginning, it is incumbent upon him to help to settle the affair at the end. It is not to be permitted that Glover, Dow, and Co. should be deprived of all source from which to obtain the amounts due to them. The defendants are to be imprisoned until they can find good security to guarantee the payment of the debt in full.

(FROM A CORRESPONDENT.)

Nov. 22, 1870.

As any particulars concerning the latest phase of Chinese practices in their dealings with Foreign Governments, viz, the despatch of Chung How, the principal authority at Tientsin, in whose house, or at whose door, and in whose presence, the French Consul and his assistant were cruelly murdered, and whose complicity in the massacre no one here doubts, except the French and English ministers, I send you some items of intelligence which may be new to your readers. On the arrival of Chung How at this place a universal feeling of horror was felt at such a cut-throat being amongst us. It must have gone hard with the French and English Consuls here to be obliged to show the usual courtesies to such a man. This feeling found vent to some extent on his first arrival; he was mobbed in the street or French bund, his chair coolies upset and himself compelled to alight and get out of his chair. On the second day of his appearance, although accompanied by an armed guard of as evil a looking set of men as I ever beheld, he was hooted and threatened and asked in his own language where all the women were that he had murdered. It is a mystery to every one here how the French Minister could have consented to such a man being sent as envoy to his country, a man dyed with the blood of Frenchmen and women cruelly tortured and murdered with every indignity that could be practised by savages. The so-called punishment of the murderers is reduced to a miserable farce and imposition. The real culprits go free, a few coolies bought up at so much per head are executed. The indemnity, instead of being levied upon the people of Tientsin, is actually paid out of the Foreign Customs, so that foreigners are paying the indemnity for the murders committed by the Chinese. Chung How on his arrival here handed over to the French Consul orders on the Customs for Tls. 150,000, and I presume that the other 100,000 was paid at Tientsin. This fact ought to be brought to the notice of the Government and people of England, as such a transaction is an outrage upon foreign Governments and people. The inhabitants of Tientsin, and the mandarins who led on the murderers, ought to be made to suffer, and until they are punished adequately no foreigner's life is safe in China.

Although four months have elapsed since the massacre at Tientsin, there is a feeling of uneasiness and uncertainty amongst foreigners, as no one can tell what may be the next atrocity committed by the Chinese. A similar feeling exists amongst the Chinese, as both parties have an inner consciousness that things cannot remain as they are, and that the *dénouement* has not yet arrived. A great mistake has been made in not exacting on the spot satisfaction for the outrage, when the force of French and English men-of-war could have avenged the wrong done us, as sufficient means were at hand to blow the place about their ears. I can hardly fancy that any French Government will receive as an Ambassador this blood stained man. Many people here are of opinion that M. Rochechouart has sent him home to get him into the power of the French, that they may deal with him as he deserves.

An illustration of the way in which the Customs revenue paid by foreigners to the Chinese is misapplied is now before us here. There are two steamers on shore and one ship, and one steamer a wreck outside or at the entrance of this harbour, all caused by want of lights and buoys. One of the steamers, the *Erl King*, is on the bar, which might be deepened sufficiently by dredging, but while the Chinese Government are allowed to devote the money received for the conservation and improvement of the harbours to such purposes as the Burlingame Embassy, Chung How's expedition, and the payment of the indemnity for the massacre at Tientsin, they cannot and will not do what they are bound to do by treaty with us, viz, to improve the entrance to the different harbours. This river is rapidly filling up, and will soon be unnavigable, unless dredging be resorted to. Another abuse is that the salaries of the Customs officials have been reduced to make up for those sums squandered in deceiving the European Governments, and in providing for the nominees of Burlingame, who have been poured out here from every Court in Europe that he had access to. In the Supplementary Convention to the Treaty of Tientsin it is stipulated that the tonnage dues paid by foreign shipping are to be devoted to the conservation and improvement and lighting of the coast and harbours. This duty, like many others, has been systematically evaded by the Chinese Government, and our diplomatists, instead of compelling the Chinese to observe their engagements to us are actually trying to assist them in evading their treaty obligations.

The best thing the English Government could do would be to recal their Minister, and send out a man with full powers occasionally to negotiate with the Chinese, giving the Admiral on the station orders to use force when necessary to avenge outrages and compel the observance of treaties. The correspondence from the Chamber of Commerce ought to enlighten the Government as to the state of feeling here, of which they seem to be kept in perpetual darkness. The correspondence as to the refusal of protection or assistance from the naval force, in consequence of orders from home, ought to be brought before Parliament, as the present Government of England seem dead to all sense of shame when they expose their subjects to be massacred with impunity, and order the naval officers not to protect or assist them. The idea of taking the whole foreign community of Shanghai, numbering about two thousand, on board ship is utterly absurd; yet the orders issued by the Admiralty bear no other interpretation, and are so construed by the naval officers here. If the massacre of Tientsin was not a case of extreme peril, I should like to know what is extreme emergency. Yet, in that instance, even after the event, the Minister did nothing, the Admiral did nothing. This shows the folly of attempting to rule at such a distance as England is from China. The same policy has been tried in India, and signally failed. The *Appin*, *Erl King*, and *Chusan* have all been got off the banks near Woosung, where they were stranded.

HONG KONG.

Dates extend to Nov. 29. The London mail of Oct. 7 arrived out on Nov. 20 with telegrams to Oct. 31.

THE CHAMBER OF COMMERCE.

The half-yearly meeting of the General Chamber of Commerce was held at the City Hall on the 23rd November, Hon. P. Ryrie in the chair. There were present:—Messrs. Zimmern, Arthur, Greig, Lemann, Francis, Boyd, Vickers, Sassoon, Berwick, Helland, Buxey, Morgan (W. M.), Belilios, Davis, Sharp (G.), Melchers, Karberg, Bade, Vogel, and Crichton.

The Report congratulates the Chamber on the satisfactory results which had attended the strong remonstrances addressed by the various commercial communities in China, including this Chamber, to the Home Government on this subject, and which were so ably seconded by the deputation of gentlemen who waited upon the Secretary of State for Foreign Affairs. The Committee feel that the refusal of the Home Government to ratify the Convention concluded by Sir R. Alcock with the Chinese Government, which was so universally condemned, was, in a great measure, due to the energetic manner in which the Committee of London Merchants interested in the China trade pressed upon the Foreign Secretary the views and arguments set forth in the various memorials sent from China.

With regard to the Tientsin Massacre the Committee express a hope that as soon as affairs in Europe have become somewhat settled, that the British Government will take the lead in demanding either a new treaty altogether, or else a thorough revision of the old one, and that in doing so it will cast aside all protestations of good feeling towards foreigners by Chinese officials, viewing their real sentiments only by the light of the Tientsin Massacre and the numerous other outrages lately committed at their instigation or with their connivance upon foreigners and their property, and that such guarantees shall be exacted from the Chinese Government as will, for the future, assure safety while pursuing their lawful calling in any part of China.

Mr. Moss returned from his explorations up the West River on the 9th of July last, and reported that after having reached Nanning-fu he was prevented from proceeding further, and was accordingly obliged to return to Canton, and endeavour to prosecute the remainder of the journey by way of Pak-hoi, if such were approved of by the committee. Recent disturbances, however, rendered this latter course impossible, and Mr. Moss was accordingly asked to draw up a report of his journey to Nanning-fu, which was laid before the members.

One satisfactory result of Mr. Moss's expedition has been, that it has placed beyond any reasonable doubt the fact that inland dues, both under the name of Customs' duty and Lekin, are imposed on British and other foreign manufactures, in the district watered by the Canton river, much in excess of what was stipulated in Lord Elgin's Treaty—Mr. Moss having brought back with him the published official tariffs in Chinese, stating the amounts of the various exactions.

The Chairman, in moving the adoption of the report, referred first to the Tientsin Massacre and Chung How's mission to England. He said Chung How, the principal official at Tientsin, who has been for many years past avowing himself a friend of foreigners, sat down

Digitized by Google

calmly in his Yamun with his six hundred armed soldiers within call, and did nothing towards preventing the tragedy which was proceeding within a few yards of him. He is now in our colony, on his way to Europe, with the ostensible object, as Count Rochechouart puts it, of clearing himself and his Government, if he can. I do not think there is any necessity for this Chamber to follow the example of the Shanghai Chamber, and address a special letter to the committee of the London merchants, which has been so vehemently protested against by Mr. Hanbury, as charging a man with complicity in a murder of which he has been declared innocent by the French authorities after investigating the facts. Gentlemen, I think we do not require to go so far as the Shanghai Chamber. The London Committee are well able to judge for themselves, and from what I know of some of them, I think we may feel pretty certain of the conclusion they will come to. It will be sufficient for us to freshen their memory as regards the facts, and warn them against putting any faith in the statements of this man, who possesses in an eminent degree that plausibility and suavity of manner which are, more or less, the birthright of every Chinese.

The Chairman next commented in severe terms upon the action of Mr. Boura, Commissioner of Customs at Canton, in going to Pak Hoi in a Chinese gunboat which was sent by the Viceroy to coerce the inhabitants into paying duties, the imposition of which had led to disturbances. The Chamber considers Mr. Boura's proceeding as entirely outside his legitimate province, and that it is highly undesirable that foreigners should be mixed up in disputes of this nature between the native authorities and people, as nothing can tend more to raise the hostility of the trading classes against Europeans. The chairman concluded by recommending that Mr. Moss should be presented with the remainder of his personal outfit and a sum of $250 out of the expedition fund (which was agreed to), and moving the adoption of the report.

Mr. Crichton proposed, and Mr. Lemann seconded :—"That the balance of the Moss expedition money be deposited with a bank at interest, till a furthur expedition be organised at a fitting time, it not being considered advisable to have any expedition in the meantime, either to Cochin China or elsewhere," and the proposition was carried unanimously.

A short discussion then occurred as to who ought properly to pay the fee for the extension of protest in the event of goods being damaged by sea water. It has hitherto been the practice for the captain of the vessel to defray this charge, and for a copy of the extended protest to be sent home for reference by the underwriters. Latterly, however, captains have refused to pay the charge, and it appears they cannot be legally compelled to do so. The Chamber of Commerce considered the matter of some importance, because the underwriters refuse to admit the charge of protest fee ; but it seems that the reason of their refusal is simply that the extension is not necessary.

The report was passed unanimously.

H.M.S. *Nassau*, Commander Wm. Chimmo, 695 tons, 150-horse power, left this port on the 21st November for Manila, and put back on the 25th with loss of foremast. At 1.20 A.M. of the 23rd instant the foremast went with a heavy crash some eight feet below the trussle trees, taking with it jibboom and head gear, and carrying away the starboard bulwarks, fortunately without hurting any of the watch on deck. The *Nassau* has had the wind from the E.N.E. with a varying force from four to seven, with a very heavy, hollow, deep sea and swell from the northward and eastward, which caused the ship to labour heavily. The *Nassau* arrived here on the morning of the 25th Nov.

The *Diomed*, of Holt's line, took on board about 350 time-expired troops, &c., from the garrison at Hong Kong, chiefly of the 75th Regiment. She may be expected to arrive on the 20th.

The Hong Kong Gas Company have reduced the price of gas 50 cents per 1,000 feet, which does not, however, appear to satisfy the public.

The following items are from the *Daily Press*:—We are informed upon reliable authority that Sir R. MacDonnell has succeeded in inducing the Colonial-office to abolish the post of Colonial Treasurer, on the grounds that it is a sinecure, at the same time conferring the duties of Treasurer upon the Hon. Cecil C. Smith, in addition to those of Protector of Chinese and Registrar-General, and with a further advance in his salary of £200 per annum, bringing it up to £1,200. The Hon. Mr. Forth, it is stated, is to be pensioned off, and dealt with according to the provisions of the new Act for the abolition of offices. We see from this very clearly the way people are treated when they do not condescend to humouring a governor. The Hon. Mr. Forth has not done so, but has simply and honestly acted according to what was his duty, and he is dismissed and thrown aside.

With regard to the comments that have from time to time been made in this paper concerning the small amount received from the opium tax, it is interesting to note that it is stated that no less than $400,000 are made annually by the opium farmer.

We hear upon good authority that a proposition has been made, or is about to be made, by the Hon. Mr. Ryrie, to the effect that a commission, whose proceedings shall be public, and which shall consist of a certain number of officials, and a certain number of the justices of the peace, be appointed to inquire into the present state of the police force.

A curious illustration of the accuracy with which the Chinese are informed of all that foreigners do is afforded by the fact that the next day to that on which Mr. Graham Sandford, who recently passed through Hong Kong on his way to the British Legation at Peking, arrived, it was currently reported among the natives that a high official had gone up, though hardly any foreigners were aware of the fact.

A party of the police, under Captain Deane, went down to receive Chung How on his arrival on Saturday. By some misunderstanding his Excellency had come on shore before the escort arrived. We hear that his Excellency the Lieut.-Governor sent an intimation that he desired to see Chung How, and that the latter accordingly called at the Government offices. It is believed that the object of asking him to come was to communicate some information sent out by the Home Government. We trust it is to the effect that his Excellency Chung How need not trouble himself to call at the Foreign-office.

The Canton correspondent of the *China Mail* says :—The French Consul of this place, Mr. Dabry, deserves great credit for the energetic action he took on the receipt of the intelligence of the murder of the coolie ship's captain. The measures he has adopted for the apprehension of the ringleaders have brought to light the existence of a gang who have been in the habit of enlisting themselves in the Macao barracoons, in the capacity of carpenter, interpreter, cook, pilot, and so forth, and when at sea their fatal programme was put into execution. On visiting the Macao barracoons the other day, Mr. Dabry very severely reprimanded the coolie brokers for having successively enlisted, over and again, the very same individuals either as emigrants or in the above-mentioned capacities. About ninety-six of these worthies are now imprisoned on board a ship lying in the Macao Roads, chartered by the Consul for the purpose ; when their guilt is clearly proved they will be hung at the yard-arm.

The following is the account, duly certified, of the average amount of bank-notes in circulation in Hong Kong during the month ending 31st Oct., 1870 :—

Banks.	Average amount.	Specie in reserve.
Oriental	$291,327 ...	$97,109
C. Mer. of India, Lon. and China	613,705 ...	250,000
Ch. of Ind., Aust. and China ...	196,350 ...	100,000
Hong Kong and Shanghai ...	1,445,669 ...	600,000
Total	$2,547,051	$1,047,109

GAMBLING FARM ACCOUNT.

RECEIPTS.

Balance on Jan. 1, 1870	$277,334.65
Fees of play-houses from Jan. 15 to 31 ...	7,500.00
Fees of play-houses from Feb. 1 to Sept. 30...	106,370.00
	$391,554.65

PAYMENTS.

Passage of the crew of *Victoria* from Whampoa to Hong Kong	$15.00
Fitting boilers and lengthening of the *Victoria*	13,775.24
Contribution towards police expenditure to 30th June	25,000.00
Contribution towards police expenditure to 30th Sept.	12,500.00
	$51,290.24
Balance, ...	340,264.41
	$391,554.65

J. GARDINER AUSTIN,
Acting Auditor General.

Auditor General's Office, Hong Kong,
25th October, 1870.

COCHIN CHINA.

—o—

SAIGON.

The following items are from the *Courier*:—

At the request of the Agricultural and Industrial Committee the Governor has indefinitely postponed the exhibition of the products of French Cochin China, announced for the present year.

The sixth list of subscriptions for the wounded raises the total amount subscribed in Saigon to f.57,820.

From Cholon, Vinh-long, and other places in the interior, the accounts of the appearance of the rice crop are most promising. Some trouble is caused in the former district by predatory bands of natives, but the villagers prefer to pay them small sums by way of "black mail" rather than attempt to bring them to justice.

SIAM.

—o—

BANGKOK.

Mr. R. S. Scott, whose death we mentioned in our last, was a partner in the house of Messrs. D. K. Mason and Co. until June, 1864, at which time Mr. D. K. Mason retired, and the firm ceased. Subsequently Mr. Scott carried on business solely under the style of Scott and Co., and it was then that the charge of barratry was made against him.

Digitized by Google

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates are down to Dec. 6. On the 24th Nov. the P. and O. steamer *Orissa* arrived with the London mail of the 21st Oct., and on the 30th the M. M. steamer *Provence* came in with the Marseilles mail of the 30th Oct. Telegraphic advices extend to the 22nd Nov.

We learn from the *Straits Times* that the Legislative Council held three meetings, on Nov. 24 and 28 and on Dec. 3, at which a vast amount of business was transacted, with a thoroughness and despatch that shows that body capable of doing real hard work when it sets about it in earnest. A resolution introduced at the first mentioned meeting is important as affecting the navigation of the Malacca Straits, being an appropriation of $40,000 for the erection of a screw-pile lighthouse on the North Sands, in lieu of the present light-ship, on condition that it be found practicable within that sum. This matter has many times been suggested, but has now for the first time assumed a practical form, and will, it is to be hoped, be carried out, if feasible. The second meeting was mainly occupied in considering and amending the various Bills before the Council, in Committee. At the last meeting no less than seven ordinances passed their third reading, and became law,—four of them of great importance. The Bankruptcy and Debtors ordinances,—being the Acts of Parliament adapted to the Colony, with several alterations rendered necessary by local circumstances, — are perhaps the most important as affecting the mercantile interests; but the "Contagious Diseases" and "Criminal Justice" ordinances are likely to exert a very considerable influence upon the morality of the community. The other three ordinances passed were—one for better securing Crown debts, one amending the Police Act, and the Supply Bill, No. 2, appropriating some $5,000 more to the public service for the next year. In addition to these seven ordinances, a Bill was introduced by the Attorney-General concerning Marine Courts of Inquiry, effecting a much needed improvement in their composition, which passed its first and second reading; a Bill amending the hackney carriage ordinance, empowering the Registrar to cancel licences on continued neglect to repair the carriages; and the balance of the meeting was occupied by the Council in committee on a Bill for regulating pawn-shops. The orders for the next meeting, fixed for the 9th Dec., were limited to the third reading of the three Bills just mentioned, which will, we suppose, close the business of the session. H.E. the Governor intended leaving for Penang on the 10th Dec.

The following items are from the same paper:—

The discontinuance of the fortnightly service by the Messageries steamers is a matter for general regret. Some amends, however, are made, so far as regards the carrying of freight, by the fortnightly service about to be undertaken between England and China *via* the Suez Canal, by the Ocean Steamship Company,—an enterprise likely to meet with great favour at all ports of call of the steamers.

From Saigon we learn that the last of the Germans have left the place. Some nine German merchants and assistants took passage in the steamer *United Service* for Hong Kong, but she was obliged to put back through stress of weather. The return of the steamer with the deported ones was telegraphed up to the port from Cape St. James, and we are informed that a message was sent back by the Governor to the effect that the steamer was at liberty to come up, but that if any of the Germans landed they would be treated as spies. Consequently, they were obliged to remain eight days on board the steamer, until she completed her repairs and was able to resume her voyage.

At the election of a Municipal Commissioner to fill the place of A. T. Carmichael, Esq., at present in Europe, whose term has expired, though the result of the balloting has not been officially announced, we believe the choice to have fallen upon R. I. Harper, Esq.

The arrivals from Europe, *via* the Suez Canal, have been the *Una* on the 22nd, the *Achilles* on the 24th, and the *Bengal* on the 26th Nov. The departures for home have been the *Erl King* on the 29th ult., the *Waverley* on the 7th inst., the *Hibernia* on the 5th; the *Alonso* and *Diomed* will leave in a day or two. The *Waverley* is the pioneer merchant steamer from Manila for England, *via* the Canal, and will probably be followed by many others.

An affray occurred on the 17th November on board Messrs. Buyer and Robb's little steamer *Kate*, bound for Dellie with seventy-three coolies. The coolies mutined, but the determination of Mr. Robb, who singled out the ringleader and threatened to shoot him, restored order.

We are informed that the Right Rev. Dr. Chambers will visit Singapore by the next trip of the *Royalist* steamer. During his visit St. Andrew's Church will be converted into the cathedral of the diocese; the installation of his Lordship will, we believe, take place either on the 18th or 21st December. Penang and Malacca will, we understand, likewise receive a visit from his Lordship.

Commercial Report.

—o—

IMPORTS.

YOKOHAMA.—The market continued to present the dull appearance lately noticed. Grey Shirtings were in heavy stock, and wholly without enquiry. There had been some slight speculative demand for Cotton Yarn in the earlier part of the interval, but it had ceased to be manifested, and an advance, which it had created, was lost before the departure of the mail. Woollens had been entirely without movement. Quotations were unchanged, but must be taken as wholly nominal.

HANKOW.—The market had been far from active during the fortnight; Grey Cottons were the only goods which had been enquired for to any extent, and arrivals being moderate, holders had succeeded in establishing a slight advance for the chief descriptions, and the market closes firm. Grey Shirtings: Stocks small, and sales rather curtailed thereby, but it had been with great difficulty that the advance of 2 candareens per piece shown by quotations had been obtained. Closing prices, Tls. 1.76 to 1.82 for 7 lbs. Tls. 2.25 to 2.30 for 8½ lbs., and Tls. 2.37 to 2.43 per piece, for 9¾ lbs. Very little enquiry for heavy weights. White Shirtings: Small sales of medium qualities at a further decline. T-Cloths: Common 6 and 7 lbs., recovered about a mace per piece from late low rates, fine 7 and 8 lbs., also firmer. Jeans: Best English quoted Tls. 2.15 to 2.20 per piece, sales difficult to effect. Fancy Cottons: Sales entirely of a retail nature. Woollens and Worsteds: Still depressed. Camlets: demand confined to best chops, a continued decline in value must be noted. Scarlet, Tls. 10.20 to 11.00., Gentian, Tls. 11.40 to 11.90 per piece. Long Ells: Forced sales at a further concession; no real enquiry. Spanish Stripes: Quiet, prices weaker; Medium Cloths not enquired for.

SHANGHAI.—Cottons: There had been more animation, and a better demand than usual at this period, when the Northern navigation is about to close. Grey Shirtings: All 8¼ lbs. goods had readily found buyers on arrival, quotations for 7 lbs. rather better; heavier goods still without ready sale. Demand for White Shirtings decidedly brisk, considering the season; prices remained about as before. T-Cloths: Commoner makes eagerly sought after; quotations again higher, the better makes showed but little improvement. Drills quiet, sales moderate, at slightly easier prices. Jeans showed an advance, but holders decline ruling quotations. Fancy Cottons: Stocks much reduced, prices in large degree nominal. Woollens: No change for the better as regards Camlets, Long Ells, and Spanish Stripes. Orleans, Figured and Plain, readily saleable at quotations. The current quotations were:—G. E. Grey Shirtings, 7 lbs., Tls. 1.7.4 to 1 8.0 per piece; 8¼ to 8½ lbs., Tls. 2.2.1 to 2.2.5; 9 lbs., Tls. 2.2.5 to 2.3.0. G. E. White Shirtings, Tls. 1.5.0 to 2.4.0. American Drills, Tls. 3.3.0 to 3.4.0; Jeans, Tls. 2.3.5 to 2.4.0. English Drills, Tls. 2.9.5 to 3.0.5; Jeans, 8 lbs., Tls. 2.2.2 to 2.2.5. Dutch Drills, Tls. 2.8.5 to 2.9.5; Jeans, Tls. 2.2.5 to 2 3.0. T-Cloths, 6 lbs., ordinary, Tls. 1.2.6 to 1.3.0; 7 lbs. do., Tls. 1.4.2 to 1.4.7; 6 lbs. Mexican, Tls. 1.3.5 to 1.4.2; 7 lbs., Tls. 1.5.2 to 1.6.0. Orleans, Figured, Tls. 3.2.0 to 3.7.0; Plain, Tls. 3.3.0 to 3.7.0. Iron, Nail Rod, small sizes, Tls. 1.9.0 to 2.1.0 per picul; fair to good assortments, Tls. 1.7.0 to 1.8.0. Lead, nominal, per picul, Tls. 4.4.0 to 4.4.5.

HONG KONG.—There was no new feature to notice in the market; almost all imports, both Cottons and Woollens, were wholly neglected and the business of the season seemed to be nearly at an end. The market has thus reached a pitch of dulness that almost amounted to complete stagnation, and were it not for the activity of Yarnmen, who were going about in the hope of picking up parcels at cheap rates in order to lower the average cost of their high priced stocks, hardly anything was doing. The great fall in the value of Yarn was causing severe losses to dealers, and infinite trouble to importers. The period was fast approaching when buyers would be restricted to purchasing only for their immediate wants until the occurrence of the China New Year, and although exchange remained very low, most holders adhered to the policy of making sales whenever possible.

BATAVIA.—Maddapollams: Dutch white and grey, little demand, and offered at low rates. English white, overstocked, Grey in little request. Shirtings: Dutch white, rates declining; English white, heavy stocks; sales at lower rates. Grey, full supplies. Cambrics: No demand. All qualities offered at low rates. Drills: Both Dutch and English rapidly declining. Jaconets: In little demand. Mule Twist: Arrivals, and prices lower. Blankets: Woollen neglected. Molton, dull. Small sales. Iron: Swedish, stocks reduced; in some demand. English, overstocked and unsaleable. Lead: Sheet and Pig, little enquiry.

SINGAPORE.—A moderate business had been done during the fortnight. Messrs. Boustead and Co.'s circular contains the following report:—39 inch Grey Shirtings: Early in the fortnight a fair business was done in 8¼ lbs., at $2.62½ to 2.60; subsequently there was less inquiry at the lower quotation. 7 lb. in limited request, at $2.12½ to 2.15; 6 lb. very dull; retail sales at $1.85. 45 inch Grey Shirtings in very little demand; transactions limited in 10 lb. at $3.15; 9 lb., $2.87½. Other weights not inquired for quoted nominally; 6 lb., $1.80 to $1.85; 7 lb., $2.10 to 2.15; 8 lb., $2.55 to 2.57½. 32 inch Grey T Cloths: Prices showed little change; demand generally slack. 32 inch Grey Maddapollams: No business doing; quotations quite nominal. 36 inch Grey Long Cloths unsaleable and nominal. 36 inch White Shirtings: Less inquiry for all descriptions at about last quotations; stocks heavy. 45 inch White Shirtings: No inquiry. Dyed Shirtings: Plain are in limited request; Figured in moderate demand at $3.45 to 3.50. Turkey Red Cambrics: Some demand for 3 lb. at $2.30 to 2.40; large sales of 2¾ lb. at $2.20 to 2.25; lighter weights not wanted. Woollens of all descriptions very dull. Grey Yarns: 40s in less inquiry, price lower, sales at $122; 30s, dull; small sales at $113½ to 111; 18/24s difficult of sale, at $84 to 89. Turkey Red Yarn: Limited inquiry for 10 lbs.; no demand for 12 lbs. Imperial Red dull at $71 to 72; Dark Green in moderate request, at $83 to 85.

Digitized by Google

EXPORTS.

TEA.

YOKOHAMA.—A fair business had been done, the settlements up to Nov. 23 having reached 4,000 to 5,000 piculs. In the lower grades dealers had made some concession in prices, but the better kinds having been scarce had been firmly held. The quality of the teas placed on offer had shown a marked falling off. Stocks were considerable. The total export to America from this port and Hiogo to the date above mentioned amounted to 6,936,902 lbs. The current quotations were:—Common, $20 to 24; Good Common, $25 to 27; Medium, $29 to 32; Good Medium, $33 to 37; Fine, $39 to 41 per picul; Finest and Choice, nominal.

HANKOW.—Arrivals, consisting of common Seongtams, had been settled as soon as shown, and prices were fully maintained. Two small chops of Hankow packed leaf had been purchased at Tls. 13.00 per picul. Settlements for the fortnight—2,838 chests, and 220 half-chests shipped by Chinese.

SHANGHAI.—Black: Transactions had not been extensive, and had been principally confined to Shuntaam produce. Prices of the latter showed little alteration, those of parcels possessing a shade of flavour were fully as high as those previously current, and, quality considered, showed a very considerable advance on the quotations existing for such kinds two months back. Arrivals from the river ports had been small, and the stock on offer was not large. The extent of further supplies was still uncertain, and would be entirely regulated by the course of this market. Settlements for the fortnight, 11,000 chests; reshipments on owners' account, 3,700 chests. Stock, 39 chops, or 12,100 packages. Quotations (duty paid, exchange for credits, six months' sight, 5s. 10½d. per tael, freight £2. 5s. per ton):—Hohow, common, Tls. 15 to 17¾; Oonam, common, Tls. 15 to 16½; Ningchow, common, Tls. 19 to 19½; Oopack, common, Tls. 18½ to 19½. Green: A moderate business had been done; settlements amounted to 30,000 half-chests for the fortnight. Prices of good medium and fine Teas continued firm, as there were very few on offer; medium Moyunes had been sold at rather easier rates, but good common Fychows were slightly firmer, as considerable purchases of these grades had been made. Quotations:—Common to fair Fychows and Moyunes, Tls. 25 to 35; medium to finest Moyunes and Teenkais, Tls. 37½ to 46. Settlements for the fortnight, 30,036 half-chests; reshipments on owners' account, 1,556 half-chests. Stock, 158 chops, or 68,850 packages of Fychow, Moyune, and Teenkai Teas; stock, 9 chops, or 4,510 packages of Pingsuey and Shanghai-packed Teas.

FOOCHOW.—Congous had been moderately dealt in, settlements to the extent of 20,058 chests having been effected. Prices of these teas were nominally unchanged, but the tendency was downwards. In relation to the total supply of Congou the opinion was generally entertained that it would be compassed in 580,000 to 590,000 chests. Inquiry for Souchongs had been limited. About 1,200 packages of good cargo Oolongs had been taken at Tls. 22.8 to 23.8 f.o.b., which it was thought were intended for the English market. Operators who would buy for America were still unable to purchase, as prices demanded by holders were above their ideas. The stock of Oolong comprised 122,832 half-chests.

AMOY.—A good business had been done in Oolongs, and about 12,000 packages had found buyers. Common grades had been chiefly dealt in, prices for which description had ruled about $1 per picul lower, though at the close the market was firmer, and this decline could not be quoted. The few parcels of fine Teas that were on offer had been taken at extreme figures for the London market. The season in the country was said to have closed, and further receipts were expected to be small; the stock was a little over 6,000 half-chests. The Belle had sailed for New York, and the British barque Chalgrove was loading for the same destination at £2 10s. per ton of forty cubic feet.

CANTON.—There had been a moderate business in progress during the fortnight in Scented Teas at about last quotations, but the stock on offer was principally composed of undesirable parcels. This fact has probably had some effect in limiting the business which would otherwise have followed upon the favourable results of the first shipments by sailing vessels. In Canton-made Green Teas no transactions are reported. One small chop of Country Congous had been taken at a price which showed no alteration on previous settlements. The stock was estimated at 17 chops or 4,645 chests Country Congous, 1,000 boxes Canton District Congous, 14,000 boxes Scented Orange Pekoe, 15,000 boxes Scented Caper, 15,000 boxes Gunpowder, 1,000 boxes Imperial, and 3,000 boxes Young Hyson.

SILK.

YOKOHAMA.—The business of the interval had been very small, the settlements being only 40 bales Maibash and Sinchu at $750 to 800 for best and $650 to 700 per picul for medium quality. The natives were firm holders in the expectation of an advance in prices. The stock was about 2,500 bales. Small settlements of silkworms eggs were reported at rates showing a declining tendency.

SHANGHAI.—Messrs. C. J. Skeggs and Co. report as follows:—Immediately after the departure of the last English mail buying commenced for America, which was quickly followed up by some purchases for the English market, and before the French mail left about 400 bales had been settled. Since then purchasing has become general, the news of the armistice, coupled with the low rate of exchange inducing many to operate, until settlements have now reached 1,500 bales for the fortnight. Prices remain much the same as last quoted, although dealers on the strength of the news are trying to force them up. The following are a few of the purchases:—"Tah Ho" Chang ling chop, Tls. 585 to 590; Cock and Worm chop, Tls. 580 to 585; Blue Flag chop, Tls. 535; "Chin Su" Lion chop, Tls. 535; "Zun Ling" a Blue Peacock, Tls. 530; "Ku Kee" Chin Jan, Tls. 515; Euke fong Elephant chop, Tls. 510; Red Peacock, Tls. 505; "Ching Yuen Sing" Gnan ling Kahing, Tls. 485 to 490; Chin Cum Taysaam Nos. 2 and 3, Tls. 410 to 440; Skein Taysaam, Tls. 380 to 400; Long Reel Taysaam Nos. 1½ and 2, Tls. 395 to 405.

CANTON.—There had been very little inquiry during the fortnight Holders were very firm, being influenced to a great extent by the belief that an early peace in Europe would send this market up, but the advices received would appear to have modified these views somewhat. There had been a steady demand for America in the fine descriptions, of which, however, the stock was becoming much reduced. The stock was estimated at:—100 bales Loongkongs; 1,600 bales Tsatlee-reels; 30 bales Kowkongs; 700 bales Cumchucks, Lacklows, &c.; and 400 bales inferior descriptions.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack, f.67.50 to 72.50 per leaguer, small transactions. Cloves, f.25 per picul, nominal. Coffee, f.20 to 32, according to quality. Cubebs, f.15 per picul, no stock. Gutta Percha, f.100 to 150 per picul, in less request. Gum Dammar, f.26 to 27 per picul—sales. Hides—Cow, f.30 to 40; Buffalo, f.21 to 28 per lb., in little demand. India Rubber, f.96 to 100 per picul; only small parcels coming to market. Indigo, nominal. Mace, f.175 to 190 per picul—sales. Nutmegs, f.90 to 110, small supplies. Pepper—Black, f.22 to f.23 per picul, in demand. Rice, first quality, f.155 to 165 per coyang; second quality, f.130 to 140; cargo, f.100 to 110. Rattans—Borneo, at f.11 to 13 per picul; Padang, f.8 to 9.25 per picul.

SINGAPORE.—There is not much alteration to report in the position of the produce market; there had been a steady demand for most articles, and an average business had transpired. Gambier had had a downward tendency, with a moderate demand; about 1,150 tons contracted for, chiefly at $3.02½ to $3 per picul, dealers offering to sell at $2.95 per picul. Black Pepper in active demand, supplies small, and brought high rates; a small contract for the new crop made at $8.62½, but dealers refused to contract further, and it was probable the market would open much higher. White Pepper wanted, and there have been no supplies. Pearl Sago steady at last rates; demand quiet; business limited. Sago Flour continued to show an upward tendency, good demand and a fair business. Taploca is firmer. Tin opened firm, but subsequently receded; limited business. Bontyne Coffee in demand, arrivals small, quotations firmer. Gutta Percha scarce, good inquiry at previous prices. The principal shippers of Pepper had subscribed to an arrangement to receive Black Pepper only on the following terms:—An allowance of four per cent for immediate delivery; or to be bagged for seven days before weighing, and then to be taken without allowances.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Oct. 31, 1870	10826	56319991	29231806	34509	6897686	92494818	22048
Corresponding period last season	...	56702296	37438984	1349918	10867018	106358216	23588

Shipments Since:

Nov. 7	per Alonso (str.)	From Shanghai and Amoy	409,469	99
— 9	Hindostan	Shanghai	1,142,227	124
— —	White Adder	Foochow and Amoy	1,299,030	
— 15	Erl King	Shanghai	1,347,137	185
— 15	Delhi (ml. str.)	Shanghai, &c.	—	438
— 17	Diomed (Fr. ml. str.)	Do.	125 847	267
— 18	Aurora Australis	Foochow	652,881	
— —	Borealis	Foochow and Amoy	1,260,552	
— —	John Lidgett	Canton	971,585	

TO THE CONTINENT.

							Bales.
From June 1 to Oct. 31, 1870	...	...	...	...	...	1038730	8386
Corresponding period last season	...	...	...	...	...	739840	8289

Shipments Since:

Nov. 15	per Delhi (Fr. ml. str.)	From Shanghai	—	15

TO UNITED STATES.

							Pcls.
From June 1 to Oct. 31, 1870	...	...	...	...	...	21573785	1150
Corresponding period last season	...	...	...	...	...	14309436	576

Shipments Since:

Nov. 8	per Montana	From Shanghai	780,586
— 12	Espiegle	Foochow	429,500
— 15	Samuel Russell	Do.	724,000
— 16	Mary Whitridge	Shanghai	980.411
— 18	Cleta	Canton	7,960
— 19	Yokohama	Shanghai	380,425
— —	Belle	Amoy	224,831
— 29	Australia (mail str.)	Shanghai &c.	759

TO AUSTRALIA.

From June 1 to Oct. 31, 1870	9,024,120 lbs.
Corresponding period last year	10,121,013

Shipments Since:

Nov. 1	per Tiba	From Foochow	396,577
— 3	Coryphens	Do.	309,596

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 4⅜d.	4s. 4⅝d.	4s. 4½d.
Shanghai	5s. 9¼d.	5s. 10¼d.	5s. 10¼d.
Canton	4s. 4¼d.	4s. 4⅝d.	4s. 4⅝d.
Hong Kong			
Macao			
Singapore	4s. 4¼d.	4s. 4⅝d.	4s. 5¼d
Manila	4s 1d.	4s. 1¼d.	4s. 1¼d.

Digitized by Google

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305 to 306	227 to 227½
" Hong Kong	24¾ to 25¼ dis.	—
Bar silver	111.5.0	7¼ prem.
Mexican dollars	75.6.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 24; Old, 30 per cent. prem.
Hong Kong Gas Company, 48 dols. per share.
Hong Kong and Whampoa Dock, 16 per cent. discount.
China Traders' Insurance, 1,850 dols. premium.
Hotel shares, 80 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. to 35 dols. premium.
Hong Kong Fire Insurance Company, 240 dols. premium.
Union Insurance Company, 1,150 dols premium.
China and Japan Marine Insurance Company, Tls. 80 to Tls. 85 premium.
China Fire Insurance Company, 70 dols. premium.
Victoria Fire Insurance Company, 35 dols. to 36 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 19th November, 1870.
(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co. ...	733	Jarvie, John, and Co. ...	835
Balfour, F. H.	410	Meynard and Co.	40
Barnet and Co.	845	Milsom and Tod	1,015
Birley, Worthington, & Co.	401	Nachtrieb, A., and Co. ...	513
Birt and Co.	56	Petrocochino and Co. ...	165
Bland, J.	150	Pila and Co.	124
Borntraeger and Co. ...	417	Pustau, W., and Co. ...	25
Bourjau, Hubener, and Co.	158	Reid and Co.	85
Bovet, Brothers and Co. ...	220	Reiss and Co.	88
Bower, Hanbury and Co....	1,509	Russell and Co.	1,199
Brand, Monro, and Co. ...	1,816	Remé, Wm., and Co. ...	895
Bull, Purdon and Co. ...	20	Sassoon, D., Sons, and Co.	150
Chapman, King, and Co. ...	152	Scheibler, Matthaei, and Co.	511
Chinese	165	Seare, Essex, and Co. ...	504
Cumine and Co.	38	Shaw Brothers and Co. ...	525
Dent and Co.	149	Siemssen and Co.	623
Dickinson and Co. ...	5	Skeggs and Co.	1,620
Fogg and Co.	135	Smith, Archer, and Co. ...	135
Gamwell, F. R.	455	Textor and Co.	852
Gibb, Livingston, and Co...	299	Thorne Brothers and Co. ...	198
Gilman and Co.	1,194	Trautmann and Co. ..	63
Glover, Dow, and Co. ...	266	Turner and Co.	277
Heard, Augustine, and Co.	424	Westall, Brand, and Co. ...	107
Helbling and Co.	44	Sundries	2,693
Hogg Brothers	360		
Jardine, Matheson, and Co.	731	Total bales... ...	24,390

LATEST TELEGRAMS.

—o—

OPENING OF DIRECT TELEGRAPHIC COMMUNICATION WITH JAVA.

ROTTERDAM, JAN. 5.—The Government received this day the first direct telegram from Java. The despatch was forwarded from Batavia at eleven A.M. of the 4th, and reached the Hague at four A.M. of the 5th.

ROTTERDAM, JAN. 6.—The Committee of the Rotterdam Exchange have received a telegram from the Batavian Community of Trade, congratulating the merchants on the establishment of direct communication.

MILITARY CONSPIRACY IN JAVA.

BATAVIA, JAN. 5.—It is reported that the authorities have discovered a plot among Swiss soldiers of the Netherlands Indian Army to murder the Governor-General and take possession of the Island. Fourteen men have been arrested. The revolt was fixed for the 31st of December.

THE HAGUE, JAN. 6.—The Minister for the Colonies yesterday received a despatch direct from Batavia, but no information has reached him respecting the reported insurrection of the Swiss soldiers.

COMMERCIAL.

JAVA.

(RECEIVED JAN. 4.)

BATAVIA, DEC. 17.—The Government sold in public auction 25,000 piculs Coffee at f.32.94.

BATAVIA, DEC. 22.—The High Court of Netherlands India has pronounced judgment in the two suits "Morgan Melbourne and Co. *v.* the Dutch India Trading Bank." The decision was in favour of the bank in both cases.

RECEIVED JAN. 5.

BATAVIA, JAN. 4.—The Government sold in public auction 25,000 piculs Java Coffee, at f.33, and 56,000 piculs Padang Coffee at f.34.20. Sugar, No. 14, quoted f.15¾ to f.16. Freight to Holland, f.85 (nominal).

STRAITS SETTLEMENTS.

(RECEIVED JAN. 6)

SINGAPORE, JAN. 5.—Grey Shirtings, 8¼ lbs. $2.57½; T-Cloths, 6 lbs., $1.50; Mule Twist, 40's $120. Exchange on London: bank bills, six M.S., 4s. 5d.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

BRODIE—On the 4th Jan., at 5, Rosebery-crescent, Edinburgh, the wife of A. Oswald Brodie, Esq. (late of H.M.'s Ceylon Civil Service), of a daughter.
KUNG—On the 5th Dec., at Singapore, the wife of H. Kung, Esq., of a son.
MACLEOD—On the 5th Jan., at Stokehill, near Guildford, the wife of Malcolm Anderson Macleod, Esq., of a daughter.

MARRIAGES.

ANDERSON-GLOVER.—On the 29th Dec., at St. Peter's, Norbiton, by the Ven. Archdeacon Holberton, Sebastian Anderson, Esq., of Pembury, Kent, and Bayswater, London, to Clara Emily, younger daughter of the late Herbert John Glover, Esq., and niece of Charles H. Broad, Esq., of Tenby Lodge, Kingston-on-Thames. No cards.
COUSINS—CLARKE.—On the 5th Jan., at St. Pancras Church, by the Rev. W. Champneys, M.A., Alfred Walter Vaughan Cousins, of the Colonial Civil Service, Straits Settlements, and fifth surviving son of Captain Cousins, of Boundary-road, St. John's-wood-park, to Annie, youngest daughter of Joseph Clarke, Esq., M.D., of 6, Mecklenburg-square, London.
DAVIES—NUNN.—On the 6th Dec., at the Cathedral, Hong Kong, Captain C. F. Davies, of the P. and O. Company's service, to Ellen Lysaght, elder daughter of Arthur J. Nunn, of Whiteparish, Wilts.
GODDARD—DEAN.—On the 19th Nov., at the U.S. Consulate, Canton, by the Rev. Dr. Dean, of Bangkok, the Rev. J. R. Goddard, of Ningpo, to Miss A. F. Dean, daughter of the officiating clergyman.
HOOPER-BEARD.—On the 21st Nov., at Christ Church, Canton, by the Ven. Archd. Gray, H. J. Hooper, Esq., of Yokohama, to Anna Gertrude, eldest daughter of Joseph Beard, Esq., St. James's-terrace, Hyde-park.
LITTLE—CAMPBELL.—At Edinburgh, Robert Little, Esq., M.D., Singapore, to Mary Elizabeth, daughter of the late William Campbell, Esq., of Ederline, Argyleshire.
MORGAN—JONES.—On the 31st Dec., at Llanfaglan parish church, Carnarvon, by the Rev. D. L. Williams, M.A., vicar, Henry William Herbert Morgan, of Carnarvon, to Margaret Jane, second daughter of the late David Jones, Esq., of Cefn-y-Cœd, Carnarvon.
SILLAR—JONES.—On the 31st Dec., at Llanfaglan parish church, Carnarvon, by the Rev. D. L. Williams, vicar, John Charles Sillar, of Sydenham, to Jane Ellen fourth daughter of the late David Jones, Esq., of Cefn-y-Cœd, Carnarvon.
SPENCER—THOMPSON.—On the 24th Nov., at St. John's Cathedral, Hong Kong, by the Rev. John Piper, Walter Spencer, Esq., H.B.M.'s Vice Consul, Manila, to Eleanor, only child of W. J. Thompson, Esq., of Upper Norwood.

DEATHS.

DONALDSON—On the 28th Nov., at Hong Kong, aged 55 years, Mr. Thomas Donaldson, Curator of Public Gardens, Hong Kong.
FOGO—On the 26th Dec., at Row, near Helensburgh, on the Clyde, James Fogo, formerly in the service of Messrs. Jardine, Matheson, and Co., China.
KELWAY—On the 30th Dec., at Southampton, in his 60th year, Mr. R. C. Kelway, proprietor of Kelway's Hotel, and many years a much esteemed and faithful servant of the Peninsular and Oriental Company's service.
SPICER—On Christmas-day, after three hours' illness, Samuel, fourth son of William Revell Spicer, of 12, Highbury-place, and 19, New Bridge-street, aged 28.

COMMERCIAL POSTSCRIPT.

—o—

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton, on the 7th inst., was, in gold, to Malta, £50,000; Alexandria, £15,000; to Suez, £100; to Madras, £246; in silver, to Penang, £5,150; to Shanghai, £16,565; total in gold, £65,346; in silver, 21,715.

SHIPPING.

ARRIVALS.—Jan. 5, at Deal, from Colombo, A. O. A. Elliotts; from Batavia, for Amsterdam, Kanagawa; 4, off Dungeness, from Batavia, for Amsterdam, Vesta; 5, at Queenstown, from Rangoon, Wave Queen; from Maulmain, Onward; 6, at London, from Colombo, &c. (via Suez Canal), Great Victoria (str.); at Deal, from Sarawak, Ellen Lamb; from Batavia, for Amsterdam, Ocean; 5, off Dover, from Batavia, for Amsterdam, California: 6, at Falmouth, from Maulmain, Maddelina, Vassalo; at Queenstown, from Rangoon, Kenilworth; 7, at Deal, from Shanghai, &c. (via Suez Canal), Eldon (str.); at Falmouth, from Bassein, Hildegaard; from Batavia, Sparkling Dew, with mainmast sprung; 6, at Liverpool, from Singapore, Sydney Eggers; at London, from Maulmain, Gasa Bamtrino Guiseppe; 8, at London, from China, Saida; 9, at Deal, from Macao, Fiery Cross; Dec. 27, at New York, from Hong Kong, Mark Kingsbury.

DEPARTURES.—Jan. 5, from London, for Colombo and Galle, River Indus; for Cardiff and Shanghai, Erne; 4, from Cardiff, for Singapore, Gipsy; for Hong Kong, Robert Fletcher; from Liverpool, for Singapore, Jane Sprott; Jan. 6, from London, for Cardiff and Galle, Duke of Athole; 7, for Hong Kong, Ambassador; for Bangkok, Gleam; for Yokohama, Silver Eagle, J. R. Worcester; 6, off the Wight, for Japan, Agnes (str.).

CASUALTIES.—The Dunedin (ship), McMillan, from Glasgow to Yokohama, with railway materials, while proceeding down the river to Greenock, Jan. 3, took the ground about 100 yards above the Antilles, and all efforts to move her proved fruitless. She was expected to be got off at high water during night.

LAID ON.—At London, for Colombo, &c. (via Suez Canal), Trentz (str.); at Liverpool for Singapore, Adam Sedgwick; at Glasgow for Singapore, Norham Castle.

SPOKEN.—Lucknow, Cardiff to Singapore, Nov. 28, 3 N., 27 W.; Surprise, New York to Shanghai, Nov. 21, 6 N., 30 W.; Nimrod, London to Singapore, Nov. 10, 24 S., 28 W.; Cyclone, Boston to Padang, 8 N., 36 W.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

(*For Mail Shipping see page* 34.)

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 9, 1871.

THE SHANGHAI LETTER TO THE LONDON COMMITTEE.

ALTHOUGH we fully appreciate and sympathise with the apprehension expressed by the Shanghai Chamber of Commerce in the able and comprehensive letter to the London Committee of China merchants, published in our last issue, that the mission of CHUNG HOW may be merely an attempt to induce the Governments of the West to enter into one-sided agreements by means of systematic misrepresentation, we cannot help regarding the negotiation which he is about to open in London as likely to lead to important benefits, unless our Foreign-office should neglect the opportunities it affords. We cannot believe that they will be neglected on the present occasion, because, if so, the Foreign-office could not plead the excuse of ignorance or inexperience on the subjects involved. "Forewarned is forearmed." The London Committee has furnished Lord GRANVILLE with a mass of information which can neither be ignored nor passed over with contempt. The outrage, which is the proximate cause of CHUNG HOW'S mission, is still fresh in the mind of the country at large, and London seems to us to be the best place where the negotiations, growing out of the representations of the foreign merchants in China, can be conducted. London is a great Power; it acts by its weight. It is irresistible when set in motion, but it must receive its impulse from without. The Anti-Slavery Association, the Political Unions, the Anti-Corn Law League, every great combined political operation, had its origin and most influential sphere of action out of London, and yet none of them effected anything until it set London in motion. In the present case the necessary impulse has been given by the Shanghai and other Chambers of Commerce; and it only remains for the London Committee to be true to themselves, and for the Chinese Chambers to continue their support to them, to keep the justice of their demands steadily before the Government, so that the Foreign-office at home may not be hoodwinked by Eastern duplicity or put off with Eastern assurances, as some of its representatives in China have been.

In international questions more than any other we feel the want of a uniform and steady application of the great principle of BENTHAM as a test of the value of maxims and measures. Sometimes, when at a loss for an argument, a public man may make an allusion to the principle, but it is neglected and disregarded the moment the emergency is over. It has so frequently of late had mouth-homage, at least, paid to it by public men, of all shades of political opinions, that we may feel warranted in assuming it as generally admitted that the best rule of action for those who conduct the negotiations of one State with another is the greatest possible happiness of all the human beings concerned. This "greatest happiness" principle is only to be secured between distant nations by the formation of wise and just treaties, and by requiring the strictest observance of them. The first necessity to this end is that all nations should, in the first instance, transact their public business through the medium of the Government. They must do this, were it from no other consideration than their own security; for the Government alone has the power to make the body-corporate it represents fulfil the engagements contracted in its name. Mutual responsibility is the first condition of mutual independent intercourse; and therefore every independent nation is entitled to demand, from every other, protection in person and property to all its citizens, resident within the territory of the latter, so long as they conform to its laws. Our third proposition is a corollary from the preceding. It is that, as security to person and property is all that laws and tribunals can do to promote the happiness of man, such laws—*i.e.*, Treaties—should never be permitted to be violated without being replaced by new treaties giving greater security than before. All the rest must be worked out by every man for himself; but, as, without such security, all foreign trade must necessarily be abandoned by prudent and responsible men, and so fall into the hands of lawless adventurers (since trade once opened can never be stopped or done without), it follows that the true object of all renewed or revised treaties should be the encouragement of the legitimate trader by every understanding and precaution that can conduce to his safety and the freedom of commercial enterprise.

This, we know, is all that the Shanghai Chamber and the London Committee demand; and we beg our readers to pardon us for repeating principles so trite and so universally recognised that we could even quote them from our political opponents, because of the manifest tendency of such doctrines to diminish the frequency of wars, and pave the way to their utter cessation. To palter with the present question—to entertain any casuistries such as the Shanghai Chamber apprehends that CHUNG HOW may amuse our Foreign-office with—to temporise concerning our future policy, or to attempt to conceal our clear perception of the double dealing of the Chinese Government, and the inflamed prejudice of their people—could lead to no other consequence than the war which it is the mission of CHUNG HOW to avert. Public opinion demands no more than the complete restoration of British *prestige* in China; but it will be satisfied with nothing less; and this, if our Foreign-office is true to itself, it will have no great difficulty in securing.

How much longer is the atrocious coolie trade to be permitted to be carried on? We have for years exposed the cruelties to which coolies for Callao and Havana are exposed, and we have now two more striking instances of the evils of the system in the narrative from Batavia of the burning of the Peruvian ship *Uncawah*, and in accounts from Honolulu, describing the pandemonium on board another Peruvian coolie ship, the *Dolores Ugarte*. It is satisfactory to be assured that none of our countrymen are implicated in the present hateful traffic; but the consequences of it are not only shocking in a humanitarian point of view, but injurious to the *prestige* of all Europeans alike.

THE Submarine line from Madras to Singapore and Batavia being reported as in working order, the Company have issued a notice that messages can now be forwarded, the rates being—for Penang, £4 4s.; for Singapore, £5; for Batavia, £6 2s. Messages were received on the 4th from Singapore in twelve hours, and on the 5th a message announced that a conspiracy had been discovered amongst the Swiss soldiers in Java, but our advices from Holland state that this is untrue.

WE lately noticed the working of the Pacific Mail Company and the probability of the line being increased from a monthly to a fortnightly service. The Company have despatched the *Arizona*, one of their steamers, from New York to China, via Suez Canal, in order to strengthen their fleet in the China and Japan Seas. No decision has, however, been arrived at as to the fortnightly subsidy by the Government of the United States.

IN addition to the particulars we have already given of the shipments of railway material for Japan, we have to notice that the *Prince Alfred* will in all probability take out four of the eight locomotives contracted for by Mr. LAY. There is no truth in the statement that a New Loan will shortly be announced, and its origin must be traced to Stock Exchange influences, as the present Loan stands at £102.

THE Shanghai Chamber of Commerce letter to the London Committee will have attention on the arrival of CHUNG HOW, and the Foreign-office will be made acquainted with the views expressed therein.

Digitized by Google

THE MAIL SERVICE.

WE regret to notice that the Italian Railway Companies are not giving the facilities for the transit of the mails which were promised. Since they have practically a monopoly, and have not to thank us, but the war, for the adoption of the route, we suppose they are now going to take it easy. With the last inward mail the train from Bologna was simply luggage or slow train, instead of a special, and this involved a delay of some twelve hours, in spite of the remonstrances of the official in charge of the mails. We have been requested by several subscribers to supply the time-table from London to Brindisi, but we find that after Cologne the trains are more or less subject to detention, and no fixed or approximate time can be given. Even the route itself through Germany to the Brenner Pass is not always the same. Trains leave London twice daily for Dover, Ostend, and Cologne, viz., at 7 A.M., arriving at 10.55 P.M.; and at 8.45 P.M., arriving at Cologne next day at 4 P.M. The mails generally get through to Brindisi in three to three and a half days, but that is with the aid of "specials," and passengers should not allow less than five days from London to Brindisi.

THE OPIUM TRADE IN JAVA.

THE Java papers received by the last mail contain anything but agreeable news. Indeed, the *Bataviaasch Handelsblad* expresses such dismay that we can well conceive that its conclusions must have made a very painful impression in Holland. The state of the Dutch colonies in the Far East must be most deplorable when even Mr. KEUCHENIUS is compelled to say that the relations between Holland and Java are to be compared to two locomotives running at full speed on the same line towards each other. This simile may certainly be regarded as exaggerated, but matters are so bad in Java that people are easily induced to exaggerate. Not only has the course pursued by the Government in Holland caused a bad impression, but the policy of the Governor-General, Mr. MYER, has met with general disapproval. Mr. MYER has decreed that trade in opium is to be permitted on the west coast of Sumatra. A few months since he applied this measure to those districts of Java where some years ago it was forbidden by the then Governor-General, Mr. SLOET VAN DE BEELE, to sell and to store opium, on the ground that the native population had become demoralised by the use of that drug. And further, we read in the latest Java papers that he is about to issue other decrees in order to throw open the trade in opium—and that an opinion prevails that there will be an abrogation of all restrictive measures regarding this trade. What is the meaning of this? It is well-known that Mr. MYER is convinced that the use of opium is most pernicious to the native population. In 1866 he, himself, declared that it was necessary to take such measures as should ensure the use of the drug gradually diminishing. His latest acts are contrary to these expressed convictions, and it is believed in Java that he has been compelled by the late Dutch Colonial Minister, Mr. DE WAAL, to promulgate these decrees. We are informed that this is not the case, but, if the opinion is ocrrect, the tendency of the measures would be still worse—because they would imply that one of the principles of Dutch rule in Java is—the demoralisation of the natives. And of whatever shortcomings the Dutch Government may have been guilty, we cannot believe that it has come to this after showing for several years a desire to improve the condition of the Javanese. We are, therefore, not inclined to put the responsibility wholly on the shoulders of the Dutch Government, though the Dutch Chambers are in a great measure answerable. They have checked so many measures, have compelled so many Ministers to resign, that confusion in Java has been but the natural consequence; Dutch statesmen have talked year after year; it is now time for them to act. A Council for Java—there is not one politician who dares to bring forward the idea; the colonies duly represented in Parliament—every one feels that this is necessary, but no one dares to say as much. It is not only the opium decrees which have made such a painful impression; it is suspected that the Java Government shrinks from giving full information of the true state of the colony. Why, for instance, does not the officia *Java Courant* speak one word about the troubles in the Borneo Settlement? Why did the Governor-General appoint a new resident for the district of Bandjermassing in the place of a man who was much esteemed for his knowledge and abilities? Was it necessary to appoint Mr. TROMP because h was related to Mr. MYER? The rumours spread by Dutch papers say yes; and, if they are correct, then we ask if it is not more than time for Holland to interfere against the sacrifice of the welfare of the colonies for the sake of gratifying personal feelings?

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Nov. 8, Rookwood.

At SHANGHAI. — From London, Dec. 11, Blackadder, Portland (reported by telegram).

At HONG KONG and CANTON.—From Glasgow, Nov. 15, Peiho (str.); from Hamburg, 25, San Francisco; from Cardiff, 26, Leicester; from Rotterdam, 26, Auguste.

At MANILA.—None.

At SINGAPORE.—From Hamburg, Dec. 1, Joseph Hambro; from London, Venus (str.), Ada (str.), Nestor (str.), (reported by telegram).

At BATAVIA.—From Clyde, Nov. 18, Glaslyn; from Sunderland, Nov. 24, Padang Packet; from England, D. H. Wadtjen; from London, 26, Lord Raglan; from Clyde, County of Lanark; from Europe, previous to Jan. 4, L. J. Enthoven, Lichstraal, Maria and Sarah (reported by telegram).

DEPARTURES.

From YOKOHAMA.—For New York, Min, Latona.

From SHANGHAI.—For London, Nov. 17, Diomed (str.); for New York, Nov. 16, Yokohama.

From FOOCHOW.—For London, Nov. 18, Aurora Australis, Borealis; for New York, 12, Espeigle; 15, Samuel Russell.

From HONG KONG and CANTON.—For London, Nov. 25, Alonso (str.)

From MANILA.—For Liverpool, Nov. 17, Gateshead; for Falmouth 15, Racer; for New York, 15, Marchioness of Londonderry; 19, Monkchester.

From SINGAPORE.—For London, Dec. 3, Hibernia (str.).

From PENANG.—For London, Jan. 1, Lord of the Isles (str.) (reported by telegram).

From BATAVIA.—For Holland, Nov. 17, Passaroeang; 19, Burg van Middelburg; 20, Java Jacob Roggeveen; 21, Grefve, Nieuband; 22, Hendrika; 25, Bato; 29, Mentor; for Falmouth, Mora (reported by telegram).

VESSELS LOADING.

At YOKOHAMA.—For New York, Abby Bacon, Horatio.

At HIOGO.—For New York, Latona.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded.

At SHANGHAI.—For London, Dundonald, Tyburnia, Queen of the Age, Jason; for New York, Montana, Annie Gray, Argonaut, Nellie Abbot, Levi Stevens.

At FOOCHOW.—For New York, Caliph.

At HONG KONG and CANTON.—For London, Fairleader, Corea, Kate Carnie, Beemah; for New York, John Worster, Nightingale, Kingfisher.

At MANILA. — For London, Walton; for Liverpool, Glencairn; for Cork, Noranside; for Cadiz, Concita; for New York, Glenlyon, Elizabeth Oliver; for Boston, White Swallow, Mindora.

At SAIGON.—For France, Emile Marie, Maria Gabrielle, Mary Falconer.

At BATAVIA.—For Channel, St. Helen's; for Greenock, County of Nairn; for New York, Astrea; for Boston, Susannah Johanna, Borneo, Bengal, Louise, Aurelie; for Amsterdam, Glenco, Granite City, Arabia, Sirius, Netralennia, Vice-Admiral May, Nyassa, Albion; for Rotterdam, Somerset, Kortenaer, Samarang, Jason, William Poolman, Jamsetjee, Mina, Laurens Koster, Jedo, Ridderkerk, Mary and Hillegonda, Albert Victor, Sophia, Kon der Nedel, Allegonda Jacoba, Noach III.

At SINGAPORE. — For New York, White Swallow, Agincourt; for Bordeaux, Malacca; for Marseilles, Isaure.

At PENANG.—For London, La Plata.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London the rate has advanced to £2 5s. to £2 10s.; to New York, £3.

At FOOCHOW.—To London, nominal; to NewYork, £3 per ton of cubic feet.

At HONG KONG AND CANTON.—To London, £1 17s. 6d.; to New York the Chattanooga (526 tons), has been engaged full for $9,500 gold.

At MANILA.—To United Kingdon, wet Sugar £2, Hemp £3 per ton; for New York $7 gold, Sugar $8.

At SINGAPORE.—For London, the steamship Diomed and the steamship Alonzo engaged most of their cargo at £1 15s. for dead weight and £2 5s. to £2 10s. for light freight; the Alonzo afterwards obtained an advance of 5s. per ton, and has taken some pepper at £3 per ton. By telegram of Jan. 5, Gambier to London, £2 5s. Telegrams of the 7th inst. report Rice charters at £3 12s. 6d. and the tendency upwards.

Digitized by Google

VESSELS PASSED ANJER.

Date.	Ship.	From	To.
Nov. 14	Dilpissund	Shanghai	New York
„ 15	Moorhill	Singapore	Boston
„ 16	Diane	Saigon	Bordeaux
„ —	Joseph Sprott	Manila	New York
„ —	Star of China	Shanghai	London
„ —	Huddersfield	Singapore	Liverpool
„ —	Magillan	Foochow	London
„ 17	Malvern	Ilo Ilo	„
„ 18	Glinaven	Shanghai	„
„ 20	Magdala	Singapore	„
„ —	Douglas Castle	Foochow	„
„ 21	Mogul	Cardiff	Singapore
„ —	Tamerlane	Shanghai	London
„ —	Rattlie	Manila	New York
„ 24	White Adder	Foochow	London
„ —	Petchelee	Singapore	Liverpool
„ —	Maria Fidela	Manila	Cadiz
„ —	Guinevere	Foochow	London
„ —	N. B. Palmer	Shanghai	New York
„ —	Mora	„	Falmouth
„ 25	Sooloo	China	London
„ —	Alice	Shanghai	„
„ —	Rougieidow	Manila	New York

LITERATURE.

Messrs. Letts and Son are so celebrated for their *Diaries* and their Diaries are so indispensable to all who have tested their convenience, that we need say no more concerning them than that they make their appearance this year in even more than their usual variety, and with every improvement that the experience of the publishers can suggest. Every class of society, from the most opulent to the most economical, however varied may be their interests or their pursuits, will find among Messrs. Letts's assortment a valuable and appropriate companion for the year. In the body of the Diaries much new information is introduced, including a complete postal and telegraph directory; and, among the special attractions with which Messrs. Letts and Son have invested their volumes, they must be especially congratulated on the tact with which they have suited each to the different classes for which they are designed, making the ladies' series more thoroughly ladies', and the gentlemen's more exclusively for gentlemen than hitherto. From the man of business to the sportsman, and from the landed proprietors to the thrifty housekeeper—all may find in one of Messrs. Letts's Diaries a volume which will save them a vast deal of trouble, and prevent them from reproaching themselves with that worst of small social misdemeanours—missing an appointment.

Gems of Womanhood; or, Sketches of Distinguished Women in various Ages and Nations. By Samuel Mossman. Edinburgh: Gall and Inglis.—This pleasing series of sketches of female life and character is an appropriate new year's offering for those young ladies who are not so emulous of forming themselves on the model of the "girl of the period" as of profiting by the example of the distinguished women of the past. In the twenty-three brief memoirs which compose the present volume, Mr. Mossman has wisely allowed himself the widest range, both of time and nationality, and consequently given his fair students the opportunity of contrasting the portraits of some of the most dissimilar female characters that have become historical. Thus we find the present series including Joan of Arc and Lady Rachel Russell; Elizabeth of Siberia and Madame de Stael; Mrs. Fry and Flora Macdonald; Madame Recamier and Grace Darling. The author's style is unaffected, his descriptions graphic and earnest, and his graceful volume is likely to become a prime favourite with those to whom it is presented.

The People's Magazine. Published by the Society for Promoting Christian Knowledge.—The January number of this excellent magazine contains an interesting account of the Mont Cenis Pass, and a narrative of a Voyage to San Francisco (by a "London Parson"), both of which are well illustrated. Dr. Berkeley Hill contributes a graphic paper on "War Hospitals," and "An Incident in the Siege of Strasburg" is well told. Any magazine at the present day would be considered incomplete without a serial tale, and here we have "Two Christmas-tides, or the Brothers," a story by the author of the "Harvest of a Quiet Eye," which opens well. The present number also contains, among other interesting articles, some pleasing poetry, and much practical information in the form of miscellaneous items, which ought to commend it to a large class of readers.

The Coffee-planter of Ceylon. By William Sabonadière. London: E. and F. N. Spon, Charing Cross.—Mr. Sabonadière's valuable little manual having reached a second edition, the author has taken the opportunity of enlarging it, and adding to its usefulness as a book of reference, not for coffee-planters only, but for all who are interested in the latest statistical information concerning the exports and revenues of Ceylon. The present edition is illustrated with engravings of the works on some leading coffee estates, which will be very useful to those who are about to erect similar buildings. The chapter on manure is also a new feature, and one to which the author brings the advantage of great experience.

MISCELLANEOUS.

THE MISSION OF CHUNG HOW.

The Shanghai correspondent of *The Times* on this subject says:—I do not think that Chung How was an active instigator of the massacre in the same degree as the Prefect and Sub-Prefect, who have been banished to Manchooria, though it is impossible that he can have ignored their proceedings. Report says that they tried to enlist his sympathy, but that he declined to join them; and I suspect this represents the degree of his guilt. He knew what was brewing, was not disinclined that a demonstration should be made, but had no active share in the conspiracy. It is likely, even, that the dismay he showed on the day following the event was not altogether feigned. He probably did not realise the demon which was being evoked until he saw the flames and the blood. But that he was cognisant of the growing excitement, and did not interfere either to prevent it or to suppress the riot, seems beyond doubt. Count de Rochehouart says curtly, in his official communicationof the Chinese proposals to the French Consul-General at Shanghai,—"The Chinese Government has, at my request, sent his Excellency Chung How as Ambassador to France to explain his conduct, *et la faire agréers' il le peut.*"

It is a pity that the first high Mandarin who leaves China for the West should depart under this grave imputation, for Chung How's rank and official position are all that could be desired. Pin, who went home with Mr. Hart, was a simple clerk in the Foreign-office. The Mandarins who accompanied Mr. Burlingame were little better, and had no position or reputation. Chung How is really a Mandarin of first-class standing. He is a blood connection of the Imperial family, holds high rank and station, and has a reputation for good ability. Were he free from the taint of connection with the Tientsin outrage, his visit to the West would have been in every respect welcome and fitting. But, in that case, he would not have gone. The motive of his present visit is to clear himself; to reduce, of course, as much as possible the importance of the massacre, and to lay before the French Government the terms of reparation offered. It is hoped here that he will not be received, and that the terms will be rejected as inadequate, without the execution of the Tientsin Mandarins.

BREECH LOADING [V. MUZZLE-LOADING GUNS.—Captain Sherard Osborn has written to the newspapers saying he has learned with astonishment the decision of a military committee, that muzzle-loading guns are to be the weapons of the future for the Royal fleet. He protests against the conclusion that a muzzle-loading gun is better for naval purposes than a breech-loader, if it can be properly constructed. He adds:—We have waited long; why not wait a little longer, and let us hear what is the result of the practical test breech-loading guns are being put to in German and French hands, before Strasburg and Belfort, as well as in the forts engirdling Paris? The Prussians, since 1848, never made a mistake in needle and breech-loading muskets, and have thereby kept the lead of all European military Powers. They are testing Krupp's breech-loaders in a way no Dartmoor experiments can compare with. The French are so impressed with the superiority of their system, that they are adopting breech-loaders for all field purposes.

THE West Hartlepool Navigation Company's screw steamer *Gitana*, Captain Bulman, has returned to West Hartlepool, after an unsuccessful attempt to enter the Elbe. The *Gitana* sailed last week with a large and valuable cargo of miscellaneous goods, intended for Hamburg. When she arrived in the Elbe she found the harbour was completely blocked up, and seeing no chance of reaching Hamburg within a reasonable period, Captain Bulman thought it prudent to return. No more steamers will leave for Hamburg until a telegram is received announcing a diminution of the ice in the Elbe.

THE steamer *Atalanta*, which put into Lisbon with troops for Ceylon, left again on the 4th inst. The *Silver Eagle*, for Japan, leaves the docks to-day, and will call at Plymouth to embark the detachment of 1st batt. 10th Regt.

Lieut. the Hon. F. G. Crofton, whose appointment to the command of the Algerine was reported in our last issue, proceeds to China by the P. and O. steamer leaving Southampton on the 21st inst.

AT the meeting of the Asiatic Society on the 2nd, an account was read of the Tiwa, or funeral feast, of the Dyaks, translated from the Dutch of Captain Ullmann by Sir John Bowring.

AN elaborately compiled and useful table of the imports, deliveries, and stocks of Silk, from the year 1830 to the present time, has been ssued by Messrs. Durant and Co.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 2.

The new year has brought us a Ministry. It is most incredible, but nevertheless, I believe, a fact, that Mr. Thorbecke has accepted the portfolio of the Home Department, Mr. van Bosse that of the colonies, Baron Gericke that of Foreign Affairs, Mr. Meerbeke that of Justice, whilst Mr. van Mulken continues in his present office. Of course it will create the greatest astonishment if Mr. van Bosse should become Minister of the Colonies. How is it possible? "Well," says *Uijlenspiegel*—our *Punch*—"he does not know anything about it, but he has two sons in India who can "coach" their father.

The First Chamber has dealt in great haste with the credit laws. In two hours all the Budgets were carried; only two members voted against that of Justice, and but one against that of Finance. Some members asked about the Ministerial crisis, but Mr. van Bosse declared that he could not give any information. The discussions had no interest at all. The debate ended with Mr. Schimmelpenninck praising Mr. van Mulken, the Minister of War. This strangely contrasts with the attacks to which he is every day subjected in our papers.

The political news is very scanty. As I said in my last, it becomes more and more probable that the Luxemburg question will be settled peacefully. The opinion still prevails that our King will transfer his rights as Grand Duke either to his brother, Prince Henry, or some other German Prince. People here are strongly in favour of our abandoning the union.

Digitized by Google

Multatuli, the author of "Max Havelaar," published some days ago a pamphlet entitled "Free Labour in India Once More." The author, who once was thought to be the most liberal amongst Liberals with regard to India, now writes this little book to demonstrate that it is not desirable that the Javanese should receive liberty to work for private industry, and that it is necessary to maintain—to preserve our authority in India—the culture system, and that private industry should only exist under and through that authority. Notwithstanding this may sound very strange, the pamphlet contains many an interesting page, which will be read with great pleasure by all interested in the question.

From Arnhem I hear that amongst the French prisoners in the neighbouring German town a plot has been organised. Thousands of the French were already provided with arms, when the Prussian authorities discovered the conspiracy.

PRODUCE MARKETS.

The winter has set in with severity, our navigation is totally stopped, which, in addition to the dulness prevailing in our markets on account of the Christmas and New Year's holidays, has caused business to be brought almost to a standstill. Our leading articles of produce continue, however, to look healthy, and prices are upon the whole firmly supported.

COFFEE.—An active demand has continued to prevail for the article at full prices, notwithstanding the difficulties with which the export is attended through want of means of conveyance. A fair business has been doing, taking into consideration the season of the year and the reservedness of holders. The deliveries of the Trading Company amounted during last month to 85,927 bales. Good Mala is now quoted 35c.

RAW SUGAR.—The market continues to exhibit great firmness, and about 20,000 peculs floating have changed hands in the proportion of f.1 to f.1¼ below November for yellow, and of f.½ to f.¾ below that sale for white, whilst holders in general ask higher prices.

TEA.—Continues in a firm position, with scarcely anything doing.

RICE.—Continues to be neglected, and prices are upon the whole hardly better than nominal.

TIN.—A firm tone has prevailed for this article since my last. Banca sold at f.75½ to f.77 for public sales prompt, and at f.75 to f.75½ ex the coming spring sales.

TOBACCO.—Sales have been closed by secret tender of 784 bales Java, head mark Blarcum; 297 bales, head mark Temeloes & J. v. B.; 1,058 bales, head mark Kebon Aroem; 528 bales, head mark Wedie; 20 bales, head mark J. V. B.; 78 bales Sumatra, head mark Delimy; 1,155 bales Java M.; 149 bales do. Tempeh; 195 bales do. Passirian; 534 bales A. and L. Panawangan.

SPICES.—A firm tone continues to prevail for Nutmegs and Mace, and the latter article is in particular inquired after, which has induced holders to raise their prices. D is held for 221c., and E for 217c. Sales have been closed at Amsterdam of 5 cases Nutmegs and 124 bags Cloves partly damaged, and of 6 casks Mace of private importation.

RATTANS.—A shipment of 319 piculs, ex Philips van Marnix, found buyers on secret terms.

HIDES remain quiet. Only small lots Sourabaya, ex Fop Smit, have been disposed of by secret tender.

INDIGO has been in better request, and several lots of Java found buyers at firm rates.

COTTON.—Although a falling off in the receipts at the shipping ports in America has been reported, which imparted a firmer tone to the article, there has been but little stirring in our market since my last report, which may be attributed to the impediments of the river and railway conveyance, which render it almost impossible to forward goods, either to the interior or to Germany. Transactions for present delivery have consequently been of little importance.

SHIPPING.

No arrivals or departures.

BY TELEGRAPH.

ROTTERDAM, Jan. 4.

My statement respecting the Cabinet was correct; the following is the official list of the new Ministry:—M. Thorbecke, Minister of the Interior; M. Guerricke, Minister of Foreign Affairs; M. Jolles, Minister of Justice; M. Van Bosse, Minister of the Colonies; M. Blusse, Minister of Finance; M. Boons, Minister of War; M. Brock, Minister of Marine.

Monetary and Commercial.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta £370,000, and to Bombay £30,000. The minimum price was fixed as before at 1s. 10d. on all Presidencies, and tenders on Calcutta at 1s. 10¼d. will receive about 61 per cent., and on Bombay at that price in full. These results show a diminished demand for means of remittance to the East.

The directors of the London and Westminster Bank have resolved to declare, at the ensuing general meeting, a dividend and bonus of 9 per cent. for the half-year ended the 31st of December last, making 18 per cent. for the year on the paid-up capital of £2,000,000, carrying forward the sum of £1,600. The total dividend in the previous year was 16½ per cent.

The dividend to be declared by the Union Bank of London at the meeting on the 11th inst. will be at the rate of 15 per cent. per annum, the usual rate for the half-year ending the 31st of December, carrying forward £30,125 for appropriation at the end of the financial year in June next.

The London Joint-Stock Bank will declare the usual dividend of 12½ per cent. per annum, and a bonus of 8s. 9d., being at the rate of 18½ per cent. per annum.

The National Discount Company will, at the meeting of shareholders on the 25th inst., recommend a dividend at the rate of 17 per cent. per annum. At the corresponding period of last year the distribution was at the rate of 16½ per cent. per annum.

A dividend of 1s. in the pound (making 15s.) is payable to the creditors of the Oriental Commercial Bank (Limited), at the offices of Messrs. Cooper Brothers and Co.

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs duties) remaining in the bonded warehouses of the United Kingdom on the 30th Nov., 1870, compared with the quantities in warehouses on the 30th Nov., 1868 and 1869:

	1868.	1869.	1870.
Coffee (lbs.)	50,919,853	61,726,929	73,342,892
Sugar, refined (cwts.)	66,352	51,438	105,530
Ditto, unrefined (cwts.)	2,724,522	2,291,873	2,527,721
Molasses (cwts.)	121,143	282,754	298,328
Tea (lbs.)	89,199,712	82,516,515	75,922,662
Tobacco (lbs.)	64,854,237	55,089,835	57,652,681

We understand that the directors of the National Bank of India are so much dissatisfied with Mr. Sherwood, their manager in Hong Kong, in connection with transactions with the Parsee firms lately failed, that they have dismissed him from their service.

Messrs. Heugh, Balfour and Co., of Manchester, announce that Mr. Hugh Heugh and Mr. Nicholas Sherwood Symons have been admitted as partners in their firm.

In a circular from Manchester Mr. Samuel Mendel states that he has admitted into partnership his two sons, H. L. and S. T. Mendel.

Interest on the coupons of the Netherlands Indian Railway Obligations will be paid by Messrs. Horstman and Co., London, on and after the 15th inst.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, HONG KONG, SINGAPORE, PENANG, &c. (via S.C.), to LONDON, per Abbotsford (str.), entered Dec. 31.—From Shanghai: 6 packages merchandise—H. S. King and Co.; 10 packages merchandise—C. Overback; 1 package merchandise—Fearon and Co.; 4 packages merchandise—R. Ross; 3 chests rhubarb—Evans, Lescher, and Co.; 7 cases wine—G. S. Palmer; 472 chests tea—L. Reiss, Bist, and Co.; 1557 chests 849 half-chests 1 package tea, 143 bales silk, 27 packages merchandise, 300 chests 297 packages shells, 18 bales tobacco—Order. From Hong Kong: 20 chests opium—D. Sassoon and Co.; 58 packages tea—A. Tesdorff and Co.; 13 packages tea—R. Baur and Co.; 10 bales silk—Schuster, Son and Co.; 6 boxes ginger—J. Perrot; 1 case cigars—A. Wheeley; 23 packages merchandise—A. R. Johnston; 2 packages merchandise—Fearon and Co.; 1 package merchandise—Fesser and Co.; 14 packages merchandise—Laurence, Clark, and Co.; 1 package merchandise—W. Pustan; 1 package merchandise—T. Ullathorne; 130 packages merchandise, 2 cases plants, 8 cases 1 box ginger, 10 boxes 50 half-chests tea, 8 cases cigars, 4 boxes preserves, 75 bales silk—Order. From Singapore: 1740 bales gambier, 3698 bags sago, 100 bags tapioca, 683 slabs tin, 91 bags coffee, 168 chests tea, 118 boxes copal, 102 boxes nutmegs, 1347 bundles rattans, 142 baskets india-rubber, 22 cases cassia lignea, 8 cases merchandise, 1 case cigars, 2 cases plants, 1 case gutta-percha—Order; 1 box tea—T. H. Campbell; 2 cases preserves—J. Moreton and Co.; 1 case merchandise—Grant, Brodie, and Co. From Penang: 1464 slabs tin, 1 case merchandise, 1385 bags pepper—Order; remainder of cargo from Malta.

From FOOCHOW to LONDON, per Maitland, entered Dec. 31:—122 chests 498 half-chests tea—Forbes, Forbes, and Co.; 6 chests 17 half-chests tea—Silver and Co.; 6 boxes 29 half-chests tea—Matheson and Co.; 6 boxes tea—Storey; 8 boxes tea—Hamilton and Co.; 9 boxes tea, 2 cases ginger—Master; 5 boxes tea 3 cases ginger—Marshall; 3804 boxes 4749 chests 10,913 half-chests tea, 14 half-chests lychees—Order.

From MANILA to LIVERPOOL, per Scawfell, entered Dec. 29.—86,857 bags sugar—Rathbone Brothers and Co.; 20 cases preserved ginger—Order.

From MANILA to LONDON, per Invincible, entered Jan. 3.—2327 bales hemp, 118 cases mother-o'-pearl shells—Baring Brothers and Co.; 1 case cigars—H. S. King and Co.; 1 package merchandise—W. Routledge; 4 packages merchandise—D. J. Blanco; 21 packages merchandise—Order; 19,216 bags sugar—Fruhling and Goschen.

From SHANGHAI to LONDON, per Huntley Castle, entered Jan. 3.—merchandise—3 cases—L. Cousins and Co.; 250 packages tea—Rodocanachi and Co.; 11,082 packages tea, 20 cases brandy, 83 bales silk, 16 bales waste silk, 29 packages merchandise—Order.

From SHANGHAI to LONDON, per Wild Deer, entered Jan. 3.—Tea—156 chests—Heisch and Co.; 1159 chests—D. Dowie and Co.; 304 chests—Forbes, Forbes, and Co.; 241 chests—Brown, Shipley, and Co.; 503 chests—C. A. Dickinson; 25 boxes nankeens—A. Tideman; 6775 chests 4008 half-chests 3011 packages tea. 178 bales silk, 1 package ginger, 9 packages merchandise, 54 boxes gall nuts, 910 bundles 240 bales hemp, 7 cases brandy—Order.

From SHANGHAI to LONDON, per Zephyrus, entered Jan. 4.—7179 chests 2495 half-chests 3493 boxes tea, 192 cases gall nuts, 27 bales silk—Order.

Digitized by Google

From SHANGHAI to LONDON, per Golden Spur, entered Jan. 4.—12 boxes tea (in transit)—G. F. Carrington; 175 half-chests—Rathbone, Brothers, and Co.; 18 cases tea—Tyus, Thomson, and Co.; 846 chests tea (in transit)—F. Huth and Co.; 727 chests tea—Forbes, Forbes, and Co.; 7 boxes tea, 5 boxes ginger—Master; 294 chests 381 half-chests (in transit), 4802 chests 3579 half-chests 169 boxes tea, 42 bales silk, 3 packages merchandise—Order; 269 half-chests 436 boxes tea—Brown, Shipley, and Co.

SUNDRIES PER STEAMER "ARIZONA," FROM NEW YORK, FOR HONG KONG (VIA SUEZ CANAL).—DEC. 22, 1870.

MUNZINGER AND PITZIPIES.
25 hhds. tobacco, 1 box samples 42,755 lbs.
50 cs. tobacco 5,952 lbs.
40 hhds. tobacco 63,990 lbs.
100 bxs. tobacco 11,904 lbs.
1 case samples

PACIFIC MAIL S.S. COMPANY.
2400 boiler tubes

SUNDRIES PER "BENEFACTOR," FROM NEW YORK, FOR HONG KONG.—DEC. 16, 1870.

A. A. LOW AND BROS.
6 cs. carriages and fixtures
30 cs. varnish
200 cases petroleum 2,000 gls.
1 iron safe
4 cases medicines
52 bxs. scales
4 cs. scales
73 bdls. bags
100 cs. cond. milk 1,800 lbs.
10 cs. petroleum 100 gls.
28 cs. man. tobacco 2,150 lbs.
2 cs. stoves and fixtures
1 case electro-type plates
1 case sewing-machines
1 cabinet organ
1 case stove
1 case corn meal 105 lbs.
1 case medicines
1 case books
120 cs. preserved meats
10 cs. syrups
8 half-brls. pork
5 cs. cider
37 cs. medicine
4 cs. machinery
6 cs. furniture
3 cs. pain killer
2 pkgs. glass ware
8 pkgs. ginseng 1,562 lbs.
77 cks. ginseng 13,709 lbs.
200 cs. oil 2,000 gls.
2 trunks
4 brls. whisky
1 box fancy goods
1340 pcs. lumber
11 cs. oil
2 hhds. ship blocks
25 cs. condensed milk
1 sewing machine
15 brls. pork 3,300 lbs.
20 cs. turpentine 200 gls.
25 cs. scales
23 brls. butter 1,878 lbs.
64 pcs. pine plank
241 tons coal
300 brls. rosin
30 bls. duck 3,000 yds.
200 oars
150 brls. pork 33,000 lbs.
1 cask ale

G. A. FULLER.
2 cs. stoves
23 cks. butter 3,450 lbs.
10 kegs beef 500 lbs.
4 bxs. hardware
1 box yeast powders
1 box saleratus
33 bls. duck 6,420 yds.
2 brls. cotton twine 166 lbs.
12 pcs. oil cloth 1,976 yds.
13 cs. india-rubber goods
20 brls. rosin
5 brls. varnish 216 gls.
3 cs. scoops
3 cs. mineral waters
10 cs. spirits turpentine 100 gls.
3 cs. manfd. tobacco 428 lbs.
1 box hardware
2 bxs. refrigerators
2 cs. corn meal 200 lbs.
2 cs. hosiery 180 lbs.
5 half-brls. dried apples 415lbs.
1 cs. yeast powders
15 cs. preserves
2 pkgs. plated ware
2 cs. perambulators
350 cs. oars
6 cs. cabooses
1 box books
12 bxs. scales
1 cask glass ware
1 case brooms
2 cs. wooden ware
1 case hollow ware
6 cs. chairs
5 cs. matches
1 case hollow ware
3 cs. oysters
11 cs. preserves

EVERETT AND CO.
15 pkgs. groceries
37 pkgs. groceries
7 brls. butter 712 lbs.
1 pkge. corn brooms
1 box cod fish
1 box bitters
1 pkge shovels
4 bxs. fruit
2 bxs. milk
2 bxs. catsup
10 brls. butter 966 lbs.
1 case shell back

LANMAN AND KEMP.
105 bxs. perfumery
1 box medicines
25 bxs. advertising matter
7 cks. drugs
2020 bxs. perfumery
4 bxs. medicines

YOUNG AND CO.
11 cs. clocks, &c.
1 case syringes, &c.
2 cs. codliver oil
17 cs. scale beams
2 cs. whips
17 bdls. shafts
5 cs. leather
10 cs. varnish 200 gls.
5 cs. brown Japan 100 gls.
2 cs. machine wheels for kneading dough
10 tcs. hams 2,876 lbs.
1 case sewing machines

M. C. WITTE.
22 cs. scales
20 pkgs. ginseng 5,733 lbs.

ARCHER AND BULL.
84 cks. ginseng 10,820 lbs.

J. W. STEWARD.
59 cs. mfd. tobacco 9,976 lbs.

TUCKER, CARTER, AND CO.
36 pkgs. sail duck 2,963 yds.
30 cs. peaches
42 pkgs. lamps
107 bxs. clocks, &c.
500 cs. kerosene oil 5,000 gls.

ARTICLES OF IMPORT.

Although the markets have been reopened, but little business has as yet been transacted. The TEA Market has opened upon the whole favourably. Dealers are indisposed to operate extensively in the common grades, considering the present value very unsafe; for the better kinds, however, and for anything possessing quality, a good demand exists at full rates; 2,000 packages, ex recent arrivals, are announced for sale on the 9th inst. without reserve. Good useful to medium Black-leaf, ex late ships, has sold at 1s. 3d. to 1s. 6d.; Red-leaf at a sale on the 3rd inst. sold very cheap, at 1s. 1d. to 1s. 2½d.; ordinary to good common Black-leaf Congou just in is dull at 11d. to 1s., not being wanted.

For SILK there is a little more enquiry, chiefly for Taatlees and Taysaams, and a fair business doing in these silks at firm prices; beyond this the market is unchanged. In other articles of China produce no business has been done. COFFEE is very firm at 63s. to 65s. for Plantation, and 54s. for Native Ceylon. The SUGAR market has also reopened firmly; a floating cargo of Taal Manila, 800 tons, has been sold at 22s., duty paid, if taken for London, or 18s. ex quay, if ordered to Liverpool; also a landed cargo sun-dried Ilo Ilo, 26,000 bags at 27s. 6d., duty paid. In regard to other articles of produce there is nothing special to report; a small business has been done in Rice, Pepper, and Spices, in which former prices have been firmly maintained.

ARTICLES OF EXPORT.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,103
	„ Shanghai	115,380	58,640	56,835	274,853	29,296
	„ Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82,856	389,153	79,608
Total shipped during the year 1869 ...	To Hong Kong	25,120	18,570	13,803	35,920	54,836
	„ Shanghai	159,000	60,050	70,253	355,193	56,180
	„ Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Total shipped during the year 1868 ...	To Hong Kong	21,460	7,190	15,989	46,000	18,581
	„ Shanghai	125,080	64,710	51,510	304,520	33,560
	„ Japan	—	8,290	3,055	73,460	33,906
Total...		146,540	80,190	70,554	423,980	86,047
Do. do. 1867	To Hong Kong	27,520	10,390	13,266	60,940	10,890
	„ Shanghai	112,900	52,157	39,585	411,315	18,157
	„ Japan	—	17,170	3,151	166,410	12,538
Total...		140,420	79,717	56,002	638,665	41,585
Had arrived out when the last accounts left of this year's shipments	To Hong Kong	15,480	6,036	6,852	46,595	30,771
	„ Shanghai	92,900	46,290	39,734	220,583	22,296
	„ Japan	—	480	9,061	23,785	6,811
Total...		108,380	52,806	55,647	290,963	59,878

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov 12	Courage	Schmidt	Hong Kong	Callao
Dec 30	Maitland	Hunter	Foochow	London
— 29	Otto	Trosling	Batavia	Texel
— 21	Chispa	Amat	Manila	Cadiz
— 31	Elliot	—	Colombo	Scilly
Jan. 1	Harwich	French	Batavia, for Amstdm	Falmouth
— 1	Argo	Kuhnle	Do.	Do.
— 1	Emanuele	Messed	Rangoon	Do.
—	Wild Deer	Cameron	Shanghai	Off Penzance
— 3	Invincible	Beeching	Do.	London
— 3	Huntley Castle	Stewart	Shanghai	Do.
— 3	Golden Spur	Ronald	Do.	Deal
— 3	Zephyrus	Wickham	Do.	Do
— 4	British Constitution.	Shaw	Colombo	London
— 3	Eleutheria	Butchart	Galle	Sunderland
Nov 20	Miako	Anderson	Canton	Buenos Ayres
— 25	St prise	Hamilton	Do.	Do.
Jan. 5	Wave Queen	—	Rangoon	Queenstown

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec 27	Dunedin	McMillan	Yokohama	Glasgow
— 27	Dorothea	Hillman	Singapore	Cardiff
— 28	Hoek v. Holland	Vorsteeg	Batavia	Sunderland
— 26	Landbouw	Jansen	Samarang	Brouwershaven
— 26	Johanna Margaretha	Ruhaad	Batavia	Do.
— 29	Thames	Patteson	Singapore	Cardiff
— 28	Said (str.)	Laws	Penang	Liverpool
— 31	Hopewell	Parson	Hong Kong	London
— 31	Lumley Castle (str.)	Liston	Sing., H. K., &c.—S.C.	Do.
Jan. 3	Agnes (str.)	Worsley	Singapore, via S. C.	Do.
— 3	Daylight	Pearce	Cardiff and Shanghai	Do.
—	Ger Piet Servatius	Joode	Batavia	Amsterdam
— 4	Quito (str.)	Pinchon	Colombo, &c., via S. C	London
— 3	St. Petersburg (str.)	Black	Do.	Liverpool

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: John R. Worcester, Alumina, Eliza Shaw, Windhover, Silver Eagle. For Shanghai: Duke of Abercorn, Weymouth, Undine, Whinfell, Argonaut, Everest. For Hong Kong: Wm. Ritson, Ambassador, Burdwan, Chinaman, Falcon. For Sin-

Digitized by Google

gapore: Summer Cloud, Haidee, Wylo. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Sea Gull (str.), Abbotsford (str.), Tweed (str.). For Singapore, Hong Kong, and Shanghai: For Bangkok: Gleam. For Singapore and Hong Kong (via Suez Canal): Belgian (str.). For Penang: Frances Milly. For Batavia and Sourabaya: Orient. For Colombo: Thames. For Colombo and Galle: River Indus. For Colombo, &c.: Creswell. For Colombo, &c. (via Suez Canal): Olga (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Manila: Amigos, Estrella. For Singapore: Prince Arthur. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Albatross (str.), Agamemnon (str.). For Colombo, &c. (via Suez Canal): Scotland (str.).

At GLASGOW.—For Hong Kong: Lake Constance. For Manila: Dona Feliciana. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glendarroch (str.). For Colombo: Glenaray.

SPOKEN.

A. O. A. (brq.), Colombo to London, Dec. 29, 49 N., 10 W.
A FRENCH BARQUE, from China, a few days previous to Dec. 26.
WYK-AAN-ZEE, Amsterdam to Batavia, Dec. 24.
DEFENDER, Liverpool to Singapore, Dec. 18, 47 N., 10 W.
VISION, Callao to Singapore, 75 days out. Nov. 19, 12 S., 31 W.
CHARLES DICKENS, Newcastle to Galle, Nov. 26, 6 N., 26 W.
NAOMI, Cardiff to Singapore, Nov. 26, 6 N., 26 W.
KANAGAWA (Dut. ship), Batavia to Amsterdam, Nov. 27, 8 N., 27 W.
GEMINI, London to Singapore, Nov. 29, 25 S., 26 W.
SYDNEY EGGERS, Singapore to Liverpool, Dec. 13, 20 N., 30 W.
ISTAPA, London to Singapore, Sept. 10, 2 N., 20 W. [31 S., 37 E.
H. O. D. W. (James Johnson), Philippine Islands to Falmouth, Nov. 2.
MINDE (Norwg. brig), Amoy to New York, Nov. 18, 21 S. 1 W.

FREIGHTS AND CHARTERS.

Berth freights have been very quiet; with the new year some improvement may perhaps take place; rates remain about the same.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £39. For Shanghai: £40. For Hong Kong: £33. To Singapore: £27. For Galle: £26. From Newport, Cardiff, or Swansea, per ton—For Yokohama: £1 17s. 6d. For Shanghai: £2 2s. For Hong Kong: £1 12s. 6d. For Java 17s. 6d. For Singapore: £1 6s. For Galle: £1 5s. For Colombo: £1 3s.

CASUALTIES.

The Balnaquith, from Padang to New York, which put into Bermuda Nov. 28, leaky, had discharged about three-fourths of her cargo Dec. 14, the greater portion was badly damaged, and part of that which was stowed forward was worthless.

A report, either from Hong Kong or Foochow, received by telegraph from Galle, December 27, states that the Black Adder, from London to Shanghai, had been in collision with the French mail steamer Volga. Damage not known. A later telegram reports her arrival at Shanghai Dec. 11.

MISCELLANEOUS.

The Sanspareil (steam-tug), Robertson, for Singapore, via Suez Canal, which put back to Falmouth, Dec. 16, sailed thence, 29th, for her destination.

The Zoroaster, Baker, for Galle, which put into Falmouth, Dec. 27, with master sick, sailed thence, 29th, for her destination.

At PORT SAID.—Erl King (str.), from Shanghai, &c., and was to leave Dec. 26 for London. Diomed (str.), from Shanghai, and left Jan. 3 for London.

At ADEN.—Dec. 12, Oberon (str.), Burgoyne, from London, and left 13th for Singapore, China, &c.; 14, Erzherzog Friedrich (Austrian frigate), from Singapore.

At ST. HELENA.—Nov. 29, Maiden Queen, Ray, from Manila, for Liverpool; Compadre, Downward, from Batavia, for Falmouth; 30, Peter Dickson, Gadda, from Batavia, for Amsterdam; Dec. 1, Gladstone, Bowles, from Samarang, for Rotterdam; Loch Awe, Farquhar, from Java, for New York; 2, Glenallan, Shilston, from Manila, for New York; Scythia, Lawson, from Manila, for London; Haddington, Angove, from Foochow, for London; Bastiaan Pot, Zetteler, from Batavia, for Amsterdam; Eleanor, Prehn, from Amoy, for New York; 3, Tetuan, Arrazola, from Manila, for Liverpool; Sattara, Thomas, from Batavia, for Rotterdam.

Off ST. HELENA.—Dec. 1, Glasgow, from Batavia, for Queenstown.

At TABLE BAY.—Nov. 24, Sir Robert Sale, from Singapore.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

THE PHŒNIX
A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA,
EDITED BY
THE REV. JAMES SUMMERS,
Professor of the Chinese Language in King's College London.
No. 1. JULY, 1870.
SUBSCRIPTION £1 1s. PER ANNUM.
LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD STREET, E.C.

CHING CHONG,
SHIPCHANDLER & GENERAL STOREKEEPER,
HONG QUE,
SHANGHAI.

HOLLOWAY'S PILLS

SHOULD BE TAKEN FOR THE CURE OF DROPSY Females at a certain period of life become liable to this complaint, which first makes its appearance in the swelling of the feet, legs, and hands, and thus making strong inroads on the constitution. Numbers of dropsical patients, even when their cases were pronounced hopeless, have been cured by taking Holloway's Pills, and this medicine having stood the test of years as a certain remedy for this malady, no one so afflicted should delay giving it a trial. A time of life called the critical period is common to both sexes; when this is passed hale old age invariably follows. These admirable Pills are expressly adapted for that period.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA.....	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. — —
ALEXANDRIA. ADEN ..... BOMBAY.....	" " " " " "	Ever Tuesday, at 2 A.M. Commencing Dec. 20.
GALLE..... MADRAS..... CALCUTTA ... PENANG ..... SINGAPORE ... CHINA ..... JAPAN	Saturday, Jan. 7, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Jan. 17, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA ... NW. ZEALAND	Saturday, Jan. 21, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 31, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

REDUCED RATES OF FREIGHT.

Parcels—	To India.	To China, Japan, or Australia.
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

BRINDISI LINE.—Under arrangement with the Postmaster-General, the Peninsular and Oriental Company's steamers carrying H.M.'s Mails will, until further notice, leave Brindisi for Alexandria every Tuesday at 2 A.M. commencing 20th December, and Alexandria for Brindisi every Sunday on the arrival of the Mails from India, &c., commencing 25th December. The fares between Brindisi and Alexandria will be—First Class, £12; Second Class, £9.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Solar Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receives at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by ational Decrees of 7th and 8 of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

R cognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pletsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two Threadneedle-street, London, 1870.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

CANTON INSURANCE OFFICE

GENERAL AGENTS IN CHINA.

Messrs. Jardine, Matheson, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	London.
Messrs. Jardine, Skinner, and Co. ...	Calcutta.
Messrs. Remington and Co.	Bombay.
Messrs. Arbuthnot and Co.	Madras.
Messrs. B. A. Barretto and Co. ...	Manila.
Messrs. Daniell King and Co. ...	Sydney.
Messrs. Jas. Henty and Co.	Melbourne.
J. F. Crockett, Esq.	Singapore.

Insurances are effected by this office on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.

No. 3, Lombard-street.

TRITON INSURANCE COMPANY.

GENERAL AGENTS IN CALCUTTA.

Messrs. Jardine, Skinner, and Co.

BRANCH AGENTS.

Messrs. Matheson and Co.	London.
Messrs. Jardine, Matheson, and Co....	China.
Messrs. Remington and Co.	Bombay.
Messrs. Binny and Co.	Madras.
Messrs. Guthrie and Co.	Singapore.
Messrs. Armitage Brothers	Colombo.
Messrs. Todd, Findlay, and Co. ...	Rangoon.

Insurances are effected by this Company on goods from the United Kingdom to India, China, Japan, and Australia, at the current rates of premium.

All claims for loss or average under the policies made payable either in London or abroad, as may be arranged with the assured.

MATHESON and Co., Agents in London.

No. 3, Lombard-street.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.

Hong Kong and Shanghai.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the Nationa. Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

MDLLE. LIEBHART will sing Mr. WRIGHTON'S New Song, "NORAH, SWEET NORAH," at her coming Concerts.

NEW YEAR'S CHIMES. A New Song. Words by Miss ELLEN BURNSIDE. Music by W. T. WRIGHTON (beautifully illustrated title). 3s., free by post for 18 stamps.

THERE'S A SWEET WILD ROSE. Vocal Duet. By the composer of "What are the Wild Waves Saying?" &c.—"A very charming duet."—Vide "Stamford Mercury." Free by post for 24 stamps.

THE TWILIGHT HOUR HAS COME. Duettino for two voices. By the Composer and Author of "Hark! the Goat Bells Ringing." 4s.; each free by post for 24 stamps.

LA VIVANDIERE. Quadrille pour Piano. Par AGNES. Finely illustrated.

THE LIGHTS FAR OUT AT SEA. New Song. By ALFRED SCOTT GATTY. 3s.; free by post for 18 stamps.

SWEET NORAH WALTZES, for the Pianoforte. By C. H. R. MARRIOTT. Finely illustrated. 4s.; free by post for 24 stamps. Also his "Louise Quadrille;" same price.

ROBIN. Song. Written and composed by ANNE FRICKER, composer of "Fading Away," "I Built a Bridge of Fancies," &c. Finely illustrated. 3s.; free by post for 18 stamps.

THE LOUISE QUADRILLE. By C. H. MARRIOTT. "Thousands will purchase this quadrille for the sake of the frontispiece, which is one of the most elegant we have ever seen."—Vide "Worcester Herald." Bids fair to rival the "Osborne Quadrille." Post free for 24 stamps.

London: Published only by ROBERT COCKS and Co., New Burlington-street, and of all Musicsellers.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles

CHANDELIERS in Bronze and Ormolu

MODERATOR LAMPS and LAMPS for INDIA,

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.

Established 1807.

MR. GUST. G. JOSEPHSON has this day been admitted a PARTNER in my FIRM, which will henceforth be conducted under the style of EMIL OPPERT and Co. EMIL OPPERT.

27, Leadenhall-street, E.C., London, January 1st, 1871.

NOTICE.

I HAVE this day ESTABLISHED myself here as MERCHANT and COMMISSION AGENT. HENRY GRIBBLE.

Nagasaki, 11th August, 1870.

MY BUSINESS will in future be carried on under the style of LANGDON DAVIES and Co. C. LANGDON DAVIES.

Hong Kong, Sept. 1, 1870.

HOLDSWORTH'S SILK TABLES.

A few Copies on Sale at Half-a-Guinea each. Apply at the Office of this Paper.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January, 1871. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIEGO, MATTHEWS, & Co
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo ...	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C (Over the JERUSALEM)

Digitized by Google

BRITISH INDIAN EXTENSION TELEGRAPH COMPANY

(LIMITED), AND

BRITISH AUSTRALIAN TELEGRAPH COMPANY

(LIMITED).

The CABLE between MADRAS and BATAVIA having been successfully laid, is NOW OPEN FOR TRAFFIC at the following rates for Twenty Words :—

From London to Penang	£4	4	0
" " Singapore	5	0	0
" " Batavia	6	2	0

One Shilling extra from all provincial Telegraph Stations in the United Kingdom. Half the above charges for every additional Ten Words. Messages for China or Japan forwarded by weekly Mail Steamers from Singapore on payment of 1s. 6d. additional for Postage.

During the temporary interruption of the Falmouth Company's Cable, and of the communication through France, messages may be directed via Holland and Malta.

By Order.

66, Old Broad-street, January 4, 1871.

OVERLAND ROUTE VIA MARSEILLES.—COMPAGNIE DES MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Dec. 25, January 22, February 19 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

To Alexandria fortnightly, from the 8th of Dec.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Compagnie des Messageries Maritimes de France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL.—STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shang	Tweed, s.s. via Suez C.	A1 18 yr.	SWID	Jan. 16
Do.	Erl King, s.s.	8 in A1	SWID	Feb. 20
Hong Kong .	Windhover ..	A1 16 yr.	SWID	Jan. 25
Do.	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Everest	A1 13 yr.	SWID	With des.
Yokohama...	Alumina ...	*A in A1	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

Steam via the Suez Canal. To sail January 25.

DIRECT for SINGAPORE, YOKOHAMA, and HIOGO, proceeding to NAGASAKI, if sufficient inducement offer, and taking cargo for transhipment to BATAVIA, at a through rate, the splendid new full-powered Screw-steamer EMERALD, A1, 80, at Lloyd's, 560 tons register, 350 horse power, effective, East India Docks. This fine vessel has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang.	Abbotsford ...	A 90	1050	E.I.D.	Jan. 10
Do.	Enterprize ...	A 100	1590	E.I.D.	Jan. 20
Do	Craigforth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS :—

Destination.	Ships.	Class.	Dock.	Date.
		From LIVERPOOL.		
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.
		From LONDON.		
Do.	Orient	+ 3-3rds LII.	London	Jan. 20.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam via the Suez Canal.—To sail on the 31st January.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer. the splendid new full-powered screw steamer CHEOPS, A1, 1,150 tons register, 150-horse power nominal, W. S. CROWDACE, Commander; East India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail January 15.

FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON, via Suez Canal, last shipping day Jan. 27, for PENANG, Singapore, Hong Kong, and Shanghai (taking goods at through rates for Batavia, Samarang, Sourabaya, Macassar, and Japan, at shippers' risk), the splendid new Clyde-built, full-powered steamship GLENDARROCH, 1,500 tons register, 900-horse power effective, 100 A1 (highest class) at Lloyd's, E. W. BERRYMAN, Commander; will load in the East India Docks.

The attention of shippers and passengers is particularly directed to this very fine vessel, which has just been built by Mresss. A. Stephen and Son, of Glasgow, expressly for the China trade, and engined by Messrs. J. and J. Thomson, combining every modern improvement both in hull and machinery, and from her fine model it is confidently expected that she will prove a very fast steamer.

For Freight or Passage (having elegant accommodation for a limited number of passengers), apply in Glasgow to THOMAS SKINNER and Co., 12, Gordon-street; or to Messrs. Wm. Ross and Co., Royal Bank-place; in London to THOMAS SKINNER and Co., 17, Gracechurch-street. To be immediately followed by the new s.s. Glensannox.

With immediate despatch.

FOR SHANGHAI, direct, the Clipper Ship WEYMOUTH, AAI, 829 tons register, S. W. GIBSON, Commander; loads in the East India Docks. This ship has made some of the fastest passages hence to Shanghai on record, and is noted for discharging her cargo without damage.

For Freight or Passage, apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under :—

Name	Tonnage	To Sail.
Alnwick Castle ...	1,552	Jan. 15
Atholl	1,395	Feb. 1
Volante	1,261	Feb. 15
Galata	816	Feb. 28

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess. For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, E.C.

SINGAPORE, CHINA, and JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under :—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.*	Sea Gull, s.s.	100 A1	E.I.D.	Jan. 10
Do.	Vaguard, s.s.	90 A1	E.I.D.	Feb. 5
Do.	Vixen, s.s.	A1 18 yr.	E.I.D.	Feb. 20
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Hong Kong..	Chinaman ...	A1 14 yr.	E.I.D.	With des.
Yokohama (Kanagawa)	Eliza Shaw..	A1 17 yr.	E.I.D.	With des.

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

All goods must be alongside not later than the 22nd January, and be distinctly marked for their port of destination.

DIRECT FOR COLOMBO, MANGALORE, CALICUT, and COCHIN, the splendid fast-sailing ship, CRESSWELL, A1 13 years, 464 tons register, L. WHITE, Commander; South West India Dock. This magnificent clipper will be the last to leave during this season for the Malabar Coast. Intending shippers should make early application to have room reserved.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

THE STRAITS TIMES.—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS JAVA, BORNEO, SIAM FRENCH COCHIN CHINA, CHINA and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of ships builders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Monday, Jan. 9, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 385.] LONDON, THURSDAY, JAN. 19, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1871.

Subscriptions for the Current Year, at £2 2s., are now payable; Post-office Orders, Cheques, &c., to be drawn to the order of James West, Publisher, 2, Cowper's-court, Cornhill.

MAIL TABLE FOR 1871.

THE Table, showing the Arrivals and Departures of Mails, can be obtained at 1s. per copy; mounted on card, 1s. 6d.

CORRESPONDENCE by the French Mail to China, Japan, &c., must be marked and stamped "Per French Mail, *via* Brindisi." The post closes in London on the 20th.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Ceylon*, from Southampton, Jan. 7.—To Hong Kong: Mr. J. W. Boyd, Captain John Roskell. To Singapore: Mr. H. L. Porteous. To Batavia: Mr. Degentje. To Ceylon: Mr. and Mrs. J. Halliday, Mr. A. Maclean, Mr. W. Cooper, Mr. H. B. Christie, Mr. W. C. Vanderspar and one second-class passenger.

Per P. and O. steamer *Salsette*, from Brindisi, Jan. 17.—To Shanghai: Mr. and Mrs. J. H. Evans.

Per P. and O. steamer *Bangalore*, from Southampton, Jan. 21.—To Shanghai: Mr. M. O. Fitzgerald. To Hong Kong: Lieut. the Hon. F. G. Crofton, Mrs. Hughes, Miss Burke. To Singapore: Miss Cooke, Mrs. G. F. Hose and two children.

From Malta.—To Ceylon: Mr. L. Torin.

Per P. and O. steamer *Candia*, from Brindisi, Jan. 31.—To Ceylon: Mr. T. Wright.

THE P. and O. Co.'s steamer *Pera* arrived at Southampton on the 18th—four days late, her screw being damaged. She brings 100 passengers from India and China. From Malta to Gibraltar the *Pera* experienced a terrific gale, lasting six days, and across the Bay of Biscay a furious south-westerly gale, the hail and lightning doing considerable damage to the ship.

LATEST TELEGRAMS.

QUIET RESTORED IN CHINA.

FOREIGN-OFFICE, JAN. 12.—A telegram, dated Peking, Dec. 31, has been received to-day from Mr. Wade, stating that all was quiet; that the last news from the ports was satisfactory; and that the story of a chapel having been destroyed at Newchwang was not true.

COMMERCIAL.

JAVA.

(RECEIVED JAN. 14.)

BATAVIA, JAN. 13.—The coffee crop is finished. Sugar, No. 14, f.16¾; no stock. Rice (white), first quality, f.155 to f.160 per koyang. Gum Damar, f.28 per picul. Indigo per half kilo., f.4⅞. Arrack, per cask, f.80 to f.85. Piece goods without transactions; prices unaltered. Freights to Holland, f.75. Exchange on Holland, f.102½.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED JAN. 12.)

SHANGHAI, DEC. 31.—Grey Shirtings, 6½, 8¼ lbs., Tls. 2.15, flat; Cotton, Shanghai, Tls. 13. Tea: Black, steady, but not active; Green, limited demand. Silk: Nothing doing. Exchange on London: Bank bills, six m.s., 5s. 10d.

HONG KONG, JAN. 4.—Grey Shirtings, 6½ catties 8¼ lbs. $2.60; Cotton Yarn, 16-24, $105, declining. Tea: Quiet; little inquiry; total export (China and Japan), 111,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4d. Latest London date, Dec. 13.

STRAITS SETTLEMENTS.

(RECEIVED JAN. 13.)

SINGAPORE, JAN. 11.—Gambier, $2.85; Black Pepper, $9.60; Tin, $32; Exchange on London: Bank bills, six m.s., 4s. 4¾d.

THE FRENCH ADMIRAL IN CHINA.

The French papers publish the following intelligence from China, which does not agree with our own accounts:—

Rear Admiral Dupré, desiring to put an end to Chinese fanaticism, has demanded an indemnity of two hundred and forty millions for the victims of the late massacre. The admiral has besides demanded the demolition of the fortress of Taku. As a national satisfaction he claims the heads of three mandarins guilty of complicity or indifference. Admiral Dupré was preparing to attack the ports in the Chinese Empire, and only awaited to commence his operations the arrival of the iron-clad corvette *Alma*, which was at the end of October at Singapore, ready to start to reinforce the admiral in the north of China. Numbers of Prussian prizes were moored at Saigon, mostly large fine vessels richly laden, and more were arriving constantly.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(VIA SAN FRANCISCO TO NOV. 23.)

The following items are from the *Japan Mail*:—

The Government is slowly, but we trust surely and discreetly, proceeding with those transformations and modifications of the national institutions which the abolition of the Shiogoonate has rendered necessary. Prior to the Revolution the hold of the Central Government on the Daimios was weak, and its liability to serious disturbance very great and constant on this account. The main object, therefore, at present seems to be to strengthen itself as much as possible by the substitution of officers appointed directly from Yedo for those chosen by the ex-Daimios, or "Chihanji," as they are now called. It is, of course, natural that this process has to be done with great discretion and tenderness, and only when the internal condition of a district is such as to afford a fair pretext for the change; but the Government will assuredly lose no opportunity of enforcing its views in this respect whenever it can do so safely. The process of transformation must and indeed should proceed slowly; for honest and experienced officials are required to ensure its steady working, and these are as rare in Japan as in all Asiatic countries.

The Government are paying great attention to the military and naval organisation of the Empire. They have drawn up regulations fixing the staff of officers for each regiment and ship, with statements of their rank, pay, &c., as well as rules for the pay and pensions of the common soldiers and sailors. A naval school is shortly to be established, and a proclamation has been issued inviting students to join it. Some of our readers are perhaps aware that a measure has been passed, ordaining that one fifth of the revenues of the Han, after deducting the personal allowance of the Chiji, shall be paid into the exchequer for the maintenance of a national Army and Navy, under the immediate control of the Mikado's Government. Already the ci-devant Daimios, such as Chosiu, Satsuma, Higo, &c., have given up their serviceable ships of war to the Mikado, and therefore there is now but one, the Imperial, Navy in Japan.

The new Italian Minister, Conte Fe D'Astiani, has been presented to the Mikado. After the ceremony, his Excellency was entertained at a banquet given by the Japanese Ministers.

The loss of the *Captain* has caused considerable excitement among the sea-going population of Yokohama. A subscription has been got up for the widows and orphans by Captain Purvis, the harbour-master, and it is to be hoped that he will have a very creditable sum to transmit to the Committee in England. A concert is also to be given in aid of the wounded during the present war. The matter will be entirely under the auspices of the German residents, and as their musical qualities are well known a pleasant evening is anticipated.

Mr. Morel, engineer-in-chief of the Railway Department, has left for Kobe, for the purpose of inspecting the progress made by the district engineers there, and placing the works connected with the Kobe and Osaka section on the footing arranged for at the recent conference.

RECEPTION OF MR. SEWARD BY THE MIKADO.

The Yedo correspondent of the New York *Tribune* reports, with very evident pride, a mark of unexampled honour which has just

Digitized by Google

been conferred upon Mr. Seward by the Mikado—his reception in personal interview upon terms of almost perfect equality. Mr. Seward, who is at present on a tour through Japan and China, had set his heart, the *Tribune* correspondent informs us, upon an interview with the Mikado, and Mr. Delong, the United States Minister, spared no pains to have his wish gratified. But the Japanese Minister had a difficulty. Mr. Seward they knew. When Secretary of State he had prevented the sale of the *Stonewall* to the Tycoon, and by permitting the Mikado to get possession of her, had materially assisted him in making himself master of Japan. Besides, his mediation with Russia might be of use in the Saghalien question. Both gratitude and interest therefore counselled an extraordinary effort to retain his friendship. But who was Mr. Randall, ex-Postmaster-General, who accompanied him? Ought the same attentions which were shown to Mr. Seward to be extended to him, or might he be treated with less consideration? The Ministers were puzzled, and they hesitated to ask Mr. Delong. In their difficulty they hit upon a middle course, and invited both gentlemen to a breakfast at the Foreign Minister's. The invitation was declined, and Mr. Randall, who got wind of the perplexity of the Japanese officials, felt his dignity so offended that when, after much delicate diplomacy, the interview with the Mikado was at length granted, he pouted and refused to go. The momentous question still remained to be settled how the interview was to be conducted. There was no precedent to fall back upon. The visit of the Duke of Edinburgh was not in point. For he was a Royal prince, and a captain in the British navy as well; while Mr. Seward was only a plain citizen travelling without even official rank. After much cogitation, an exact programme was arranged. A plan of the ground floor of the pavilion in which the interview was so take place, with the position of every participant directly indicated, and a copy of the remarks the Mikado intended to make, was furnished to Mr. Delong. In return he supplied copies of what he and Mr. Seward proposed to say. On the appointed morning the two Americans were taken in carriages from the United States Consulate to the interior wall of the castle, and were then conducted through a series of beautiful gardens, where "miniature groves and mountains, temples and shrines, lakes and cascades, smiling lawns and mimic wildernesses surrounded them on every side." At every turn of the path the visitors were met by members of the Foreign-office, or of the Mikado's household, who, after appropriate greetings, joined the party, which at length increased to the magnitude of a small procession. At ten o'clock refreshments were served in a summer-house, and then the guests were conducted to the Royal pavilion. "The Mikado remained seated during the interview, but he was entirely unveiled by screen or curtain. Up to this time even the foreign Ambassadors had only been allowed to look upon a part of his person at a time—the lower extremities or the face being always concealed; and, instead of being surrounded by ostentatious emblems of power and supremacy, his only visible attendants were a single guard and the officer who supplied him with the manuscripts containing his share in the conversation." This share was brief enough. Mr. Delong first saluted him, and, after he had replied, the Minister presented Mr. Seward. The Mikado expressed his satisfaction at Mr. Seward's safe passage "across the great ocean," and then said: "You have been so long connected with the Government of the United States that any suggestions you can make towards promoting friendly intercourse between Japan and the Treaty Powers I trust you will freely make to the Prime Minister.' Mr. Seward replied that he held no official position, but that he would gladly exchange information and suggestions with the Prime Minister. A few complimentary remarks from the Mikado to Mr. Delong after this closed the interview. The party was reconducted through the castle grounds, and another collation was served up to them before they took their departure.

CHINA.

—o—

SHANGHAI.

The college, under the presidency of the Rev. Dr. Martin, is again on the rising tide of prosperity. It has a corps of nine professors, five foreign and four Chinese, and there are now under instruction in the several departments about fifty pupils. It was the original intention of the Government to make the schools south tributary to the college, and several years since five young men were admitted from Rev. Mr. Allen's school at Shanghai, but we hear the others of that school have found employment under Ting Futai, and are not expected to apply for admission here. What is doing at the Canton school we have not heard, but fear the college in the future will have to get its supplies immediately from the Tartar and Chinese youth of the capital.

SIAM.

—o—

BANGKOK.

The *Siam Advertiser* says that advices from Wat Bote confirm the fact of splendid rice crops in that vicinity, and all along the line of travel to that place. Paddy was selling at Wat Bote for 20½ ticals per coyan of 2,160 kanans. The purchasers of Wat Bote were at the additional expense of 1½ tical per coyan to have the paddy brought to the landings where their boats stop.

Some confusion having arisen concerning the value of lead and copper coinage, the same paper has been requested, by a Siamese official, who is a good authority on the subject, to state that the Government has issued a proclamation, establishing the smaller lead coins at forty for one fuang, the larger lead pieces at sixteen for one fuang, and the copper pieces at eight for one fuang. In other words, there is to be no deterioration in the value previously given them by the Royal Proclamation at the commencement of the present reign.

There is a smaller copper piece of half the value of those that are eight for one fuang, but how extensively they are in circulation is not known.

Some time since Sir John Bowring, on behalf of Siam, negotiated for them a commercial treaty with the Governments of Sweden, Belgium, and Italy. The two former treaties have long since been ratified, and have gone into effect. The Siamese Government, for reasons which we do not know, would not confirm the treaty negotiated with Italy. We learn, however, that the Italian Government has appointed a special Ambassador, who is now hourly expected to visit the Court of Siam, and negotiate a treaty of commerce that will be mutually satisfactory.

A new canal is to be cut connecting Bangkok and Ayuthia. This is a step in the right direction. This canal will render the entire plane between the Bangpakong and Chow Phya rivers susceptible of paddy cultivation, make Bangkok a still greater rice port, augment the wealth of the paddy cultivators, and add largely to the Government income.

The *Una*, loaded with sugar machinery for the Sugar Company of Hong Kong, will visit Bangkok to supply the machinery for the proposed Sugar works for this Company which are to be erected at Lakaunchaisee. The vessel will visit Saigon also. At this place the same company has an establishment, and another at Manila.

If this company proves a success in Siam, and we see no reason why it should not, if the Siamese Government will only give it a fair chance, we see the way clear for a steamer to run regularly between this port and Hong Kong, and this measure will be fraught with immense benefit to Siam. Why should there not be likewise a railroad connecting Bangkok with Maulmain and Rangoon on the east and Saigon on the west? Such a road would bring new regions under cultivation, and facilitate the transportation of the produce of mines and of the soil to ready and remunerative markets.

The only "domestic" occurrences that we note are the marriage of the son of H.E. the Kalahomo to Miss Koon Prom, the daughter of Phya Maha T'ep, and the report that his Majesty the King is now the father of three children, though he has but just past the seventeenth year of his age. Each of these were of course born of a separate mother.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

"When they *do* agree on the stage, their unanimity is wonderful," writes Sheridan in *The Critic*, and we are forcibly reminded of the truth of the speech put into the mouth of Mr. Puff on that occasion by the accounts which have been sent to us of the last meeting of the Legislative Council before the departure of Sir Harry Ord on a tour of observation. The Governor, with singular felicity, improved this opportunity by disarming the oldest and staunchest opponent of his policy, the Chief Justice, by a complete douche of compliments and congratulations, which contributed much more to the hilarity than the dignity of the Assembly, and evidently surprised the recipient of these formal courtesies as much as they amused the House. The Chief Justice was, however, fully equal to the occasion. He returned thanks in a style quite as sincere, and a little more florid, than that of the Governor for the honour that had been enjoyed by him in being the devoted coadjutor of so distinguished a man in times so fraught with anxiety to the colony, the welfare of which was, as everybody agreed, the dearest object of the Governor's heart. If the Chief Justice had ever appeared to act in opposition to the Governor, he begged it to be noted that he had only done so in "a Pickwickian sense." And with this ceremonial parting the meeting came to a decent end, the Councillors having recovered their gravity by a violent effort, and the Governor took his formal farewell. It may be questioned, however, whether more real respect would not have followed him home if he and his Council had parted on terms of candid and conscientious opposition rather than in a style of transparently-affected cordiality which imposed upon nobody.

PENANG.

The *Penang Gazette* advertises the tariff of charges for the transmission of messages of twenty words to the stations in various parts of the world with which the British Indian Extension Telegraph Company is in communication. The cost of a short message to Singapore will be $3.90, and to the United Kingdom $20.30; London, $20.20; France, $19.60; Germany, 20 cents more, and Batavia and India, $9.20. Penang will be within two or three minutes of Singapore.

The same paper says that his Honour the Chief Justice is about to retire from the post he has filled so long, so ably, and so honestly, and that he leaves in March next. Sir William Hac-

Digitized by Google

kett of course will succeed him, and some barrister from England will be appointed Judge of Penang.

Penang experienced a very high tide on the nights of Nov. 22 and 23. Beach-street was in many parts flooded, and nearly all the drains in the other parts of the town were overflowed.

THE FOREIGN RELATIONS OF CHINA.

(Condensed from the *Edinburgh Review*.)

From Kiachta, on the borders of Western Mongolia, to London a message can now be sent in less than twenty-four hours; and the transit of travellers from London to Peking may now be securely done in six or eight weeks, either by land or by sea. So vast a change in the relations of time and distance could not fail to effect a corresponding change in the relations of China with the rest of the world. But a few centuries ago her people might rejoice in their isolation and security, until at length the whole of Eastern Asia fell under their sway. Even the Japanese came from the isles beyond their coasts to borrow a written language, a religion, and a philosophy, and in doing so offered the sincerest homage. The Chinese people are well versed in these great facts; and their traditions are the source of those pretensions which we are too apt to despise as the mere caprice of barbarism. But they are facts and realities not to be put aside by superior intelligence, or blotted out by treaties, though countersigned, at the dictation of a foreign Power, with the vermilion pencil. If merchants and missionaries in China had devoted a little more of their attention to the study of the people, they would have made much more satisfactory progress in overcoming the obstacles in their path—each in their separate calling. The course of time has not often brought about a stranger revolution in the destiny of nations than is disclosed now that China, which gave in long past ages the three great discoveries to Europe, by which the nations of the West have mainly achieved their superiority—the compass, printing and gunpowder—and also bestowed on us three of the greatest luxuries, silk, porcelain and tea—must receive the law from the descendants of the Teuton and the Celt. We may well look with some patience and forbearance at the wry faces the Chinese make under the process.

The one great end of our intercourse with China, and the sole motive for any political relations with its rulers, is our commerce. If the Indian and Chinese markets were shut against us, our workmen would have to starve, or pinch as infallibly as if some convulsion of nature had cut us off from the vast corn lands of the Mississippi Valley, or of Southern Russia. A vast deal more therefore is at stake than the interests of a comparatively small number of merchants bent on making a fortune rapidly, and not two scrupulous abut the means. The trade of Great Britain and its dependencies with China employs a vast capital, and gives profitable employment to more than seven thousand ships under the British flag, with a tonnage of three million and a third of tons. If one or more ports of registry in China for British ships, and a law of partnership with limited liability, were provided by the legislature, these figures would be largely increased. For want of these nearly the whole of the steamer traffic and carrying trade on the Yangtsze is forced into the hands of foreigners, chiefly Americans.

In order to compute the importance of our trade with China we must take into account the amount of British and Indian revenue derived from it. By the last year's revenue returns, the duty levied on tea, at the rate of 6d. per lb., produces £2,643,226 towards the whole revenue of £21,529,000 raised by the Customs. By the Indian returns we find the revenue from opium, the great bulk of which is exported for Chinese consumption, estimated at an average of from six to seven millions sterling. The proportion our trade in British manfactures to China bears to our commerce with other countries is insignificant at present, only amounting to £7,000,000 out of £100,000,000, but, as Sir Rutherford Alcock has pointed out, it has a constant tendency to increase at the average annual rate of £3.500,000. We cannot, therefore, wisely confine our views to the present, and ought not, by a short-sighted economy or any mistaken policy, to risk all that is prospective. The trade in cottons and woollens from our looms is susceptible of almost unlimited extension; and nothing more is required to this end than a better understanding with the Chinese Government to facilitate the transit of foreign goods into the interior. It might have been better if the merchants, in their memorials, had limited their demands and concentrated their efforts on this one great desideratum. Great innovations involve many considerations, economical and political, as well as international, and time and patience will both be necessary.

Our trade with China, it must not be forgotten, helps to maintain steam communication throughout the East. If the opium trade were to cease, we should have to provide £11,000,000 to pay in part for tea and silk exported from China—not, as now, by means of a British product forwarded in national vessels, but by means of bullion purchased in the American States, and transmitted across the Pacific. An important link which binds Eastern trade to the United Kingdom would be broken, and another would be forged in the chain "which is soon firmly to connect China with the United States." Although this expression was used by a Shanghai merchant in defence of the opium trade, it is not less applicable to the trade generally and its bearing on Imperial interests. Of trade and its hindrances, thanks to the attempted revision of the Treaty of Tientsin, the public has heard from the several mercantile communities and chambers of commerce located in China enough to remove all ignorance of the main facts. The hindrances are numerous, no doubt, and some of them might be removed at once if the Chinese Government could be induced to take the necessary steps. But others appear to be irremediable while the country remains in its present state, torn by insurrection, miserably misgoverned, and with a thoroughly corrupt administration. There is, indeed, a very general feeling among the mercantile bodies located in China that the Chinese can be forced to do anything foreign Powers may, with sufficient determination, demand, without provoking such resistance as leads to war; but even force has its limits when applied to a Government such as China at present possesses, or the whole may either collapse or be crushed by the process.

The main grievance of the merchants lies in irregular and excessive inland taxation. Many attempts have been made to remove this, but they have all failed for the obvious reason that they involve the alteration of the whole fiscal system of a vast Eastern Empire for the benefit of foreigners. Equally unreasonable are the imperious demands made by the merchants for the instant adoption of railroads and telegraphy, for the working of mines by foreign skill and machinery, for inland residence and the right of acquiring real property in the interior with all the privileges of extra-territoriality, for steam navigation through inland waters, &c. But, if the Chinese are averse to such sweeping changes, are we to deny them any voice in matters affecting the welfare and destiny of their whole nation? Or will the British nation feel justified in going to war for the purpose of compelling an Eastern race to be civilised after our Western methods? It may be that the opposition to all these modern innovations comes, as alleged by the merchants, from the mandarins and literati exclusively. We believe it does. But are we to thrust aside the whole of the educated and ruling classes, and leave the Government of the country to take care of itself, while we lay down our rails and telegraphic lines? Time may be much better employed in considering by what means material progress may be made than in going over the irrational proposals that have emanated from the open ports in China for the compression or expansion of China into a mould that would meet their views or further their interests.

To many, we doubt not, what we are now going to say may seem paradoxical and utterly improbable as a matter of fact. Nevertheless, we say it with entire conviction of its truth. The main obstacles to any material improvement in China come from without and not from within. It is the foreigner, not the native, who creates the chief difficulty. We say "the foreigner," and he is not of one class or nation. Merchants, missionaries, and Governments, all supply their quotas. They all help to fill up the witches' cauldron, the overflow of which is seen in such murderous outrages as Tientsin has lately witnessed. The Chinese have an antipathy to all foreign races. With such a fund of instinctive dislike in all classes and more active elements of hostility constantly working in the hearts of the whole mandarin and educated classes, is it not plain that so much "latent heat" cannot fail to be a perennial source of danger? At Tientsin, where the culminating horror was perpetrated, there can be no reasonable doubt of the culpability of the mandarins, and the blood of the murdered may justly be laid to their charge.

We are thus brought to the greatest difficulty, and by far the gravest cause of anxiety. Of all the dangers which menace our position in China, and the difficulties which surround the representatives of Foreign Powers, there are none to be compared with those created by the missionary question. If there were no missionaries in China, the merchants would bring their share of discord, and elements of danger. The importation of opium, the exportation of coolies, and many other griefs of the Chinese authorities and people would make trouble. Space will not allow us to go fully into the missionary question, or discuss the details of the Tientsin Massacre; but the whole order of proceeding, with the result, appears little better than a mockery of justice. Chung How himself was so much implicated that it is an insult to have sent him to France with a mission to make the peace of the Chinese Government. But the danger created by the missionaries—the Roman Catholic missionaries especially, under the protectorate of France—has done more than all else to create a state of things very inimical to the maintenance of peaceable relations. So far as trade is concerned—trade simply, and without political or missionary accompaniments—the Chinese as a nation are well disposed. They—that is the ruling classes, and people not directly engaged in it, do not desire foreign trade, and, if they had a free choice would certainly shut it out. But, as things are, they are willing trade should be carried on if they are not pushed too far or too violently in the way that foreign merchants would have them compelled to go. What are we to promise ourselves as the result of any refusal to acquiesce in this neutral policy, and the adoption of measures to force them in a different course? We have heard so much of our difficulties in China that of late the public press has returned again and again to the subject, asking with a painful iteration—"What is to be done with China? What shall we do with China?" We cannot help recalling the answer given by Lord Melbourne to a similar in-

Digitized by Google

quiry in a home difficulty—"Can't you leave it alone?" Can we not leave China alone, so far as any effort is concerned to force upon her what some Utopian philosophers call "progress and civilisation?" When our trade is in question, or the lives and property of those engaged in it, we have a clear course before us; but the conditions become complicated and confused if we adopt schemes of civilisation and progress, and superadd to them religious propagandism and the conversion of the heathen. It is very difficult to say where any one of these allied objects may land us.

Our views on the present situation and more immediate prospects in China are easily summed up. The halcyon days of rapid fortunes have passed never to return. Trade increases, but passes more and more into Chinese hands. Foreign merchants are gradually disappearing, except from the larger ports, and at these, such is the increase of competition that the most fortunate are simply able to pay their expenses. None are making fortunes save those who have no capital to lose, and call themselves bill-brokers. Since the massacre of Tientsin our position in China has greatly changed for the worse. We are now only safe so long as we are not attacked, and, day by day, those now resident in the country take their chance of this only too probable contingency. Measures in anticipation of danger must be taken if any real protection is to be secured. The best deterrent of crime and treachery in China is undoubtedly the known strength to resist, or the power to punish. Through the Chinese rulers neither of these will ever be secured. All that has been done by the Chinese Government has been illusive and inadequate. If the French were in a position to act alone, they would for a time beat all conceit out of the most obstinate of the Celestial race, and inflict a lesson that would leave little to be desired, as to effectiveness. But, if France were left to act alone, great mischief would inevitably follow; and it is probable that, in the present state of that country, she will be unable to act at all. Already much evil has been caused by the domineering spirit and intermeddling policy of the French agents, as well as by the ultramontanism of the missionaries under their protection. It would be utterly destructive of all hope of maintaining peace or amity with either Chinese rulers or people, and would pave the way for the disintegration of the Empire, or its partition among the foreign Powers, if China were compelled to accept such terms of peace as it might please France, in her own political or missionary interest, to dictate. After all, however much we may regret their chronic state of antagonism, it is impossible not to admit that the Chinese ruling classes may not be wholly wrong if they conceive that a nation of some three or four hundred millions was not made merely for foreign trade, and that foreign nations and merchants might grow rich, or even that foreign statesmen and political philosophers might enjoy, free of cost, a new and vast field for experiments. They may be pardoned if they sometimes feel—and feel strongly—that every other interest and object in the Empire should not be wholly subordinated to their commercial relations, or the nation governed entirely and exclusively by the demands of foreign merchants or the will of Foreign States.

THE DUTCH RULE IN JAVA.

SOME days ago a telegram was received from Batavia, stating that the Governor-General, Mr. MYER, had suspended the decrees respecting the Government reforms in the Preanger regencies, owing to the First Chamber of the States-General in Holland having rejected the East India Budget. The decrees alluded to were, however, promulgated by the Governor-General so hastily that, according to the *Bataviasch Handelsblad*, the population in these regencies had already arranged themselves according to their tenor, and, of course, general dissatisfaction will prevail. The natives have to pay for the bad system by which Java is governed. The higher wages for planting coffee will not be paid, notwithstanding that they have already been promulgated in Mr. MYER's decree. We hear from Holland that the new Minister of the Colonial Department, Mr. VAN BOSSE, will support the measure regarding the reforms in the Preanger regencies, so that perhaps the decrees of Mr. MYER will yet be brought into action; but it will be very difficult to convince the native population that they will not again be disappointed, since the Dutch Government has once violated a solemn engagement. The whole affair affords another proof that the manner in which the colonies in the Far East are ruled by the Dutch Government calls for a complete reform.

THE *Edinburgh Review* has commenced the year with an article of thirty pages on the foreign relations of China, which our readers will find condensed in another part of our paper. We regret that the evident animus of the writer should have led him into such a strange description of the foreign merchants in China, of whom he says, "The most "fortunate are simply able to pay their expenses, and none "are making fortunes, save those who have no capital to "lose, and call themselves bill-brokers."

IN another column we publish an interesting letter from a correspondent on the subject of the ports of Formosa, which our Government recently proposed to abandon, for the sake of a small saving, notwithstanding the promising results of its first year's trade. Fortunately, their intention has been frustrated, and our correspondent's comparison of the infancy of the now important port of Foochow with the opening of Formosa affords good reason to hope that the trade of the latter will be in time equally valuable.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Oct. 31, 1870	10826	56319991	29231806	34509	6897686	92494818	22048
Corresponding period last season	...	56702296	37438984	1349918	10867018	106358216	23588

Shipments Since:

Nov. 7	per Alonso (str.)	From Shanghai and Amoy	409,469	99
— 9	Hindostan	Shanghai	1,142,227	134
— —	White Adder	Foochow and Amoy	1,299,030	
— 15	Erl King	Shanghai	1,347,137	185
— 15	Delhi (ml. str.)	Shanghai, &c.	—	438
— 17	Diomed (Fr. ml. str.)	Do.	125,847	267
— 18	Aurora Australis	Foochow	652,881	
— —	Borealis	Foochow and Amoy	1,260,552	
— —	John Lidgett	Canton	971,585	

TO THE CONTINENT.

							Bales
From June 1 to Oct. 31, 1870	...	...	...	...	...	1038730	8586
Corresponding period last season	...	...	...	...	...	739840	828

Shipments Since:

Nov. 15	per Delhi (Fr. ml. str.)	From Shanghai	—	159

TO UNITED STATES.

							Pcls.
From June 1 to Oct. 31, 1870	...	...	...	...	...	21573785	1150
Corresponding period last season	...	...	...	...	...	14309436	576

Shipments Since:

Nov. 8	per Montana	From Shanghai	780,586
— 12	Espiegle	Foochow	429,500
— 15	Samuel Russell	Do.	724,000
— 16	Mary Whitridge	Shanghai	980,411
— 18	Cleta	Canton	7,960
— 19	Yokohama	Shanghai	380,425
— —	Belle	Amoy	224,831
— 29	Australia (mail str.)	Shanghai &c.	759

TO AUSTRALIA.

From June 1 to Oct. 31, 1870	9,024,120 lbs.
Corresponding period last year	10,121,013

Shipments Since:

Nov. 1	per Tiba	From Foochow	396,577
— 3	Corypheus	Do.	309,596

TEA CARGOES EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
Aug. 15	Jas. Wishart	Shanghai	1,064,862
„ 20	Juanpore	„	536,707
„ 27	Araby Maid	„	1,229,400
Oct. 1	Ornate	„	966,500
„ 4	City of Aberdeen	„	730,200
„ 6	Veronica	„	410,800
„ 15	Clara	„	1,235,700
„ 21	Star of China	„	993,800
„ 22	Carricks	„	1,190,700
„ 23	Alice	„	874,700
„ 24	Glenavon	„	1,197,200
„ 28	Tamerlane	„	1,089,400
„ —	Jumna	„	1,098,200
Nov. 7	Alonza (s.)	„	409,500
„ 9	Hindustan	„	1,142,200
„ 16	Diomed (st.)	„	125,800
„ 18	Erl King (arrived)	„	1,347,284
Aug. 31	Haddington	Foochow	1,352,208
Sept. 4	Shun Lee	„	851,306
„ 22	Flying Spur	„	911,600
„ 23	Carrick Castle	„	1,255,700
„ 30	Lennox Castle	„	925,500
Oct. 24	Kaisow	„	1,085,500
„ 4	Kjobenhavn (Falmouth and orders)		418,300
„ 24	Margaret Falconer	„	493,000
„ 25	Magellan	„	809,900
„ 29	Douglas Castle	„	1,002,800
Nov. 2	Guinevere	„	1,128,000
„ —	Taitsing	„	1,069,800
„ 9	White Adder	„	1,293,200
„ 15	Aurora Australis	„	652,900
„ 17	Borealis	„	1,260,500
Oct. 24	Cathaya	Canton	716,200
„ 27	Tamesa	„	879,500
Nov. 24	John Lidgett	„	971,600

Digitized by Google

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Jan. 10, at Brouwershaven, from Tjilatjap, Mary Goddard; from Batavia, Asta; —, at New York, from Foochow, Yang-Tsze.

DEPARTURES.—Jan. 12, from London, for Shanghai, Whinfell.

LAID ON.—At London, for Yokohama, Fiery Cross; at Glasgow, for Galle, Alice Ritson.

SPOKEN.—J.T.B.P. (com. code), for Galle, Dec. 1, 5 S., 27 W. Ferdinand and Louise, Batavia to Amsterdam, Nov. 29, 22 S., 1 E.

CASUALTIES.—A telegram received at Marseilles, Jan. 6, via Point de Galle, reports that the Henri IV., of Marseilles, Meuillot, from Saigon, which put into Singapore, Nov. 6, for repairs, had been condemned there.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

DENNIS—On the 10th Jan., at Hill-side, Streatham, the wife of John Dennis, Esq., of a daughter.

EDWARDS—On the 10th Jan., at No. 7, The Avenue, Belsize-park, Hampstead, the wife of James Lyon Edwards, Esq., of a daughter, who lived only a few hours.

WEST—On the 12th Jan., at Hope Cottage, Chingford Hatch, Essex, the wife of James West, late of China, of a son.

DEATHS.

LORRAIN—On the 8th Jan., at Loaningdale, Lanarkshire, W. S. Lorrain, Esq., of Gladstone, aged 62.

MOFFAT—On the 10th Jan., at Bedford Cottages, Barrington-road, Brixton, of bronchitis, Mary, the beloved wife of Rev. Robert Moffat, of Kuruman, South Africa, aged 75.

PARKER—On the 9th Jan., at Shenstone Lodge, Lichfield, Frances Anne, widow of the late Admiral of the Fleet, Sir William Parker, Bart., G C.B.

TOOTAL—On the 9th Jan., at Weaste Cottage, Eccles, Manchester, William Tootal, Esq., late of Wakefield, aged 78.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 24, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

OUR POLICY IN CHINA.

(PALL MALL GAZETTE.)

In a recent article we endeavoured to point out a prevailing error in the direction of the efforts made by the mercantile communities in China to influence their Government at home, and compel them to adopt a policy more in consonance with the wishes, if not the true interests, of the merchants—about which latter clause there might be two opinions. We said that in attacking the individuals entrusted in China with British authority as if they were responsible for the policy adopted, they mistook the proper object of attack if the policy was bad. In the second place, they erred, we thought, in their own interest in showing a decidedly hostile and aggressive spirit towards the Chinese Government and their officials of all classes by the language habitually adopted in speaking of them in the local press. The free exercise of speech and freedom of the press which is the guarantee of its full enjoyment in the western hemisphere exist under certain checks and conditions which, as a rule, prevent abuses calculated to work great mischief. The degree in which a free press is valuable and not dangerous must depend greatly on the general knowledge of facts pretended or discussed; now in China there is no such knowledge. Such articles of the local press as are denunciatory of the whole system of administration—the Government and all the officials—reaches the Chinese by means of translations, without any of the corrections an English community could supply. The only influence these angry effusions are likely to exercise must be a pernicious one. A spirit of distrust and irritation, if not of more active hostility, is kept up, and then we wonder that outbreaks such as we have been lamenting should take place without any effective interference on the part of the officials. These outspoken memorials and local newspapers have no influence on the legation and consulates, who must carry out their instructions whether the merchants approve or otherwise. They are equally inoperative for good with the Chinese Government, while they very certainly have a direct tendency to produce ill-feeling and a total indisposition to listen to the Minister or Consuls when pressing for further concessions or improvements. If the merchants desire any change in the treaty, or in their position and privileges, it is to their own Government they should look; and the representations made to it, however strongly worded, in reference to their grievances, real or imaginary, would not increase the evil by alarming and exasperating the whole official class of China. And these, be it remembered, are the actual rulers of the country, and without their concurrence, however obtained, nothing that the merchants desire can be enjoyed or secured. So much as to ways and means. If we were less anxious for the success of the mercantile community in many directions, or had less sympathy with their anxiety about the future—for which anxiety we think they have abundant grounds—we should not have devoted so much space to the subject. Turning now to the policy they advocate as a remedy for all the ills they suffer, we take up Dr. Thin again as the latest exponent of the Anglo-Chinese theory of a policy applicable to China.

"If," this writer observes, "I have explained myself with sufficient fulness and clearness, I should now be in a position to indicate what seems to me to be the only satisfactory basis on which we can now have relations with China." And then having sufficiently denounced all authorities and their acts, and reprobated the latest instructions of the Foreign-office, he starts free to lay down his basis.

"If foreigners are to be safe in China, the mandarin of each district must be made responsible for their safety, and that responsibility must not be to the Emperor at Peking, but to the nearest foreign consul. If this course be undertaken there will be no more massacres. There must be no long correspondences between the coast and Peking, and perhaps to Europe, during which the time to strike is lost, and punishment, if it were to be inflicted, would be inflicted in vain. The mandarin must be assured that the crime will bring speedy punishment. The person of a foreigner must be made to be sacred. Assaults and murders must be instantly punished, and with severity. An intelligent Chinaman at Tientsin, speaking of the massacre to an Englishman, said, 'A few years ago no one dare touch the dog of a foreigner, now foreigners themselves are killed with impunity!' The former times must be brought back again. It is useless for us to attempt to fathom the labyrinths of plot and falsehood which conceal the clue to these demonstrations against foreigners, because we can never get at the truth. But we know that the mandarins can prevent them occurring if they choose, and they will choose if their own safety is involved. This we can understand, and it is on this we must act."

How assaults and murders are to be instantly punished if the offenders are not identified and arrested on the spot by survivors, which can very rarely happen, we are not told. Nor are we told by what spiritual or other medium the criminals are to be discovered in the event of there being any little difficulty about identity. And assuming they are discovered and identified, how are trial and conviction to be secured? The Chinese authorities, we freely admit, are not to be trusted in such work. Doubtless, as Dr. Thin remarks, there is great difficulty in getting at the truth in China, and therefore he would seem to conclude it is useless to waste any time in the attempt. Yet when it comes to hanging a man for an alleged crime, or bombarding a town in order that we may make sure, if not of the actual criminals, of somebody being made to suffer the penalty, there ought surely to be some hesitation. Nevertheless, it is an essential principle that "assaults and murders must be instantly punished, and with severity." Very true; but how is this to be secured? Dr. Thin says, "It is admitted that something must be done, but no one yet has been bold enough or confident enough in his knowledge to say what it is to be." And to say the truth, after reading what that "something" is to be, we cannot sufficiently admire "the confidence" of the Doctor if we distrust his knowledge.

"The mandarin of each district must be made responsible," not to his own law or Government, but to the "nearest foreign consul"—a merchant consul of any nationality—since these are many and the salaried consuls are few. Well, the mandarin, we will presume, is seized and "held responsible" by the active intervention of a hybrid fleet of gunboats and consuls—that is, responsible to produce the criminals. We come to another difficulty. Dr. Thin himself declares the "readiness of the mandarins to behead any number of the mob." No doubt, then, "criminals" of this kind would be forthcoming under such pressure. But their trial and conviction upon perfectly satisfactory evidence raises another little obstacle. The system of Chinese law rests upon the application of torture to accused and witnesses alike if there be any doubt, as was the practice with us in the days of Bacon. Hitherto we have shut our eyes and closed them very hard to this unpleasant truth, as also to the further fact that every time we appealed to the Chinese authorities to do justice we have in effect been parties to a trial by

Digitized by Google

torture. It is unpleasant, but true. It seems that, after all these preliminary difficulties were overcome, the choice would lie between hanging the mandarin at the yardarm of one of these executive gunboats—after, say, an impromptu naval court, presided over by the consul, and its decision carried into execution by the lieutenant—or taking the first half-dozen unfortunate wretches any mandarin would find to his hand, and giving them the same measure of justice, since it is stipulated that "assaults and murders must be instantly punished with severity." For our part we should take the mandarin, on the chance of his being, if not a criminal, at least an enemy. As for the hybrid fleet, half Chinese and half foreign, at the call of every nation's consul, with its Chinese crew and foreign officers all paid by Chinese duties taken from the customs, that they might supersede Chinese authority and Chinese law, we need not waste time in considering the fitness of the instruments. "Quis custodiet custodes?" may fairly be asked. Who is to be responsible for the use made of such instruments? Of course the concurrence or sanction of the Chinese Government is not considered necessary; but the concurrence of all the other Treaty Powers might be worth a moment's thought, because if refused there would be another and a serious difficulty. Whether the consul, commander of the gunboat, or captured mandarin is to act the part of sheriff's officer is, perhaps, not very material. Somebody would have to play hangman—that, at least, is very clear. These are mere matters of detail.

But there is one matter in this connection not altogether so trivial, perhaps. Whether the Chinese Government's provincial authorities and the population generally would be so entirely acquiescent and approving, or so profoundly impressed with the equity of this provost-marshal style of ensuring justice, does not seem to us altogether clear, though it evidently is no cause of perplexity to Dr. Thin. Still we cannot help thinking that to the British public this summary and arbitrary policy will seem worse than the Duke of Somerset's inevitable gunboats, with all the eccentricities attributed to them and the Anglo-Chinese Communities by his grace. Our readers will not wonder very much after these evidences of our author's "confidence" and "knowledge" in Chinese affairs, that he concludes his work by the following encouraging and consolatory reflection, quoting from a Report of the delegates of the Shanghai Chamber of Commerce:—

"How to extend beneficent, in other words, commercial measures in China, without the cumbrous and wholly unnecessary intervention of war with the despotic class, is a problem which need not baffle the philanthropic statesmen of the nineteenth century, if their philanthropy be guided by an intelligent interpretation of facts."

The identification of beneficent and "commercial measures" is very pleasant, and just what it should be. And to do this "without the cumbrous and wholly unnecessary intervention of war with the despotic class," is of course "a problem which need not baffle the philanthropic statesmen of the nineteenth century, if their philanthropy be guided by an intelligent interpretation of facts." This is delicious—"intelligent interpretation of facts," such, for instance, as the delegates of the Chamber, aided by Dr. Thin, could at once supply, and which Governments and Ministers have been straining after in vain any time these ten years past. We would propose to Her Majesty's Government to lose no time in securing the invaluable services of such able gentlemen. Perhaps one of the number might be induced to be our future representative at Peking, and instantly make all things pleasant, easy and proper, "without the cumbrous and wholly unnecessary intervention of war with the despotic class." What a blessing this would be to all concerned—merchants, Ministers, and Governments! Dr. Thin expresses somewhere a faint hope that Her Majesty's Government may deign to listen to him. We shall be very glad if anything it has been in our power to say can promote so desirable a result.

MISCELLANEOUS.

THE BISHOP OF VICTORIA.

The *Record* has the following on the controversy between Bishop Alford and the Church Missionary Society:—References have appeared, more than once in some of the public papers, to differences between the Bishop of Victoria and the authorities of the Church Missionary Society with regard to the establishment of a bishopric at Ningpo, for the episcopal supervision of native Christians, and to the consecration of the Rev. Mr. Russell, as the first bishop. And, in those quarters with which the society is regarded with little favour, attempts have been made, as on many former occasions in its history, to impeach the soundness and consistency of its Church principles. That differences of opinion have existed between Bishop Alford and the society is not to be denied. We (*Record*) are highly gratified in being able to state that, previously to setting sail for his diocese, with a view to a widely-extended visitation, the Bishop has written to the Society in a truly Christian spirit, and offered a solution which must, in due time, set the question at rest most satisfactorily, as the committee are fully prepared to reply in the same spirit. The bishop has notified that he has requested the Rev. Dr. Miller, vicar of Greenwich, to act as his commissary for the final adjustment of the matter, under the direction of the Primate, in whose hands he is willing to leave the whole case, absolutely, for entire settlement. Certainly, whatever may be the points which have caused a temporary difference of opinion, the Society can hardly be charged with any disregard of the episcopal policy of the Church in its missionary aspect, when the committee have suggested a second bishopric for the Chinese converts, steadily keeping in view for China what it has laboured so successfully to develop elsewhere—the life and gradual independence of the native Churches in those fields in which its faithful labours have been so abundantly owned by the Spirit of God.

THE "CUTTY SARK."—The *Glasgow Herald* has the following upon the outward voyage of the Cutty Sark:—The Cutty Sark passed Deal on the 20th November, and on the 23rd she was spoken 240 miles north of the equator. The distance from Deal by the chart to latitude 4 N. 23 W. (where she was spoken) is 3,400 nautical miles, making an average speed of 254 miles per day, or at the rate of 12¼ statute miles per hour. This certainly is a most wonderful speed for a sailing vessel, and, we believe, has never been surpassed or equalled. The Cutty Sark is a composite ship, 1,316 tons B.M., classed at Lloyd's 16 years A 1, is in the China trade, and owned by Messrs. J. Willis and Son, London. She was designed and modelled by Mr. Hercules Linton, and built by Messrs. Scott and Linton, Dumbarton.

The Silver Eagle, 8, troop-ship, arrived at Devonport on the 12th inst., and went alongside the dockyard to embark the troops for conveyance to Japan. On the 14th the draft of the 1st battalion 10th (North Lincoln) Regiment, consisting of Lieuts. Blake and Huntley; Ensigns Peyton, Short, and Paton, four sergeants, three corporals, one drummer, 268 privates, five women, and two children, was marched from the Millbay barracks, Plymouth, to Devonport, where it was embarked. The Silver Eagle remained in the harbour twenty-four hours after the troops were on board, and was then finally inspected. She sailed at noon on the 15th, but is detained in Plymouth Sound by the severe weather.

AN application for a rule nisi for a new trial in the action of "Dent v. Nickalls," in which a point of great importance to members of the Stock Exchange is involved, was granted on the 14th inst. The case will be remembered as that in which a clerk at Yokohama was registered by a stock jobber as a transferee of shares, and in which the practice of so registering men of straw was justified on the ground that it was the custom of the Stock Exchange.

Foreign Intelligence.

THE GERMAN EMPIRE.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Jan. 10.

When the King of Prussia awoke on the morning of New Year's-day he found himself Emperor of Germany, and after attending Divine service in the beautiful chapel of the Palace at Versailles, he held a levée in the gorgeous Salle des Glaces, which had often been used for the same purpose by Louis XIV. and his successors. Though nothing official has transpired on the subject, it cannot be doubted that the question of his Majesty's assumption of the Imperial title has already given rise to discussions at headquarters, though of course they are subordinate to the graver and more important deliberations on the military operations now in course of execution. The several cities of Germany where former Emperors were crowned are contending fiercely, and putting forward their respective claims for the honour of the coronation ceremony being performed within their walls. Among these are Frankfort, Aachen, and Nuremberg, and even Worms endeavours to prove its historical claims; perhaps the late appointment of Count Bismark and General Moltke to the honorary freedom of the city may have had something to do with it, and be used as a *captatio benevolentiæ* in favour of the ancient Luther city. In the meantime there is reason to believe that the subject is not yet ripe for a decision, and that it will be left in abeyance till the war is over; certain it is that hitherto the King has not communicated his intentions to any of his most ardent supporters and intimate friends and relations. But whilst the other cities have contented themselves with putting forth their claims, the magistracy of Frankfort have perhaps stolen a march on their competitors by taking a decided step that has created great surprise and made a deep impression both at Berlin and Versailles; they have sent in a loyal address to the King, congratulating him on his election as German Emperor, and praying for the honour of his coronation, as has been the custom ever since the time of Friedrich Barbarossa. It is very possible that this consideration may have a certain degree of weight with the new Emperor, but I cannot help thinking that under the altered circumstances of the case he will be more inclined to break with the traditions of the past, and decide that the coronation shall take place at Berlin. If I were a betting man I should back Berlin against the field.

I have nothing to say to-day about commerce or shipping. The frost has been very severe, the thermometer having for several consecutive nights been as low as 17 deg. below zero of Reaumer, or 6¼ deg. below zero of Fahrenheit. The Elbe is quite frozen over as far down as Gluckstadt, and passable for artillery and loaded waggons. A regular service of sledges for passengers has been organised between this city and Stade. Within the last day or two, however, the cold is not so intense, and there are indications of an approaching thaw.

Our Hamburg regiment (the 76th of the Line) has been in nine different actions, and shown great valour and fighting qualities, but has suffered such severe losses that twice bodies of reserves have been sent off to France to bring up the regiment to its numerical strength on the war footing, till which they are kept out of active service in the field, and this will also give them time to recover from the hardships they have had to endure in marching and fighting during a hard frost, and bivouacking afterwards in the open air.

The North German Lloyd's steamship *Ohio*, just arrived at Bremerhaven from Baltimore, has brought a magnificent sword of honour of American workmanship as a present from the German ladies at Baltimore to General Count Moltke. The blade is of silver, and the sheath, which is most elaborately chased and studded with precious stones, is of massive gold. The sword has been forwarded to the General at Versailles; it was insured for $3,000.

The *Irkutzk Gazette* publishes a list of 106 gold-washings to be let on lease, by public biddings, in virtue of the new regulations concerning private gold claims. At the same time, that journal announces the fresh discovery of forty-three gold regions in different parts of Siberia, as well as a bed of copper in the district of Jeneissensk, near the confluence of the Remir and Pika.

The advent of the new year has brought the Germans a great boon in the new Criminal Code, which has just come into operation, and is

Digitized by Google

much more mild and humane in its judgments and penalties than any of its predecessors, the punishment of death being also abolished, except for high treason and treason against the State.

Accounts from St. Petersburg state that the subject of the Siberian Railway has again been discussed by the Council of State, and the three different tracings for the line compared, but as each of them had its supporters in the Council, no definite decision could be come to, and it is again postponed for another month.

The officers of Garibaldi's mixed corps that have been made prisoners are confined in the fortress of Konigsberg, but only those of French birth are admitted to parole, all the other nationalities—Poles, Italians, Greeks, and Spaniards—being under prison discipline in the outlying Fort Haberberg.

On the 27th ult. a great fire broke out at Nijninovgorod, which destroyed three rows of warehouses, with their contents. The loss is estimated at 500,000 roubles.

Another remittance from the German residents in China for the relief of the sufferers by the war has been received here, and acknowledged in the local press.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 10.

The first days of the New Year brought us a new Cabinet; the *homines novi* being Messrs. Gericke and Booms—Messrs. Thorbecke, van Bosse, Jolles, Blussé, and Brocx, who, however, can scarcely be regarded as new men. The news was indeed a surprise. No one thought that the vague rumour, which I alluded to in my last, would be realised. It is said that on the 29th December the King directed Mr. Thorbecke to form a Cabinet; on the 30th he commenced his task, and the new list was published on the 3rd January by the *Staats Courant*. So much haste was made that the release of the Minister of War, Mr. van Mulken, from his duties as Minister for Foreign Affairs *ad interim*, was forgotten. I think that the new Cabinet has three advantages, the principal being that we have a Ministry. Three months we were without one, and people began to doubt whether seven persons could be found to accept portfolios; indeed, several papers say that these men have sacrificed themselves in behalf of the country. The second advantage is that this Cabinet is a constitutional one; and the third that it is Liberal. Another question is whether the public is contented, and this I think I must answer in the negative. There are but very few journals—only the thick and thin supporters of Mr. Thorbecke (such as the *Arnhemsche Courant*)—who applaud the new Cabinet unconditionally. The other journals are all more or less reserved. You will remember that for some years there has been a split in the Liberal party; the followers of Mr. Thorbecke incline more and more towards Conservatism, and those of Mr. van de Putte remain what they were, without having the *hardiesse* to become Radicals. Months ago it was publicly said—and the behaviour of Mr. Thorbecke proved the truth of the *on dit*—that he, especially with regard to the Colonial question, adhered more and more to Conservative principles. Of course this creates a good deal of distrust, and both the leading papers, *Nieuwe Rotterdamsche Courant* and *Handelsblad*, warn the Cabinet that if the new Ministers do not hold faithfully to Liberal principles they will fight against them *à outrance*. There are, however, other respectable journals who are of opinion that the split will be removed by the formation of this Cabinet; it may be—but only time can show. The name of the President, Mr. Thorbecke, creates some distrust amongst the Liberal ranks; the more so is this the case with regard to Mr. van Bosse, who has been, *mirabile dictu*, appointed Minister of the Colonies. You will remember that in the last Cabinet he was charged with the Portfolio of the Department of Finance, and Heaven knows why he was not again appointed to that department instead of the Colonies. So much is certain, that he knows nothing about the Colonies but what he may have learned from books and Parliamentary discussion. But he is an able statesman, and perhaps he may do more good than those gentlemen who, year after year, promised the reforms which are so necessary in Java, but who never realised the expectations which were formed thereon; but on the other side the fear may be well founded that Mr. van Bosse is too petty a financial man for a Liberal Colonial Minister. The name of Mr. Blussé sounds better; he is a member of the old Liberal guard, a vehement enemy of the hated system of sending the produce of Java to Holland for sale, and believes it wiser to sell the produce of Java in Java, and to make the colony an open market for the world. He further may be regarded as a Radical with reference to financial matters—and a supporter of an income-tax, that horror of slow Dutchmen. Mr. Jolles, the president of the League for Peace, is said to be a most able jurist, who at last will release us from the "Code Napoleon," which is still in force in our country. The same good expectations are entertained of Colonel Booms, a young man who is thoroughly Liberal and energetic, and one who will certainly apply those reforms in our system of defence which are so necessary. Last, not least, comes Mr. Geericke, who is an able diplomatist, and thereabove a "Baron," so that he will find grace in the eyes of our Conservatives. This is in a few lines the *chronique* of the new Cabinet, which is regarded with both hope and fear. Future events will prove who are in the right, the optimists or the pessimists; but, as I said above, the greatest grievance is that Mr. Thorbecke, the soul of the Cabinet, has of late declined in popularity and strength. I hear that the Second Chamber will meet in the first days of February for the despatch of business. Another rumour I am obliged to insert, notwithstanding I do not believe one word of it—the Hague correspondent of the *Utrechtsch Dagblad* says that Mr. van Bosse has accepted the portfolio of the Colonial Department only for a time, in order that he should be appointed Governor-General of Java, in place of Mr. Myer, who will repatriate. The *Handelsblad* also says that this Minister is only appointed *ad interim*.

Some weeks ago I told you something about the Catholic movement for inducing the King to take diplomatic or even more urgent measures to restore the Pope to his temporal power. This movement has again been promoted, owing to the uncertainty which prevails with regard to the answer given by our Government to the circulars issued by the Italian Government on the 29th August and 7th September, 1870. The Minister of Foreign Affairs, *ad interim*, declared on the 19th December that the Dutch Government had remained quite neutral. The *Kolnische Zeitung* states, however, that our Government stated on the 22nd October, after the Italians had mastered Rome, that Italy had done enough for the Pope, and that no one could desire that anything more should be done. The Conservative papers ask for further information, of course, to please their beloved Catholic supporters. It is, however, very strange that the *Staats Courant* did not give some elucidation. This makes the behaviour of our Cabinet more questionable. The *Nieuwe Rotterdamsche Courant* says to-day that the former Cabinet did not violate our neutrality with regard to Italy.

Like the wintry weather, the fierceness of the war undergoes no abatement. At the very outset of the New Year dreadful events seem to be impending, which will add to the catalogue of horrors and disasters. The fall of Paris, which from the progress famine appears to be making cannot be much longer delayed, it is not at all certain will have any effect in bringing the war to a close. Poor France! The sympathy of the Dutch, which at first was on the side of the Germans, has turned now towards the French, and large sums of money, besides great quantities of seed, are being contributed on behalf of the commission which has been established on behalf of the poor French peasants. Their interests are recommended to the benevolence of our compatriots in the East.

The first telegram which Reuter's agent forwarded us by the direct telegraphic line from Batavia was not very favourable. We were told by it that the Swiss soldiers belonging to the East India Army had organised a plot to murder the Governor-General and Mr. Myer—poor fellow!—and overmaster the isle. Of course no one believed the news; but it is, nevertheless, very strange that the Government would not spend f.150 in order to contradict officially, "by telegraph," the *canard* by which Mr. Reuter inaugurated this new line, which already has proved of the greatest importance, especially to trade.

At last the direct steam line between Holland and America will be carried out. I have reason to believe that a company has been formed here with a capital of f.900,000, the half of which has been furnished by the City bankers upon a mortgage on the two steamers which are to be built for this service. Messrs. Plate and Reuchlin are appointed managers.

I regret that I have to record the death of the eminent artist Mr. Van Schendel. He died at Brussels on the 28th December, and was born on the 21st April, 1806, at Terheyde, near Breda. His pictures were for the greater part sold in England, and for some of them more than 2,000 guineas were paid.

Mr. A. S. van Nierop has published a pamphlet to prove that the shareholders of the *Oost Indische Maatschappy van Lyfrenten* are, by Art. 31 of the Statutes, compelled to pay up the shares in full. You will remember that many of them have declined to do so.

The East Indiaman *Maibit* has arrived at Texel, and landed the pilot of the *Soestdyk*, about which steamer much anxiety prevailed. The belief was that she had foundered, but happily it is now proved that she arrived, all well, at Teneriffe.

The failure of a mercantile house at Amsterdam, which has been spoken of during the last day or two, is now announced to be that of H. M. von Hengel, in the India trade, with gross liabilities amounting to about £80,000.

The small-pox, which has prevailed for some time in several towns, has assumed a more epidemical character. The percentage of deaths of those attacked is very great.

PRODUCE MARKETS.

COFFEE.—The market looks very healthy. There is a firm demand for Malang, for which 35½c. is now readily paid. Good ordinary Java cannot be bought under 35½c. If our navigation was not still totally stopped, prices would make a further advance.

SUGAR (RAW).—Prices continue to creep up. About 38,000 piculs, floating, changed hands at full November value.

TEA.—The market is firm, but inactive.

SPICES.—There is an animated demand for Nutmegs, but holders decline to operate without a further advance. Mace: firm; prices unaltered.

INDIGO.—About 85 chests Java sold at steady quotations.

TIN has met with a good demand, and several lots have changed hands at f.77 to f.78; and ex coming spring sales at f.76. Billiton, on the spot, f.77; ex October and December sales, f.76.

SHIPPING.

ARRIVALS.—Jan. 6, at Brouwershaven, from Batavia, Medea; at Texel, from Batavia, Vesta, Californie; from Rangoon, Camilla; 7, at Brouwershaven, from Akyab, Francesco Turro; from Batavia, Insulinde; 8, at Brouwershaven, from Batavia, Media, Maibit; at Texel, from Batavia, Oceaan, Galilei; from Tjilatjap, Gesina; 9, at Flushing, from Batavia, Nederland and Orange; at Texel, from Batavia, Kanagawa; 10, at Brouwershaven, from Tjilatjap, Mary Goddard; from Sourabaya, Argo; from Batavia, Asta.

PASSENGERS INWARD.—From Java, per Vesta: Mr. C. A. Huskus and family. Per Medea: Mrs. van der Linden and family; Messrs. Margadant and family; Kruymel and family; Van Rhyn and family; Van Asperen and Stuur, Kluyt, Van Sohsten and family; Miss Susz, Mrs. Van Rhyn and Mr. Deibel (died on the voyage). Per Maibit: Mr. J. C. Groshans. Per Insulinde: Mrs. Hubert van Assenraad and family; Messrs. de Groot and family; Van Gaauwen; Hinze and Knipschild.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: THURSDAY, JAN. 19, 1871.

THE JAPANESE COLLECTION.

WE have received a general description of the contents of the Japanese Museum, collected by the late venerable Baron VON SIEBOLD during his long sojourn in Japan, which we recently noticed as likely to form a valuable acquisition for the British Government. BARON VON SIEBOLD'S collection is at present exhibited in one of the departments of the Royal Museum at Munich, where it occupies several large rooms; so that a favourable opportunity offers for a British Commission to examine and report upon it if our suggestion should be taken up. There seems but little chance of the Bavarian Government being able to carry out their engagement with the Baron, as the Chambers have refused to vote the sum agreed upon, and are not likely to be made more favourable to the scheme by the prolongation of the war. A perusal of the catalogue before us confirms our impression that it would be a great pity that a collection so unique, and which it has cost so much labour to form, should be allowed to pass out of the jurisdiction of this country, which is so largely interested in Japan. The list comprises printed books and woodcuts illustrative of the history, geography, religion, laws, literature, and biography of the Japanese; drawings and paintings, including many portraits of eminent natives, besides agricultural, botanical, and zoological pieces; coins and medals; weights and measures; musical instruments; architectural models and decorations; arms and accoutrements; besides a large collection of natural products, animal, mineral, and vegetable; and an assortment of manufactures, including pottery and glass, lacquer-ware, leather, silk, embroidery, joiners' work, and many other branches of native industry. Having regard to the value of the collection, and the smallness of the amount for which it may be now acquired—£5,000—we hope that the desirableness of its acquisition will be pressed upon the authorities of the British Museum or similar institutions.

IN another column we extract a second article on our policy in China from the *Pall Mall Gazette*. It does not contain the promised information; it is not a reply to ours of last week; it is simply a laboured apology for Mr. WADE'S policy under the disguise of a criticism of Dr. THIN'S book. We extract it mainly on account of its authorship, which it requires no supernatural penetration to discover. It is by such plausible arguments of the "how *not* to do it" school that the official mind often seeks to stem the tide of public opinion; and we should not be surprised if the present article were followed by two or three more in the same channel, and for the especial "edification" of CHUNG HOW, to whom, of course, the *Pall Mall* will be held up as the acknowledged organ of English sentiment. Until, however, the writer condescends to sketch out the policy which he really recommends, instead of excusing that which public feeling has unanimously condemned, his articles are not likely to lead to any practical result.

THE Bishop of VICTORIA (Hong Kong) once more proceeds to his diocese, after a lengthened absence, which does not seem to have in any way inconvenienced the community of that place, who, we suspect, do not believe in the utility of a bishop at all. We lately informed our readers that Bishop ALFORD and the Church Missionary Society were at issue as to the appointment of another bishop for North China, thus dividing and complicating the duties. We quote in another column a notice of the subject from the *Record*. We understand that the Rev. Canon BEACH, the Colonial Chaplain at Hong Kong, now at home, has applied for an extension of leave, and that it is very doubtful if he will again take up the post.

WE are glad to notice a great improvement in the intelligibility of the messages from Singapore and Batavia, although we regret to observe that the company have advanced the rates to £6 3s. for Singapore, and £7 5s. for Batavia. These rates are charged by the Indo-European as well as the Submarine Company. It will be some comfort for our China friends to know that no increase in these rates will be demanded for Hong Kong when the cable is laid. With regard to messages to and from the latter place, there is a further difficulty through the Dutch Government refusing to receive "symbol" messages except at the increased rates charged for "cipher" messages. This is a most unaccountable and arbitrary restriction, as the telegraphist has no more labour with "symbol" messages than any other words, being simply ordinary words which the sender and receiver arrange shall stand for certain meanings. A movement is now in progress which it is hoped will induce the Dutch authorities to remove this obstacle.

THE steamer *Agnes*, belonging to the Telegraph Construction Company, has left Falmouth for Singapore, *vid* Suez Canal, with the first section—about 136 miles—of the Submarine Cable to be laid from Singapore to Hong Kong. She will be followed by the *Belgian* with 508 miles, the *Kangaroo* with 582, and the *Minia* with 406; total, 1,632 miles. The question of laying a link to Saigon is, of course, still undecided, owing to the continuance of the war. In all probability the cable to Hong Kong will be completed early in May.

WE are glad to see that the *Lahloo*, Captain SMITH, owned by Mr. ALEX. RODGER, of Glasgow, maintains her prestige, and has again made a splendid passage from Foochow, which port she left on the 13th Oct., arriving in the Thames on the 17th instant—96 days. The *Leander*, Captain PETHERIDGE, belonging to the Merchant Shipping Company, also noted in previous seasons for rapid passages, has not been so fortunate, having left Foochow on the 6th Oct., arriving also on the 17th—103 days.

Now that we have fairly entered upon 1871, we are reminded that the Consular returns for China, Japan, and the Far East for 1869 are not yet published. These returns are looked for with so much interest, and they are sure to contain so much valuable information, that we hope the Foreign-office will not allow any more time than is absolutely necessary to elapse before they are placed in the hands of the public.

THERE is no truth in the statement that a New Japan Loan will shortly be announced, and its origin must be traced to Stock Exchange influences, as the present Loan stands at £104, a point which probably does not suit the "Bears." The interest due on the 1st prox. has been announced, payable by Messrs. Schroeder and Co.

THE first of the steamers contracted for with Messrs. JOHN ELDER and Co., Glasgow, for the new direct line from Holland to Java, *via* Suez Canal, will be launched about the end of next month, and the service will probably open in May.

THE MISSION OF CHUNG HOW.

(To the Editor of the *London and China Telegraph.*)

SIR,—Yesterday's telegrams report H.E. Chung How, the newly-appointed Envoy Extraordinary from China to France, as having arrived at Alexandria, and so, if what you anticipate in the last issue of the *London and China Telegraph* be correct, before you again go to press the Envoy and suite may be in comfortable quarters in London. This, in my opinion, will be a circumstance to rejoice at, for it marks the opening of a page in the mysterious book of China, which, if carefully attended to, may prove of great advantage in our future intercourse with that country. Unfortunately for the magnate, unfortunately for the cause of progress, the circumstances out of which the mission has been instituted

Digitized by Google

are so painful and incomprehensible, that even the minds of men who have lived long in the country, and given heed to its career, are clouded in regard to the course which we ought to pursue.

Chung How himself comes to us charged, absolutely charged, by the Chambers of Commerce of Shanghai and Hong Kong, with guilty participation in the massacre of a score of Europeans, a dozen of them being helpless inoffensive holy women; but it should not be forgot, in thinking of this, that there is no direct proof in support of their allegation, while the correspondent of *The Times*, no mean expert at forming a judicial opinion, gives it as his (as quoted by you), that though the prefect and sub-prefect (equivalent to our Lord Mayor and the Recorder) tried to obtain his countenance to the proposed deeds, they failed; and while it is thought he knew of what was going to happen, it is certain he did nothing, even when applied to, to avert the deeds;—though (most marked feature in his favour), when they were done, he was aghast with horror, and has not failed since in doing all in his power to alleviate the anguish the massacre has caused.

Desirous of seeing England and the world obtaining all the benefit that may be derived from the intercourse which may result from Chung How's presence here, and satisfied, from what I have said above, that he is hardly likely to find a fair field and reasonable favour until some of the doubts regarding him have been cleared away, permit me, Sir, to say a word or two more on his behalf.

Some weeks ago I wrote to you from Malvern that Tartar officials do not know how to act, and that, whereas they would deal reasonably with Westerns if they could, they are not permitted by a majority of the native-born officers, men of the lowest grade of feeling. Now Chung How happens to be one of these thwarted Tartar officials, and for several years past has been quite popular among foreigners at Tientsin, where he held the office of Taoutai or Superintendent of Customs. As a blood relation of the Emperor, indeed, no mandarin, in or out of the country, has more claims to our esteem on the score of respectability. But to understand the position properly I must refer you to another passage of my letter, in which I pointed out that the native officials are attempting to oust the Manchus from the throne. They will not attempt this openly, they are too cowardly; so they endeavour to gain their end by promoting internecine strife, and by embroiling the Court with foreign Powers. As I have shown, by what we learned from the Tartar Governors at Canton, when we held that city, and countenanced them in their offices as Viceroy and Commander of the Forces, this system of thwarting and cross purposing has been going on in the provinces for years; but it is only lately, since the reduction of the Taeping rebellion by British aid, that the schemes have been seen more distinctly. To such an extent, in short, has the native party obtained an ascendancy over the Manchu, that Prince Kung has to say he is sick, and his principal officers follow his example when they are satisfied they cannot carry out their intentions, an instance of this appearing when Mr. Seward, quondam political leader in the United States, could not obtain the interview Prince Kung had promised him; and it was a remarkable circumstance that both Prince Kung and Wensiang, the Prime Minister, were away altogether from Peking when the Tientsin Massacre occurred. Ay, Sir, if Chung How be guilty of participation in those Tientsin crimes, so also are the Regent and his Tartar colleagues! They knew what was going to be, but they were powerless to avert the acts. Viceroy Ma, at Nanking, was told of what was to happen there, and had *he* gone out of the way for a time, he might have been alive now. But he would not, and as a reward he was assassinated.

Surely, Sir, I need say no more to show that if Chung How were a participator in the crimes we deplore, he could not help it; and that it will be better for us to put away prejudice and listen patiently to the explanation he has to give, and which avowedly he goes to France to declare.

Who knows but he will make a clean breast of it;—will admit that both he and the Imperial party at Court were aware beforehand of what was going to happen at Tientsin, but had insufficient strength to avert it? Assumed that Chung How does this, the momentous question then follows—What next?

As regards the *personale* of the Envoy's suite, I notice that Mr. O. Brown's name stands first on the list, next M. Novion, and then M. Imbert—Tehming, the only other Celestial officer, being one of the party that accompanied Mr. Hart to Europe some years ago, and, as a matter of course, a kind of courier to the diplomat. Whether he be Tartar or Chinese is a question it would be well to be advised of. If a Chinese, he should be kept in the back ground, for his presence at an official interview would only be a bar to Chung How, and prevent him from opening his mouth as freely as he would. Mr. O. Brown, perhaps you know, has been in the Customs service, and lately engaged in drilling Chinese troops at Tientsin for Chung How. M. Novion, a Frenchman, was assistant Commissioner of Customs at Chefoo; M. Imbert, also French, is fourth clerk and student Interpreter in the Customs office at Shanghai. The reason for my giving you these apparently trifling details is simply to corroborate my opinion that a very great deal depends on the kind of interpreter we employ to meet the Envoy. Thomas Taylor Meadows, deceased, would have been the man to meet him, for he could converse in Manchurian.—I am, Sir, yours obediently, TAU.

London, Jan. 13, 1871.

FOOCHOW AND FORMOSA.

(To the Editor of the *London and China Telegraph.*)

SIR,—The letter of your correspondent, "An Old Resident on the East Coast of China," on the proposed surrender of Formosa, says: "The withdrawal of the British consular establishments from the island of Formosa for reasons of economy induces me to give you a few extracts from opinions formerly expressed by officials and others regarding the expectations about the trade of the port of Foo-chow-Foo, showing that 'to err is but human.'" At one time it was seriously proposed to give up that port for some other, as the Chinese only very reluctantly conceded to the opening of it.

Sir John Davis, in his "China during the War and since the Peace," Vol. II. page 50, says, in speaking of the Treaty Ports, "That of Foo-chow-Foo had not yet been opened, but in June, 1844, Mr. T. Lay was despatched as Consul to that city, with such a limited establishment as the yet untried and not very promising features of the place seemed to warrant." And further on, at page 73—"The Consul (1845, at that time the most able of our Consuls) stated that the mandarins, whether they thought so or not, spoke despairingly of Foo-chow-Foo as a mart for foreigners." True, the Consul gave only the opinions of the mandarins, not his own—good diplomacy. After speaking of the timber trade carried on, Sir John says:—"The sugar is of a fine quality, and cheap, but it comes from Formosa."

Mr. Consul Jackson, in his report of Jan. 18, 1847, on the prospect of British trade at that port, said:—"Direct payment in coin to any great amount is out of the question. The only article which can command it is opium, of which the consumption is considerable. About 1,400 to 1,500 chests are annually disposed of, and specie is drained from all quarters to pay for it. . . . The barter of black tea would appear to offer the only solid basis whereon to establish a permanent British trade at this port. It has been shown, by inquiries made among the tea-growers in the Bohea districts, particulars of which are contained in Mr. Alcock's despatch to your Excellency, No. 35 of 1845, that this article (the most important staple of the province, and the only one which we could take in exchange, the others consisting principally of spars, bamboo, bamboo roots, and dried fruits) can be put down in Foochow at 20 and even 25 per cent. less than at Canton."

Before the Select Committee on Commercial Relations with China, 1847, the Rev. G. Smith, in answer to a question from Mr. Hawes (2844), said that Foo-chow-Foo was the most populous and the most important city of any of the northern four ports, but "i is not a place of very great trade, I should think. The number ot junks there is not half what it is at Amoy."

On the 3rd June, 1847, the late Mr. G. T. Braine, in answer to Sir G. S. Staunton's inquiry, if he had any expectation that it (Foo-chow-Foo) would be a source of commercial advantage to us, said, "No, I was always of opinion, from what I saw of Foo-chow-Foo, that it would not be a place of very large foreign trade;" and when asked if it had advantages from being near the Bohea country, answered, for particular descriptions of tea it has geographical advantages, but those are descriptions of tea which are gradually going out of use in England—what are termed the Ankoi kinds of tea. For most kinds of tea I believe it is not so advantageously situated as Shanghai and Canton (4793). In answer to the following questions, 4794, he said:—"I apprehend that you never can extend trade in manufactures there except by the export of tea, for they have very little bullion there; their principal circulation is paper." &c. Mr. Braine concluded his evidence on the Treaty Ports with saying he thought the trade would be mainly divided between Canton and Shanghai, and that the other ports would be a mere insignificant percentage of the whole amount. These were the opinions of the officials, the learned, and the merchant—all three considered high authorities.

Now as to the result. In the year 1845 the import trade in five British vessels amounted to $346,308, and the export to $328,608, together $674,916; whilst the Americans had a trade of only $58,992 as imports and exports, making the whole amount of foreign trade in that year Tls. 554,892, in the year 1863 to Tls. 20,674,486, whilst the average of the last four years, 1866-69, was Tls. 22,177,116 per annum, viz.:—

Import of foreign goods in foreign vessels	...	Tls. 4,099,279
Import of Chinese goods in foreign vessels	...	„ 2,977,714½
Export of Chinese goods in foreign vessels	...	„ 15,100,122½

The foreign trade of Formosa, during the same period, was of an annual average of Tls. 2,718,130, of which the value of imported foreign goods was Tls. 1,376,649 and the exported Tls. 1,060,672.

If time is given, Formosa, with its natural resources, "at present dormant, but known to be vast in extent," will have as progressively increasing a trade, as has been the case generally in new ports in China. It may be that Sir Rutherford Alcock takes into account only the trade carried on in British vessels, of which in 1866 only 4,354 tons were British, out of a total of 24,156 frequenting the port of Takow; but it leads to great mistakes if we estimate the national interest in the trade only by the flag that covers the cargo; we must look either to the source or destination of the cargoes, and even both of them may be foreign, yet still the interest of the venture may be British, or *vice versa*. The rumour of Germany's intention of occupying Formosa I thought had died away as quickly as it originated; as yet China has not given cause to Germany to "annex," and I am sure no desire exists in that quarter for doing so. Should

Digitized by Google

the British consuls be withdrawn, which I, for one, consider bad policy, no doubt some of the other Treaty Powers will, by the appointment of Consuls, keep the ports open to trade, and as German shipping has been, and no doubt will again be, largely engaged in that trade, it would, of course, next to Britain, be the duty of the "Reich" to appoint such functionaries.

The only reason given for the proposed withdrawal of the Consul is to reduce the expenditure of the Consular establishment in China, an object which might be effected in more rational ways. A year or a few years' apparent saving now will surely cause a future greater expenditure, as has been the case already more than once in China.—I am, Sir, your obedient servant,

Hamburg, Jan. 7. R.

THE NEW CHINESE EMBASSY.

(THE GLOBE.)

In dealing with European nations China possesses two advantages, which must ever ensure for her a patient hearing in all questions in dispute. First, half the globe separates her from Europe; and secondly, she is the possessor of infinite wealth, in pursuit of which each Treaty Power is doing its utmost to outbid the others. Chinese statesmen fully appreciate the value of these safeguards. They recognise the growing disinclination on the part of European Governments to the idea of sending warlike expeditions to such a distant part of the world, and they have proved by experience what pacifying effects may be produced on the most impetuous foreign Cabinets by judiciously holding out to them expectations of the opening of a new port, or that the prohibition against the use of steamers on the inland waters may possibly be annulled. The golden bait thus constantly displayed before their eyes, but never allowed to reach their gaping mouths, has over and over again proved itself too much for the greedy Governments, the representatives of still greedier merchants. They have submitted to slights, they have accepted manifestly insufficient apologies for injuries received; they have foregone treaty rights, and all to what purpose?—to confirm the Chinese in the belief that we are grasping adventurers, and endowed with wisdom in inverse ratio to our greed. What have been the results of our wars with China? Instead of insisting on such international rights as would place ourselves on a footing of equality with that country, upon which such commercial advantages as may be justly demanded would of necessity follow, we have agreed to forego all such things, and to accept in exchange the boons granted us of a few more ports at which to trade, or a revision of the transit dues. After all, however, the advantages gained by our wars, though only of a sordid nature, have yet been distinct advantages; but what has been gained by diplomacy in times of peace? Nothing, and worse than nothing. The only time when there was an opportunity and a disposition to urge peaceably on the Chinese Government the advisability of granting increased facilities for trade, namely, when the time arrived for the revision of the foreign Treaties, they drew us from our purpose by the exhibition of a fresh and more glittering bait than had ever before been presented to our lustful eyes. They sent home Mr. Burlingame with instructions to speak hopefully, in case all ideas of immediate progress were abandoned, of the speedy introduction of railways into China, of the general opening of coal-mines to foreign enterprise; and they caught the religious world by promising that, if but time were allowed them, "the shining cross" should be planted on every hill. With such alluring baits what could his mission be but a triumph? One after another the Western Governments vied with each other in giving in their adhesion to his programme. The American Government first fell into the trap, granted all that they were asked, and despatched a new ambassador to Peking accompanied by a band of engineers and scientific men, in the vain hope that the Chinese were serious in their professed intentions of opening up the country to foreign enterprise. Our own Government was the next victim, and railway companies were talked of in London which were to cross "the land of Ham" in fifty directions. The Prussian and Russian Governments, being less easily deceived by vain imaginings, held back somewhat, but still expressed themselves contented to wait and see what China would really do. And what has she done? If we are to believe the verdicts on this point given by both Sir Rutherford Alcock and Mr. Brown, the late American Minister at Peking, she has, instead of showing a disposition towards progress, displayed unmistakable signs of a desire to curtail the rights at present assured to us by treaty. The abortive convention negotiated by Sir Rutherford Alcock is sufficient evidence of the delusiveness of the hopes held out of increased commercial advantages, and the massacre of missionaries at Tientsin is a parallel commentary on the promised wholesale introduction of Christianity.

But the traditional line of policy hitherto pursued by Western Governments towards China has been too long and servilely followed to be easily abandoned. Notwithstanding that time after time we have been deceived by vain promises and specious excuses, we are now as ready as ever to abate our just demands, in the hope that some gently-hinted at advantages to accrue to us for our moderation will be realised. Our Government, in common with the other leading Governments of Europe, are now once more about to be put to the test. The Peking Cabinet having failed to satisfy the demands of foreign ambassadors arising out of the massacre at Tientsin, have despatched an envoy to make, as M. de Rochechouart expresses it, "what terms he can for himself and his Government" with France and th other outraged Treaty Powers. A very slight study of the polic hitherto pursued by China, will enable any one to form a fairly accurate idea of the sort of terms Chung How has been authorised to propose. Great regret will be expressed for the past, all discussion of immediate indemnifying measures will be avoided, and the old story of the prospective advantages to be returned for our present abnegation will be again rehearsed. When is this state of things to end? If the European Governments would only on this occasion allow wider political considerations to overcome their desire for gain, and, instead of lavishing courtly favours on the Envoy in exchange for vague promises never to be fulfilled, would cause him to be received only by the same class of officials as those with whom the foreign Ministers are obliged to communicate, and would insist as a proof of the friendly protestations he will be charged to deliver that the Emperor should give up all pretensions to superiority over Western Sovereigns by receiving their ambassadors, they would best be consulting both their own dignity and the true interests of all concerned.

THE TIENTSIN MASSACRE.

The *New York Times*, writing on the satisfaction accorded for the Tientsin affair, says:—"We can scarcely wonder that our countrymen and foreigners generally in China are getting somewhat impatient under the do-nothing policy which has characterised the conduct of their official representatives since the Tientsin massacre. Their anticipations of further trouble have been amply verified. The so-called 'satisfaction' exacted by the French Minister, M. de Rochechouart, amounts to this: Sixteen (some say fifteen) Chinese coolies were condemned to be executed on Friday, the 14th October last. On the Monday preceding their execution it was discovered that five hundred taels ($714) had been given by the Government to the family of each criminal, that costly silk robes had been furnished to the criminals themselves in which to suffer the extreme penalty, and that, finally, that acme of Chinese desires—a magnificent coffin—had also been provided for each body, in which it was to be handed to friends for interment in the usual burial-ground. But a very slight acquaintance with the conditions under which sentence of death is usually carried out in China is needed to make it evident that the course pursued by the Chinese authorities was prompted by deliberate bad faith. The ordinary criminal is deprived of all goods, chattels and money whatsoever; his relatives are, by law, reduced to abject beggary; his body is deprived of the rights of burial, and his head is exposed, a ghastly object, on the public highways, as a warning to other evil-doers. These 'coolies,' as our China correspondence designated them, had been condemned for murdering, outraging, and torturing not only men, but helpless foreign women. Yet the 'progressive,' 'unbigoted' Government of China inflicted on them a punishment lighter in native eyes than that inflicted on a common thief. The legitimate result of this action by the Pekin authorities now appears. Further outrages have occurred, and, in one case at least, can be traced directly to the encouragement given to the murderous vagabonds of Tientsin."

Monetary and Commercial.

Mr. Andrew Cassels (late partner of Messrs. John Peel, and Co., Manchester, and of Messrs. Peel, Cassels, and Co., Bombay) has joined the Board of the Chartered Bank of India, Australia, and China, in the place of Mr. John Allan, who has resigned, on account of ill health.

At the meeting of the Union Bank of London, Mr. Northall Laurie in the chair, the available total was stated at £120,125, and a dividend for the half-year was declared at the rate of 15 per cent. per annum, which will absorb £90,000, and leave £30,125 to be carried forward. The dividend was the same at the corresponding date of last year, and £24,269 was then carried forward. The deposits held are £11,207,634—an increase of £281,732 on the corresponding date of last year; and the liabilities on acceptances are £4,205,591—a decrease of £767,114.

At the meeting of the East and West India Dock Company, a dividend was declared for the half-year of 3 per cent., free of income-tax, making a total distribution of 6 per cent. for the twelve months. During the past year 2,002 loaded ships, representing 750,041 tonnage, entered the docks, against 1,955 ships, representing 660,071 tonnage, in 1869, showing an increase of 47 ships, and 89,970 tonnage. The increase has been chiefly from the East and West Indies, Australia, and New Zealand. There has been a slight reduction in the gross quantities of goods warehoused with the company, principally in the articles of tea and sugar. The export business still continues to maintain a favourable position.

Notice has been given that during the temporary interruption of the Lisbon-Gibraltar section of the Falmouth Company's cable, all messages for Egypt, India, Penang, Singapore, Java, China, and Japan should be directed "*via* Holland and Malta." The Associated Companies for direct communication between Great

Digitized by Google

Britain, Portugal, Spain, Gibraltar, Malta, Egypt, India, China, &c., have issued a revised tariff for telegrams from the 15th inst.

The dividends of several joint-stock banks are announced. The Consolidated has an available total of £37,787, including a previous balance of £6,120, and the dividend will be at the rate of 7 per cent. per annum, which will absorb £28,000, and leave, after adding £4,250 to the reserve fund, the sum of £5,537 to be carried forward. The Imperial has for division an available total of £17,177, including a previous balance of £3,543, and the dividend will be at the rate of 6 per cent. per annum, which will absorb £13,500, leaving £3,677 to be carried forward. The available total of the Midland Banking Company (Limited) is £11,914, and the dividend will be at the rate of 6 per cent. per annum, which will absorb £4,776; £6,000 is to be appropriated to the extinction of the "purchase of business account," leaving £1,138 to be carried forward.

The traffic receipts of the Falmouth, Gibraltar and Malta Telegraph Company (Limited), for the past three months, were as follows:—October, £7,689 16s. 8d.; November, £8,393 9s. 8d.; December, £4,641 15s. 11d.

The British Indian Submarine Telegraph Company (Limited) are informed that a further reduction of three-halfpence per ton has been made on the harbour dues at Aden. Vessels calling merely to deliver telegrams are not subjected to any harbour dues. The paid-up capital is £1,200,000, and the reserve fund invested in Consols is £300,000.

The suspension has been announced of Messrs. Liebert and Rogerson, East India and China merchants, of London and Manchester, with liabilities direct and indirect of about £250,000 to £300,000, the amount on which the firm are primarily responsible being only about £30,000. The house was established as recently as 1867. Annexed is the circular issued:—

"London and Manchester, Jan. 10.

"We beg to inform you that, owing to the death of Mr. James Rogerson and other unforeseen circumstances, we are compelled, in the interests of our creditors, to liquidate the business.

"With the concurrence of the executors of the late Mr. Rogerson, we have handed our books to Mr. J. W. Kealy, accountant, of 45, Cornhill, London, for the purpose of preparing a statement of our affairs, which will be laid before you without delay.

"Meantime we crave your indulgence,—and remain, yours faithfully,

"LIEBERT AND ROGERSON."

In reference to the above the *Manchester Courier* says:—"In this case the liquidation has not occurred through any absence of soundness, but from the necessity of repaying immediately the sum of £20,000 that had been advanced to the firm by the late Mr. Rogerson. We hear that the estate shows above 20s. in the pound, and the creditors will not have to wait any length of time for the realisation of their claims, whilst probably the pause in their business may only be temporary." It has throughout been considered, if not understood, that the firm will pay in full. The prompt action of the remaining partners upon the death of their senior reflects the highest credit upon them as practical men of business desirous of maintaining an honourable name.

The directors of the City Bank have resolved to declare a dividend at the rate of 7 per cent. per annum, and to add £5,000 to the reserve fund, which will then stand at £100,000. The dividend and the addition to the reserve were of the same amount at the corresponding date of last year.

The directors of the London and Provincial Marine Insurance Company recommend a dividend for the half-year at the rate of 10 per cent. per annum.

The Ocean Marine Insurance Company will recommend at the meeting of the 30th inst. the payment of 5s. per share by way of additional interest, and a bonus of 5s. per share.

The British and Foreign Marine Insurance Company (Limited), Liverpool, recommend a dividend for the half-year of 4s. per share, being at the rate of 10 per cent. per annum, together with a bonus of 6s. per share, making, with the interim dividend paid in July last of 4s. per share, a distribution of 17½ per cent. for the year, carrying £35,000 to the reserve fund.

The directors of the Assam Company have notified their intention to declare an interim dividend of £5 per cent.

Telegrams from Ismailia state that the receipts of the Suez Canal during December last amounted to £32,000, composed as follows:—Transit of 69 vessels, about f.760,000; ditto small craft, f.20,000; ditto merchandise, f.20,000; total, f.800,000—being £12,000 in excess of the receipts of the preceding month, and the heaviest return for the year. The work of deepening the Canal has been going on without interruption, and it is further stated that, notwithstanding the large dimensions of most of the ships, not the slightest accident has occurred and not a single case of grounding.

Mr. Ryle Holme has joined Mr. Henry Gribble, of Nagasaki, who established a firm in that port on the failure of Messrs Glover and Co.

We understand that a further dividend of 1s. in the pound will be paid on the 16th inst. to the creditors of Messrs. Scott, Bell, and Co.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SARAWAK to LONDON, per Ellen Lamb, entered Jan. 9.—585 baskets gum, 2569 bags sago flour, 51 baskets india-rubber, 189 bundles Borneo, 24 bundles Malacca, 14 bundles daevan, 590 bundles rattan canes, 11 tons 2925 bags ore—R. and J. Henderson.

FROM SHANGHAI, SINGAPORE, &c. (via S. C.), to LONDON, per Eldon, (str.) embarked Jan. 9.—From Shanghai: 2608 packages, 247 chests tea 42 bales silk, 108 bales raw silk, 177 bales tobacco—Order; 894 chests tea, 31 bales silk—D. Sassoon and Co.; 1 case merchandise—H. and D. Sharpe. From Singapore: 5 baskets produce—Crane Bros.; 4130 bales gambier, 4 packages merchandise, 8 cases tortoiseshell, 45 cases 55 baskets shells, 17 boxes mother-o'pearl shells, 8 cases gum damar, 159 bags coffee, 560 bags pepper, 2 boxes curry, 260 slabs tin, 126 baskets gutta-percha, 536 bags tapioca, 720 bags pearl sago—Order; remainder of cargo from Malta.

From CANTON and MACAO, to LONDON, per Fiery Cross, entered Jan. 10.—From Canton: 1 chest tea—Curling and Co.; 49 packages curiosities, 189 packages canes, 109 packages merchandise, 351 packages preserves, 19 packages lychees, 120 rolls matting, 6 bales raw 130 bales waste silk, 1 bale silk, 6 packages joss stick, 18,189 boxes 5 packages tea—Order; 2 packages merchandise, 1 package preserves—J. B. Miller; 8 packages merchandise—H. C. Batchelor. From Macao: 4088 half-chests, 10,322 boxes 4 packages tea, 1 package ivory white—Order.

From SINGAPORE to LIVERPOOL, per Sydney Eggers, entered Jan. 7.—1783 hides, 5574 horns—Bates and Sons; 5196 bales gambier, 1937 bags sago flour, 2631 hides, 291 baskets gutta percha, 183 bags tapioca, 50 bags pepper, 50,253 bundles rattans—Order.

From SHANGHAI to LONDON, per Aracan, entered Jan. 11.—125 bales silk, 3 cases merchandise, 6903 chests 5156 boxes 2659 half-chests tea—Order.

From SHANGHAI to LONDON, per Northampton, entered Jan. 11.—1194 packages tea—Rodoconachi, Sons, and Co.; 3 bales silk—C. Shand and Co.; 342 bales silk, 16 packages merchandise, 19,386 packages tea—Order.

From SHANGHAI to LONDON, per City of Hankow, entered Jan. 12.—321 half-chests tea—Rodocanachi and Co.; 222 half-chests tea—Dickinson; 1 case merchandise—Clifford; 181 bales silk, 617 bales hemp, 242 cases gall nuts, 8 cases merchandise, 7799 chests 901 half-chests 10,201 packages 3203 boxes tea—Order.

ARTICLES OF IMPORT.

TEA.

The market has been steady, but without much activity. Siftings, broken-leaf, and fair to good common, have been dull of sale at about previous prices. Fair to good Kaisows have been sold at former rates; good and fine show no change. Paklin kinds and Amoys remain in limited request. Black-leaf kinds, common to good common, have been less saleable at rather lower prices; fair to good medium, from recent arrivals, have sold about 1d. per lb. lower; good to fine remain firm, as also finest. New-make Canton kinds are steady; Oolongs show no alteration. Souchongs have been difficult of sale, and must be quoted 1d. to 2d. per lb. lower. Flowery Pekoes remain firm. Scented Teas show no alteration in the absence of fresh arrivals. In Uncoloured Japans there is no alteration. Green Teas have been without change; some Moyune kinds have sold privately and at public auction at previous prices. The public sales of China Tea on the 3rd and 9th inst. comprised 5,668 packages, all without reserve.

Messrs. Shepard, Harrison, Rehden, and Co. report:—The market has opened with a good healthy demand for all medium and better class Congous, chiefly second crop Oopacks and Ningchows, at 1s. 4d. to 1s. 7½d. per lb., also for useful to strong red-leaf Kaisow kinds, which were rather pressed to sale a fortnight since. Common Congou rules at 11d. to 1s.; Oonam kinds (Shantam district) show an easing tendency, late imports from Shanghai including a large proportion of this class; sales range from 1s. 1½d. to 1s. 2½d. per lb., a few parcels inferior making only 11½d. to 1s. 0½d. per lb. There is nothing to report in other descriptions of Tea.

Messrs. Percival and Co.'s Circular says:—Looking at the position of stocks, and the quantity afloat as compared with same date in previous years, we have every hope of a good and satisfactory result of business in the one we have just entered on; already buyers are showing a disposition, coupled with confidence, to increase their holdings, especially of medium and fine Congous, which threaten to become scarce before similar grades of new season's crop can arrive.

SILK.

There has been no alteration in the market since the commencement of the year; if anything, prices are a little firmer. In China Silk transactions have been on a moderate scale, but in Cantons there is a very large business doing. Japan Silk is entirely neglected, excepting for coarse descriptions, a few parcels of which have been sold at comparatively high prices. Deliveries 1st to 11th inst., China, inclusive: 859 bales; Canton, 258 bales; Japan, 57 bales. Total, 1174 bales.

LONDON QUOTATIONS, JAN. 13.

CHINA.

Tsatlee, No. 1	31s. 0d. to 31s. 6d.
" " 2	30s. 0d. to 30s. 6d.
" " 3	28s. 6d. to 29s. 6d.
" Red Peacock	25s. 9d. to 26s. 0d.

Digitized by Google

Yuenfaa, Nos. 1, 2, and 3	23s. 0d. to 26s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 6d. to 26s. 6d.
Long Reel	18s. 0d. to 21s. 0d.
Canton	13s. 0d. to 21s. 0d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 0d. to 29s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, Nos. 1 and 2	25s. 0d. to 26s. 6d.
Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 32s. 0d.
Koshiu, No. 1 and 2	24s. 0d. to 26s. 0d.
Eichizen	22s. 0d. to 24s. 6d.
Mashta	21s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.

There has been but a moderate demand for Plantation Ceylon since the re-opening of the market, but only a moderate supply having been placed on offer, prices show no decline upon the previously ruling range. The demand for Native has been active, and an advance in price has been obtained. The transactions for want of supply on the spot have been chiefly for arrival. The sales comprise :—On the spot, 936 casks 235 tierces and barrels 365 bags Plantation Ceylon, low middling to good middling bold greyish and palish, 58s. to 66s.; and 10 casks Native Ceylon, fine ordinary, 54s., peaberry, 57s. 6d.; 320 bags Singapore, good ordinary palish rather mixed, 50s. 6d.; bold even palish Bonthyne, 58s. to 63s. 6d. For arrival, 5,000 bags Native Ceylon have been sold at 53s. 6d. to 54s. 6d. without, and 55s. 6d. with guarantee of quality.

SUGAR.

During the past week the market has become quite excited, and prices have rapidly advanced, very extensive sales being effected, particularly of common brown qualities, which have been taken largely by speculators. The movement is due chiefly to the large demand for Refined for export. The transactions comprise 800 bags and 300 baskets Penang, low brown date, 19s.; common brown to middling yellow, 26s. to 30s.; 16,000 bags low brown Java sirops at 19s. 3d. to 19s. 6d.; and 186,000 bags Manila, Taal, and Zebu at 22s., Pangassinam at 27s. 6d. to 29s., common brown at 23s. 6d. to 25s. 6d., clayed, duty 4s. to 24s. 6d. to 26s. 6d., duty 4s. 9d. at 28s. per cwt. Afloat, a cargo of Manila (Taal) has been taken at 22s., landed, per cwt.

CUTCH.—There has been but little inquiry, and the business is confined to small sales of fine Pegu, at 22s. per cwt. 169 boxes Pegu Pagoda mark at auction were bought in at 23s.

COCOA NUT OIL.—Business is greatly restricted by the interruption of Continental traffic through the frost; the price of Ceylon, however, remains steady at £38 10s.

CANES.—In auction 29,900 Doghead were sold at ⅝d. to ¾d., and 10,000 Whanghee at 2⅛d. per cane.

CAMPHOR.—No transactions in China or Japan.

CHINA GRASS.—The market is steady, 152 bales have been sold at £52 per ton. An arrival is reported of 240 bales, per Wild Deer.

GAMBIER.—There is scarcely any demand; offers amounting to 852 bales in public sale were bought in at 15s. 6d. to 15s. 9d. per cwt. In dock 150 bales have been sold at 15s. 4½d. ex ship.

ISINGLASS.—At auction, 5 cases Penang tongue were offered, and bought in at 2s. 8d.

JAPAN WAX.—The market is very dull; 100 boxes good saucers at public sale, were bought in at 74s. per cwt.

MANILA HEMP.—There is only a moderate enquiry but no pressure to sell is being manifested, and prices are well sustained; about 500 bales have been sold part on the spot at £48 for brown and £55 for Sorsagon, and part for arrival upon terms which have not been made public.

MOTHER O'PEARL SHELLS.—Continental business being considerably depressed by the war, trade in this article is upon a very limited scale, and quotations for all qualities, especially Macassar, are quite nominal. Both this description and Manila are high in price, and of the latter there are increased supplies afloat, 1,230 tons, which may unfavourably influence value. No auctions have taken place.

PRESERVES.—At public sale 150 cases China Ginger sold at 7¼d., a few 7½d., 20 casks at 6¾d. to 7d., 50 cases Chow Chow at 6¾d., and 20 cases Comquats at 10½d.

PEPPER.—Black: The market is steady, with a moderate demand for Penang and Singapore at firm rates. On the spot about 3,500 bags have been sold, Penang at 5½d.; Singapore at 6d.; for arrival 700 bags Penang at 5 5-16d. to 5⅜d. per lb. White is in good request; about 1,500 bags have been sold, Penang at 6⅝d. to 6¾d., and Singapore at 6⅞d. to 7d. per lb.; for arrival, 7d. has been paid for the latter.

PLUMBAGO.—The market for Ceylon is firm, with an improving tendency; at public sale 125 barrels realised 17s. to 21s. 6d. for medium to fair lump, and 8s. to 9s. 9d. for dust.

RICE.—The principal feature in the market has been some large purchases of soft grain, spring shipment, estimated at 25,000 tons, Continental terms, at 10s. to 10s. 4½d. On the spot there is only a limited demand, and sales have been made on easier terms, viz., 11,000 mats field Siam at 8s. 6d., 400 bags do. at 8s. 9d., 21,000 bags Necransie and Rangoon at 9s. to 9s. 6d. for first-class damaged, and 9s. ex quay for sound, 600 bags Madras at 9s. 4d., and 7,000 bags Bengal, Casla 7s. 9d., Ballam 9s. 6d. (quay terms), common white 9s. 6d. per cwt.; afloat a cargo of 568 tons Bassein at 10s. 1½d., one of 800 tons Rangoon at 9s. 9d., and 400 tons white Bengal at 10s. 3d. per cwt.

RHUBARB.—The market for China is in an unsatisfactory position, with heavy arrivals, slack demand, and no speculation. The stock of good and fine root is very moderate, nearly all in warehouse consisting of low and middling qualities, ranging from 2d. to 10d. and 1s. to 2s. per lb. With any demand from America or the Continent it is believed that prices for this sort would advance 1s. or 2s. per lb. The mixed and inferior descriptions are in superabundant supply.

SPICES.—There has been but little business doing. Cinnamon: Of 96 bales Ceylon offered only 20 bales sold, first sort 2s. 10d., second and third 2s. 4d. to 2s. 6d., fourth 2s., the remainder bought in, mixed quality at 1s. 6d. to 2s., middling third to first 2s. 7d. to 3s. Cassia; 69 cases Japan were offered and bought in at 45s. Buds: 68 cases of fresh import were bought in at £9 10s. Cloves: 45 cases Padang were bought in at 6½d. Nutmegs: 12 cases Panang sold, 75's at 2s. 9d., 81's at 2s. 7d., 83's at 2s. 6d., 2 casks wormy at 6d. Mace: Of 3 cases Penang offered 1 case good middling sold at 3s. 8d.

SAGO.—The demand is limited; at auction of 880 bags large pearl only 150 bags sold, at 19s. to 19s. 6d., at which the remainder was bought in; also 240 bags small pearl, at 16s. 6d. to 17s.

STAR ANISEEDS.—At auction an offer of 50 cases China was bought in at £6.

TAPIOCA.—At the public sales on the 11th a good supply of Eastern descriptions met a fair demand, and was chiefly sold at previous rates; 126 boxes 947 bags Singapore mostly sold, Malacca kind 1½d. to 1¾d., fine white Rio kind 2¼d., a few lots 2½d.; 750 bags middling dull Penang sold at 1½d. to 1¾d., chiefly the latter price. Pearl: Supplies amounting to 750 bags 237 boxes were offered, of which 250 bags 237 boxes sold at easy rates, fair small 18s., fine ditto 19s., a few lots 19s. 6d., extra large but dull 17s. 9d. Flour. 225 bags Penang were withdrawn; 100 bag Singapore sold at 2d. to 2¼d.

TIN.—The demand is active, and the market firm; Straits on the spot has been sold at £135, to arrive by steamer at £133 to £134, and January shipment at £132; also 300 slabs of Banca on the spot at £135.

NEW YORK MARKET REPORT.

—o—

TEA.

There is no change in the market which continues to present a very strong appearance, the firmness being more noticeable in Black descriptions, for which there is a good demand, but holders evince very little disposition to operate, except at advanced rates. Green and Japan are in fair request at previous quotations.

SILK.

The following is from Mr. O'Donoghue's report:—The market still retains the position of inactivity noted in my last circular. Deliveries have been strictly measured by the immediate wants of the Throwsters; there is, however, no disposition on the part of holders to press sales, and prices for all silks which have been in favour are firm. This may be attributed in part to the continued steadiness of prices in China, and also to the comparative paucity of the supply of such silks in our own market. Usual reel Tsatlee and Tayseen, notwithstanding the low figures at which they are being offered, continue to remain neglected. Re-reeled Haineen and Tsatlee have been in fair demand, and have brought full prices. Re-reeled Canton, after the speculative movements recorded in my last, assumed a quieter tone; the deliveries lately have been of the inferior grades, and in small quantities. Japans still remain neglected.

There is a general anticipation that a sound and vigorous trade will follow the opening of the new year; our manufacturers are bringing to bear upon the business, particularly the making of piece goods, an increasing energy and skill, and the favour with which these goods have been received seems to substantiate the hope that this hitherto comparatively small branch of our industry may before long become one of great extent and value.

COFFEE.—The current quotations for East India kinds are Java Government bags 20c. to 22c.; Java mats, 20½c. to 21c.; Singapore, 18c. to 19c.; Manila, 16c. to 17c.; Native Ceylon, 17½c. to 19c. The market for Brazil is well supported, there being a fair demand and a not superabundant supply. In East India kinds the business done has not been important, though Java is attracting more attention than when we last reported. The sales have been 13,766 mats Java, ex Ida, and 500 mats from second hands at the rates quoted above, in addition to which the cargo of 10,821 mats, per Kingdom of Belgium, is reported to have been disposed of on private terms.

CAMPHOR.—China is quoted 17c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.20; Cassia, $1.25 gold (in bond).

GAMBIER.—The current quotation is 3 60-100c. to 3 65-100c. gold (duty paid).

HEMP.—The market for Manila continues to present a dull aspect, and the business since our last report has been comprised in the sale of 900 bales at prices not reported. The nominal ruling rates are 12¼c. to 12½c. gold.

PRESERVED GINGER.—China is quoted $7.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.18 to $2 currency (duty paid).

RICE.—The market generally is inactive, and there has not been a single transaction in East India since our last report.

SUGAR.—There have been no sales of East India descriptions.

SPICES.—The movement in Nutmegs referred to in our last report was much larger than was then reported. In addition to the sales we noticed, some 2,500 cases were taken, on the spot and to arrive, on private terms. The market since has been quiet for most descriptions, Pepper being the only kind which has shown much activity. Prices for goods in bond are very firm, with an upward tendency on Nutmegs and Pepper. The general impression is that stocks in the interior are drawn down very close, and after the New Year there will be an active demand to replenish them. The business in goods in bond, or duty paid, delivered after 1st Jan., includes 50 to 60 cases Nutmegs, at 80c. to 82c.; 15 to 20 do. Mace, $1.15; 1,200 to 1,400 mats Cassia, 36½c. to 37c.; 2,200 bags Pepper, 16c. to 16¼c.; and 300 bales Cloves, 12½c.

TIN.—The current quotations are—Straits, 32½c. to 33c.; Banca, 37½c. to 38c. gold. There has been a fair amount of business doing in Straits during the fortnight, the sales amounting to about 2,000 slabs, at the above quoted prices.

SHIPPING.

ARRIVED.—Dec. 23, at New York, from Batavia, Agnes,; 27, from Hong Kong, S.E. Kingsbury.

SAILED.—Dec. 18, from Boston, for Manila, Zephyr; 22, from New York, for Hong Kong (via Suez Canal), Arizona (str.); for Colombo, Aldebaran.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Ferdinand de Lesseps, str., (addl.) via S.C.	Colombo	London.	Dec. 15	...	...	...	...	...	70	149	152500	5298	...	...	...	...	19	...	...	...	...	...	...	...	...	...	199	...	21	38	...	...	13	41	102
Atalanta, str., via S.C.	Do.	,,	,, 15	...	11	...	...	...	...	...	672191	44400	40	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cymbeline	Singapore	,,	,, 17	60	...	8	17	...	147	1786	305000 &£430	6950	62	...	135	140	...	19000	29	63	586	...	774	873	...	20	45	...	240c	748 &100c.	41 &£30	16 &£70	202	20	286
Norman Court	Shanghai	,,	,, 21	27	8	...	60	...	...	252	1859813 &£5000	147321	...	...	...	74112	...	...	74	73	66	...	24	327	...	100	...	...	...	...	12	...	50	...	...
Art Union	Batavia	,,	,, 23	36	31	...	...	50	1240	754 &7tns.	35976	...	...	...	...	...	...	...	...	66	...	...	48	49	...	26	...	...	76	2493	1181	...	123	33	...
Cornuvia	Hong Kong	,,	,, 23	200	23 &410*l.*	13	60	¼	...	514	798952	14000	518	...	41	1300	...	112400	148	189	137	159	1505	801	150	237	278	205	37 ts	212 &814c.	59 &£57	29	240 &16cs.	31	...
Boyne	Colombo	,,	,, 24	23	82	5	1	47	383	1093	297390	16224	...	...	...	...	...	...	681	67	1664	1907	1140	1714	...	132	584	...	...	619	56	5	50	140	189
Leith, str., via S.C.	Hong Kong	,,	,, 23	...	½	...	...	2	1655	390	1608034	129206	...	...	200	3203	...	50000	3	...	...	5	230	66	151	42cs	...	...	130	197	60	...	40	...	30
Do. do.	Shanghai	,,	,, 23	...	63	¼	...	3	360	369	6227625	159850	993	...	...	21355 &3cs.	...	...	5	...	10	5	...	74	...	...	1193	...	5½ ct	52 &1cs.	1¼	12½	136 &10cs.	57	...
Lumley Castle, str., via S.C.	Hong Kong	,,	,, 31	...	...	...	...	400*l*	...	10	...	...	...	...	...	2995	...	10000	...	...	...	...	55	52	...	...	...	...	...	...	50	..	49	...	66
Do. do.	Shanghai	,,	,, 31	...	25	...	...	4		...	1306125	...	...	...	...	6305	...	4030	8	4	...	18	...	30	...	...	...	...	...	...	...	...	1 ck.	27	...
Do. do.	Japan	,,	,, 31	...	...	...	...	...	...	55	...	...	...	...	...	2367 &3cs.	...	52800	...	...	...	...	229	120	...	...	...	...	...	37	...	£12	74	...	...
Cordova, str., via S.C.	Colombo	Livrpool	,, 22	1	...	...	...	...	...	158	528690	104600	90	40	277	325	14	8000	...	10	...	...	...	...	...	...	111	...	...	6	...	...	...	...	...
Said, str., via S.C.	Singapore	,,	,, 24	...	2	...	...	...	...	3	394723	154351	...	...	...	1381	...	32220	...	...	...	...	...	...	60	...	164	...	...	...	...	...	...	60	...
Do. do.	Bangkok	,,	,, 24	5	3	...	1	...	3700	1594	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	30
Sarpedon, str., via S.C.	Singapore	,,	,, 28	...	...	...	...	...	...	250	962685	50340	...	...	129	440	...	17600	...	...	...	...	...	...	...	...	247	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 28	...	...	3	...	...	...	116	1929832 &£170	806942	40	...	631	1912 &26cs.	...	52800	...	...	...	...	...	...	...	...	576	...	...	...	...	5 &£5	...	...	3cs.
Do. do.	Shanghai	,,	,, 28	...	...	...	...	...	...	5	5297117 &£800	127948	...	...	...	3509 &13cs	...	6000	...	...	...	...	...	...	...	43	...	...	...	...	...	...	...	9pkgs.	25 &3cs.

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	£	£	£	£	£	£	£	£	£	£	lbs.
a Ferdinand de Lesseps, str. (addl.), via S.C.	Colombo	119	29	...	57	...	...	...	31	...	...	...	...
b Atalanta, str., via S.C.	Do.	12	...	...	...	...	12	...	...	...	...	...	...
c Cymbeline	Singapore	94& 37cs.	31& 7cs.	127	...	...	...	...	70	157	12& 6cs.	120	80
d Norman Court	Shanghai	85	...	...	413	...	...	...	...	...	...	52	...
e Art Union	Batavia	38	...	...	...	...	...	...	...	46	413	...	...
f Cornuvia	Hong Kong	25& 246cwt	72	20	...	115	...	15	...	117 pkgs.	45	400	123
g Boyne	Colombo	256	10	598& 6cks.	...	...	40	...	...	30& 4cs.	...	112	...
h Leith str., via S.C.	Hong Kong	218	15& 2cs.	766& 30cs.	90	...	...	35	70	25cs.	775	1500	...
i Do. Do.	Shanghai	133	8gls.	838	...	...	...	42	80	90cs.	30& 1cs.	...	...
j Lumley Castle, str., v. S.C.	Hong Kong	9	...	815& 11cs.	83	...	25	27	...	...	2cs.	...	...
k Do. Do.	Shanghai	...	...	65	...	...	...	...	...	53& 115cs.	...	...	...
l Do. Do.	Japan	...	...	120	22	...	...	...	...	...	...	...	128
Cordova, str., via S.C.	Colombo	19	31	...	...	...	11	...	...	...	...	...	...
Said str., via S.C.	Singapore	...	20	...	...	23	...	...	...	30	5	...	176
m Do. Do.	Bangkok	...	...	...	...	...	...	...	...	...	...	...	...
n Sarpedon, str., via S.C.	Singapore	1cs.	...	40	1cs.	...	...	...	...	1cs.	...	20& 12cs.	...
o Do. Do.	Hong Kong	3cs.	...	...	...	260	...	100	...	...	...	1794	...
p Do. Do.	Shanghai	22	...	...	...	...	...	...	...	...	120	...	...

SUNDRIES.

a Tablets, £15; effects, £35; sundries, £13; stores, £180; electro and plated ware, £8.——*b* Effects, £9.——*c* Lucifers, £385 and 40 cases; lamp posts, £36; brass wire, £337; bath bricks, £10; effects, £400; coals and coke, 150 tons; zinc, 8 tons; pianos and musical instruments, £80.——*d* Needles, 23 cwt.; spirits of wine, 82 gallons; mineral water, 90 gallons; fire-engine, £47; corks, £75; coals and coke, 475 tons.——*e* Matches, £1,278; cement, 40 tons; coals and coke, 250 tons.——*f* Iron wire, £152 and 48 tons; matches, £350 and 90 cases; liqueurs, 12 gallons; pictures, £38; herbs, £10; effects, £600; fire bricks, £12; tin plates, 200 boxes; rum, 640 gallons; gunpowder, 2,500 lbs.; beef and pork, 11 cwt. and £120; fruits, 8 cwt.; billiard and bagatelle tables, £110; coals and coke, 150 tons.——*g* Wire rope, £50; galvanised iron, 1 ton; manure, £1,892; refined sugar, 31 cwt.; measuring tapes, £66; cement, 20 tons; asphalte, £22; shot, 1 ton; electro and plated ware, £21; geneva, 360 gallons.——*h* Silver plate, 192 ozs.; effects, £376; watch springs, £65; gilt buttons, £135; cotton and silk velvets, £252; slate slabs, £205; quicksilver, 200 bottles.——*i* Effects, £150; clock and fittings, £50; magnetic dial, £60; optical instruments, £95; refined sugar, 5 cwt.; cordials, 12 gallons; brass and iron boiler tubes, £1,065; ships chandlery, £15; electro and plated ware, £16; pianos and musical instruments, £44, billiard and bagatelle tables, £170.——*j* Effects, £10; pictures, £10; fruits, 40 cwt.; pianos and musical instruments, £10.——*k* Flower roots, £50; cordials, 9 gallons; marble, £195; sugar, 2 cases.——*l* Effects, £35; theodolite, £21; carpet bags, £105; gold and silver watches, £94; gold jewellery, £56; silk broad stuffs, 1 case.——*m* Thermometers, £40; traction-engines, £1,300; fire-engine, £85; iron buildings, £3,597; shamploughs, £4,600; carts, £745; fire bricks, £38; testing instruments, £20; steam launch, £800.——*n* Clocks, £70.——*o* Dogs, £40; effects, £18 and 1 case; mixed silk, £325; silk velvet, £156; beef and pork, 15 kegs.——*p* plants, £5; silver plate, 63 ozs.; needles, 10 cases.

NOTE.—Per Havelock, from London to Singapore, cleared Oct. 24.—(Short shipped) Oilman's stores, £90; plain cottons, 60,000 yards; hardware, £90; pistols, £180. Per Forward Ho, from London to Shanghai, cleared Dec. 1 (addl.).—Woollens, £670; cordage, £50; paper, £90; articles of wood, £20. Per Cissy, from London to Hong Kong, cleared Dec. 8 (addl.).—Soap, 150 cwt. Per Sir Lancelot, from London to Shanghai, cleared Dec. 12 (addl.).—Plain cottons, 174,800 yards and £240; printed cottons, 12,800 yards; fruits, £12; oilman's stores, £466 and 2 cases; haberdashery, £75; umbrellas, £280; glass, £145; oil, 60 gallons. Per Leith (str.), from London to Penang, *via* Suez Canal, cleared Dec. 23.—Yarn, 6,000 lbs.; plain cottons, 229,825 yards; haberdashery, £15; hardware, £18. Per Lumley Castle (str.), from London to Batavia, *via* Suez Canal, cleared Dec. 31.—Oilman's stores, £89. Per River Avon, from Liverpool to Yokohama, cleared Dec. 7 (addl.).—Plain cottons, 464,835 yards; thread, 12,000 lbs. To Hiogo.—Plain cottons, 38,500 yards. Per Gloria, from Liverpool to Manila, cleared Dec. 9 (addl.).—Coloured cottons, 70,410 yards; plain cottons, 216,639 yards; cotton shirts, £132; pig iron, 40 tons; hardware, £120; woollens, £770; linens, £523; yarn, 53,200 lbs.; glass buttons, £30; moss, 1 bale; (short shipped) drugs, £128. Per Maria, from Liverpool to Manila, cleared Dec 9 (addl.).—Plain cottons, 145,036 yards; printed cottons, 26,466 yards; woollens, £671; umbrellas, £320; linens, £437; cotton handkerchiefs, £45; butter, 12 cwt.; galvanised iron roofing, £560; hardware, £10. Per Panic, from Liverpool to Singapore, cleared Dec. 23.—Coal, 524 tons; tobacco, 126 lbs. Per Said (str.), from Liverpool to Penang, *via* Suez Canal, cleared Dec. 24.—Yarn, 8,000 lbs.; plain cottons, 28,000 yards; muslins, £30. To Batavia.—Plain cottons, 59,080 yards; printed cottons, 48,400 yards. Per Blencathra, from Liverpool to Singapore, cleared Dec. 27.—Coal, 590 tons. Per Napier, from Liverpool to Galle, cleared Dec. 27.—Coal, 1,635 tons. Per Sarpedon (str.), from Liverpool to Batavia, *via* Suez Canal, cleared Dec. 28.—Printed cottons, 105,481 yards; plain cottons, 32,960 yards. To Penang.—Worsteds, £370; coloured cottons, 3,775 yards; clocks £50; provisions, £16; lithographic press, £30; haberdashery, &c., £60. To Japan.—Plain cottons. 165,200 yards; books, £37; woollens, £1,125; white wine, 52 gallons; red wine, 17 gallons; boots, £97; haberdashery, £77. Per Istrian (str.), from Liverpool to Alexandria, for overland to Colombo.—Coloured cottons, 2,400 yards. Per Ulva, from Glasgow to Singapore and Penang cleared Dec. 2. (addl.).—Earthenware, £540. Per Dunedin, from Glasgow to Yokohama, cleared Dec. 27.—Cement, £70; railway materials, £9,121.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jan. 5	A.O.A.	Young	Colombo	Deal
— 5	Elliotts	Liverseed	Do.	Do.
— 5	Kanagawa	Carst	Batavia, for Amstdm.	Do.
— 4	Vesta	Bakker	Do.	Off Dungeness
— 5	Wave Queen	Clark	Rangoon	Queenstown
— 5	Onward	Hewitt	Maulmain	Do
— 6	Great Victoria (str.)	Kerr	Colombo, &c., v. S.C.	London
— 6	Ellen Lamb	Braithwaite	Sarawak	Deal
— 6	Oceaan	Smit	Batavia, for Amstdm.	Do.
— 5	California	Deinum	Do.	Off Dover
— 6	Maddelina Vassals	Deandrey	Maulmain	Falmouth
— 6	Kenilworth	Johnson	Rangoon	Queenstown
— 7	Eldon (str.)	Asker	Shanghai, &c., via S.C.	Deal
— 7	Hildegaard	Smith	Bassein	Falmouth
— 7	Sparkling Dew	Lewis	Batavia	Do.*
— 6	Sydney Eggers	—	Singapore	Liverpool
— 6	G.Bambino Guiseppe	Monte	Maulmain	London
— 8	Saida	—	China	Do.
— 9	Fiery Cross	Murray	Macao, &c.	Deal
— 8	City of Hankow	Napier	Shanghai, for London	Off Dartmouth
— 8	City of Whampoa	—	Do.	Off the Deadman
— 7	Insulinde	Jollie	Batavia	Texel
— 6	Medea	Ankringa	Do.	Brouwershaven
— 7	Francesco Curro	Scott	Akyab	Do.
— 8	Maibit	Popken	Batavia	Texel
— 8	Galilei	v.d. Mey	Do.	Do.
— 8	Gesina	Ordeman	Tjilatjap	Do.
— 5	Aletta Augusta	Tinholt	Batavia, for Amstdm.	Off Dungeness
— 11	Aracan	Jones	Shanghai	London
— 11	Northampton	Barclay	Do.	Do.
— 12	Erl King (str.)	Steele	China, &c., via S.C.	Off Dover

* With mainmast sprung.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan. 5	River Indus	Shearer	Colombo and Galle	London
— 5	Erne	Sproule	Cardiff and Shanghai	Do.
— 4	Gipsy	Bernici	Singapore	Cardiff
— 4	Robert Fletcher	Brown	Hong Kong	Do.
— 4	Jane Sprott	—	Singapore	Liverpool
— 6	Duke of Athole	Peebles	Cardiff and Galle	London
— 9	Ambassador	Duggan	Hong Kong	Do.
— 7	Gleam	Burgess	Bangkok	Do.
— 9	Silver Eagle	Case	Yokohama	Do.
— 7	John R. Worcester	Cawse	Do.	Do.
— 9	Duke of Abercorn	Dalrymple	Shanghai	Do.
— 6	Brisbane	Prentice	Colombo	Shields
— 8	Prince George	Hawkins	Singapore	Cardiff
— 8	Clytie	Toogood	Manila	Do.
— 7	Cornelia	—	Batavia	Liverpool
— 9	Allendale	Gray	Singapore	Sunderland
— 9	Alcestes	Richards	Sarawak	Do.
— 7	Cotherstone	Petersen	Colombo	West Hartlepool
— 9	Petersburg (str.)	Black	Do., via S.C.	Holyhead*
— 10	Dunedin	McMillan	Yokohama	Clyde†
— 6	Eleutheria	Butchart	Galle	Sunderland
— 11	St. Croix	—	Do.	Liverpool
—	Anna	—	River Amoor	Cronstadt

After having been aground. † Not the "St. Petersburg," as before reported.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Alumina, Eliza Shaw, Windhover. For Shanghai: Aracan, Weymouth, Undine, Whinfell, Argonaut, Everest. For Hong Kong: Wm. Ritson, Burdwan, Chinaman, Windhover, Golden Spur. For Singapore: Summer Cloud, Haidee. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Sea Gull (str.), Abbotsford (str.), Tweed (str.). For Singapore, Hong Kong, and Shanghai: Belgian (str.). For Penang: Frances Milly. For Batavia and Sourabaya: Orient, Agra. For Colombo: Thames. For Colombo, &c.: Creswell. For Colombo, &c. (via Suez Canal): Olga (str.), Trent (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Hong Kong: Queen's Own. For Manila: Amigos, Estrella, Josefina. For Singapore: Adam Sedwick, Prince Arthur. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Albatross (str.), Agamemnon (str.). For Colombo, &c. (via Suez Canal): Scotland (str.).

At GLASGOW.—For Hong Kong: Lake Constance. For Manila: Dona Feliciana. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glendarroch (str.). For Singapore: Norham Castle. For Colombo: Glenaray.

SPOKEN.

NIMROD, London to Singapore, Nov. 10, 24 S., 28 W.
CYCLONE, Boston to Padang, 8 N., 36 W.
No. 2,190, 4th d.p., Liverpool to Japan, Nov. 25, 6 N., 26 W.
A large English ship, showing NGMP (com. code), Torbay to Hong Kong, Dec. 31, 43 N., 13 W.
SEAFLOWER, Cardiff to Hong Kong, Dec. 5, 7 S., 34 W.
KATE COVERT, Liverpool to Yokohama, Nov. 26, 6 N., 26 W.
YANGTSZE (ship), Foochow to London, Oct. 6, 6 N., 111 E.
F. MARIE (brq.), Macao to Callao, Oct. 12, 3 N., 109 E.
MIKADO (ship), Shanghai to New York, Nov. 14, 29 S., 46 E.
GERAINT, Shanghai to London, Dec. 4, 13 S., 10 W.
CUTTY SARK, London to Shanghai, Nov. 23, 4 N., 23 W.
MARY GODDARD, Java to Schiedam, Nov. 21, 20 S., 2 W.
JAMES WEARNE, Cardiff to Galle, Dec. 4, 5 S., 29 W.
PALMERSTON, London to Colombo, Dec. 4, 5 S., 29 W.
EARL RUSSELL, Batavia to Rotterdam, Dec. 19, 10 N., 30 W.
LADY ELIZABETH, Shanghai to New York, Nov. 3. in Java Sea.
SEA BELLE, Colombo to London, Nov. 25, 35 S., 20 E.
HADDINGTON, Foochow to London, Dec. 19, 9 N., 25 W.
LUCKNOW, Cardiff to Singapore, Nov. 28, 3 N., 27 W.
SURPRISE, New York to Shanghai, Nov. 21, 6 N., 30 W.

FREIGHTS AND CHARTERS.

Berth freights are somewhat firmer, but rates rule about the same; in coal freights from the north rates in some instances show a slight advance.

Current rates of freight for vessels on the berth: To Tientain and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast: per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £42. For Hong Kong: £35. To Singapore: £26. For Galle: £25. From Newport, Cardiff, or Swansea, per ton—For Yokohama: £1 17s. 6d. For Shanghai: £2. For Hong Kong: £1 15s. For Java: 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 5s. For Colombo: £1 3s.

CASUALTIES.

Information was received at Liverpool from New York on the 6th Jan. that the Samuel Russell, Lucas, from Foochow to New York with tea, ran on Glass Island, Gaspar Straits, 23rd Nov., and became a total wreck; crew saved. The wreck was sold for $370, and the cargo for about $1,800.

Advices from Amsterdam, dated 7th Jan., state that the California, Deinum, from Batavia, had lost an anchor and 43 fathoms chain in Texel Roads.

The Agnes (str.), Worsley, which left London, Jan. 3, for Singapore, (via Suez Canal), put back to Falmouth, 9th.

The Kanagawa, Carst, from Batavia, arrived at Texel, 8th Jan., leaky, and had lost anchors and chain.

MISCELLANEOUS.

At PORT SAID.—Jan. 6, Alonso (str.), from China and Singapore, for London.

SUEZ CANAL.—Don (str.), from Liverpool, for Japan; Evora (str.), from London, for Colombo, &c.; De Ruyter (str.), from Liverpool, for Colombo (?); Waverley (str.), from China, for London.

At SUEZ.—Jan. 10, Parana (str.), from London, for China.

At ST. HELENA.—Nov. 29, Reveil, Chamelon, from Batavia.

THE ERL KING.—This vessel, whose extraordinary passage to Suez we lately noticed, arrived in London on the 12th inst., having completed the passage from Shanghai in fifty-four days. She brings several passengers, 1,347,284 lbs. tea, and 130 bales silk.

The steamer *Emerald*, built by Messrs. Hall, Russell, and Co., of Aberdeen, to the order of E. M. de Bussche, Esq., and now on the berth for the Straits and Japan, has had a trial trip, and accomplished 10½ knots on a consumption of 6 cwt. of coal.

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, AND UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every acility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receives at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles

CHANDELIERS in Bronze and Ormolu

MODERATOR LAMPS and LAMPS for INDIA, TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.

Established 1807.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.

Hong Kong and Shanghai.

THE PHŒNIX

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA,

EDITED BY

THE REV. JAMES SUMMERS,

Professor of the Chinese Language in King's College London.

No. 1. JULY, 1870.

SUBSCRIPTION £1 1s. PER ANNUM.

LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD STREET, E.C.

HOLLOWAY'S OINTMENT

AND PILLS.—DISCOMFORT.—Nothing tries human patience more severely than the incapacity for exertion. Pain many bear with fortitude, few can endure the weariness attending debility without complaint. This weakness commonly depends on a disordered digestion, and may be readily rectified by early resorting to Holloway's remedies, both of which act energetically, yet most safely, on the stomach and liver. The Pills, dissolving in the stomach, act immediately on its secretions; the Ointment penetrates to all internal organs, tending always to restore their natural functions. A short trial of these medicines will convince the most sceptical. Relief soon follows their use, and the continuance of them for a time in most cases effects a permanent cure.

ROBERT COCKS AND CO.'S NEW MUSIC.

QUADRILLES FOR PIANO, well marked for dancing, most tuneful, and much in demand. All finely illustrated.

The Louise, 4s.	The Osborne, 4s.
The Gipsy, 4s.	The Canary, 4s.
The Scarboro', 3s.	The Royal Prussian, 4s.
La Seine, 4s.	The Globe, 4s.

THE LIGHTS FAR OUT AT SEA. Words by REA. Music by A. S. GATTY, composer of "O, Fair Dove; O, Fond Dove." Price 3s.

NEW COMIC SONGS. Composed by ALFRED S. GATTY. 3s. (These modern songs may be sung in any drawing-room.)

The Three Little Pigs.	I really am so Sleepy.
A Sneezing Song.	Medicine Jack.
*Bobbie! Bobbie! Bobbie!	Not so bad for me.
B. R. A. G. (a lady's song).	Put it down to me.
Cent per Cent.	* I'll not try it again.

All with illustrated titles except the two with *

O, FAIR DOVE, O, FOND DOVE. Song by A. S. GATTY. 4s. "We have seldom met with so much beauty concealed in so apparently simple a song."—Vide *Edinburgh Courant*. "A singularly touching and effective melody."—Vide *Examiner*. "Cannot fail to be a favourite."—Vide *Weekly Review*. N.B.—This is the most popular setting. Post free at half price.

TIRED. Sacred Song. Poetry by Miss BURNSIDE. Music by Miss M. LINDSAY (Mrs. J. W. Bliss). No. 1 in D flat; No. 2 in D. Each free by post for 24 stamps "A smooth and graceful melody of the simplest type, and likely to become very popular."—Vide *Edinburgh Courant*.

REST. By Miss M. LINDSAY (Mrs. J. W. Bliss.) Sacred Song. 3s. "This is a companion to the beautiful ballad 'Tired,' which has already found its way to the hearts of so many, and a popularity quite as great may fairly be predicted, for it is equally deserved."—Vide *Buxton Advertiser*. Post free for half price.

FAR AWAY. Song by Miss M. LINDSAY (Mrs. J. W. Bliss). 4s. "There is great beauty in this melody."—Vide *Standard*. "The melody is so sweet and plaintive."—Vide *Brighton Gazette*. The same for pianoforte, by Carl Luini, 3s.; half-price, postage free London: Published only by ROBERT COCKS and Co.

New Burlington-street. Order of all Musicsellers.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & C
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM)

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. — —
ALEXANDRIA ADEN BOMBAY	" " " " " "	Ever Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA APAN	Saturday, Jan. 7, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Jan. 17, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Jan. 21, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 31, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

BRINDISI LINE.—Under arrangement with the Postmaster-General, the Peninsular and Oriental Company's steamers carrying H.M.'s Mails will, until further notice, leave Brindisi for Alexandria every Tuesday at 2 A.M., and Alexandria for Brindisi every Sunday on the arrival of the Mails from India, &c. Fares between Brindisi and Alexandria—First Class, £12; Second Class, £9.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

To Alexandria fortnightly, from the 19th of Jan.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street, London.

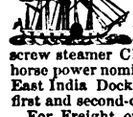
UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48 " "

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

Steam via the Suez Canal.—To sail on the 31st January.



FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, the splendid new full-powered screw steamer CHEOPS, A1, 1,150 tons register, 150-horse power nominal, W. S. CROWDACE, Commander; East India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Bishop-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street London. E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shang	Tweed, s.s. via Suez C.	A1 18 yr.	SWID	Jan. 21
Do.	Erl King, s.s.	B in A1	SWID	Feb. 20
Do.	Elgin, s.s. ...	A 100	SWID	To follow
Hong Kong.	Windhover ..	A1 16 yr.	SWID	Jan. 25
Do.	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Do.	Everest	A1 13 yr.	SWID	With des.
Yokohama...	Alumina ...	*A in A1	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, and JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.*	Vangurd, s.s.	90 A1	E.I.D.	Feb. 6
Do.	Vixen, s.s....	A1 18 yr.	E.I.D.	Feb. 20
Hong Kong..	Chinaman ...	A1 14 yr.	E.I.D.	With des.
Hong Kong..	Leander ...	A1 16 yr.	W.I.D.	To follow
Yokohama	Fiery Cross.	A1 13 yr.	E.I.D.	With des.

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

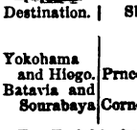
THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang.	Abbotsford ...	AB 1*	1050	E.I.D.	Jan. 19
Do.	Enterprize ...	A 100	1500	E.I.D.	Jan. 28
Do	Craigforth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.



MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
	From LIVERPOOL.			
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
Batavia and Sourabaya	Cornelia.....	+ 3-3rds LII.	Prnce's	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

To sail January 24.

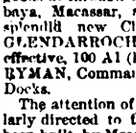
FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship GOLDEN SPUR, A1 14 years, 657 tons register; SAMUEL E. FARRELL, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.



STEAM from LONDON, via Suez Canal, last shipping day Jan. 27, for PENANG, Singapore, Hong Kong, and Shanghai (taking goods at through rates for Batavia, Samarang, Sourabaya, Macassar, and Japan, at shippers' risk), the splendid new Clyde-built, full-powered steamship GLENDARROCH 1,500 tons register, 900-horse power effective, 100 A1 (highest class) at Lloyd's, E. W. BERRYMAN, Commander; now loading in the East India Docks.

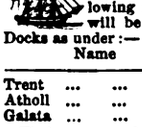
The attention of shippers and passengers is particularly directed to this very fine vessel, which has just been built by Mreass. A. Stephen and Son, of Glasgow, expressly for the China trade, and engined by Messrs. J. and J. Thomson, combining every modern improvement both in hull and machinery, and from her fine model it is confidently expected that she will prove a very fast steamer.

For Freight or Passage (having elegant accommodation for a limited number of passengers), apply in Glasgow to THOMAS SKINNER and Co., 12, Gordon-street; or to Messrs. Wm. Ross and Co., Royal Bank-place; in London to THOMAS SKINNER and Co., 17, Gracechurch-street. To be immediately followed by the new s.s. Glensannox.

With immediate despatch.

FOR SHANGHAI, direct, the Clipper Ship WEYMOUTH, AA1, 829 tons register, S. W. GIBSON, Commander; loads in the East India Docks. This ship has made some of the fastest passages hence to Shanghai on record, and is noted for discharging her cargo without damage.

For Freight or Passage, apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.



STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Trent	1,410	Jan. '21
Atholl	1,395	Feb. 5
Galata	816	Feb. 28

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess if sufficient inducement offer. For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8 York-street, Manchester, or 109, Leadenhall-street, E.C

All goods must be alongside not later than the 23rd January, and be distinctly marked for their port of destination.

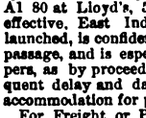
DIRECT FOR COLOMBO, MANGALORE, CALICUT, and COCHIN, the splendid fast-sailing ship, CRESSWELL, A1 13 years, 464 tons register, L. WHITE, Commander; South West India Dock. This magnificent clipper will be the last to leave during this season for the Malabar Coast. Intending shippers should make early application to have room reserved.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with the usual quick despatch.

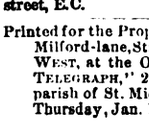
DIRECT FOR COLOMBO, the splendid clipper ship SOUTHERN BELLE, A 1, 540 tons register. J. HILL Commander; West India South Dock. This fine vessel, having just been newly metalled, offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.



FOR SINGAPORE, YOKOHAMA, and HIOGO direct (via the Suez Canal), to sail 25th January, 1871, proceeding to NAGASAKI, if sufficient inducement offer, and taking cargo for transhipment to BATAVIA, at a through rate, the splendid new full-powered Screw-steamer EMERALD, A1 80 at Lloyd's, 560 tons register, 350 horse power, effective, East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to Japan shippers, as by proceeding direct transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.



JAPAN.—Notice to Passengers. — The magnificent screw-steamer EMERALD will leave the East India Docks January 25th inst., for Japanese ports direct, via Suez Canal. Has elegant and commodious cabins.

Apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Thursday, Jan. 19, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 386.] LONDON, MONDAY, JAN. 23, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Oct. 7	Nov.] 28	Dec. 4
Yedo			
Osaka and Hiogo	—	—	" 1
Hakodadi			
Nagasaki	—	—	" 3
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Oct. 7	Dec. 1	" 1
Kin-kiang			
Chin-kiang			
Shanghai	" 7	Nov. 26	" 6
Ningpo			
Foochow	—	—	" 6
Formosa			
Amoy			
Swatow			
Hong Kong	" 21	Dec. 2	" 13
Canton			
Macao			
PHILIPPINES— Manila	" 7	Nov. 24	" 6
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	" 12
BORNEO—Labuan			
Sarawak	—	—	" 13
JAVA — Batavia	Nov. 4	Dec. 14	Dec. 14
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	" 4	" 9	" 20
Penang	—	" 7	" 22
CEYLON—Galle	—	—	" 29
Colombo	—	—	" 28

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning, its due date. The next inward mail (P. and O.) is due on the 4th Feb., and will bring dates Yokohama, Dec. 18; Shanghai, Dec. 22; Hong Kong, Dec. 28; Singapore, Jan. 4.

Private telegrams *via* Singapore, in advance of the mail leaving Shanghai Jan. 5, Hong Kong Jan. 11, were received on the 18th inst., seven days from Hong Kong. Telegrams *via* San Francisco, dated Yokohama, Dec. 24, were received on the 19th.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Delta*, arrived Jan. 18.—From Shanghai: Mr. Balabio. From Hong Kong: Master R. Howard. From Singapore: Mr. H. Van Lier. From Batavia: Mr., Mrs., and Miss Deines and child. From Galle: Mr. Mercer.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Jan. 28.—From Yokohama: Mr. Astow, Prince Fushimino, Mr. Mohir, Mr. Isogini, Mr. Mitzielnia, Mr. Kawashina, Mr. Kivichi, Mr. Oskoji, Mr. Nisi, and two Japanese. From Hong Kong: Mr. G. Archer, Mr. H. Crockford, and two second-class passengers. From Singapore: Mr. Briggs. From Galle: Mrs. and Miss Hook, Capt. Varian, and one second-class passenger.

To Suez.—From Hong Kong: Mr. F. P. Terry, Mr. and Mrs. Burrows. From Galle: Mr. White and one second-class passenger.

To Alexandria.—From Yokohama: Mr. Dapissin, Mr. Bovenschen.

To Malta.—From Galle: Hon. Mr. Justice Stewart, Mrs. Stewart.

To Gibraltar.—From Hong Hong: Mr. and Mrs. Trevino and two second-class passengers. From Singapore: Don Jose Malta, Don J. San Juan, Don. M. Valdcenas, Don F. Ramirez, Don V. Gonsalves, Don J. Beceiras, and seven second-class passengers.

By last Bombay mail, to Southampton, per P. and O. steamer *Tanjore*, expected to arrive this day.—From Shanghai: Mr. Pode.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*. from Southampton, Jan. 21.—To Shanghai: Mr. M. O. Fitzgerald. To Hong Kong: Lieut. the Hon. F. G. Crofton, Mrs. Hughes, Miss Burke, Mr. H. E. Smith, Mr. and Mrs. A. MacIver. To Singapore: Miss Cooke, Mrs. G. F. Hose and two children.

Per P. and O. steamer *Candia*, from Brindisi, Jan. 31.—To Ceylon: Mr. T. Wright.

Per P. and O. steamer, from Suez, Feb 5.—To Batavia: Lady Ernst.

Per P. and O. steamer *Tanjore*, from Southampton, Feb. 4.—To Shanghai: Mr. E. Iveson, Mr. J. P. Barnes. To Singapore: Dr. Little, Miss S. Little. To Ceylon: Mr. Torin, Mr. G. Todd.

Per P. and O. steamer *Nubia*, from Brindisi, Feb. 14.—To Singapore: Mr. J. Woodford Birch.

Per Pacific mail steamer *Japan*, from San Francisco, Jan. 1.—To Yokohama: Mr Hugh Fisher, Miss Seymour, Mr W. W. Cargill, Miss Cargill, Mrs. Verbeck and five children, Mr. T. Herzog. To Shanghai: Mr. and Mrs. M. G. Moore, Mr. T. Yates, Mrs. F. R. Jenkins, Mr. Charles Marshall, Mr. John Markham, Mrs. Markham. To Hong Kong: Mr. Charles A. Lorett, Dr. F. A. Holman, Mr. C. F. Low.

NOTWITHSTANDING the advices sent forward to Suez, advising CHUNG HOW not to proceed to France, owing to the disorganised state of the country, it appears that he did pursue the voyage, to the landing in Marseilles, in the French mail steamer, but nothing has been heard of his movements since.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates from this port extend to the 4th Dec. The outward mail of Oct. 7 had arrived. There is nothing of any importance to add to our last. At Osaka the Mint is nearly completed, and is a remarkably handsome and solid freestone building, the first of its class ever built in Japan. The machinery will soon be in complete working order, but it is hazardous to say when it will commence work. The lighthouses are being pushed forward with all the speed possible, and they are of a quality as to construction and lights that would do credit to any country. Altogether there will be eighteen lights on the Japanese coast, two being lightships. Three of the lighthouses are under the superintendence of a French engineer, M. Verny, Chief of the Arsenal at Yokohama; the remainder under Mr. Brunton, engaged for the Government of Japan by H.B.M. Government for this particular work, but who, since his arrival in Japan has done the community and Government good service in a variety of ways in which his engineering skill could be useful. It is under his advice and supervision that the settlement of Yokohama is being drained and the streets made. He has also presented a scheme for lighting the settlement, which the Government have professed themselves willing to carry out so far as the provision of lamp-posts is concerned.

Sir Harry Parkes is absent on an official visit to Kobe and Osaka. He also takes advantage of an invitation from one of the nobles in the district to take a trip into the country from Osaka, and is or has been staying with Lady Parkes at Wakin-yama in Kishiu.

H.E. M. De Long, U. S. Minister, has recently paid a visit to the Inland Sea ports.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, Dec. 3, 1870.

My last, on the 16th ult., was forwarded via San Francisco. This morning the Pacific mail steamer *Costa Rica* arrived from Shanghai, bringing a portion of the English and French mails of Sept. 30 and Oct. 7, and the balance may be looked for by the steamer *Tszru*, expected here on the 6th inst.

Of general news there is a great dearth at the present time. A meeting of land renters took place here on the 2nd inst. at the Club, to consider what steps they ought to adopt to endeavour to get the Japanese Government to reduce the ground rent on the lots, which has been found to be so heavy as to seriously affect the value of house property now that extreme depression of trade exists. All the principal renters were present or represented, and all those who were absent promised to support any resolutions the meeting might arrive at by signing a memorial to the representatives of the Treaty Powers. A letter addressed to the Consuls was submitted to the meeting, which they considered fully embodied their views, and it was signed by all the persons present, and then handed to the Municipal Secretary to get it signed by the remainder of the land renters. In course of the proceedings it was stated that from 1861 to 1870 (both years included) the sum of $147,000 has been paid to the Japanese Government

Digitized by Google

for the rent of bare ground only; the average of the past seven years is $17,150 (about) per annum, which is a very considerable sum when the size of the settlement is considered. It was proposed that front lots should be reduced to one-half, and rear lots and the hill or bungalow ones to one-third of the present rent.

The movements of vessels of war have been almost confined to departures, viz. H. B. M. steamer *Salamis*, for Amoy (via Shanghai), 18th ulto.; *Ocean*, for Amoy direct, 19th ulto.; Russian *Boyarin*, for San Francisco, 20th ulto.; *Haydamack*, for Hong Kong, 22nd ulto.; *Almaz*, bearing the pendant of Commodore Pilkin, for Yokohama, 27th ulto. The arrivals have been H. B. M. gunboat *Leven*, from Shanghai, 23rd Nov., and left for Hiogo on 25th idem; H. B. M. gunboat *Elk*, 22nd Nov., from Chefoo, and French gunboat *Aspic*, from Shanghai, 1st Dec., both remained in port. Freight to London, per *Rollo*, has been raised from £2 15s. to £3 per ton. Nebus 395 in the native town when buying $400 to $403 in transactions between foreigners. Exchange on London, 4s. 5d. to 4s. 6d., quite nominal.

CHINA.

—o—

SHANGHAI.

Dates extend to Dec. 6. The outward mail of Oct. 21 was daily expected. Telegrams *via* Kiachta reached to Nov. 8.

The following summary is from the *North China Herald* of Dec. 6:—

The members of the St. Andrew's Society and their friends sat down, to the number of between forty and fifty, and passed a very pleasant evening, under the presidency of Mr. Fullarton Henderson, with Mr. A. Campbell as croupier. The walls of the club dining-hall were adorned for the occasion with various loyal and emblematic banners, the centre attraction, at the head of the room, being an illumined transparency, representing the worthy saint in the free drapery of the period. The national thistle was suggested by a specimen of the genus totally devoid of the characteristic "stob," which induced the imprecations of the annoyed Dane and saved the Scottish camp. Gorgeously mounted ramshorn snuff-mulls were added to the adornments of the table, and from their recesses ministered to the wants of those who favoured that pungent luxury. In the dinner carte such national dishes as "cockaleekie" and "haggis" retained their place of honour, and received the attention their undoubted excellence merited.

The second day of the S. Y. C. Regatta was on the 30th November, and produced some fine sport. Two races were run, one for yachts, which was won by the *Phantom*; another for ships' sailing boats, which was won easily by a cutter belonging to the Police Hulk. A race between the boats of the *Monocacy* and *Colorado* also came off at Woosung on Friday. The latter kept the lead throughout, and won in 44m. 20s., the *Monocacy's* cutter coming in 7m. later.

The North-Saddle Island lighthouse, which was lighted up on the 1st November, is by far the most powerful light in China. The North-Saddle Island, some eighty-three nautical miles distant from Shanghai, is well known to shipmasters frequenting this port, as it is generally in that neighbourhood they fall in with the pilots; and many steamers also round the Saddles in preference to taking the shorter though more intricate navigation past Gutzlaff, where a fixed light was so successfully installed last year. This light will be of utility to all vessels navigating the Senhouse Island Pass, as also to those adopting the more northerly course. The Saddle peak is nearly 800 feet high, which is too great an elevation for a catadioptric light, and occasionally for days together it is obscured by fog. A suitable site was chosen on a long narrow ridge on the northern extremity of the island, some 250 feet high. This, after some cutting down, afforded sufficient area for the light-keeper's dwellings. Each light-keeper has a sleeping apartment 16 feet by 14 feet and 10 feet high, provided with a speaking tube communicating with the light-room. There is a general mess-room, store-room, and engineer's room. The whole of the works have been constructed from the designs and under the superintendence of the chief coastlights' engineer, Mr. D. M. Henderson, C.E., who has been for the last two months at the North Saddle, completing the buildings and erecting the lantern and light. The height of the focal plane is 273 feet above high water of spring tides, so that in clear weather the light should be visible twenty-three and a-half nautical miles. The light is not obscured on any bearing in the lantern, but the False Saddle forms the eastern limit, whilst Elliott Islands form the western one. This light has been seen from the Barren Islands and Gutzlaff with great brilliancy, and some pilots report that it has been seen thirty miles.

Judgment was given on the 30th November in the case of the Borneo Company, Limited, *v.* Ts'ae-kwei-p'ei, alias Chow Kwei Poo, and his securities. The claim was for Tls. 15,000, being money belonging to the plaintiff's and unaccounted for by the defendant, the plaintiff's compradore.

Ts'ae-kwei-p'ei having unlawfully abstracted his master's money, it is meet and right that such sum should be recovered from him. As, however, the manager of the Borneo Company has detained the pledge-note for the fire-arms, it seems to the Court that he is to be looked upon as the present pledgee.

Ts'ae-kwei-p'ei having petitioned the Court to allow him a limited period within which to repay the amount, the Court now decrees that he shall repay the amount within a period of one month from the present date. Should the said defendant fail so to do at the time appointed, the securities, Kin-tsze-kwei, Sen-kan-ting, and Hwang-e-kwei, will be called upon to pay the said amount in equal proportions, in accordance with the tenor of the security paper. The muskets ought to be handed over to the charge of the securities. Ts'ae-kwei-p'ei will still be kept in confinement, Ho-yuen-kwei (the pledger of the muskets) and the securities, Hwang-e-kwei and the others, must provide trustworthy security. The security paper handed in by the Borneo Company is held in the hands of the Court, for consideration.

The agents of the British barque *Ellon Castle* have published a letter thanking the commander and crew of H.M. gunboat *Grasshopper* for the valuable assistance they rendered on the occasion of her wreck. The *Ellon Castle* was wrecked on the bar of Newchwang on the 18th Nov., and was almost immediately boarded by some 400 pirates. There is no doubt that had it not been for the prompt assistance rendered from the *Grasshopper* every movable would have been stolen, and probably the ship's crew murdered for the crime of resisting. The gunboat crew had to fire upon the pirates with blank cartridge, and orders were given to load with ball before they were repelled.

The Chartered Mercantile Bank receives subscriptions for the *Captain* fund. Captain Denison, of H.M.S. *Zebra*, has written to the daily paper a timely reminder that nothing has yet been done in China to assist the sufferers by the wreck of the *Slaney* some months ago, although that accident might have appealed more particularly to the sympathy of residents in China.

Dr. F. Porter Smith has just issued a useful book from the Presbyterian Mission Press. It is entitled "A Vocabulary of Proper Names, in Chinese and English, of Places, Persons, Tribes, and Sects in China, Japan, Korea, Annam, Siam, Burmah, the Straits, and Adjacent Countries," and is dedicated by the compiler to Dr. S. Wells Williams, Secretary of the U.S. Legation at Peking.

A meeting of the Asiatic Society was held on the 5th Dec., when a paper was read by Dr. Macgowan on "Man's Place in the Materia Medica of China."

The *Clara Babazan* got ashore on the bar at Newchwang, and had to discharge into lighters.

We hear that the North German ships *Marie* and *Canton* have arrived at Ningpo from Newchwang. They and the other three North German ships in harbour were obliged to leave at the last moment, in consequence of the ice. The dock had been prepared for them; but the water was not high enough for them to get into it, when ice made its appearance. They had therefore to choose between being frozen in at the risk of getting crushed, and putting to sea with the risk of capture. Two of them, it will be seen, have come safely to port.

The export of tea from Hankow up to the end of November showed a deficit of 1,387,410 lbs., but there seems every likelihood that this will be more than made up before the end of the season. The greater portion of arrivals during the fortnight have found buyers, at prices showing an advance of two to five mace per picul on previous quotations. Some 2,000 chests have been sent to Shanghai. There has not been much doing in cotton goods, but prices are maintained.

We regret very much to hear of the sudden death of the Taoutai of Ningpo. He was one of the best officials who have been at Ningpo.

Mr. Graham Sandford passed through Shanghai, a few days ago, to take up the post of Secretary to H.B.M. Legation, vacant by the recent death of Mr. Conolly. It is said that Mr. Wade is likely to go home in the spring.

It appears that the statement that Mr. Seward was refused an audience by Prince Kung was incorrect. The facts are briefly as follows:—The Secretary, Admiral Rodgers, and Mr. Geo. F. Seward, the Consul-General, intimated a desire to pay a visit to Tsungli-yamen, as representing the Chinese Government. On the day named a note was brought stating that Prince Kung had been suddenly seized with violent colic, and would be unable to see them; but the other members of the Yamen were awaiting them, and would be happy to see them. They were received by the members of the Yamen with great ceremony and apparent cordiality. They were profuse in their expressions of regret at the sudden indisposition which prevented the Prince from being present in person. The interview lasted a considerable time; all business was discarded, and the high officials carried their relaxations to the borders of festivity.

Next day Prince Kung sent to Mr. Seward a note full of regrets at his having failed to see the distinguished stranger the day before, and asked when it would be convenient for Mr. Seward and his party to receive a visit from him. Accordingly to invitation, the Prince came to see them at their quarters at the Russian Legation, reiterated his apologies at great length, and expressed his gratitude to the Americans for their continued friendship, and especially his obligations to Mr. Seward in connection with the Burlingame Embassy.

The British ship *Fontenaye*, Captain Taylor, 365 tons, sailed from London 6th July, and crossed the Equator 5th Aug., had no S.E. Trade; passed the Meridian of the Cape on 3rd Sept., S. Lat. 42 degrees. Experienced strong gales with very bad weather; on the 3rd September a severe gale from S.W., ship scudding under

Digitized by Google

close-reefed topsails and whole foresail; wind lulled suddenly, ship pooped and broached to, shipped a very heavy sea over the portside, carried away main deck ventilator. Started main hatch tarpaulins and portside of half deck companion, and washed top gallant bulwarks on both sides amid-ships; the water ran into the hold through the man-hole in the deck and damaged a large portion of the cargo. Nov. 7, sighted south end Formosa, a continuation of N.E. gales with very bad weather. Carried away foretopsail yard, sails and lanyards, the main deck filled with water. On the 30th Nov. anchored in the river below Woosung.

HONG KONG.

Dates by this opportunity extend to the 13th Dec. The outward mail of 21st Oct. arrived on the 2nd Dec. with telegrams to 22nd Nov.

The *China Mail* says that his Excellency Chung How, before his departure for Canton forwarded the sum of fifty dollars as compensation for the protective service rendered to him by policemen during his sojourn in Hong Kong. The money has, of course, been returned to him. While he was at the City of Rams, says a correspondent—

"The Cantonese thought very little of Chung. At first they were of opinion that he was as much to be blamed for the Tientsin Massacre as the man in the moon; but now their tone has entirely changed, and they are impressed with the idea that he is not the devil they took him to be. The propriety of the acting American Consul paying a visit to a person whose name has become a byword seems questionable, yet this he has done. With his thorough knowledge of Chinese language, it is, however, to be hoped that the visit of the reverend Consul will not be altogether barren of some good result; he must have doubtless succeeded in impressing upon the mind of the benighted heathen at least the grand principle of Christianity, viz., to do unto others as you would have others do unto you."

M. Rochechouart seems to be, unfortunately, as we think, anxious to grasp the blood-money offered by the Chinese. Tls. 100,000 have been taken from Canton, and Tls. 150,000 from Shanghai. If M. Rochechouart ventures on the distribution of this money before he receives instructions from home he will commit a serious diplomatic blunder, which not even the present state of affairs in France will excuse. He may hold it as a deposit—as a material guarantee for a future settlement—but to make use of it in any other way would only lead to unpleasant complications of an already very ugly matter.

The *Graphic* of October 1 contained what purported to be a likeness of "Chung How, Governor of Tientsin," but gave him a type of Chinese physiognomy which did not by any means do justice to the Chinese worthy who is now on his way to France. In the *Graphic* he was depicted as a mild benevolent-looking gentleman, with somewhat of an anxious expression, whereas he is in fact a—what he is shown to be in the photograph which has been taken of him by Messrs. Floyd and Co., of Hong Kong, and which will probably be accepted as a more truthful likeness than that conceived by the *Graphic*. Chung How has himself approved of Messrs. Floyd's photograph, and has presented a copy thereof to the Hong Kong Hotel. The proprietor of the *China Mail*, having obtained permission from Messrs. Floyd and Co., has issued a lithograph copy of their photogragh with this overland edition of that paper.

The *China Mail* mentions a case of considerable interest which has been lately tried before the French Consul (M. Blancheton), at Foochow, with Baron de Meritens and Comte de Bonny as assessors. Dr. Vidal, medical attendant of the Arsenal, sued M. Giquel, first director of the institution, for the sum of $35,000, such being the amount of damages alleged to have been sustained by the doctor, who had been suspended by M. Giquel on the representation and complaint of two-thirds of the employés of the Arsenal.

Our readers will remember the mystery attending the heirship of the Earldom of Aberdeen, and the efforts which his family have made to find the missing scion. It now appears that the vessel in which the earl shipped as chief officer under the name of Charles Oswald has arrived in Hong Kong. She is the American schooner *Hera*, and reports that, a few days out, a heavy lurch of the vessel hurled the unfortunate nobleman into the sea, which was running too heavily to allow his shipmates to make even an effort to save him. The necessary formalities of proof of death have been gone through at Hong Kong, and the succession of the earl's younger brother, to the title which has been vacant for some time, is now assured.

Mr. Bailey, the newly appointed American Consul, arrived on the 5th December in the *America*. Colonal Goulding, the retiring Consul, was expected to leave for the United States, Jan. 12. Few consuls have been more popular here than Colonel Goulding.

The steam ship *Acantha* arrived from London, and her Galle and Penang mails were landed at once, but that from Singapore, containing some 150 letters to the leading firms here, was overlooked and not despatched to the Post-office until one o'clock the following day. The mail steamer left at twelve, and an opportunity was lost of replying to the *Acantha's* correspondence. Loud and bitter complaints were made of this oversight on Captain Grainge's part, and the Postmaster-General considered it his duty to bring the matter before the sitting magistrate. Mr. May, after pointing out to the defendant the great inconvenience and loss occasioned to the community by his carelessness, fined him in the mitigated penalty of $125, the full amount under the ordinance being $500.

On the 9th Dec. the steamer *United Service* arrived from Saigon flying the North German flag at the fore, and having on board several North German subjects, who had been expelled from Saigon by the French authorities. Messrs. Sornsen, Hauschild, and Lampoke, the former partners, and the latter employe in the house of Sornsen, Hauschild, and Co.; Mr. Detmering, employe of Messrs. Hale and Co., an English house; Mr. Von Bargen, a storekeeper, came on board the *United Service;* several other North Germans went from Saigon to Singapore, and the wife of Mr. Hauschild arrived in Hong Kong in the *Achilles*. Mr. Fritsch, the agent of the Comptoir d'Escompte, came up in the French mail steamer. He was sent away without even time being allowed him for arranging to transfer the business temporarily till the arrival of his successor. He was accused of having read a letter from the Admiral on board the *United Service*, in presence of the expulsed Germans, and of having, at the termination of the reading, made an unseemly gesture. The gesture is denied point blank by Mr. Fritsch. However, this did not satisfy the authorities, and he had to decamp. The origin of these severe measures was, so far as is known, a letter written by a young man to his mother, giving various particulars about Saigon, and saying it ought to be taken by the Prussians.

A correspondent reports the occurrence of a fatal accident at Canton. A Chinese house on the bank of the canal caught fire, and the engines took up their station on the bridge, in order better to command the spot and extinguish the conflagration. The bridge was crowded with Chinese surrounding two fire-engines, and working away with capital energy and effect, when, without the slightest warning, the bridge gave way, and engines and men were plunged at once into the water. Many were crushed beneath the engines, others beneath the huge timbers of the bridge, and of the number who fell with the bridge, eighty or a hundred persons at least, but few appeared to the bystanders to rise again or get once more to land. Eighteen corpses only have been recovered up to the present time, but many more must lie beneath the unremoved *debris*. The bridge is one of those built by the allies during the filling in and occupation of Shameen, and it is extremely unfortunate that British engineering science should have constructed so miserable and temporary a fabric. The fall of the bridge will doubtless, on account of its foreign style and build, give rise to many rumours among the Chinese.

One thing Commissioner Bowra has commenced, though in a niggardly manner, the dredging of the river by the salt flats. This portion of the river has so filled in that the steamers cannot pass at low water, and boats have been recently engaged in dredging and carrying away the mud and silt. By this means the river has been deepened already some nine or ten inches, and a continuance of the work would be found of great benefit to the river steamers and great convenience to business. But this good work is stopped half-way and no explanation vouchsafed.

The Foochow gunboat which has left Canton was built, it is said, entirely by Chinese under European superintendence. She is officered and manned entirely by Chinese, and has not a single European on board.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates are down to the 20th December. On the 9th the P. and O. steamer *Emeu* arrived with the London mail of 4th November. Telegraphic advices from Europe extended to the 1st December.

The following is from the *Straits Times*:—

After the busiest session that has been held since the formation of our Legislative Council, that body was formally prorogued on the 9th, having disposed of all the Bills before it. The work that has been gone through this session is not only exceedingly arduous, but will probably exert a material influence upon the commercial and social welfare of the colony. First in importance among the laws that have been passed are the Bankruptcy and Debtors ordinances, for the drafting and completion of which we are indebted solely to his Honour the Chief Justice, who has given them a great deal of time and attention.

This colony has been the first to follow the example of the Home Government in the passing of these ordinances; the Bills were originally merely an adaptation of the Acts of Parliament to the colony, but have undergone some material, and we think well-advised, alterations, until they are now as nearly perfect as it is possible to make such laws in the first place. It is, indeed, probable that defects may come to light from time to time in working them, but upon the whole we believe the colony may congratulate itself upon having a more perfect bankruptcy law than is possessed at home. The Debtors ordinance will come into operation at the same time, and will abolish imprisonment for debt. Two other laws that have been passed—the Contagious Disease and Gaming-houses ordinances, which were found to be sadly needed here—will, it is to be hoped, effect a decided improvement on the social and moral condition of the lower classes. In fact, the Gaming-houses ordinance has already exerted a highly beneficial influence in the suppression of the Wah Whay lotteries, and in

Digitized by Google

doing away with the fortified gambling-houses, which were not only the bane of the Chinese population, but were able to defy the police and evade the law.

Towards the close of the session the Council voted $40,000 for a lighthouse on the North Sands, provided one could be erected within that sum, but it remains to be ascertained whether the nature of the bank will render the erection of the structure advisable. A great number of laws, some of them of considerable importance, have this year been added to our Statute Book, and we heartily endorse the encomium passed by H. E. the Governor in his closing speech upon the members of the Council for their labours in behalf of the colony, particularly the unofficial members, who have, often at great personal inconvenience, devoted so much time and labour to the public good.

The first fine on the keeper of a Wah Whay lottery, under the Gaming-houses ordinance, was inflicted by the magistrate on a Chinese named Yiap Kit, who was arrested and mulcted $200.

The telegraph cable between this and Penang was opened to traffic December 16.

The only other local event of any importance is the conversion of St. Andrew's Church into the Cathedral of the diocese, which took place on December 18, when, after the installation of the Bishop, the Rev. J. A. Beckles was installed as canon of the cathedral.

On December 12 information was received here of the loss of the American ship *Samuel Russell*, on November 24, on Glass Rock, Gaspar Straits. The *Samuel Russell* was from Foochow, bound to New York, with a cargo of teas, cassia, fire-crackers, &c., and was a total loss. The master and crew were picked up by the ship *Mogul*, which brought them to this port on the 12th. The wreck and cargo were sold at public auction; the hull realised only $260, and the cargo only $110.

Among the passengers by the French mail steamer *Labourdonnais* on the 17th was H. E. Chung How, the mandarin who may be mainly held accountable for the Tientsin Massacre, who goes as an ambassador to France, to endeavour to settle the difficulty, and further, as Mons. Rouchechouart, the French Minister at Peking, says, to "clear himself if he can." Chung How landed in Singapore, but we believe his short visit was unmarked by any demonstration, either by the Chinese or European residents. The detention of the *Labourdonnais* from Hong Kong was occasioned by the delay in arrival of the *Volga* from Yokohama. The latter steamer left Yokohama on the 29th November, and on the 30th, off Van Diemen's Island, came into collision with the British ship *Black Adder*. The *Volga* then went into Majica, where she remained three days for repairs, and then proceeded on her voyage to Hong Kong.

The new Batavia *Handelsblad* of the 8th Dec. gives the following later news regarding Wankang's rebellion at Banjermassing. The newly-appointed Resident had only been there two days when Wankang, with 600 men, had the daring to attack Banjermassing, which was garrisoned by about 250 men. He was beaten off and driven into the morasses to the N.E. of the town. From Sourabaya three companies of soldiers have been sent to Banjermassing. It is strange that the Government seems to have heard nothing of the onward march of Wankang, so that he was able to make the attack early in the morning on the 25th Nov. He lost sixty men; on our side four men were killed and one man and two officers wounded. If the rebel be not speedily caught the Banjermassing Residency will have again to expect a period of unrest and agitation.

We learn that the left wing of the 75th Regiment, now stationed here, will exchange places with the right wing stationed at Hong Kong. The head-quarters will, we believe, continue to be at Hong Kong.

THE SINGAPORE & PENANG TELEGRAPH CABLE.

Our readers will have learnt long since from our telegraphic intelligence of the completion of the first section of the British-Australian Telegraph line between Batavia and Singapore, which was opened to the public on the 19th November last, and which has ever since enjoyed a considerable amount of profitable patronage from the merchants of both the above-named places. Since then the Telegraph Construction Company's staff, who are engaged in carrying out the contract for the British Indian Extension Telegraph Company, have been active with reference to their lines intended to connect Singapore with Penang and Madras, and thus placing these distant countries in direct telegraphic communication with England, the whole way through lines exclusively worked by English hands. We have already informed our readers of the completion of the section between Singapore and Penang, and we now give them a few details of the operation of laying the cable.

The two ships engaged in this operation were the s.s. *William Cory* and the s.s. *Scanderia*, both of which ships, carrying together in all over 2,500 tons of cable under water, besides coals, machinery, &c., and drawing over twenty feet of water, passed through the Suez Canal to their destination. With reference to the laying of the cable between Singapore and Penang the first operation that had to be performed was the opening of a trench some five miles long from the town of Singapore to the cable-house at Pasir Panjang, where the submarine portion commences. This is a much slower operation than laying cables in the sea, in proportion of at least one to 100. It was therefore the 3rd of December before a commencement was made with the laying of the cable. On the previous evening the *William Cory* anchored into position about two cables' lengths from the cable-house. At daylight the next morning the shore end was landed, and all instruments being connected and adjusted, and other formalities, including the wetting of the end of the cable, having been gone through, in the presence of many of the leading Singapore people, including three ladies, the paying out of the cable commenced about eight A.M. Here, owing to the shallowness of the water, and the liability of the ships to cast anchor almost anywhere, when becalmed, the precaution was taken of laying a shore end thirty-six miles in length. The Governor's steam yacht the *Peiho*, with the previously mentioned party on board, under the charge of the Master Attendant, Lieutenant Burn, accompanied the paying-out ship for the first ten miles, and before leaving gave the paying-out ship a hearty farewell cheer, the ladies' voices adding much *music* to the sound.

Everything so far was going well, and paying-out proceeded with care, at the rate of from three to five knots per hour, until, about the fourteenth mile, voices were heard from the hold to go full speed astern; this was done without delay, but not until a foul flake came up in a tangled mass, carrying everything before it, until the cable was a mass of knots round the paying-out machinery, which well stood the enormous strain suddenly put upon it. However, Captain Halpin, who was in charge on the contractor's behalf, is not the man to be daunted by trifles; the cable was, therefore, very soon sealed up, cut, and buoyed in some sixteen fathoms, and the *William Cory* came to anchor close by to repair damages, the shore station being previously instructed to look out for signals early on the following morning. Twenty-two hours after this mishap paying-out was again commenced, and at about the thirtieth mile a similar, although not such a serious accident occurred, which caused a detention of three hours and a-half to repair; after this paying out went on still more cautiously up to sunset, and before coming to the end of the shore end the ship anchored for the night, in order to arrive at daylight at the buoy previously laid down by Captain Reed, R.N., at the entrance of a narrow and deep channel, between two sand banks. This was passed early the following morning, and fourteen miles from this position the paying-out ship passed the screw steamer *Rainbow* (lent by the Colonial Government), anchored in position on the edge of the western bank.

The *Rainbow* then proceeded a-head, to point out another buoy previously laid down, after passing which the *Rainbow* returned to pick up the two buoys, and then to follow on to Penang. Since commencing the main-cable portion nothing could be better and smoother than the way in which the paying out proceeded, at the rate of about five knots per hour, the breaks all eased up, and no registered strain on the cable. At the 105th mile the *William Cory* passed abreast of H.M.S. *Algerine*, commanded by Lieut. Gray, R.N. This ship was anchored in such a position as to secure the deepest water for the cable, and as it was some two hours after sunset a plentiful supply of rockets and blue lights were expended to show us our way. The *William Cory* was no sooner past this position than Lieut. Gray proceeded ahead at full speed to take up his next position, some eighty miles ahead beyond the Pyramid shoal. This position was passed the following day about three P.M., after which all dangers and difficulties were passed, and Lieut. Gray, having really rendered very valuable service, and having carried out his instructions in a most creditable manner, returned immediately to Singapore. Nothing occurred after this worth recording, as everything went merrily as a marriage bell, and on Wednesday, the 7th Dec., 284 miles having been paid out, the end was buoyed in thirty-five fathoms, and the *William Cory* proceeded to Penang, where she arrived the following morning, being saluted by the steamships *Edinburgh* and *Scanderia*, both laden with cable for this line.

The completion of this section was performed by the s.s. *Scanderia*, who on Saturday, Dec. 10, landed her cable end at Penang, and the following morning proceeded paying out, without a hitch, to the buoy. On this portion of the line the course was all plain sailing; the cable was paid out at the rate of from four to five-and-a-half miles an hour, and when 115½ miles were paid out we were alongside the buoy, and soon after the final splice was effected, which completed the electric marriage between the extreme limits of Her Majesty's Straits Settlements. This was performed on the 12th inst. On the 15th inst. the official tests of the laid cable having proved highly satisfactory, Mr. H. C. Forde, the engineer to the British Indian Telegraph Company, granted his certificate, and the line was opened to the public on the following day. The latter seem inclined to make a good use of it, and therefore we take this opportunity of congratulating the shareholders on their prospects. On the 19th Dec. a commencement was made in laying the Madras section, an account of which we shall probably be able to give in our next issue.

The route for the cable has been most carefully selected on the western side of the Straits of Malacca, in order to be as much out of the track of ships as possible, and also to secure as deep water as possible. The mean temperature of the sea is 83½ deg. Faht., and the mean depth of water in which this cable lies is 24 fathoms. The main cable weighs about 3½ tons to the mile, and is well protected from corrosion. The track is most accurately laid down on the charts.

Digitized by Google

Commercial Report.

IMPORTS.

YOKOHAMA.—The market had been almost at a standstill throughout the interval, transactions having been on a most limited scale; prices were nominally unchanged, but the business had not been sufficiently extensive to afford a test of values.

TIENTSIN.—The ice was not expected to close the navigation before the middle of November. The following were the current quotations:—Grey Shirtings, 8¼ lbs., Tls. 2.2.5; 7 lbs., Tls. 1.8.0 to 1.8.1. White Shirtings, 64 reed, Tls. 2.1.0. English Drills, Tls. 3.0.1; Jeans, Tls. 2.2.6 offered. T-Cloths, 7 lbs., Tls. 1.4.5. White Brocades, Tls. 2.3.6. Gentian, Tls. 3.1.5. Scarlet Camlets, HH, Tls. 11.3.5. Figured Lustres, Tls. 3.4.0.

HANKOW.—Grey Shirtings: Arrivals moderate, but notwithstanding that prices had advanced in Shanghai, holders had with difficulty obtained previous rates; dealers only buying for immediate requirements. White Shirtings: Little inquiry. T-Cloths in good request, but demand freely met by holders; prices, Tls. 1.55 to 1.58 for good Mexican 7 lbs., and Tls. 1.80 to 1.85 per piece for 8 lbs. Drills advanced a mace per piece, and closed firm, with moderate inquiry, at Tls. 3.05 to 3.15 for English, and Tls. 3.20 to 3.25 for American makes. Fancy Cottons: No improvement in price or demand. Woollens and Worsteds—Camlets: Rather large sales reported, but at very unsatisfactory prices. Black advanced 5 mace per piece. Lastings: A small business in favourite chops at previous rates. Long Ells: No demand; quotations nominal; dealers still well supplied from the large re-sales reported some time since. Spanish Stripes in limited demand, at weak rates. No sales of Cloths. Figured Orleans: Prices of good assortments well maintained; ordinary not asked for. Lead: Holders asking an advance on last quotations, but no sales effected.

SHANGHAI.—Immediately after the departure of the last English mail an excited demand sprung up for 7lb. and 8¼lb. Grey Shirtings, and the stock of hard cargo proving inadequate, holders forced the price of Dewhurst's best Eagles up to Tls. 1.78.80 and 2.26.27 per piece respectively, common chops showing a like advance. The cargo of the Elgin, and of one or two other vessels which arrived soon afterwards, were immediately placed at the top rates; but the demand, which was chiefly for the last of the Northern steamers, was soon satiated, and the demand became again inactive. T-Cloths, in common with Grey Shirtings, participated in the effort which closed the Tientsin trade for the season, but did not share in the advance which took place in them. When business slackened prices fell, and at the close there was only a limited inquiry. Drills: Some 30,000 pieces of all kinds had changed hands, English still receiving chief attention. There was little or no change in value. Jeans: Extensive transactions in American, but at somewhat lower rates. English and Dutch maintained former values, with stocks much reduced, and in few hands; there is little chance of decline. The market for Fancy Cotton and Woollen manufactures continued in a wretched state. The Long Ell market was simply ruinous. Lead: More inquiry, and holders asking slightly higher rates. Two barter transactions are reported in which Lead was taken by Teamen at Tls. 4.60 per picul. Iron: Business trifling. Closing quotations:—G. E. Grey Shirtings, 7 lbs., Tls. 1.7.2 to 1.7.8 per piece; 8¼ to 8½ lbs., Tls. 2.1.8 to 2.2.3; 9 lbs., Tls. 2.2.5 to 2.3.0. American Jeans, Tls. 2.3.0 to 2.3.5. English Drills, Tls. 2.9.5 to 3.0.3; T-Cloths, 6 lbs., ordinary, Tls. 1.2.6 to 1.3.0; 7 lbs. do., Tls. 1.4.2 to 1.4.5; 6 lbs. Mexican, Tls. 1.3.5 to 1.4.0; 7 lbs., Tls. 1.5.0 to 1.6.0.; 8 to 8½ lbs., Tls. 1.7.5 to 1.8.5; XX, Tls. 2.2.5 to 2.3.0. The *North China Herald* has the following on the condition of the market:—The almost simultaneous arrival of several sailing ships with supplies from home, together with the close of the Northern trade, have lately caused some importers and speculators to arrive a little uneasiness, which is manifesting itself in an increasing desire to realise at rapidly declining rates. That there is little cause for alarm holders need only look to the present position of our stocks, and compare it with the stocks of the last two or three seasons at the same time, and to the supplies required by the riverine ports during the months of December and January annually. Besides, there remains the fact that the greater portion of the goods lately arrived, and of those now afloat and still to be shipped from home, cost over our present prices; and further, looking to the past of our shirting market, the outturns for some time have not been such as to induce excessive receipts during the winter months.

HONG KONG.—Cotton Yarn: A little enquiry had resulted in sales at last ruling rates for the lower counts, but at a further decline for Nos. 28 to 32 Yarns. Grey Shirtings: A few 7 lbs. taken at a decline of nearly 10 cents per piece; 8.4 lbs. also fractionally weaker and quite neglected; heavy goods unchanged. White Shirtings wholly neglected, prices more or less nominal. Business in T-Cloth on a very small scale; 6 and 7 lbs. difficult to place at quotations; 36-inch comparatively firm, being in moderate supply. Spotted Shirtings: No business, dyed wanted at quotations. Brocades: Saleable. Damasks: None in stock. Chintzes and Velvets: Very flat. Drills: Fair demand at quotations; Dutch firmer; prices of English and American without change. Spanish Stripes: No business; prices nominal. Long Ells: A few sales at a further decline. Camlets: Nothing doing. Lastings: Unchanged, but difficult to move. Orleans: Sales at low prices. Blankets: Very quiet. Iron: Nail Rod lower, quotations down about 5 cents. Good demand for soft Bar, which was scarce. Lead: Some speculative inquiry "to arrive." For parcels on the spot, quotations nominal. Closing quotations:—Cotton Yarn, Nos. 16 to 24, $106.00 to 114.00 per bale; 28 to 32, $115.00 to 117.50; 38 to 42, $135.00 to 142.50. Grey Shirting: 7 lbs., $2.10 to 2.15 per piece; 8.4 lbs., $2.65 to 2.70. T-Cloths; 6 lbs., ordinary, $1.55 to 1.60; 6 lbs., Mexicans, $1.70 to 1.75; 7 lbs., ordinary, $1.80 to 1.92½; 7 lbs., Mexicans, $2.00 to 2.25; 8 to 8.4 oz. (36 in.), $2.45 to 2.55. Spotted Shirtings: Dyed, $3.50 to 3.60. Dutch Drills: 40 yds., 13½ to 14 lbs., $3.60 to 3.75 per piece. Long Ells: Scarlet, $7.0 to 7.10 per piece; Assorted, $6.50 to 6.75.

BATAVIA.—The following is from Messrs. Hunter, Houghton, and Co.'s Circular:—The purchases made by our dealers in anticipation of the native New Year have been on a much smaller scale than is generally the case at this season of the year. The retail demand, however, has continued so slight that transactions on a large scale were not to be thought of, and now, considering the season of the year, it is but natural to expect a limited business for a couple of months to come. Cambrics: 15/16's in a little more request; but to effect sales low prices have to be accepted; best makes f.4.20 to f.430; medium f.4.10 to 4.15; and ordinary f.4 to f.4.05 per piece short credit; 24's of fair quality command f.2.75 to f.3 per piece. Shirtings: White, 45-in., move off slowly at f.9.75 to f.10 per piece; 76 cases advertised for sale by public auction; 40/41-in. very quiet at f.8.75 to f.9. per piece; 36-in. 64/66 reeds saleable at f7.75 to f.8 per piece. Shirtings, Grey 38½ yds: No demand. Madapollams, 24 yards: English Grey 3 lb. only to be placed at lower rates, f.2.80 to f.2.90 piece one month. White of common quality at f.3.25 to f.3⅝ per piece. Turkey Red Cloth, 24 yards: Small transactions at f.6 to f.6.50 for English. Grey Drills: Dutch declining; English are worth f.7.50 to f.7.75 per piece. Grey Twist, in accordance with the season of the year, is in less demand; 40's we cannot now quote above f.365 to f.370 per bale, one month credit; 30's command f.345 to f.3.50; 24's, f.330 to f.340; and 20's, f.315 to f.320 per bale.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The Market for Manchester goods has been excessively dull during the fortnight, and in some staples a further slight decline has taken place. We have no improvement to note from neighbouring markets. 39-inch Grey Shirtings: Light stocks, moderate demand for 8¼ lb., sales at $2.60 to 2.55. 7 lb. very dull, trifling transactions at $2.12½ to 2.10. 6 lb. neglected, quoted nominally at $1.85 to 1.80. 45-inch no change; limited demand for 9 and 10 lb. at last quotations; other weights in no request. 36 inch White Shirtings: Stocks heavy, very little demand. Offers lower. 45 inch: Stocks light, but very little enquiry; small sales at $3.60 to 3.57½. 36-inch White Spots: Last sold at $2.67½ to 2.60, and not enquired for. White Brocades very dull, a small sale at $2.80. 32-inch Grey T. Cloths: Sales at lower rates. Stocks of all weights heavy except 5 lb., which was in moderate enquiry. Transactions reported in 5 lb. $1.37½ to 1.26, the bulk at $1.32½, and 6 lb. at $1.55 to 1.47½. 7 lb. without enquiry, and quoted nominally $1.80 to 1.85. 32-inch Grey Maddapollams: No inquiry; 3 lbs. $18½ to 19, 2¾ lbs. $17½ to 18, but quite nominal. Stocks heavy. 30-inch White Maddapollams in no demand; nominally, 13 by 8, $19 per corge. 45-inch White Cambrics: Very limited inquiry, quotations unchanged. 32-inch Turkey Red Cambrics: Sales at lower prices. 2½ to 2¾ lbs. placed at $2.07½ to 2.10; 3 lbs. still saleable at last quotations. Light weights not wanted. Turkey Red Mulls: No inquiry; a sale reported of 1½ lb. at $27. Grey Yarn: 18/24's and 30's very dull at $84 to 88, and $110 to 106½ respectively. 40's less inquired for and weaker. Small sales at $122 to 121. Woollens without any improvement. Some 32 lb. Scarlet Camlets forced at $13½.

EXPORTS.

TEA.

YOKOHAMA.—Towards the close there had been some activity, and settlements to the extent of about 5,000 piculs had been made, consisting of most grades, but the bulk medium to fine leaf. Prices had ruled irregularly, some of the earlier settlements being at a considerable reduction, which could not be repeated, and the demand continuing brisk, holders were firm at slightly reduced quotations. Supplies had been moderate only, and stocks therefore were somewhat reduced, but were still heavy. The last P. M. S. S. Co.'s steamer took 186.108 lbs. for San Francisco and 144,885 lbs. for New York. The Horatio with 331,310 lbs.; and the Abbey Bacon with 375,406 lbs. for New York had sailed; the G. T. Ray, 356 tons, was fully engaged for the same port. Quotations:—Common, $20.00 to 23.00 per picul; Good Common, $24.00 to 26.00; Medium, $28.00 to 30.00; Good Medium, $32.00 to 34.00; Fine, $35.00 to 38.00 per picul; Finest and Choice, nominal.

HANKOW.—There had been an active demand throughout the fortnight, and all arrivals had been secured at full rates. The total supply for the season seemed likely to exceed that of last year. Settlements had been 6,152 chests; shipments 1,970 chests, and stock was estimated at 1,100 chests. The prices had been as follows:—Oonams and Oopacks, Common, Tls. 11.50 to 11.60 per picul; Fair, Tls. 13.00 to 14.00 per picul.

SHANGHAI.—Black: Transactions since the departure of the last mail had not been large, nor did they exhibit any quotable alteration in price. The bulk of the purchases consisted of Shuntaam Teas of not very good kind, and these had been taken in many cases in barter. Several chops of desirable Ningchow had been settled, and scarcely a parcel of creditable character remained unsold. The stock was again slightly reduced, and was insignificant. Settlements for the fortnight, 8,200 chests; re-shipment on owners' account, 3,200 chests; stock, 36 chops, or 11,400 packages. Quotations (duty paid, exchange at 5s. 10½d., freight at £2): Hohow, fair, Tls. 17¾; Oonam, common, Tls. 15½ to 16.8.5.; Ningchow, fair, Tls. 18¾ to 20½. Green: The market had been comparatively quiet during the fortnight, and the reported settlements did not exceed 22,800 half-chests. Transactions principally in the common and medium grades, which were in large stock, as Teamen seemed more desirous to be quit of these than of the better quotations. Little change in prices; desirable chops of common Teas continued firmly held, but some medium Moyunes could be bought at a decline on last quotations. Few parcels of fine Teas on hand held for extravagant rates. Quotations: Common to fair Fychows and Moyunes, Tls. 23 to 34; medium to finest Teenkais and Moyunes, Tls. 37 to 48. Settlements for the fortnight, 22,816 half-chests; re-shipments on owners' account, 687. Stock, 140 chops, or 65,177 packages of Fychow, Moyune and Teenkai Teas; 9 chops, or 4,782 packages of Pingsuey and Shanghai-packed Teas.

FOOCHOW.—Scarcity of tonnage, a rising exchange, and increasing

Digitized by Google

firmness of teamen, who were endeavouring to obtain slightly higher rates, had tended to restrict business for England. Large transactions in Oolong for America, of which particulars of only a portion had been made public; reported purchases 25,219 half-chests. Congou: Neither buyers nor sellers had shown anxiety to do business. Prices fully maintained, and in some cases an advance of half a tael given. Demand chiefly for fair to good common. Current quotations:—Dust and siftings, Tls. 4½ to 7; broken leaf to ordinary, Tls. 7½ to 11; fair to good common, Tls. 11½ to 14; flavoury to fair flavoury, Tls. 14½ to 17; good flavoury, none on the market. Souchong: No change in prices; small purchases. Quotations:—Common, Tls. 12 to 15; medium, Tls. 16 to 20. Oolong: Over 50,000 half-chests, chiefly cargo teas, settled during the fortnight, but prices of only 25,219 half-chests declared. These had been somewhat irregular, but, taken as a whole, showed no decline. Some chops containing better lines had been taken at Tls. 23 to 26. Quotations:—Common cargo, Tls. 15 to 17; fair to good cargo, Tls. 18 to 21. Scented Teas: Further settlements of common at Tls. 14¾ to 16¼. Flowery Pekoe: Purchases 60 chests low quality at Tls. 16, and 40 chests at Tls. 50.

AMOY.—Oolongs: Settlements had amounted to 7,419 packages mainly fair to good cargo grades, at from $20 to 23.50. Common to fair kinds had found buyers at $15 to 18.50. Stocks reduced to about 400 half-chests, to which must be added about 400 more yet to arrive.

SILK.

YOKOHAMA.—There had been more demand, chiefly for the better classes; inferior sorts of Mybash being neglected. Settlements estimated at 220 bales. Prices firm, with a tendency to higher rates. Arrivals moderate; unsold stock 2,800 bales. Silkworm Eggs.—The season had closed with a total export of 1,300,000 cards, against 1,450,000 last year. There was an unsold stock left on the market of 300,000 cards of inferior quality. Quotations for Silk.—Hanks: Mybash and Sinchu, Best, $750.00 to 800.00 per picul; Medium, $650.00 to 700.00; Oshu, extra, nominal; Best, $830.00 to 860.00; Medium, $770.00 to 820.00; Inferior, $680.00 to 730.00.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular, dated 6th Dec.—The French mail left on the 30th ultimo, without taking any Silk. Prior to her departure about 400 bales were settled at last quotations, since then there has been an active competition and prices have advanced from Tls. 10 to 15 on chop Silk and Red Peacocks, while ordinary 4 and 5 Tsatlees are fully Tls. 20 higher, Hainins and Chin Cum Taysaams are neglected, Re-reeled Hainin is again in favour, one-fourth of the settlements being comprised of them and for some of the better qualities extreme rates have been paid for the American market. Settlements for the fortnight are 1,100 bales, nearly 200 of which are for America. The following are a few of the purchases:—Chooping and Koofongsing chop 3, Tls. 590 to 605; Dragon chop, 1 and 2, Tls. 620 to 640; Blue Flag chop, Tls. 540; Old Lion, Tls. 535 to 540; Gold Lion, 1, 2, and 3, Tls. 510 to 520; Red Peacock, Tls. 510 to 520; Ku Kee Chin Jan, Tls. 530; 4½ Tsatlee, Tls. 500 to 520; Re-reeled Hainin Pang-e-tah chop, No. 1, Tls. 620; Re-reeled Tsatlee, Tls. 600 to 620. Good Kahings are scarce and much wanted, while the common sorts are neglected.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack, 4 per cent. overproof: Small sales at f.72.50 per leaguer. Coffee—Java: Very little offering; Government advertise an auction of 25,000 piculs for December 17; ordinary Java, f.28 to f.29. Padang: None offering. Gum Damar: Sales at f.26 to f.27 per picul, with arrivals on a moderate scale. Indigo: None in the market. India-rubber scarce at f.96 to f.110 per picul. Gutta-percha in less request at f.110 to f.150 per picul. Nutmegs in fair demand at f.96 to f.110 per picul. Mace also in good inquiry at f.150 to f.190 per picul. Tin, Billiton: An auction was held on Dec. 5, when 6,000 piculs sold at an average of f.73.82 per picul. Pepper, Black, commanded a high price, sales having taken place in the Roads at f.25 per picul. White: None offering. Rattans in fair request at f.11 to f.13 for Borneo, and f.8 to f.9.25 for Padang. Rice generally in better request. Table sold at f.215 per coyang. No. 1 Batavia quoted, f.150 to f.165; second quality, f.130 to f.145; and cargo, f.100 to f.110, all per coyang of 27 piculs.

SINGAPORE.—Tin: About 1,800 piculs taken for England and America at $30 to 29.37½. The market at the close bare of supplies and holders refused to sell under $30. Gambier: Sales about 1,000 tons, at $2.90 to 2.87½; dealers firm at the latter price. Black Pepper in great request; about 15,000 piculs of the new crop contracted for at $9 to 9.15, the latter being closing quotation. Sago Flour: Sales about 10,000 piculs at $2.52½ to 2.57½. Pearl Sago: Sales of small grain at $3.05 to 3 per picul. Coffee: 4,500 piculs bought for England and America at $11.35 to 11.60; about 1,000 piculs in stock—advance asked. Tapioca in fair demand at $3.25 for flake and 3.40 for pearl. Buffalo Hides very dull at $9¼ to 10 per picul for best descriptions. Cow Hides: Large purchases of unpicked at $12.95 to 13 per picul. Buffalo Horns in good demand at $9. India-rubber worth $41 per picul; none at market. Gutta Percha: First quality worth $60 per picul; Gum Dammar offered at $9¾, being in very little demand.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Nov. 30, 1870	10826	62095507	34444638	349447	8559729	105460147	25281
Corresponding period last season	...	63086126	41650584	1349918	11543353	117704554	28205

Shipments Since: None.

Nov. 23 per Sea Bird	From Canton	...	10,000*	
— 24 ... Tyburnia	... Shanghai	...	1,183,873	189*
— 28 ... Queen of the Age	... Do.	...	1,020,908	60*
— 29 ... Diomed	... Shanghai, &c.	...	265,427	470*
— — ... Australia (str.)	... Do.	...	—	793*
— 30 ... Dundonald	... Shanghai	...	665,314	855*
— 30 ... Fairleader	... Canton	...	540,878*	

* Included in above totals.

TO UNITED STATES.

From June 1 to Nov. 30, 1870	...	...	...	...	...	29530746	Pcls. 1301
Corresponding period last season	...	...	...	...	...	19499266	623

Shipments Since:

Nov. 23 per Argonaut	From Shanghai	...	680,746*	
— 26 ... Japan (str.)	... Yokohama	...	333,993*	
— 27 ... Horatio	... Do.	...	331,310*	
— 29 ... Abbey Bacon	... Do.	...	375,406*	
Dec. 1 ... Nightingale	... Hong Kong	...	435,033	
— 3 ... John Worster	... Canton	...	12,800	

* Included in above totals.

TO THE CONTINENT.

From June 1 to Nov. 30, 1870	...	...	...	...	...	1038730	Bales 8430
Corresponding period last season	...	...	...	...	...	147659	9764

Shipments Since:

Nov. 29 per Australia (mail str.)	From Shanghai, &c.	...	—	9*

* Included in above totals.

TO AUSTRALIA.

From June 1 to Nov. 30, 1870	9,730,293 lbs.
Corresponding period last year	10,591,897

Shipments Since: None.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4½d.	4s. 5d.	4s. 5½d.
Shanghai " " ...	5s. 9¾d.	5s. 10½d.	5s. 10½d.
Canton " " } Hong Kong " " } Macao " " }	4s. 4½d.	4s. 4¾d.	4s. 4¾d.
Singapore " " ...	4s. 4¾d.	4s. 5d.	4s. 5½d
Manila " " ...	4s 1d.	4s. 1½d.	4s. 1½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303 to 305	226½ to 227
" Hong Kong	24¾ to 25½ dis.	—
Bar silver	111.5.0	8½ prem.
Mexican dollars	75.6.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 24; Old, 30 per cent. prem.
Hong Kong Gas Company, 48 dols. per share.
Hong Kong and Whampoa Dock, 16 per cent. discount.
China Traders' Insurance, 1,850 dols. premium.
Hotel shares, 80 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. to 35 dols. premium.
Hong Kong Fire Insurance Company, 240 dols. premium.
Union Insurance Company, 1,150 dols premium.
China and Japan Marine Insurance Company, Tls. 80 to Tls. 85 premium.
China Fire Insurance Company, 70 dols. premium.
Victoria Fire Insurance Company, 35 dols. to 36 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Dec. 2, Coulnakyle.

At SHANGHAI.—From London, Nov. 25, Thomas Bell, Coldinghame, Evelyn, Solent (reported by telegram), Harrington; 30, Fontenaye, Salisbury; Dec. 4, Tungsha; from Liverpool, Nov. 22, Elgin; Dec. 22, Malacca (by telegram); from Hamburgh, 4, Oscar Vidal; from London, Dec. 11, Portland.

At HONG KONG and CANTON.—From London, &c., Nov. 28, Acantha (str.); Dec. 2, Danube (str.); from Liverpool, 7, Achilles (str.); from Callao, Callao.

At MANILA.—From London, Nov. 28, Angela; from Liverpool, Maria Teresa; from Glasgow, 27, Mindoro (str.); from Cardiff, Dec. 1, Havfruen.

At SINGAPORE.—From London, Dec. 10, Callisto; 12, Otter; from Cardiff, Dec. 6, Vancouver; 9, Mogul; 12, Silence; from Swansea, 10, Istapa; from Sunderland, 15, W. E. Gladstone; from London, Lochleven Castle (reported by telegram); previous to Jan. 19, Priam (str.), Oberon (str.), (by telegram).

At BATAVIA.—From Newcastle, Dec. 3, Questembert; from Glasgow, (8, County of Lanark; from Cardiff, 12, Petermann; from Hamburg, 9, Auguste Reimers; reported by telegram previous to Jan. 13, Cornelis Wernard Eduard, Lichstraal, Vice-Admiral May, Kitty, Sindbad, Wilemina and Clara.

At PENANG.—From London, Amelia Rose; from Clyde, Norna (reported by telegram).

DEPARTURES.

From YOKOHAMA.—For New York, Nov. 27, Horatio; 29, Abbey Bacon.

Digitized by Google

From SHANGHAI.—For London, Nov. 26, Tyburnia; 27, Queen of the Age; Dec. 1, Dundonald, for New York; Nov. 24, Argonaut; 28, Yokohama.

From FOOCHOW.—For New York, Dec. 5, Caliph (cleared).

From HONG KONG and CANTON.—For London, Nov. 29, Diomed (str.), John Lidgett, Fairleader; for New York, Osceola, John Milton, Cleta, Nightingale; Dec. 3, John Worcester.

From MANILA.—For London, Nov. 30, Walton; for Falmouth, 27, Waverley (str.); for New York, 27, Glenlyon; 29, Elizabeth A. Olliver.

From SINGAPORE.—For London, Dec. 6, Diomed (str.).

From SAIGON.—For Falmouth, Nov. 15, Mongol.

From BATAVIA.—For Holland, Nov. 30, Constantin; Dec. 11, Kosmopoliet II.; for Amsterdam, Dec. 7, Sirius; for Hamburg, 9, Condor; for New York, Jan 1, Astrea; from Batavia, for Europe, previous to Jan. 4, The J. L. Enthoven, Maria and Sarah.

VESSELS LOADING.

At YOKOHAMA.—For New York, G. T. Ray.

At HIOGO.—For New York, Latona.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded.

At SHANGHAI.—For London, Jason; for New York, Montana, Annie Gray, Nellie Abbot, Levi Stevens.

At FOOCHOW.—For London, Brockhan, Minnie.

At HONG KONG and CANTON.—For London, Corea, Kate Carnie, Deerfoot; for New York, Maori, James Shepherd.

At MANILA.—For London, Angela; for Liverpool, Glencairn; for Cork, Noranside; for Cadiz, Concita; for New York, Elizabeth Oliver; for Boston, White Swallow, Mindora.

At BATAVIA.—For Channel, St. Helen's; for Greenock, County of Nairn; for New York; for Boston, Susannah Johanna, Borneo, Bengal, Louise, Aurelie; for Amsterdam, Glenco, Granite City, Arabia, Netralennia, Vice-Admiral May, Nyassa, Albion; for Rotterdam, Somerset, Kortenaer, Samarang, Jason, William Poolman, Jamsetjee, Mina, Laurens Koster, Jedo, Ridderkerk, Mary and Hillegonda, Albert Victor, Sophia, Kon der Nedel, Allegonda Jacoba, Noach III.

At SINGAPORE.—For New York, White Swallow, Agincourt; for Bordeaux, Malacca; for Marseilles, Isaure.

At PENANG.—For London, La Plata.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, nothing loading; to New York, £2 10s. per ton of 40 cubic feet.

At SHANGHAI.—To London, £2; per steamer, £2 10s. to £3.

At FOOCHOW.—To London, £2 10s.

At HONG KONG AND CANTON.—To London, £1 15s. to £2 per ton of 50 feet; to New York, £1 15s. to £2 per ton of 40 feet.

At MANILA.—The Angela (451 tons) has been fixed for London at £2 5s. sugar and £3 hemp.

At SINGAPORE.—To the United Kingdom, £2 per ton dead weight, £2 10s. light cargo. Telegrams of 17th inst. quote freight at £2 15s.; tonnage scarce to rice ports, to England, £3 15s.

CASUALSIES.

HONG KONG.

The ship Clarendon, from Saigon for Hong Kong, has been totally lost in the China Seas. Only part of the crew were saved.

BATAVIA.

Advices from Batavia state that the D. H. Watjen (North German ship), which arrived there on Nov. 24 from England, reports having been chased by a French man-of-war in the Straits of Sunda.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Nov. 27	Hindostan	Shanghai	London
„ —	Marathon	Hong Kong	New York
„ 29	Espiegle	Foochow	„
„ —	Dr. Petermann	Cardiff	Singapore
„ —	Johanna & Willem	Samarang	Holland
„ —	Montana	Shanghai	New York
„ —	Union	Yokohama	„
„ —	Susanne	Saigon	Bordeaux
„ —	Latona	Japan	New York
Nov. 24	Taitsing	Foochow	London
Dec. 1	Mentor	Batavia	Amsterdam
„ —	Mrchss. of S'Perry	Manila	New York
„ 2	Adele	Havre	Yokohama
„ 3	Woodville	Cardiff	Singapore
„ —	Astrea	Batavia	Boston
„ —	Gateshead	Manila	Liverpool
„ —	Kirktand	Macao	Falmouth
„ 7	Hibernia (str.)	Singapore	London
„ —	Auguste Reimers	Hamburg	Singapore
„ 10	Cleta	Whampoa	New York
„ —	Condor	Batavia	Hamburg
„ 11	Couronnement	Macao	Callao

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Jan. 15, off Dungeness, from Batavia, for Amsterdam, Anna and Sophia; 19, at Falmouth, from Batavia, Compadre; 17, at Brouwershaven, from Batavia, Cornelis Smit; 19, at London, from Foochow, Flying Spur; 20, at Queenstown, from Batavia, Glasgow. Jan. 18, at Texel, from Batavia, Antje, Peter Dickson; at Brouwershaven from Batavia, Nieuwe Waterweg; at New York, from Manila, Glenallon; 21, at Deal, from Foochow, Carrick Castle; at Portsmouth, from Hong Kong, &c. (via S.C.), Diomed (str.); 18, at Cuxhaven, from Batavia, Aline; 22, at Liverpool, from Manila, Hylton Castle; 23, at Falmouth, from Manila, John George, from Maulmain, Canada Belle.

DEPARTURES.—Jan. 16, from Cuxhaven, for Hong Kong, Jupiter; 2, from San Francisco, for Hong Kong, Oracle; Dec. 28, for Manila, Fanny Hare; Jan. 20, from London, for Singapore, Hong Kong, and Shanghai (via S.C.), Sea Gull (str.); for Cardiff and Shanghai, Red Deer; 21, for Batavia and Sourabaya, Orient; for Hong Kong, William Ritson; for Cardiff and Hong Kong, Joseph Hayde; 20, from Liverpool, Colombo, &c. (via S.C.), Scotland (s.s.); 21, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Agamemnon (s.s.).

LAID ON.—At London, for Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal), Glendarroch (str.); for Yokohama, Flying Spur.

SPOKEN.

ATMA, Singapore to London, Oct. 25, 4 S., 107 E.
JANET FERGUSON, Singapore to Boston, Nov. 1, 6 S., 106 E.
NAVAL BRIGADE, Manila to New York, Nov. 2, 6 S., 105 E.
WALLACE, Padang to New York, Nov. 26, 34 S., 28 E.
NOACH, Kotterdam to Batavia, Dec. 26, 5 N., 27 W.
GLADSTONE (ship), Java to Rotterdam, Dec. 10, 44 N., 26 W.
TIBER (ship), Cardiff to Singapore, Dec. 21, 8 N., 25 W.
CHRISTINA (brq.), Java to Amsterdam, Jan. 2, 37 N., 37 W.
GEORGE (brq.), Manila to Falmouth, Jan. 2, 37 N., 37 W.

CASUALTIES.

The Brisbane (barq.), Prentice, from Newcastle to Galle, with coals, put into Plymouth 19th Jan., having experienced a heavy gale from the S.W. 15th, in the Channel, when a sea struck her, shifting the cargo a little, and breaking adrift water casks. She sailed again 20th, for her destination.

MISCELLANEOUS.

At PORT SAID.—Previous to Jan. 8, Erbgrhg Frederick (Austrian frigate), from China.

At ISMAILIA.—Passed since Jan. 11, Sarpedon, screw steamer, Liverpool to China.

At SUEZ.—Jan. 19, Leith (steamer), Barneteon, from London, for Singapore, China, &c.

At ADEN.—Jan. 19, Parana (steamer), from London, for Singapore, China, &c.

A piece of wood, 16 feet long, marked, apparently, Duke of Abercorn, in gold letters, has been picked up in the neighbourhood of Kingston, near Littlehampton. (The Duke of Abercorn, from London to Shanghai, passed the Wight Jan. 11).

LATEST TELEGRAMS.

THE POSITION IN CHINA.

FOREIGN-OFFICE, JAN. 23.—Mr. Wade reports in a telegram, dated Jan. 5, that all was right at Peking and elsewhere; that the story of a piratical attack on a British ship at Newchwang was untrue; and that the five Legations at Peking were well.

COMMERCIAL.

STRAITS SETTLEMENTS.

(RECEIVED JAN. 23.)

SINGAPORE, JAN. 19.—Grey Shirtings, 8¼ lbs., $2.60; T-Cloths, 6 lbs., $1.47½; Mule Twist, 40's, $119; Exchange on London: Bank bills, six m.s., 4s. 5d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BAUMGARTEN—On the 15th Dec., at Leonie-hill, Singapore, Mrs. Alexander Baumgarten, of a daughter.

COLLINS—On the 1st Dec., at Hong Kong, the wife of Dr. V. D. Collins, of a son.

ZIEGLER—On the 13th Jan., at Egerton Lodge, Fallowfield, Manchester, the wife of Mr. Henry Ziegler, of a son.

MARRIAGES.

DAVIES—NUNN.—On the 6th Dec., at St. John's Cathedral, Hong Kong, by the Rev. John Piper, Charles Frederick Davies, Commander P. and O.S.N.Co.'s service, to Ellen Lysaght, eldest daughter of Arthur J. Nunn, Esq., of Ashmore House, Whiteparish, Wiltshire.

QUIN—RUXTON.—On the 8th Dec., at St. John's Cathedral, Hong Kong, by the Rev. John Piper, Acting Colonial Chaplain, John James Quin, of H.B.M.'s Consular Service, Japan, second son of the Rev. Richard Quin, Forkill Rectory, Dundalk, Ireland, to Laura Isabella, eldest daughter of the late Major George Ruxton, H.M. 34th Regt., Rahanna House, Ardel County, South Ireland.

WALLIS—WATT.—On the 10th Jan., at St. Paul's Church, Deptford, by the Rev. B. S. Frinch, rector, Arthur, son of George Wallis, Esq., of Dartmouth-park, Upper Holloway, formerly of Shanghai, China, to Louisa Emma Watt, daughter of Frederick Watt, of Upper Marylebone-street, Portland-place, and niece of the late L. B. Knott, Esq., of Quebec-house, New-cross-road, Deptford.

DEATHS.

BURROWS—At Mystic, Connecticut, in the 77th year of his age, Silas E. Burrows, formerly of Hong Kong.

GIBBS—On the 5th Jan., at Yalding, Kent, very suddenly, Mary, fifth daughter of the late Richard and Elizabeth Gibbs, of the same place. Friends will please accept this intimation.

JOHNSTON—On the 1st Dec., at Shanghai, Ellen Caroline, the beloved wife of Alexander John Johnston, aged 30 years.

KIRKLAND—On the 13th Jan., at Beckenham-place, Kent, Sir John Kirkland, aged 75.

MARZETTI—On the 15th Jan., at 72, Hova-villas, Cliftonville, Brighton, John George Marzetti, Esq., in the 81st year of his age.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 23, 1871.

THE *EDINBURGH REVIEW* ON CHINA.

WE refer to the article on "The Foreign Relations of China," which we reproduced in a condensed form from the *Edinburgh Review* in our issue of the 19th, more out of respect for the authority under which it appeared than from any value which can attach to its statements, or any beneficial result that can be expected from its line of argument. We will not attempt to conceal the disappointment with which we found an article, thirty pages long, on a subject so interesting to our readers and ourselves, and of such peculiar importance at the present moment, brought to such a "lame and impotent conclusion" in the time-honoured blue and yellow covers which formerly contained the masterly treatises of MACKINTOSH and MACAULAY. "At length," we said to ourselves, as we opened the book—"at "length China is beginning to receive due attention. "Better late than never. Now we shall have an ex-"haustive review of the circumstances which have brought "about the present crisis, and fresh and sensible advice on "the course of action which it is necessary for us to take. "Now we shall see the platitudes of the Foreign-office, and "the sophistries of the *Pall Mall Gazette*, scattered to the "winds. Now we shall have something earnest, thoughtful, "and, above all, practical." Alas for the futility of human hopes! We read on to the end, through mazes of reasoning so exactly like that of the *Pall Mall* that, if we trusted to internal evidence, we should pronounce it to be the production of the same pen, until we were conducted to the "moral" of the article, and there found the reviewer, *apropos* of an anecdote of the late Lord MELBOURNE (which had nothing to do with the subject), asking "if we cannot leave China alone, so far as any effort is con-"cerned to force upon her what some *Utopian philosophers* "call PROGRESS AND CIVILISATION?" It is needless to say that the article which we fondly expected to find in the *Edinburgh* has yet to be written. We shall look for it in the pages of its older rival, for we cannot believe that it is a subject which the world will "willingly let die" such a natural death as the Edinburgh Reviewer would consign it to.

We wish, however, that dulness and affectation were the worst blemishes of the article under notice. Unfortunately, it is distinguished by a rancorous ill-will against commercial men in China which it is hard to account for, except by personal motives on the part of the writer, since every one of his facts tell most strongly against his assumptions, his inferences, and his conclusions. Having started with telling us that "the one great end of our intercourse with China" is our commerce; that that commerce "employs a vast "capital and gives profitable employment to more than seven "thousand ships under the British flag;" that the duty levied on tea alone produces one eighth part of the whole revenue raised by our customs; and that our exports to China have "a constant tendency to increase at the average annual rate of £3,500,000," he proceeds to assure us that the "most fortunate" of our merchants "are simply "able to pay their expenses. None are making fortunes "save those who have no capital to lose, and call them-"selves bill-brokers." Surely the *non sequitur* argument was never pushed to a greater absurdity; our merchants are doing such a rapidly increasing trade that their profits have fallen to zero; and the only persons who are making fortunes are those who have no capital to lose, so that China is such an exceptionally prosperous place that the absence of the one needful element of successful trading in every other part of the world is a passport to wealth there. It would be as idle to follow out arguments based upon such theories as it would be to dispute the reviewer's statement that "China gave, in long past ages, the three great dis-"coveries to Europe, by which the nations of the West have "mainly achieved their superiority—the compass, printing, "and gunpowder;" or to see in that admitted fact any good reason why the Chinese should not "now receive the law from the descendants of the Teuton and the Celt," meaning the Chambers of Commerce at Shanghai and Hong Kong; when those "descendants of the Teuton and the Celt" wish to repay their obligations by inducting them into the principles of "civilisation and progress," so unpalatable to the critical successor of BROUGHAM and SIDNEY SMITH.

The only point that deserves serious notice about the present article seems to us to be the fact of its being published just before the meeting of Parliament, and by way of excusing the "do-nothing" policy of Lord MELBOURNE, which the Reviewer so warmly recommends. We do not think that his recommendation will carry much weight with the present Government, which, we believe, is at length fully alive to the importance of placing our future relations with China on a secure and permanent basis. As for the Reviewer's sneers at the "merchants and missionaries," they are too evidently dictated by personal feelings to call for any reply. We are only surprised to see them in the usually dispassionate pages of the *Edinburgh Review*, and wonder that, when the Editor found the MS. on his table, he did not put it aside with ST. AUSTINE'S motto:—

"Quisquis amat dictis absentem rodere amicum
Hanc mensam indignam noverit esse sibi."

CHINESE CHARGES AGAINST FOREIGNERS.

"DEATH BLOW TO CORRUPT PRACTICES."

IN a recent issue we drew attention to a Chinese work which, though it had been for a long time privately circulated by the lower mandarins and literati, was only lately discovered by the members of the Christian missionary societies, who rendered essential service to the cause of progress and civilisation, as well as to that of religion, by translating it. The original work, it will be remembered, was entitled "A Death-Blow to Corrupt Doctrines." It purported to be merely "a plain statement of facts," compiled by "a man distressed in heart" at the introduction of Christianity into China, and "published by the gentry and people." As a matter of fact, it is a farrago of such loathsome and incredible calumnies—such enormous and hateful falsehoods—as, though they could not impose upon any but the most ignorant, must necessarily exercise great influence on the minds of the ignorant on whom they were imposed. This book has, therefore, as we explained in our former notice of it, been secretly used as a powerful engine against foreigners; every copy of it that has been discovered has been traced to the local yamun; and there can be little doubt that the animus, which resulted in the massacre at Tientsin, was greatly excited by its official circulation by the mandarins. Various causes, the most prominent among which is the abhorrent nature of its contents, must prevent even the translation of this work from being generally circulated in this country, notwithstanding the undoubted influence it has exercised, and the curiosity which it has therefore naturally excited among those interested in Chinese affairs. As, however, it throws important light on the organisation by which the mandarins strive to excite the people to hatred and outrage against foreigners under the pretext of religion, we willingly comply with the request of several subscribers that we should make known the kind of charges which are brought by the Chinese against Christian missionaries, their co-religionists, and converts.

The author of this libel, with great pains and no little research (for, unless his authorities are forged, he has attempted to verify all his assertions by quotations from Chinese writers), has collected every false and slanderous charge within his reach, and makes them the occasion of an appeal to the people

Digitized by Google

to rise against foreigners and exterminate them. We quite agree with the translators that this "is not an ordinarily "obscene book; nor are its obscenities their own end. They "have a subtle aim. It is to connect with the very idea of "a foreigner associations the lowest and most repulsive; and "for this reason its obscenity constitutes one of its most "dangerous features. It may seem to some that, in a book "so full of wholesale falsehoods, its excesses are its own refu-"tation; but the author doubtless understood his readers "better than we do. He knew their extreme ignorance in "everything relating to foreigners, and with what weak cre-"dulity they drink in such stories as those here presented." Of these stories, so far as they are connected with sensual crimes, we cannot, of course, enter into any description here. It must suffice to state that they are so revolting as to lead to the idea that they are intended by their inventors to disgust their countrymen with Christianity by reason of practices alleged to be involved in it. Of the other false charges which the author brings against foreigners, the principal are the scooping out of the eyes of dying persons for the sake of using them in some process by which to increase the value of silver; the administration of medicine in the form of pills which deprive the recipients of reason, and so place them in the power of the missionaries for vile purposes which are said to be part of the ceremony of "conversion" to the Christian religion, or rather of admission into the Christian Church; and the teaching their converts to abandon or desecrate their ancestral tablets, or pedigrees, of all things the dearest to the traditions of the strict Chinese.

By way of casting contempt upon Christian foreigners, treating them as wizards, and teaching how they may be exorcised, or rendered harmless, their reverence for the symbol of the Cross is brought against them as a cabalistic sign; it is said that they dare not step upon it, or pass over it, and therefore the Chinese are recommended to describe crosses in their road if they wish to detect them or drive them back. It may, from this, be thought that the book is mainly directed against Roman Catholics, and that Protestant missionaries are not implicated in it; but the translators inform us that, in the body of the book, "Protestants "and Roman Catholics are expressly declared to be the "same; and it is explicitly stated that the distinction made "between them in the recent treaties is a mere pretence or "subterfuge, devised for the purpose of avoiding the obloquy, "which the previous history of that religion has brought "upon itself. It is furthermore notorious that the masses "of the population class all Europeans together, and their "religion they regard as one."

The book concludes with a copy of a petition for the expulsion of the "non-human species," as the foreigners are described. This petition, we are informed, grew out of the persecution of Roman Catholics in Hunan, about ten years since. Though professedly an apology for that persecution, it is in reality a justification of it; and it is introduced to show the manner in which foreigners should be regarded and treated at the present time. This document charges the "followers of the sect of JESUS" with inciting rebellion throughout the Chinese Empire. It alleges that every one who enters this sect must first chop to pieces his ancestral tablets and the tablets of the five gods; and it repeats the fabrications concerning the so-called "medicine of seduction, pretended to be the pill of immortality," and the cutting out of the eyes and hearts of dying men, to which we have already alluded. After stating that the Christian foreigners opened shops for the sale of candy and medicine, "by which very many children were "purged to death, while grown people were crazed, *and* "*wished to enter the sect*," it proceeds:—"The sect has several "tens of boats that ply throughout the year, which load and "carry goods from place to place, making several trips every "month. Each boat has on it several hundred wooden casks, "which are received and discharged at the Shang Shui "temple outside the city. These casks are sealed up very "tightly, and there is no knowing what they contain." "If, "after the EMPEROR had made the treaty with them, they "had in any reasonable degree restrained themselves, the "sect being only a sect, and the people still only people (*i.e.*, "if they had confined themselves to their religion), we might "mutually have remained at peace, and had no disturbance. "*But they contemned our laws, mocked our ancient sages, cor-*"*rupted our customs, destroyed our social virtues, treated our* "*mandarins with indignity, allured our children and younger* "*brothers, and spied out our cities and suburbs.*" The end of this tirade is a supplication to the EMPEROR to "drive out violently the non-human species."

Such is a sketch of part of the system by which the mandarins strive to excite hatred of foreigners in the minds of the lower orders, who are not naturally hostile to them, and who have, indeed, every reason to welcome their presence among them, since wherever Europeans have penetrated the opportunities for the extortion and oppression of the mandarins and literati have been circumscribed. Of this class CHUNG HOW, the newly-appointed Envoy Extraordinary, is of course a member, and the report which he takes back with him on his return from England and France will necessarily exercise great influence on their future policy. Prejudiced as we may be, both by the associations of the party to which CHUNG HOW belongs, and by the report of his own conduct on the occasion of the massacre at Tientsin, it is most important that we should receive with patient attention whatever explanation of that unhappy affair he may be prepared to give. We fully agree with our correspondent "TAU," whose letter we print in another column, that CHUNG HOW may possibly "make a clean breast of it," though we own we are not sanguine on this point. But, in any case, we must give an impartial hearing to whatever representations the Chinese Envoy may be prepared to make, if we expect him to attach due weight to our own demands.

MESSRS. H. STARR AND CO., the London agents of the Pacific Mail Company and the Union and Central Pacific Railways, have just issued a map showing all the connections of the line, and we understand that a special traffic agent, is now making a tour of the Far East, and may be expected in London shortly, *via* Bombay. This tour was undertaken to gather practical experience of travelling throughout the ports of India, China, Japan, and Australia, and to make arrangements with the various steam companies connecting those places for granting through or "round voyage" tickets at a saving on the present rates. In connection with the Pacific Mail Company, we hear by last advices from New York that the company's paddle-steamer *Alaska*, 3,000 tons, is intended to follow the *Arizona*—noticed in our last—*via* Suez Canal, to take up her station on the China line. Passengers for Singapore and China can avail of this opportunity by joining at Suez. Her large cabin accommodation renders her a very desirable vessel for the heat of the Red Sea. We can also state that the company have arranged with the railways for the transit of goods to and from China and Japan.

THE directors of the P. and O. Company have at length resolved to revise their tariff of fares, and to make the rates exclusive of wines and spirits. This is a sign of the times, and an evidence that the directors rightly appreciate the force of public opinion. The system of making those who do not drink wine pay for those who do is a relic of a bygone age, which the directors have done well to sweep away. It must be very encouraging to our friend Mr. JONES, their loquacious but "thorough" shareholder, to find his prophecies beginning to come true, and the "potent signors" of the Board yielding to reforms which they have so long opposed. The revised tariff will be issued in a few days. We may also mention, in connection with this company, that the working of the steamers from Calcutta to Galle, Suez, and Bombay and back by Suez and Galle to Calcutta, will be continued, the China steamers, as before, plying between Bombay, Straits and China. The *Candia* has been ordered home, through the Suez Canal, to take the home station for a time.

THE acquisition of Saigon, in French Cochin China, for a German naval station, as part of the indemnity to be exacted from France, has been discussed from time to time by the German press, and the Berlin Geographical Society has just issued a report which is favourable to the project. It is urged that the increasing German trade in Eastern Asia renders the constant presence of men-of-war necessary, and that in so remote a part of the world the German fleet requires for its protection a station where it can rendezvous and refit.

LORD NAPIER has accepted the offer of an extension beyond the ordinary period of his Government of Madras, and

Digitized by Google

will therefore remain for the present in the Presidency. This fact disposes at once of the discussion which has prevailed in Ceylon for some time past, relative to the appointment of Sir HERCULES ROBINSON to the post.

NEWSPAPER POST TO THE EAST.

TO THE EDITOR OF "THE TIMES."

SIR,—A memorial from bankers, merchants, brokers, and others engaged in the trade of China, Japan, Australia, and India, praying for a reduction in the charge for postage on newspapers conveyed by post between Great Britain and those places, has been circulated with a view to submission to Her Majesty's Postmaster-General. You are aware that Her Majesty's mails for Egypt, Aden, Ceylon, India, Singapore, Penang, Borneo, Java, the Philippine Islands, China, Japan, Australia, New Zealand, and the Mauritius, are on this side of the Isthmus of Suez conveyed in two distinct packets and by two different routes. One portion is carried by sea from Southampton, *via* Gibraltar and Malta, to Alexandria; the other is conveyed by rail to Brindisi, in Italy, and thence by sea to Alexandria. The postage by the former route is considerably cheaper than that by the latter, the time occupied being, on the other hand, from seven to eight days longer. I venture to suggest, for the consideration of the memorialists and the postal authorities, whether it would not be convenient to convey the whole Eastern mail *via* Brindisi, and to abandon the Southampton route altogether. It ought not to cost very much more to convey the whole than it now does to convey the partial mail by the former route to Alexandria. The entire outlay on the Southampton route would, on the other hand, be saved, and the Government should thereby be enabled to effect a considerable reduction in the postage by Brindisi. That even a large reduction would result in eventual gain to the Post-office I do not doubt. A letter may now be sent to America for 3d. but it is not possible to send one to Alexandria for less than 6d., or to India for less than 9d. It is often urged that a reduction in the rate of postage to the East would not, as has been the case elsewhere, result in any increase in the number of letters. The correspondence consists, it is said, of letters between commercial houses and their agents, and between well-to-do people in the East and their relatives at home, each of which would be sent whatever the postage. That a reduced postage would result in an increase even of commercial letters is not, in my opinion, open to doubt, and that letters of friendship would largely increase is, I think, equally certain. The European community resident in the East is almost exclusively drawn from the middle classes at home. To the members of that community the heavy postage, owing to the comparatively small purchasing power of money in the East, is not perhaps a heavy burden, but to those who would correspond with them from home the rate is, unless in the case of near and dear relatives, absolutely prohibitory. Very many letters of friendship, which a lower postage would permit, are thus absolutely barred, for a correspondence cannot be continued from one side only. Even between relatives a lower rate of postage would permit the despatch of many letters not now sent, and correspondence now too frequently suspended after short terms of separation would be maintained for longer periods and with greater frequency. The experience of families whose members have dispersed, some to the Eastern and some to the Western hemisphere, is certainly in favour of this opinion. The recent reduction of letter postage from 1s. 1d. to 1s. on letters conveyed to India by the Brindisi as compared with the former Marseilles route has given great satisfaction; but I do not doubt that, were the change I have suggested effected, a much greater reduction would be possible. As to the postage on newspapers, the European population in the East, being, as I have said, drawn from the middle classes at home, is an intelligent and reading population. Owing to the rapid advance of civilisation the educated and intelligent portion of the native communities in our Eastern dependencies is from day to day becoming larger. Politically, it ought to be an important object to the Government to induce and facilitate its attention to and interest in the affairs of the civilised countries of Europe, and thus enable it to bring a more intelligent judgment to bear on its own administration. A ready access to the journals which mould and guide the public opinion of England ought, above all things, to be afforded by the Indian Government to the native community of India. Our Eastern subjects would thus be rendered familiar with the motives which actuate our Government, and enabled to take truer and more correct views of its public policy; and the groundless fears which from time to time agitate them, such as that which preceded the Mutiny of 1857, would be, to a large extent, counteracted. While this ought to be the aim of the Government, the large transmission of European literature to which, considering the intelligent character of the communities of the East and the interest they take in the politics of Great Britain, it may be safely inferred that a cheap postage would give rise, should make it the aim of the Post-office also. What is the postage which the Post-office has thought it right to impose? A copy of your paper may be conveyed to San Francisco, a distance of over 6,000 miles, for 2d. It cannot be sent to India by the quick route for less than 8d., which is virtually a prohibitory rate.

I venture to hope that this matter may be thought worthy of the attention of your journal, and that the interest now being taken in it will result in the adoption of the Brindisi route for the entire postal communication with the East, and of a scale of postage on the transmission of letters and papers thereby, more adapted than the present to the requirements of the community, and which will ultimately be without doubt beneficial also to the postal revenue. ORIENT.

MISCELLANEOUS.

TRIAL TRIP OF THE "ENTERPRISE."—On Friday, the 20th inst., the S.S. *Enterprise*, built by Messrs. Henderson, Coulborn, and Co., Renfrew, went on her trial trip before leaving for London to load for the East. Her dimensions are: length, 260 ft.; breadth, 34 ft. 6 in.; depth to upper deck, 28 ft., and she is fitted with the builders' compound engines of 280-horse power nominal, working up to 1,300 effective. The trial was made under somewhat disadvantageous circumstances, as her propeller was not properly immersed, but in spite of this she ran from the Cloch to Cumbrae lights in sixty-two minutes, giving a speed of 13·225 knots per hour as an average, on a consumption of sixteen tons of coal per day. Her arrangements are of a somewhat novel type for thorough ventilation in a hot climate. She is built to the highest class in Lloyds, as a three-decked ship, but above this all the accommodation for passengers and crew is placed in the form of a full poop; for passengers long bridge under which the officers' quarters are placed, and topgallant forecastle for the crew. By this means all the inconveniences of confined space and heat from the engine-room, usual under the third deck, is obviated, a most invaluable point for hot climates. From her great power and speed this vessel is expected to be amongst the foremost, if not the quickest steamer, engaged in the China trade for tea. This vessel arrived to-day from Glasgow, averaging nearly 13 knots with head winds.

ARRIVAL OF THE "DIOMED" FROM HONG KONG WITH TROOPS.—The screw steamer *Diomed*, of Liverpool, Captain Penrice, arrived at Spithead on the 21st inst., and shortly after entered Portsmouth harbour. She has brought home from Hong Kong the officers and crew of Her Majesty's troopship *Adventure*, who have been relieved by another crew, several naval invalid officers and men from different ships on the station, besides thirty-two men, women, and children 75th Regiment. Her list comprises Lieut. G. C. Carter, Lieut. Bloxome, Surg. C. A. Lees; Mr. Topp, Chief Engineer; Assist.-Surg. J. M'Carty; Navigating Sub-Lieut. G. W. Henderson; Assist.-Paymasters A. P. Whiting and A. W. Askham; Engineers, J. King, J. Woodfield, T. Hancock, and J. Smith; gunner, Mr. F. F. Hall; boatswain, Mr. Barry, from the *Adventure;* Engineers, Mr. F. Blackburn and Mr. F. Phillips; Acting-Lieut. T. Haigh; Chief Engineer, Mr. Murray, from the *Princess Charlotte*; Paymaster, Mr. T. North; Clerk, Mr. J. Boulton, from the *Barrosa;* Asst.-Paymaster, Mr. A. Clements, from the *Hornet;* Navigating Lieut. H. Jarrard, from the *Sylvia;* 262 seamen, including time-expired men and invalids. The troops disembarked in the course of the afternoon, and were sent to quarters in the garrison, and the naval officers and seamen were removed to the *Duke of Wellington*, flagship of Admiral Sir J. Hope, K.C.B. The *Diomed* has made a good voyage, in fifty-four days, *via* Suez Canal, having left Hong Kong November 29, 1870. She left for London to discharge her cargo of tea.

THE "STANDARD," ON THE FRENCH ACTION IN THE TIENTSIN AFFAIR.—Even if the Chinese Government should be compelled to pay the money now demanded, European interests in China will gain nothing from such a submission. The right way to punish the Chinese for such outrages as that committed at Tientsin is to make them grant fresh concessions to commerce and fresh securities for the safety of foreigners. If European Powers were as backward in civilisation as the Chinese themselves, they could demand blood-money in compensation for wrongs. We, who ought to aim at promoting true progress in China, should seek our redress in the victories of progress. Tenderness for Chinese prejudice leads us to forbear from insisting on various concessions which the real interests of China, as well as of European countries, render desirable. If each fresh act of barbarism committed by the Chinese were signalised by the seizure of new privileges for Western nations, the Chinese authorities would feel themselves punished, and at the same time permanent good would be effected.

THE CHINESE IN CALIFORNIA.—By the State laws of California a Chinese is debarred from giving evidence in courts of law. Some time ago, however, a Chinaman brought an action to recover a large sum of money from a citizen of the State, and the judge before whom the case came decided to receive the Chinaman's evidence, on the ground that the Fourteenth and Fifteenth Amendments to the Constitution of the United States override and repeal all statutes of State legislatures inconsistent with them. The defendant appealed to the Supreme Court of the State of California, where, strange to say, the decision of the Court below has been reversed, on the ground that the Constitutional Amendments cannot affect and do not abrogate or annul a State law regulating the practice in the courts of law. It is scarcely possible that this ruling can be maintained. If it is, then it is evident that the Amendments must, to great extent, remain a dead letter.

JUDGMENT was delivered on the 21st inst. in the appeal of Mr. Harrison against the decision of Vice-Chancellor Stuart, substituting his name for that of his confidential clerk, Mr. C. J. Johnson, on the list of contributories of the Bank of Hindustan. The question turned on the validity of the transfer in 1866 of six hundred and forty shares by Mr. Harrison to Mr. Johnson. Their lordships being of opinion that the transfer was perfectly valid, held Mr. Johnson liable to pay the call now made on Mr. Harrison. The appeal was, therefore, dismissed.

MAJOR E. B. SLADEN, of the Madras Staff Corps, Political Agent at the Court of the King of Burmah, has published in pamphlet form the address on "Trade through Burmah to China," which he read at the Glasgow Chamber of Commerce on the 14th November.

MESSRS J. C. SILLAR AND CO. have issued a useful tabulated view of the monthly fluctuations in the price of tea in bond for the twelve years 1859 to 1870.

THE *Silver Eagle*, with the troops for Japan, sailed from Plymouth on the 19th inst.

Digitized by Google

Monetary and Commercial.

The Russian Steam Company to India and China, via Suez Canal, which we noticed some time since, have announced their first steamer, the *Nachimoff*, 2,000 tons, to leave Odessa for Bombay in this month. The *Tchihatchoff*, 2,000 tons, leaves in February for Hankow, calling at the ports *en route*. The company announce that "in no case will the rates of freight or passage be higher than the P. and O. Company or other lines."

The examination conducted by the committee to examine into the affairs of Messrs. Higson, West, and Co., Manchester, have found that the business has been conducted in a very unsatisfactory manner, and simply resolved itself into procuring as much property as possible on credit, and getting advances on the same. Purchases have been made up to within a few days of stoppage, and goods pledged which had been advanced on. The balance-sheet shows £77,764 liabilities, against £7,359 assets. The private expenditure was also excessive; horse-racing and other fast propensities seem to have formed part of it. Mr. Higson drew out, since 1864, £17,000, and Mr. West £11,000. During all this time no profits are apparent. It is believed that the partners have made themselves liable to a criminal prosecution under the Bankruptcy Act, and warrants are out for their arrest. How is it that sellers and advancers cannot take more pains, and avoid supporting such unprincipled men? How is it possible for respectable and responsible firms to trade against such odds? No wonder that the China markets are glutted while advances on goods are made so carelessly.

At the meeting of the proprietors of the City Bank, the directors' report was adopted. The gross profits for the six months amounted to £44,282 with the balance brought forward. A dividend was declared at the rate of 7 per cent. per annum, leaving, after making provision for current expenses, and rebate of interest on bills discounted not yet due, and adding £5,000 to the reserved fund, increasing it to £100,000, the sum of £1,585 to the credit of the present half-year. The current and deposit accounts, letters of credit, &c., amount to £2,436,186, and the acceptances to £1,837,729.

The report of the Alliance Bank (Limited) shows an available total of £18,975, and recommends a dividend of 3 per cent. per annum, which will absorb £14,559, and leave a balance of £4,079 to be carried forward. The net profits of the Metropolitan Bank amount to £10,944, out of which it is proposed to declare a dividend at the rate of 5 per cent. per annum. The London Joint-Stock Bank report shows the net profit for the half-year to be £110,293; a dividend and a bonus equal to 18½ per cent. per annum for the six months are recommended. The North-Western Bank (Limited), Liverpool, has declared a dividend at the rate of 6 per cent. per annum, and an addition of £10,000 to the reserve fund. The directors of the Union Bank of Manchester have announced a divided at the rate of 8 per cent. per annum, and a bonus of 3s. per share. The Bank of Egypt dividend is announced at 10 per cent. per annum, and a bonus of 30s. per share. The report of the National Discount Company shows an available total of £69,958, including a previous balance of £2,497, and recommends a dividend at the rate of 17 per cent. per annum, which will absorb £67,819, and leave £2,139 to be carried forward.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta £399,000, and to Bombay £1,000. The *minimum* price was fixed as before, at 1s. 10d. on all the Presidencies, and tenders at 1s. 10¼d. will receive about 66 per cent. These results show a further slight diminution in the demand for means of remittance to the East.

Messrs. William Turquand and R. P. Harding, the liquidators of Overend, Gurney, and Company (Limited), have issued a report in which it is ststed :—

"In our last report we informed the shareholders that a bill had been filed against the directors of the company, with the view of making them responsible for the losses incident to the purchase of the business, which have been sustained by the shareholders. The bill was demurred to by the executors of the late Mr. Gibb, and the demurrer was argued before Vice-Chancellor Malins, who overruled it, but on appeal to the Lord Chancellor the decision of the Vice-Chancellor was reversed. This, in effect, would have put an end to the proceedings, but from the great importance of the case we considered it to be our duty to submit the judgment of the Lord Chancellor and the opinions of counsel thereon to the Vice-Chancellor, who thereupon directed an appeal to the House of Lords. This appeal is still pending, and we are advised that it is hardly possible it can come on for hearing during the next Session."

An application was made on the 21st by Mr. Linklater, under liquidation proceedings instituted by Messrs. Julius Liebert and Edwin Rogerson, merchants, for the appointment of a receiver, and for an interim injunction to restrain actions which were pending against the debtors. The debtors, who had been in a very extensive way of business, filed their petition on Thursday last, and Feb. 9 was appointed for the first meeting. The liabilities of the firm were estimated at no less than £300,000, of which the unsecured creditors represent about £60,000, with assets of considerable value, consisting of consignments, goods on the pemises at Manchester, and in various docks and warehouses in London, and outstanding debts. At the instance of the Consolidated Bank, an action was pending against the debtors; an action had also been brought by one Maximilian Low for commission; and in the interest of the general body of the creditors it was desirable that the property should be protected. The Court appointed Mr. Kealy, accountant, of 45 Cornhill, receiver, and granted an interim injunction.

The Bank of Hindostan announce that all claims have now been paid with interest except one in dispute by the Bank of Bombay. A report showing the liquidation will shortly be issued.

Messrs. Pixley, Abell, Langley, and Blake have issued a circular showing the import and export of bullion into and from London during the six months ended Dec. 31, 1870. As regards the Far East, the import was from Ceylon, in gold £110,500; from Yokohama, in gold £164,600; in silver £227,000; the export was to Singapore, in silver £87,230; to Penang in silver £28,480; to Hong Kong in silver £120,350; to Shanghai in silver £19,150; to Foochow in silver £1,000.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton, on the 21st inst., was, in gold, to Alexandria, £35,000; to Singapore, £2,500; in silver, to Shanghai, £2,125; to Singapore, £25,000; total in gold, £37,500; in silver, £27,125.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

FROM SHANGHAI and SINGAPORE (via S. C.) to LONDON, per Erl King (str.), entered Jan. 14.—From Shanghai: 3 packages merchandise—J. Meckellar; 1 package merchandise—A. Hertz; 1 package merchandise—T. A. Gibb and Co.; 2 packages merchandise—Browne, Van Santen, and Co.; 3 packages merchandise—K. de Montigny; 1 package merchandise—J. Pook; 2 packages merchandise—Adamson and Co.; 1 package merchandise—W. H. Aretz; 1 package merchandise—Fearon and Co.; 1 package skins, 1 box tiger skins—Baring Bros. and Co.; 5 bales waste silk—Scheibler Bros.; 2 bales silk—C. Shaw and Co.; 1 package merchandise, 1 box tea, 1 box sweets—C. Cooper; 3875 packages tea—D. Sassoon, Sons, and Co.; 59 packages merchandise, 199 bales 1 roll silk, 8 packages curios, 1 case cigars, 1 box furs, 1 box ginger, 24,543 packages tea—Order. From Singapore: 6 cases tortoiseshell—Order.

From SHANGHAI to LONDON, per Geraint, entered Jan. 17.—38 bales silk—Springfield and Co.; 428 chests 150 half-chests tea—W. Dickinson; 420 half-chests tea—Potter Brothers; 497 half-chests tea in transit, 9337 chests 4754 half-chests 2988 boxes 20 packages tea, 14 packages merchandise, 270 bales raw silk, 302 packages 396 boxes gall nuts, 782 bales hemp—Order.

From MANILA to LIVERPOOL, per Maiden Queen, entered Jan. 16.—7 cases ginger, 2 cases cigars—Captain; 15 tons sapanwood, 1300 bales hemp, 25,460 bags sugar, 5 cases cigars—Order.

From FOOCHOW to LONDON, per Lahloo, entered Jan. 18.—2 packages tea—A. Rodger; 36 boxes 2 packages tea, 7 boxes ginger—Master; 4083 chests 14,080 half-chests 3060 boxes 288 packages tea, 4 packages curiosities, 10 packages lychees, 3 packages merchandise, 6031 pcs. steel—Order.

From YOKOHAMA and FOOCHOW to LONDON, per Leander, entered Jan. 18.—From Yokohama: 8 cases curios—Order. From Foochow: 9 packages merchandise, 18,978 packages tea—Order.

From CANTON, MACAO, SINGAPORE, &c. (via S.C.), to LONDON, per Saida (str.), entered Jan. 18.—From Canton: 10 boxes raw silk—Donner and Co.; 4 packages merchandise—H. C. Batchelor; 364 packages merchandise, 206 bales waste silk, 3 boxes preserves, 3095 boxes tea, 200 packages cassia, 110 cases silk, 275 cases preserved ginger, 84 boxes 105 bales silk, 29 cases 80 boxes rhubarb, 110 bales raw silk, 4 boxes ink—Order. From Macao: 2 cases ginger—F. J. Clements; 2 packages merchandise—F. S. Deacon; 1 package merchandise—H. R. Mendel; 1 half-chest tea—Morrison and Co.; 2 cases preserves, 5 boxes aniseed, 4 casks aniseed oil, 2989 half-chests 3039 boxes 3 packages tea—Order. From Singapore: 6 packages merchandise, 1196 bags sago, 1128 slabs tin, 1136 bales gambier, 138 bags coffee, 44 baskets 912 slabs gutta-percha, 47 cases gum damar, 2049 cases cutch, 56 baskets india-rubber—Order. Remainder of cargo from Lisbon.

From FOOCHOO to LONDON, per Melbrek, entered Jan. 19.—Tea: 112 half-chests—B. S. Harlaur, 631 half-chests—Brown, Shipley, and Co.; 899 packages—Kenneth, Dowe, and Co.; 3228 chests 3515 half-chests 2099 boxes 9368 packages—Order.

From FOOCHOW to LONDON, per Flying Spur, entered Jan. 20.—14,810 packages tea, 7 cases preserves—Order; 1012 packages tea—Kenneth, Down, and Co.; 1 package tea, 1 package lychees—R. G. Hamilton.

From FOOCHOW to LONDON, per Shun Lee, entered Jan. 20.—Tea—316 chests 225 half-chests—Forbes, Forbes, and Co.; 645 half-chests—Brown, Shipley, and Co.; 327 chests 983 half-chests—Kenneth, Davie, and Co.; 2215 chests 8501 half-chests 3328 boxes tea, 4 packages preserves, 3 packages merchandise—Order; 8 packages tea—Master.

Digitized by Google

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Jan., 1871, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1871, 11,786,172 yards; for the twelve months, 81,801,220 yards; for the twelve months, 1870, 44,313,208 yards; for the twelve months 1869, 51,692,919 yards. Increase for 1871 against 1870, 37,488,012 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1871, 2,012,440 yards; for the twelve months, 11,008,174 yards; for the twelve months, 1870, 1,953,623 yards; for the twelve months, 1869, 1,171,971 yards. Increase for 1871 against 1870, 9,054,551 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1871, 361,440 yards; for the twelve months, 2,548,377 yards; for the twelve months 1870, 1,097,157 yards; for the twelve months, 1869, 2,063,158 yards. Increase for 1871 against 1870, 1,451,220 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1871, 735,853 lbs.; for the twelve months, 10,484,088 lbs.; for the twelve months 1870, 5,149,740 lbs.; for the twelve months 1869, 6,260,200 lbs. Increase for 1871 against 1870, 5,334,348 lbs.

VALUE.—For the month ended 16th Jan., 1871, £264,925; for the twelve months, £2,204,919; for the twelve months 1870, £1,273,253; for the twelve months 1869, £1,385,164. Increase for 1871 against 1870, £931,666.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1871, 33,292,402 yards; for the twelve months, 270,908,356 yards; for the twelve months 1870, 225,018,493 yards; for the twelve months 1869, 247,578,924 yards. Increase for 1871 against 1870, 45,889,863 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1871, 697,959 yards; for the twelve months, 12,137,450 yards; for the twelve months 1870, 14,569,066 yards; for the twelve months 1869, 6,450,114 yards. Decrease for 1871 against 1870, 2,431,616 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1871, 287,069 yards; for the twelve months, 4,878,851 yards; for the twelve months 1870, 5,144,323 yards; for the twelve months 1869, 3,539,161 yards. Decrease for 1871 against 1870, 265,472 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1871, 50,030 lbs.; for the twelve months, 572,552 lbs.; for the twelve months 1870, 442,863 lbs.; for the twelve months 1869, 317,700 lbs. Increase for 1871 against 1870, 129,689 lbs.

VALUE.—For the month ended 16th Jan., 1871, £465,698; for the twelve months, £4,428,396; for the twelve months 1870, £4,421,211; for the twelve months 1869, £4,222,882. Increase for 1871 against 1870, £2,185.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1871, 2,717,052 yards; for the twelve months, 30,577,814 yards; for the twelve months 1870, 16,647,786 yards; for the twelve months 1869, 18,263,015 yards. Increase for 1871 against 1870, 13,930,028 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1871, 54,000 yards; for the twelve months, 3,027,663 yards; for the twelve months 1870, 1,823,433 yards; for the twelve months 1869, 1,219,131 yards. Increase for 1871 against 1870, 1,204,230 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1871, *nil;* for the twelve months, 1,069,937 yards; for the twelve months 1870, 1,004,176 yards; for the twelve months 1869, 426,577 yards. Increase for 1871 against 1870, 65,761 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1871, 435,600 lbs.; for the twelve months, 10,308,199 lbs.; for the twelve months 1870, 5,933,850 lbs.; for the twelve months 1869, 4,458,129 lbs. Increase for 1871 against 1870, 4,374,349 lbs.

VALUE.—For the month ended 16th Jan., 1871, £61,195; for the twelve months, £1,208,313; for the twelve months 1870, £752,033; for the twelve months 1869, £618,955. Increase for 1871 against 1870, £456,280.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1871, 5,899,964 yards; for the twelve months, 80,631,557 yards; for the twelve months 1870, 51,637,953 yards; for the twelve months 1869, 45,729,468 yards. Increase for 1871 against 1870, 28,993,604 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1871, 848,155 yards; for the twelve months, 9,763,993 yards; for the twelve months 1870, 5,998,684 yards; for the twelve months 1869, 4,458,484 yards. Increase for 1871 against 1870, 3,765,309 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1871, 361,165 yards; for the twelve months, 5,173,054 yards; for the twelve months 1870, 4,871,190 yards; for the twelve months 1869, 2,341,585 yards. Increase for 1871 against 1870, 301,864 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1871, 342,510 lbs.; for the twelve months, 3,025,711 lbs.; for the twelve months 1870, 2,020,668 lbs.; for the twelve months 1869, 1,513,243 lbs. Increase for 1871 against 1870, 1,005,043 lbs.

VALUE.—For the month ended 16th Jan., 1871, £126,840; for the twelve months, £1,712,386; for the twelve months 1870, £1,207,736; for the twelve months 1869, £977,273. Increase for 1871 against 1870 £504,650.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1871, 1,976,689 yards; for the twelve months, 14,980,341 yards; for the twelve months 1870, 9,566,151 yards; for the twelve months 1869, 18,106,190 yards. Increase for 1871 against 1870, 5,414,190 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1871, 141,581 yards; for the twelve months, 7,992,707 yards; for the twelve month 1870, 8,881,047 yards; for the twelve months 1869, 7,026,414 yards. Decrease for 1871 against 1870, 888,340 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1871, 429,851 yards; for the twelve months, 8,805,388 yards; for the twelve months 1870, 5,370,760 yards; for the twelve months 1869, 4,884,042 yards. Increase for 1871 against 1870, 3,434,628 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1871, 83,814 lbs.; for the twelve months, 341,819 lbs.; for the twelve months, 1870, 363,850 lbs.; for the twelve months 1869, 533,465 lbs. Decrease for 1871 against 1870, 22,031 lbs.

VALUE.—For the month ended 16th Jan., 1871, £20,589; for the twelve months, £543,702; for the twelve months, 1870, £507,166; for the twelve months 1870, £630,277. Increase for 1871 against 1870, £36,536.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1871, 2,929,193 yards; for the twelve months, 20,684,881 yards; for the twelve months 1870, 14,623,511 yards; for the twelve months 1869, 19,276,130 yards. Increase for 1871 against 1870, 6,011,370 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1871, 814,347 yards; for the twelve months, 8,553,909 yards; for the twelve months 1870, 10,989,606 yards; for the twelve months 1869, 14,896,211 yards. Decrease for 1871 against 1870, 2,435,697 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1871, 53,311 yards; for the twelve months, 1,372,453 yards; for the twelve months 1870, 1,125,186 yards; for the twelve months 1869, 1,244,587 yards. Increase for 1871 against 1870, 247,267 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1871, 59,128 lbs.; for the twelve months, 522,587 lbs.; for the twelve months 1870, 540,502 lbs.; for the twelve months 1869, 682,760 lbs. Increase for 1871 against 1870, 321,494 lbs.

VALUE.—For the month ended 16th Jan., 1871, £67,074; for the twelve months, £564,040; for the twelve months 1870, £560,082; for the twelve months 1869, £707,845. Increase for 1871 against 1870, £3,958.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Jan., 1871, 4,072,782 yards; for the twelve months, 28,084,288 yards; for the twelve months 1870, 22,137,080 yards; for the twelve months 1869, 23,253,828 yards. Increase for 1871 against 1870, 5,947,208 yards.

COLOURED COTTONS.—Export for the month ended 16th Jan., 1871, 353,154 yards; for the twelve months, 2,947,297 yards; for the twelve months 1870, 1,247,656 yards; for the twelve months 1869, 805,041 yards. Increase for 1871 against 1870, 1,699,641 yards.

PRINTED COTTONS.—Export for the month ended 16th Jan., 1871, 164,525 yards; for the twelve months, 2,100,312 yards; for the twelve months 1870, 3,327,131 yards; for the twelve months 1869, 2,589,370 yards. Decrease for 1871 against 1870, 1,226,819 yards.

COTTON YARN.—Export for the month ended 16th Jan., 1871, 8,000 lbs., for the twelve months, 312,275 lbs.; for the twelve months 1870, 447,372 lbs.; for the twelve months 1869, 418,687 lbs. Decrease for 1871 against 1870, 135,097 lbs.

VALUE.—For the month ended 16th Jan., 1871, £68,374; for the twelve months, £590,736; for the twelve months 1870, £522,006; for the twelve months 1869, £470,023. Increase for 1871 agains 1870, £68,730.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	8 to 8½
25	Bank of Egypt	All	41 to 43
20	Chartered Bank Ind., Aust., and China	All	13 to 14
25	Chartered Merc. of India and China ...	All	21 to 23
20	City Bank	10	10½ to 11½
100	Colonial Bank	25	50 to 52
500fr.	Comptoir D'Escompte of Paris... ...	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	32 to 34
28½	Do. Do. new	16¾	3 to 4 pm.
100	Imperial Bank	20	17½ to 18½
50	London and County	20	50 to 51
50	London Joint Stock	15	35½ to 36½
100	London and Westminster	20	63½ to 64½
25	Oriental Bank Corporation	All	41 to 43
50	Union of London	15	37½ to 38½
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	118 to 120
10	British Indian Submarine	All	7½ to 7⅞
10	British Indian Extension	All	6½ to 7
10	British Australian...	5	4 to 3½ dis.
10	China Submarine	7	5½ to 4¾ dis.
10	Falmouth, Malta, and Gibraltar ...	All	9 to 9½
10	Great Northern	All	11½ to 11¾
10	Do. China and Japan Extension	All	8½ to 8¾ dis.
25	Indo-European	All	10 to 12
10	Mediterranean Extension	All	4½ to 4¾
12	Telegraph Construction Company ..	All	24½ to 24¾
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	48 to 49
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	106 to 108
—	Do. Do. 1872... ...	100	101 to 103
—	Do. Do. 1882-3 ...	100	109 to 111
20	Ceylon Company	10	3¾ to 3½ dis.
20	Do. A shares	5	3½ to 3 dis.
50	Colonial Company	20	3 to 1 dis.
10	Credit Foncier of England	All	2 to 2½
10	General Credit and Discount Company	7½	¼ dis. to par.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2 to 1¾ dis.
—	Japan Loan, 9 per cent.	All	102 to 104
20	London and Prov. Marine Insurance Co.	2	½ to 1 pm.
25	National Discount Company	5	11½ to 12
25	Ocean Marine Insurance Company ...	5	14 to 14½ pm.
500fr.	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	46 to 48
50	Do. Do. 1867	10	3 to 2 dis.
100	Royal Mail Steam Company	60	55 to 57
20	Thames and Mersey Marine Insur. Co.	2	3 to 3½ pm.
20	Universal Marine Insurance Company	5	6½ to 7 pm.

Digitized by Google

ARTICLES OF IMPORT.

TEA.

Public sales of China Teas, comprising 10,344 packages, were commenced on the 17th inst., on which day 5,302 packages passed, and 4,108 packages found buyers, all being without reserve. The sales presented no feature of interest, chiefly consisting of broken and dusty teas, inferior to common Congou. A few parcels of new season's teas brought previous rates. Several breaks of low Amoy Congou sold at 7½d. Ping Suey and coarse Moyune Green sold heavily at a decided decline for the lower kinds. The sale concluded on the 18th, when 3,875 packages sold, all being without reserve. Two breaks of medium black leaf, in half-chests, brought 1s. 6¼d., private contract rates. Two parcels of low Foochow dusty siftings sold at 3½d. to 4d. Green teas showed no improvement on the first day's depressed rates. The following is the classification of the teas offered at the sale:—Congou, 4,978; Moning Siftings, 20; Kaisow Siftings, 91; Scented Caper, 287; Souchong, 270; Scented Orange Pekoe, 7; Twankay, 116; Hyson, 196; Young Hyson, 898; Yong Hyson Siftings, 21; Imperial, 795; Gunpowder, 2,665; Total, 10,344 packages. Another sale, comprising 5,037 packages, all "without reserve," took place on the 19th. In Teas of new import a chop of inferior black leaf Congou brought 10½d., and a chop of half-chests, of fair quality, 1s. 2d. to 1s. 2½d.; these prices showed no alteration. About 2,000 chests and half-chests of old season's red-leaf Congou sold heavily at 10¼d. to 11¼d. An invoice of inferior Moyune Green Tea sold with rather better spirit, but at about the previous public sale rates.

SILK.

There is little if any change in the market; for China there is a steady demand at prices which have slightly stiffened, and for Cantons continued inquiry for Tsatlee reel, for which the quotations are now a shade higher. Japan Silk continues neglected, transactions being of a most limited nature. Deliveries are satisfactory.

COFFEE.

The demand has continued to run chiefly upon Native Ceylon, for which an active demand has been shown principally for floating parcels; at auction of 810 bags offered 230 bags were sold, small at 49s. 6d. to 50s., peaberry at 56s. to 58s., the remainder being bought in, fine ordinary at 56s., bold at 60s., subsequently 154 casks fine ordinary sold at 55s.; for arrival 3,000 bags have been sold at 55s. without guarantee, and 55s. 6d. quality guaranteed; privately sales of good ordinary have been made on the spot at 54s. 6d. to 55s., and 1,500 bags have been sold for arrival at 55s. 6d. to 56s., quality guaranteed. For Plantation Ceylon an active enquiry was exhibited immediately following our last report, and 423 casks 108 tierces 89 barrels 1,029 bags sold, triage and ordinary, 45s. to 54s. 6d., small, 55s. 6d. to 60s. 6d., low middling grey to middling greyish, 59s. 6d. to 61s., bold ditto, 64s. to 69s., middling colory, 61s. 6d. to 67s, good to fine middling bold, 69s. 6d. to 75s. 6d., good, 81s. 6d., pea-berry, 70s. to 76s.; these prices showing an advance of about 6d. per cwt. upon those previously ruling; the market since has been less active, the sales only amounting to 48 casks 2 tierces 26 bags, realising: small, 57s. to 58s. 6d., middling, 64s. 6d. to 65s., bold, 74s. 6d. to 75s., pea-berry, 77s. Sales of other East India kinds have comprised 250 bags Singapore at 50s. to 54s. per cwt.

SUGAR.

The active demand noticed in our last report continued until the close of the week, when prices showed an advance of 6d. upon common and 1s. 6d. upon good descriptions over the prices of the previous week. Since then a quieter tone has been manifested; the demand for suitable refining kinds continues steady, and prices are in some instances dearer, but common qualities are only in moderate request, and the total transactions are not extensive. The sales reported include the following:—At auction 300 bags brown Penang at 25s. 6d. to 27s. 6d. and 1,800 bags clayed Manila (duty 4s.) at 25s. 6d.; an offer of 3,200 bags low Java syrups was bought in at 20s. 6d. and 520 bags fine Java (duty 5s. 8d.) at 39s.; a floating cargo of 570 tons Java No. 12¾ which was offering in the market has been sold at an outport at about 31s. 10½d., privately 2,000 bags good clayed Manila (duty 4s. 9d.) have been sold at 28s.

COCOA-NUT OIL.—There is still only a moderate demand for Ceylon, but prices remain steady; at public sale 32 pipes fair sold at £38 10s., 10 puncheons at £38 10s., and 45 hogsheads at £38 15s. to £39; very low dark £31. Privately a small business is doing at £38 10s. for pipes, and £39 5s. for hogsheads.

CUTCH.—The market continues very quiet; at auction early in the week 500 boxes good Pegu were bought in at 23s., and about 500 bags at 19s. 6d. Since the auction a portion of the boxes has been sold 22s. 6d.

GAMBIER.—There is still but limited inquiry, and transactions continue to be on a limited scale, the only sale since our last being, for arrival, 30 tons distant shipment, at 15s. 3d. ex ship.

GALLS.—Offers of China have met with a fair demand, and sales are reported of 51 boxes at 41s., and 192 cases at 41s. 6d. to 42s., one lot realising 42s. 6d.

HIDES.—At the last sales the large quantity of East India Hides offered attracted a full attendance of both home and foreign buyers, and with a good general demand the catalogues were nearly cleared. Prices were somewhat irregular, but generally ruled from extreme former rates to ½d. per lb. advance. 29,914 Singapore and Penang Cow Hides offered, 24,871 sold—Dry, best light, 10¾d.; seconds, 8d. to 9d.; best heavy, 9d.; heavy, 5d. to 7¾d.; extra heavy, 5½d. to 8d.; best small, 10¾d.; seconds, 7¾d.; third do., 5d.; small and Calf, 5d. to 8¾d.; thirds, 4½d. to 6½d.; fourths, 3½d. to 5½d.; brined, light, 9d.; heavy, 8½d.; extra heavy, 8d. per lb. 479 Cochin Brined Hides offered and sold—Seconds and small, 7½d.; thirds, 6½d. per lb. 1,612 Ceylon Hides offered, 1,612 sold—Light and small, 6d.; heavy, 5½d.; extra do., 5½d.: thirds, 5d.; fourths, 4d.; Buffalo, 4½d. per lb. 4,907 Singapore and Penang Buffalo Hides offered, 1,955 sold—best heavy, 4½d. to 5½d.; seconds, 3¾d. to 4¾d.; light, 6d. to 6½d. per lb. 1,386 Manila Buffalo Hides offered, 911 sold—best heavy, 4d.; seconds, 3½d. per lb.

HEMP.—There is still but an inactive market for Manila; at public sale 1,883 bales offered met little demand and were nearly all withdrawn or bought in, fair to fine roping at £53 to £56, only 150 bales being sold, Sorsagon at £54, fair at £53, brown at £46. Subsequently about 100 bales withdrawn from the sale were sold privately, Boluzan at £55.

ISINGLASS.—A large supply both of Brazil and East India offered at auction met less demand, and only a portion found buyers at some decline. Of 26 cases 13 bags Penang offered a few lots leaf sold at 3s. 4d. to 3s. 10d., 6 cases 9 bags Singapore were chiefly sold, good to fine tongue at 3s. 8d. to 4s., middling to fair 3s. to 3s. 5d. per lb.

JAPAN WAX.—No transactions.

PEPPER.—Black: At auction supplies of good extent, amounting to 4,070 bags, met a steady demand, and 1,300 bags sold at ⅛d. advance, the remainder being held for still further advance and bought in; of 3,518 bags Penang about 1,500 bags sold, sound at 5⅝d., damaged 5½d., the remainder being bought in at 5¾d. to 6d., also 552 bags Singapore at 6d. to 6¼d., privately previous to the auction about 1,900 bags Penang, including 200 bags ex Isabella, were sold at 5¼d., and subsequently 500 bags at 5⅝d. For arrival 2,000 bales Penang October shipment have been sold at 5 9-16d. White has met a good demand, about 800 bags Singapore have been sold at 7d. to 7¼d. short to full prompt, showing an advance. Subsequently the demand became more active, and large transactions, amounting to about 2,500 bags, were effected at advancing prices, commencing at 7¼d., and closing at 7⅜d.

RICE.—The market has been quiet, but steady, prices showing little change from those of our last report; at auction 1,193 bags indirect Rangoon sold at 9s. 9d., and 350 bags field Siam at 8s. 6d.; privately, on the spot, 9,000 bags Rangoon have been sold at 9s. 9d. ex quay, 5,000 bags ditto at 9s. 10½d. landed terms, and a cargo of 800 tons ditto at 9s. 9d. cash. A floating cargo of new season's Rangoon, comprising 600 tons, per Augusta May, February shipment, has been sold at 10s. 4½d. for the Continent.

SPICES.—Cassia Lignea: In auction 1,449 boxes of fresh import were all bought in, mostly unworked at 110s., a small part second pile at 112s. Cinnamon: 22 bales good Ceylon sold, first sort 3s.; second, 2s. 10d.; third, 2s. 8d.; fourth, 2s. 3d. Nutmegs met a steady demand at auction, and were chiefly sold at firm prices—of 33 cases Penang 25 cases sold, average 64 nuts to the lb., at 3s. 9d.; 67's, at 3s. 7d.; 77's, at 2s. 9d.; 83's, at 2s. 6d.; 96's, at 2s. 2d. to 2s. 3d.; 106's, at 2s. 1d.; 102 boxes fresh Singapore all sold—83's, at 2s. 6d.; 102's, at 2s. 2d.; 110's and 112's, at 2s. 1d.; 148's, at 1s. 10d.; 168's, at 1s. 7d. per lb. Mace: Of 4 cases Penang offered 1 case good middling of fresh import sold at 3s. 8d.

SAGO.—In auction a good supply met only a limited demand and was nearly all bought in; 460 boxes bought in, small pearl at 19s., large also at 19s., and 1,428 bags, small at 16s. 6d, to 17s. 6d., large at 18s. to 18s. 6d., except about 300 bags which sold, one lot sound large at 18s., the remainder damaged small at 15s. 6d. Sago Flour: Of 837 bags Singapore offered 132 bags second pile sold at 15s., the remainder first pile being bought in at 15s. 3d.

TAPIOCA.—Of 664 bags Singapore offered in public sale, 530 bags sold, chiefly Malacca sort, at 1½d. to 1¾d.; a few lots very fine white Rio kind at 2¼d. Pearl: 107 bags extra large were bought in at 19s. Flour: 64 bags Singapore sold at 2d.

TIN.—The market is steady, without any great activity, the quotation for Straits and Banca on the spot being firm at £135 per ton; afloat, 15 tons Straits to arrive by steamer have been sold at £133, and 5 tons for delivery in March at £132; a small quantity of Banca near to arrive has changed hands at £135 5s.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

During the week this market has been strong and fairly active, and a considerable amount of business has been done, particularly in fabrics suitable for the India and China markets. Prices remain unchanged since our last report, and are, as a rule, firmly adhered to by producers. Buyers seem generally to have supplied their wants for the moment, and are disinclined to extend their commitments unless at some reduction upon current values.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	13	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	6s. 0d.	6s. 10½d.	7s. 6d.	7s. 10¼d.	8s. 1½d.	8s. 3d.	8s. 10½d.	9s. 3d.

Width ...	39 in	...	...	...	...	...	44/45 in.	
Quality...	No. 21	22	24	26	25	28	31	
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	—
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price.....	9s. 6d.	9s. 9d.	10s. 3d.	11s. 0d.	10s. 3d.	11s. 9d.	6s. 10½d.	

Width ...	44/45 in.	...	...	...	...	49/50 in.	...	
Quality...	No. 33	35	36	39	—	46	49	
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0	—
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	
Price	8s. 0d.	7s. 10½d.	9s. 1½d.	10s. 3d.	11s. 9d.	10s. 3d.	11s. 6d.	

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 9d.	6s. 0d.	6s. 10½d.	6s. 10½d.	7s. 10¼d.	8s. 10½d.	9s. 1½d

		s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop)	...	9 7½	—
Maddapollams	...	3 6	—
Long Cloths	...	9 3	—
White Spot Shirtings ... (nominal)	...	10 10	—
,, Brocade ... ... do.	...	10 10	—
,, Damasks... ... do.	...	19 3	—
Cotton Yarn, Nos. 16-24 China ...	...	0 11½ to	1 0¾
Nos. 28-32 do. ...	...	1 0½ to	1 1¾
No. 40 do. ...	...	1 0½ to	1 2½
No. 40 Mule Twist ...	...	0 11½ to	1 2

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jan 10	Mary Goddard	Neuhuys	Tjilatjap	Brouwershaven
— 10	Asta	Schwartz	Batavia	Do.
—	Yang Tsze	—	Foochow	New York
— 17	Victoria Nyanza	Jones	Maulmain	Deal
— 11	Harwich	French	Batavia	Texel
— 11	Soeblomsten	Andersen	Do.	Do. Roads
— 12	Gerardina Willemina	Spier	Macassar	Texel
— 16	Geraint	Watt	Shanghai	London
— 15	Maiden Queen	Ray	Manila	Liverpool
— 16	Shepperton	—	Ilo Ilo	Queenstown
— 16	Maha Buleshwar	Eney	Maulmain	Do
— 17	Leander	Petherick	Foochow, &c.	London
— 17	Lahloo	Smith	China	Deal
— 17	Saida (str.)	Baranco	Singapore, &c.—S.C.	Do.
— 17	Ralston	—	Bassein	Liverpool
— 15	Constance	Kimmerer	Batavia	Texel
— 1	Chloris	—	Yokohama	New York
— 1	Ocean Gem	Griffiths	Amoy	Do.
— 1	Mindet	Brasgaard	Do.	Do.
— 2	Endeavour	Warland	Manila	Do.
— 2	Sanderson	Humphrey	Padang	Do.
— 16	Riga (str.)	—	China, &c., via S.C.	Do.
—	Ariel	—	Yokohama	Do.
— 2	Fearless	Rich	Padang, &c.	Boston
— 18	Xulla	Howes	Singap., for Hamburg	Deal
— 6	Doesborgh	Spandermann	Probolingo	San Francisco
— 5	Petunia	Johnson	Manila	New York
— 6	Ceres	Thurse	Amoy	Do.
— 16	Mikado	Ilbery	Shanghai	Do.
— 5	Annie Braginton	Drysdale	Singapore	Boston
— 19	Shun Lee	—	China	London
— 19	Melbrek	—	Foochow	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan 12	Whinfell	Jones	Shanghai	London
— 13	Olga (str.)	Hindson	Colombo, &c., via S.C.	Do.
— 13	Eliza Shaw	Gage	Yokohama	Do.
— 13	Maitland	Reid	Cardiff, H.K., & Shang	Do.
— 14	Seline	Raeburn	Cardiff & Hong Kong	Do.
— 13	Lauderdale	Lowe	Shanghai	Cardiff
— 13	Rosalie	Nielsen	Hong Kong	Do.
— 16	Undine	Scott	Shanghai	London
— 3	Eleutheria	Butchart	Galle	Sunderland*
— 18	Avon	Scott	Cardiff and Shanghai	London
— 18	Albatross (s.s.)	Hewat	Straits & China—S.C.	Liverpool

* Not arrived, as before reported.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Yokohama: Alumina, Fiery Cross. For Shanghai: Aracan, Weymouth, Argonaut, Everest. For Hong Kong: Wm. Ritson, Burdwan, Chinaman, Windhover, Golden Spur, Leander. For Singapore: Summer Cloud, Haidee. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Sea Gull (str.), Abbotsford (str.), Tweed (str.), Erl King (str.), Emerald (str.). For Singapore and Hong Kong (via Suez Canal): Belgian (str.), Minia (str.). For Penang: Frances Milly. For Batavia and Sourabaya: Orient, Agra. For Colombo: Thames, Southern Belle. For Colombo, &c.: Creswell. For Colombo, &c. (via Suez Canal): Trent (str.), Atholl (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Hong Kong: Queen's Own. For Manila: Amigos, Estrella, Josefina. For Singapore: Adam Sedgwick, Prince Arthur. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Agamemnon (str.). For Colombo, &c. (via Suez Canal): Scotland (str.).

At GLASGOW.—For Hong Kong: Lake Constance. For Manila: Dona Feliciana. For Ilo Ilo: Monsoon. For Singapore: Norham Castle. For Batavia and Sourabaya: County of Berwick. For Colombo: Glenaray.

At PORT GLASGOW.—For Galle: Alice Wilson.

SPOKEN.

BRITISH CROWN, London to Singapore.
JEAN PIERRE (French ship), Batavia to Belle Isle, Oct. 31, 16 S., 84 E.
ADAM (ship), Cardiff to Galle, Dec. 3, 9 S., 31 W.
HEDWIG (Swed.), Batavia to New York, Nov. 13, 28 S., 47 E.
A French barque, from Saigon, 71 days out, Dec 3.
AURORA (Dutch), Batavia to Amsterdam, Dec. 3, 22 S., 0 E.
M. T. D. (?) Manila to London, Nov. 2, 29 S., 38 E.
P. M. (Dut. ship), Batavia to Rotterdam, Dec. 21, 22 N., 33 W.
GLADSTONE (ship), from Samarang, Dec. 2, 14 S., 8 W.
JAMES DUNCAN (brq.), of Leith, Sing. to Portland, Dec. 2, 14 S., 8 W.
MARY E. RAY (brq.), Glasgow to Colombo, Nov. 13, 27 S., 25 W.
JOSIAH QUINCEY, Liverpool to Galle, Dec. 2, 4 S. 29 W.
M. R. T. D. (ship), Manila to London, 55 days out, Nov. 2, 29 S., 38 E.
P. M. T. S. (Dut. ship), Batavia to Rotterdam, Dec. 21, 22 N., 33 W.
HADDINGTON, Foochow to London, under sail, Dec. 29, 39 N., 40 W.
BRIERLY HILL, Cardiff to Galle, Dec. 2, 12 S., 30 W.
ANNIE AND SOPHIE, Batavia to Amsterdam, Dec. 26, 30 N., 35 W.
ANTJE, Batavia to Amsterdam, Dec. 29, 33 N., 36 W.
ANNA AUGUSTA, London to Singapore, Nov. 25, 7 N., 25 W.
CHILIAN PACKET, Canton to New York, Jan. 1, 23 N., 60 W.
ALBANIAN, Colombo to London, Nov. 14, 30 S., 49 E.

FREIGHTS AND CHARTERS.

Berth freights are without alteration since our last issue.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 70s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 70s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £42. For Hong Kong: £35. To Singapore: £26. For Galle: £25. From Newport, Cardiff, or Swansea, per ton—For Yokohama: £1 17s. 6d. For Shanghai: £2. For Hong Kong: £1 15s. For Java 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 5s. For Colombo: £1 3s.

CASUALTIES.

The Great Victoria (str.), Kerr, from Colombo, &c. (via Suez Canal), which arrived at London Jan. 6, reported having been twice in collision with the Onyx (barq.), on Jan. 4, off Dungeness, but only received slight injury.

The Allendale (barq.), which sailed from Sunderland Jan. 9 for Singapore, put back to Margate Roads.

The Dunedin, McMillan, from the Clyde to Yokohama, put into Falmouth Jan. 17, with loss of sails.

The Fearless, Rich, which arrived at Boston Jan. 2, from Padang, experienced a very severe S.W. to N.E. gale on Dec. 22, 23, 24, and 25, in lat. 37 N. lon. 68 W.; on the 23rd she was struck by a sea, which stove bulwarks, skylights, &c., and flooded the cabin; she experienced very severe weather during the last fifteen days of her passage.

The Rosalie (Swed. barq.), Nilsson, which sailed from Cardiff Jan. 14, for Hong Kong, has been in collision in the roads with an Italian vessel, and had bulwarks stove, stanchions, chain plates, &c., carried away.

The Ingertha (Norw. barq.), Bjorstad, from Cronstadt to the River Amoor, with a general cargo, which put into Plymouth Dec. 30, after touching on a sand-bank in the North Sea, has her main and false keel damaged; surveyors have recommended the discharge of the cargo, in order that the vessel may be put in a suitable place for further examination and necessary repairs.

The Eleutheria (barq.), of Liverpool, Butcher, which sailed from Sunderland, Jan. 3, for Galle, with coals, was in collision with the brig George and Richard on the morning of Jan. 15, 12 miles S.W. of the Eddystone; the master of the barque got on board the brig, and the Eleutheria drove ashore during the night at Yealm river, and went to pieces; five hands missing.

The Sanderson, Humphrey, which arrived at New York Jan. 2, from Padang, had been struck by heavy seas on Oct. 23, and again on Dec. 31; on the former date she had her cabin filled with water and strained considerably, and on the latter her bulwarks were stove, the skylight broken, &c.

MISCELLANEOUS.

At GIBRALTAR.—Jan. 8, Arizona (str.), Seabury, from New York, and cleared for Malta and Hong Kong.

At PORT SAID.—Dec. 26, Migoto (str.), Grange, from the Clyde, and left 27 for China, &c.; Cordova (str.), from Liverpool, and left for Colombo, &c.

At SUEZ.—Sarpedon (str.), from Liverpool, and left for Singapore, China, &c.

SUEZ CANAL.—Ferdinand de Lesseps (str.), from London for Colombo, &c.

At MADEIRA.—Dec. 31, Vichiaz (Russ. war str.), from Cronstadt for the River Amoor.

At ST. HELENA.—Dec. 7, Chateaubriand, Hubert, from Saigon, for Belle Isle; Nestor, Brandligt, from Batavia, for Rotterdam; 9, Elizabeth, Feenstra, from Batavia, for Amsterdam; 11, Lufra, Hodge, from Canton, for New York; Anna Johanna, Dalloyaux, from Batavia, for Rotterdam.

The Zoroaster, Baker, from Sunderland for Galle, put into Madeira Jan. 6, with master ill, but proceeded, Jan. 10, for her destination in charge of the mate (Thomson).

At ALGOA BAY.—Nov. 21, Miss Kilmansegg, Finlayson, from Hong Kong.

At MAURITIUS.—Nov. 18, Robert Passenger, Knartson, from Galle; Orzanam, Kollier, from Saigon; 21, Isabella, Herve, from Colombo; Dec. 2, Anna and Marie, Corindet, from Singapore; 4, Rosario, Moizeau, from Saigon; Notre Dame de Bon Port, Treal, from Saigon; 7, Anna Marie, Guguen, from Saigon; Jane, Le Bas, from Saigon; 13, Pie IX., Eyon, from Singapore; 16, Sea Ripple, Pringle, from Singapore; Nov. 20, Harriet Bruere, sailed for Galle; 26, Desdemona, Delandes, sailed for Singapore; Dec. 1, Paul and Marie, Roset, sailed for Galle.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

THE PHŒNIX
A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA,
EDITED BY
THE REV. JAMES SUMMERS,
Professor of the Chinese Language in King's College London.
No. 1. JULY, 1870.
SUBSCRIPTION £1 1s. PER ANNUM.
LONDON: OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, E.C.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

Digitized by Google

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.
Established 1807.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receives at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.
The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.
The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).
Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.
Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.
They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.
They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.
Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.
Capital, $5,000,000. Paid up, $3,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street.
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—
1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.
WM. PUSTAU and Co.
Hong Kong and Shanghai.

MDLLE. LIEBHART will sing Mr. WRIGHTON'S New Song, "NORAH, SWEET NORAH," at her coming Concerts.
NEW YEAR'S CHIMES. A New Song. Words by Miss ELLEN BURNSIDE. Music by W. T. WRIGHTON (beautifully illustrated title). 3s., free by post for 18 stamps.
THERE'S A SWEET WILD ROSE. Vocal Duet. By the composer of "What are the Wild Waves Saying?" &c.—"A very charming duet."—Vide "Stamford Mercury." Free by post for 24 stamps.
THE TWILIGHT HOUR HAS COME. Duettino for two voices. By the Composer and Author of "Hark! the Goat Bells Ringing." 4s.; each free by post for 24 stamps.
LA VIVANDIERE. Quadrille pour Piano. Par AGNES. Finely illustrated.
THE LIGHTS FAR OUT AT SEA. New Song. By ALFRED SCOTT GATTY. 3s.; free by post for 18 stamps.
SWEET NORAH WALTZES, for the Pianoforte. By C. H. R. MARRIOTT. Finely illustrated. 4s.; free by post for 24 stamps. Also his "Louise Quadrille;" same price.
ROBIN. Song. Written and composed by ANNE FRICKER, composer of "Fading Away," "I Built a Bridge of Fancies," &c. Finely illustrated. 3s.; free by post for 18 stamps.
THE LOUISE QUADRILLE. By C. H. MARRIOTT. "Thousands will purchase this quadrille for the sake of the frontispiece, which is one of the most elegant we have ever seen."—Vide "Worcester Herald." Bids fair to rival the "Osborne Quadrille." Post free for 24 stamps.
London: Published only by ROBERT COCKS and Co., New Burlington-street, and of all Musicsellers.

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

UNIVERSAL MARINE INSURANCE COMPANY (Limited).
NOTICE IS HEREBY GIVEN that the ELEVENTH ORDINARY GENERAL MEETING of this Company will be held at the CITY TERMINUS HOTEL, Cannon-street, in the City of London, on THURSDAY, the 2nd day of February, 1871, at Two o'clock in the afternoon.
The TRANSFER BOOKS will be CLOSED from MONDAY, the 23rd day of January, to SATURDAY, the 4th day of February, 1871, both days inclusive.
Dated this 19th day of January, 1871.
By order,
ALFRED TOZER, Secretary.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

HOLLOWAY'S PILLS

In general debility, mental depression, and nervous irritability, there is no medicine which operates so like a charm as these famous Pills. They purify the blood, soothe and strengthen the nerves and system, give tone to the stomach, elevate the spirits, and, in fact, make the patient sensible of a total and most delightful revolution in his whole system. They may be commended most unreservedly as the very best family medicine in existence. Though so powerfully efficacious they are singularly mild in their operation, and might be given with perfect confidence to delicate women and young children. They contain not a grain of mercury, or any other noxious substance, and cannot do harm. Delicate females and all persons of sedentary habits will find these Pills a blessing.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.
Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & CO., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM)

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.
Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.
SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	,, ,,	Ever Tuesday, at 2 A.M.
ADEN	,, ,,	
BOMBAY	,, ,,	
GALLE	Saturday, Jan. 7, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Jan. 17, 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Jan. 21, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 31, 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels—		
1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

BRINDISI LINE.—Under arrangement with the Postmaster-General, the Peninsular and Oriental Company's steamers carrying H.M.'s Mails will, until further notice, leave Brindisi for Alexandria every Tuesday at 2 A.M., and Alexandria for Brindisi every Sunday on the arrival of the Mails from India, &c. Fares between Brindisi and Alexandria—First Class, £12; Second Class, £9.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

To Alexandria fortnightly, from the 19th of Jan.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

Steam via the Suez Canal.—To sail on the 31st January.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, the splendid new full-powered screw steamer CHEOPS, A1, 1,150 tons register, 150-horse power nominal, W. S. CROWDACE, Commander; East India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM TO CHINA, via SUEZ CANAL.—STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.	Tweed, s.s. via S.C.	A1 18 yr.	SWID	Jan. 26
Do.	Erl King, s.s.	B in A1	SWID	Feb. 20
Do.	Elgin, s.s.	A 100	SWID	To follow
Hong Kong	Windover	A1 16 yr.	SWID	Jan. 25
Hong Kong	Burdwan	A1 14 yr.	SWID	With des.
Shanghai	Aracan	A1 14 yr.	SWID	With des.
Shanghai	Everest	A1 13 yr.	SWID	With des.
Tientsin and Newchwang	Taitsing	A1 14 yr	SWID	With des.
Yokohama	Alumina	*A in A1	SWID	With des.
Yokohama	Flying Spur.	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, and JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shang	Vanguard, ss	90 A1	E.I.D.	Feb. 6
Do.	Vixen, s.s.	A1 18 yr.	E.I.D.	Feb. 20
Hong Kong	Chinaman	A1 14 yr.	E.I.D.	With des.
Do.	Leander	A1 16 yr.	W.I.D.	To follow
Yokohama	Fiery Cross.	A1 13 yr.	E.I.D.	With des.

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang.	Abbotsford	AB 1*	1050	E.I.D.	Jan. 23
Do.	Enterprize	A 100	1500	E.I.D.	Jan. 28
Do	Craigforth	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
Batavia and Sourabaya	Cornelia	+ 3-3rds LII.	Prnce's	With des.
From LONDON.				
Do.	Medora	AA1 for 20 yrs.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

To sail January 25.

FOR SHANGHAI, the well-known river-built clipper ARGONAUT, A1 14 years, Liverpool Book, 1,072 tons register, A. NICHOLSON, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship GOLDEN SPUR, A1 14 years, 657 tons register; SAMUEL E. FARRELL, Commander; East India Docks.

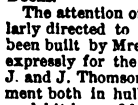
For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON, via Suez Canal, last shipping day Jan. 27, for PENANG, Singapore, Hong Kong, and Shanghai (taking goods at through rates for Batavia, Samarang, Sourabaya, Macassar, and Japan, at shippers' risk), the splendid new Clyde-built, full-powered steamship GLENDARROCH 1,500 tons register, 900-horse power effective, 100 A1 (highest class) at Lloyd's, E. W. BERRYMAN, Commander; now loading in the East India Docks.

The attention of shippers and passengers is particularly directed to this very fine vessel, which has just been built by Mresss. A. Stephen and Son, of Glasgow, expressly for the China trade, and engined by Messrs. J. and J. Thomson, combining every modern improvement both in hull and machinery, and from her fine model it is confidently expected that she will prove a very fast steamer.

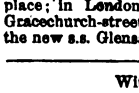
For Freight or Passage (having elegant accommodation for a limited number of passengers), apply in Glasgow to THOMAS SKINNER and Co., 12, Gordon-street; or to Messrs. Wm. Ross and Co., Royal Bank-place; in London to THOMAS SKINNER and Co., 17, Gracechurch-street. To be immediately followed by the new s.s. Glensannox.

With immediate despatch.



FOR SHANGHAI, direct, the Clipper Ship WEYMOUTH, AA1, 829 tons register, S. W. GIBSON, Commander; loads in the East India Docks. This ship has made some of the fastest passages hence to Shanghai on record, and is noted for discharging her cargo without damage.

For Freight or Passage, apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

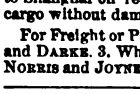


STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Trent	1,410	Jan. 24
Atholl	1,395	Feb. 5
Galata	816	Feb. 28

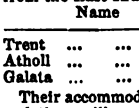
Their accommodation for passengers is unsurpassed and they will carry a surgeon and stewardess if sufficient inducement offer. For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, E.C

Will meet with the usual quick despatch.



DIRECT FOR COLOMBO, the splendid clipper ship SOUTHERN BELLE, A 1, 540 tons register J. HILL, Commander; West India South Dock. This fine vessel, having just been newly metalled, offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.



FOR SINGAPORE, YOKOHAMA, and HIOGO direct (via the Suez Canal), to sail 25th January, 1871, proceeding to NAGASAKI, if sufficient inducement offer, and taking cargo for transhipment to BATAVIA, at a through rate, the splendid new full-powered Screw-steamer EMERALD, A1 80 at Lloyd's, 560 tons register, 350 horse power, effective, East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to Japan shippers, as by proceeding direct transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

JAPAN.—Notice to Passengers.—The magnificent screw-steamer EMERALD will leave the East India Docks January 25th inst., for Japanese ports direct, via Suez Canal. Has elegant and commodious cabins.

Apply to J. D. WILLIS and Co., 115, Leadenhall street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 23, 1871.

Digitized by Google

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. AND MESSAGERIES MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 387.] LONDON, MONDAY, JAN. 30, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

SUBSCRIPTIONS FOR 1871.

Subscriptions for the Current Year, at £2 2s., are now payable; Post-office Orders, Cheques, &c., to be drawn to the order of James West, Publisher, 2, Cowper's-court, Cornhill.

MAIL TABLE FOR 1871.

THE Table, showing the Arrivals and Departures of Mails, can be obtained at 1s. per copy; mounted on card, 1s. 6d.

LATEST TELEGRAMS.

THE CHINESE MISSION TO FRANCE.

BORDEAUX, JAN. 19.—Despatches received here announce the arrival of the Chinese Embassy at Messina. It will leave shortly for Marseilles, *en route* for Bordeaux.

(This message has taken over nine days in transmission from Bordeaux).

THE TARTAR INSURRECTION.

ST. PETERBURG, JAN. 28.—The *Journal de St. Peterbourg* contains a letter from Peking confirming the capture of Ulissatai by the Tartar insurgents. Urga was also seriously threatened, and business was completely paralysed there.

COMMERCIAL.

STRAITS SETTLEMENTS.

(RECEIVED JAN. 27.)

SINGAPORE, JAN. 12.—Grey Shirtings, 8¼ lbs., $2.60; T-Cloths, 6 lbs., $1.42½; Mule Twist, 40's, $118; Exchange on London: Bank bills, six m.s., 4s. 4¾d.

The next inward mail (P. and O.) is due on the 4th Feb., with dates Shanghai Dec. 22, Hong Kong Dec. 28. Private telegrams *via* Singapore, with dates Shanghai Jan. 13, Hong Kong Jan. 19, were received on the 26th.

LIST OF PASSENGERS.

PASSENGERS INWARD.

By last French mail, to Marseilles, per Messageries Maritime steamer *Tigre* (list delayed in transmission)—From Hong Kong: Messrs Dusino, Brisconi, Finsilvini, Farfara, Reboul, Rivierè, Seton, Ortel, Caret, Pellor, Joubert, Cavalier, Luplouc, Briancon, Moulet, Lolabelle, Caniplon, Ziglioli. From Batavia: Messrs. Welter, Eymos, Tahi, Vigneau, Fremonge, Simon, Dune, Rialland, Cordelet, Verini, Torre, Setrayne, Riparè, Franchini, Mazetti, Gasparini, Maynani, Blanet, Groschamps, Madame Tortolina. From Singapore: Don Pablo del Molina, Messrs. Berrian, Chapuis. From Galle: M. Jamier.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, Jan. 21.—To Shanghai: Mr. M. O. Fitzgerald. To Hong Kong: Lieut. the Hon. F. G. Crofton, and servant, Mrs. Hughes, Miss Burke, Mr. H. E. Smith, Mr. and Mrs. A. MacIver. To Singapore: Miss Cooke, Mrs. G. F. Hose, two children and servant, and two second-class passengers.

Per P. and O. steamer *Candia*, from Brindisi, Jan. 31.—To Ceylon: Mr. T. Wright.

Per P. and O. steamer, from Suez, Feb. 5.—To Batavia: Lady Ernst, and one second-class passenger.

Per P. and O. steamer *Tanjore*, from Southampton, Feb. 4.—To Shanghai: Mr. J. P. Barnes. To Hong Kong: Mrs. Endicott, Mr. Ebell, Commander G. Robinson. To Singapore: Dr. Little, Miss S. Little, Mrs. Rodyk. To Ceylon: Mr. G. Todd, Mr. Dickson.

Per P. and O. steamer *Nubia*, from Brindisi, Feb. 14.—To Singapore: Mr. J. Woodford Birch.

Per P. and O. steamer *Massilia*, from Brindisi, Feb. 28.—To Shanghai: Mr. E. T. Blair.

From Malta.—To Ceylon: Mr. Torin.

Per steamer *Agamemnon* (Holt's Line), Capt. J. Middleton, from Liverpool, Jan. 22.—To Suez: Mr. D. Ainsworth, Mr. Senhouse, Mr. John Phillips. To Penang: Mr. and Mrs. Robertson. To Singapore: Mr. Robert Moss, Miss Moss. To Hong Kong: Brevet Major Grain. To Shanghai: Mr. Richard Hagar.

LAYING OF THE BRITISH INDIAN EXTENSION TELEGRAPH COMPANY'S CABLE BETWEEN PENANG AND MADRAS.

Our readers will have learned some time since from our telegraphic news of the successful completion of the last section of the above named company's cable, which took place at Madras on the 31st December, 1870. The following is a description of the laying, which will be read with interest:—

On Saturday, the 17th December, the preliminary arrangements on shore at Penang were in a forward state, and the steamships *Scanderia* and *Edinburgh*, of a combined net tonnage of about 4,300 tons, and with 1,426 knots of cable on board, were in complete readiness to commence their important operations. On the invitation of Captain Halpin, the representative of the Telegraph Construction Company, his Excellency Colonel Anson, R. A., Lieut-Governor of Penang (or Prince of Wales's Island), with Mrs. Anson and suite, visited the s. s. *Edinburgh*, and were entertained at tiffin on board. The day was bright and fine, the two ships were dressed in their gayest colours, and as the Governor and his party approached the ship—both vessels fired a salute, and the *Edinburgh* manned yards in true man-of-war fashion. This ceremony was repeated when the Governor and his party left the ship and returned to the shore.

At daylight on Monday, the 19th December, the s.s. *Scanderia* commanded by Captain Carrol, came to anchor in position about one mile from the cable house, and in a few hours after the heavy shore end was passed from ship to shore, the usual tests taken, the speaking arrangements adjusted, and a little before noon paying out had commenced, and proceeded slowly and cautiously for nearly three hours, when ten knots of heavy shore end was paid out clear of all probable anchorages, and then the intermediate sized cable, weighing nearly 3½ tons to the knot, was commenced to be laid, and this extended a further distance of 160 knots, until the water deepened to about 200 fathoms, when the paying out of the main or deep sea cable commenced. Previous to arriving at this point, the paying out ship had passed the last sounding, viz., 55 fathoms, that is marked on the chart, and from this to a point about twelve miles from Madras there is not a sounding on the chart, although there can be little doubt that the greater part of the distance is in water varying from 1,500 to 2,000 fathoms, and probably more. This is a serious disadvantage to those responsible for the safe laying of the cable, which latter, to add to the difficulties, is of much greater specific gravity than any of the Atlantic cables, and in proportion to its weight in water has far less intrinsic strength to resist heavy strains.

The want of soundings was not, however, the fault of the directors, or of anybody connected with the company, as the original line selected—viz., Point de Galle to Penang—had been at their request sounded, the result of which showed that the depth of water for nearly the whole distance was pretty uniform, varying from 2,000 to 2,300 fathoms. It was almost at the last moment, and to meet the views of the Indian Government, the place of departure from Ceylon to Madras was altered, when there was no time to have soundings taken.

This omission, as the result has shown, was really of no disadvantage to the cable as actually carried out; but it proved to all on board connected with the paying out of the cable a source of much anxiety and prolonged trouble, especially when we take into account six days of continuous bad and squally weather, with high and very lumpy seas. It certainly had the effect of keeping everyone on the alert both day and night. This, no doubt, induced more than ordinary caution in the management of the paying out machine, as well as attention in the holds, where the cable was beautifully coiled. The result has proved a complete success, and this cable is probably, taken as a whole, one of the best, if not the best, laid cable hitherto placed at the bottom of the sea. Its iron and steel sheath, further protected with asphalte outer covering (in accordance with Latimer

Digitized by Google

Clark's patent), should be proof against all contingencies that might possibly happen to it.

The two ships kept close together during the operation of laying, and Captain Halpin kept the non-paying out ship busy sounding, which arrangement answered very well until 600 fathoms were exceeded; after that there was neither time nor sufficiently good tackle on board to enable the captains to get really reliable deep sea soundings. About 1 P.M. on the 2nd the steamship *Scanderia* had expended her 391 miles of cable, and the end was buoyed while the splice with the *Edinburgh's* cable was making. The depth of water at this place, according to soundings taken by the *Edinburgh*, was 1,284 fathoms.

At 7.30 P.M. the transfer was complete, the joint and splice made, tested, and proved, and paying out recommenced, the *Scanderia* now becoming the attendant ship, for taking soundings. At daylight on the 23rd December the paying out ship entered the Sombrero Channel, between the Nicobar Islands, and before sunset we were getting clear of the channel, and deepening our water pretty rapidly. Up to this point the weather proved fine, but from the time the splice was made between the two ships we got into a strong N.E. monsoon, with high and very lumpy seas, continuing until the 29th inst., until we were within a day's run of Madras. The unsettled weather commenced with a great exhibition of waterspouts, and on one occasion a very large one burst about three miles astern of the paying out ship.

Fortunately for all on board, no really stirring event occurred during the whole time paying out proceeded, and the only thing that interrupted the monotony was an occasional change of tanks, when the ship had to be slowed down gradually, and eventually stopped until the paying out was safely transferred from one tank to the other. This operation was performed in about twelve minutes from the first time of slowing down the engines to going on again at the usual speed.

At 7 A.M., Dec. 28, the *Scanderia's* boat came alongside with Captain Carrol to receive instructions as to proceeding a head to lay down a buoy at about ten miles from Madras, where the junction with the shore end is to be made. At noon the *Scanderia* made an ineffectual attempt to get soundings, and having parted and lost some 1,200 fathoms of sounding line, she then proceeded at full speed a-head for Madras.

The next night about 10 P.M. the Madras light came in sight on our starboard bow, and shortly after a rocket from the *Edinburgh* soon brought a response from the *Scanderia*, then in position on our port bow; the course was then changed, and three hours after the ship's engines were stopped, the anchor down, and the Cable remained attached to the ship without strain until daylight on the 30th Dec., when the cable was cut and buoyed, and soon after both steamers were at anchor in Madras roads. Experience of the surf and Mussoolah boats was soon gained by many on board who were anxious to set foot on shore once more, having had enough of the anxiety and dirt of paying out ships.

The remainder of the day was fully occupied in making preparations to land the shore end, and through the kind exertions of Captain Elphinston Dalrympal, the Master Attendant, and his assistants, a very fine raft was constructed, and several Mussoolah boats and some two hundred naked coolies were engaged, besides a heavy anchor being buried in the beach, to which was attached a single purchase crab to assist the hauling on shore. These preparations took nearly all night to get ready, while nearly all the rank and fashion of Madras were enjoying themselves at the Governor's ball. And the next morning, Saturday, the 31st December, while the above said rank and fashion were in bed, the extra heavy shore end was landed through the surf by means of the raft, a chain of boats, and the 200 naked coolies. It was an extraordinary, exciting, and noisy scene, and one that was quite worthy of a photograph. Unfortunately this was not taken, as none of the inhabitants had any idea the landing would take place so soon.

At 11.30 A.M. the *Edinburgh* had her anchor up, and commenced paying out towards the buoy; the *Scanderia* proceeded ahead, picked up the buoy and end of cable, and also picked up about three-quarters of a mile of the deep sea cable. The end was then cut and passed over to the *Edinburgh*, which about three P.M. had completed the laying of the shore end. The final splice was at once proceeded with, and, as the last sun of the year 1870 went down, the splice that consummated the marriage of Penang and Madras was, with many hearty cheers from both ships, committed to the deep. Six hours after that the contract time would have expired; but as the contract was then finished, all on board took the opportunity of enjoying themselves; and with firing of guns, burning of blue lights and rockets, with an excellent performance on the forecastle of the *Edinburgh* of six nigger melodist sailors, and a supper of *cold meats* and hot baked potatoes, handsomely provided by Captain Cato, of the *Edinburgh*, washed down with champagne, enabled us in a becoming manner to see the old year out and the new year in.

Thus was a very important extension of telegraphs between Madras, Penang, Singapore, and Batavia of 2,400 miles in length successfully completed. The electrical condition of the cable throughout was excellent, and two days' official tests by Mr. Forde, the engineer to the British Indian Telegraph Extension Company, were ample to convince him that the work was well and truly performed. That gentleman's certificate was yesterday handed to Captain Halpin, who conducted the expedition so successfully for his employers, the Telegraph Construction Company, and the line has this day (Jan. 4, 1871) been opened to the public.

CONSULAR REPORTS FOR 1869.

The Commercial Reports of the British Consuls in China, presented to both Houses of Parliament in August, 1870, have just been published in a Blue-book. Considering that the work consists of only 251 octavo pages, and that most of the documents reprinted in it are dated in the spring of last year, it is difficult to understand what sufficient reason could have existed for the delay in not bringing them before Parliament till last autumn, and not issuing them to the public till the present month. We observe that even yet the Shanghai report is not published. The present returns are from Kiukiang, Swatow, Ningpo, Canton, Foochow, Newchwang, Chinkiang, Chefoo, Amoy, Tientsin, and Hankow, and we give the information they contain, in the order which will be most acceptable to our readers.

HANKOW.

Mr. Consul Caine reports the total value of the import trade for 1869 as Tls. 16,392,453, or an increase of Tls. 1,295,515 over 1868. The total value of foreign goods imported was Tls. 10,144,388, or an increase of Tls. 195,127 on the previous year. The value of native imports also rose from Tls. 5,148,065 to Tls. 6,248,453. In opium there has been a great falling off since 1866. In sugar there is also a marked decrease. In sugar it is impossible for the foreigner to compete with the native, and the diminution in the quantity of foreign opium is, of course, attributable to the large tracts of land now exclusively devoted to the cultivation of the poppy in Szechuen and adjoining provinces. The great drawback to the advancement of this port to its natural position as one of the principal outlets for Manchester goods in the East is the very unsatisfactory mode of receiving all imports indirectly from Shanghai. There is no reason why sailing ships and steamers should not load direct for this port. During 1869 400 steamers passed up and down the river without casualty. But at present all the advantages of this port are reaped by natives and speculators, who make purchases at Shanghai for resale here, thus creating more middlemen between the manufacturer and the consumer. There is hardly any limit to be placed on the quantity of Manchester goods which might be consumed here if such could be imported at a low cost and of good wearing material. Native cloth is manufactured in these provinces to an enormous extent, and it is estimated that, on an average, 50,000,000 lbs. of cotton per annum are worked up into cloth.

The total value of the export trade was Tls. 14,840,037, or Tls. 640,930 less than 1868; but this difference is altogether attributable to the valuation of the tea. In 1868 the tea exported direct from this to Great Britain amounted to 41,446 piculs, valued at Tls. 1,390,260; and in 1869 to 44,981 piculs, valued at Tls. 1,218,915. There is in reality an increase in the export trade of the port for the last year. The total value of the whole trade of Hankow for 1868 amounted to Tls. 30,578,505, and in 1869 to Tls. 31,232,490, or an increase of Tls. 653,985, which may be looked upon as satisfactory. The province of Szechuen alone is computed to produce an annual average poppy crop of 6,000 piculs, though this last year it fell off one-third, the season be ing unfavourable, and Yunnan is said to produce more opium than Szechuen. The means of communication are good enough to enable Szechuen and Yunnan to supply every portion of the empire with such a portable article. Its cheapness is not the sole inducement to use native, to the gradual exclusion of Indian, opium; when once the taste for the native drug is acquired it will perpetuate itself even if the economical consideration should pass away. Mr. Consul Caine believes that Hankow would become a large *entrepot* were such places as Ichang, Liang-tan, and Han River opened to foreign commerce. But trade must get more and more into the hands of the Chinese, and before long the foreigners will have little more than the carrying trade left unless they are permitted to reside where they can find the best markets and to travel at pleasure. The bugbear to direct trade with Hankow has hitherto been the dangers of the Yang-tsze; but, with care and good pilots, these, which have been greatly exaggerated, could be overcome; and the opening of the Suez Canal might have a most beneficial effect on the trade of Hankow if steamers were loaded here with teas direct for foreign countries *via* the Canal.

KIUKIANG.

Mr. Consul Hughes reports the total value of the imports in foreign vessels, exclusive of treasure, £990,228. Of this sum rather more than one-third is represented by the value of cotton and woollen goods, chiefly of English manufacture. Opium stands for less than one-third; and the balance is principally made up of lead and tin, sugar, silk piece goods, dried fish, edible seaweed, and raw cotton. There is a decrease in the value of imports as compared with 1868 of £129,850; but the amount imported in that year was so much in excess of former years that large surplus stocks must have remained on hand. The chief cause of the decrease was, however, the rise in the waters of the Yangtsze, which reduced the agricultural population to the greatest distress. No such destructive inundation has occurred since 1849. Despite these adverse circumstances, the import of grey shirtings

Digitized by Google

and T-cloths, though less than in 1868, was more than double the average of preceding years, notwithstanding that the native cotton cloth is preferred by the humbler classes generally, on account of its superior thickness and durability. Camlets were imported to the value of £42,650, or more than in any previous year; and the increased demand for such expensive stuffs may be taken as an indication of the improved prosperity of the inhabitants. The value of cotton and woollen stuffs, which in previous years amounted to only about half that of opium, exceeded this year, as it did in 1868, the value of the opium traffic. In fact, for the past four years there has been a steady decrease in the importation of opium, but this is no proof that the practice of opium smoking is on the decline. There is no decrease in local consumption, but places formerly supplied from Kiukiang now obtain their supplies elewhere. Native opium is not in favour here any more than in other districts of China, where the inhabitants have been inoculated with a taste for the foreign drug, though the latter is greatly adulterated. In 1869 the quantities of lead and tin imported exceeded those of any previous year, amounting to, lead, £35,588, tin, £34,065. The only other important item of imports which shows an increase is dried firsh, principally cuttlefish from Ningpo, which is regarded as a luxury. The value of this import was £46,754, being an increase of £11,198 over 1868. In the other principal imports there is a decrease compared with the last year.

The total value of the export trade was £2,232,141, the single item of tea representing nine-tenths of this amount. The greater portion of the tea was shipped by Chinese merchants. The export of chinaware shows a slight increase on last year; so also does that of grass-cloth, for which this province is celebrated. Coal is a new article of export from Kiukiang. For household purposes it appears to be nearly equal to English coal, and for steam purposes superior to any other native coal, though it is not so clean as English coal, and steamers like Her Majesty's gunboats, fitted with tubular boilers, would require to clean the tubes once or twice a day. In ordinary river steamers it is, however, sufficient to clean the boilers at the end of the voyage of three or four days. The collieries are situated at the foot of the Mingshan, near the district town of Laping. The price of coal at the river bank is said to be about 12s. a ton.

It will be noticed that the exports of Kiukiang are more than double the imports. This inequality would probably disappear if account could be taken of the salt and rice which do not appear in the Customs' returns, being carried in native vessels, of which no statistics are obtainable. The number of junks has greatly increased since the opening of the river to foreigners and the suppression of the rebellion, and would still further increase if the number of stations for the levy of leking, or war tax, which sprang up since those events, were diminished in number.

Inland taxation does not in this province press heavily on that portion of the trade in which foreigners are directly interested. The transit dues on teas are somewhat in excess of the rates which foreign merchants could be called on to pay according to the Treaty of Tientsin, but this grievance will no doubt be remedied whenever the transit pass system comes under the supervision of the Chinese Customs administered by foreigners. The greater part of the import trade is in the hands of the Chinese who go to Shanghai and buy at first hand from the direct importers. This tendency to centralise business contributes also to deprive foreigners of the export trade. The steam-carrying trade must, of course, long remain in foreign hands, and a considerable business may be done by commission agents. As our privileges to trade with China are extended, the numbers of groups of foreigners scattered over the country may increase, but the days of large communities at minor ports, with little or no direct trade with England, are passing away. There is no bank established at Kiukiang; bills are generally drawn by private firms on Shanghai at 5 per cent. discount—that is to say, Tls. 95 Kiukiang currency are equivalent to Tls. 100 Shanghai; the average value of the Kiukiang tael for the year was 6s. 3d.

CHINKIANG.

Mr. William Stronach, assistant in charge, reports the Customhouse returns for 1869 to be Tls. 7,579,637 (Chinkiang) in imports. The increase in Grey Shirtings is nearly 150 per cent.; in T-cloths, 290 per cent.; and in woollens more than 60 per cent. On the other hand, the insignificant trade in exports has retrograded, and is lower than it was even in 1867. Raw Cotton is practically a forbidden article to foreigners at present, the Haiiwen and Tungchow officials having established a tax upon the cotton hongs, calculated at a certain rate for every bale sold. This tax must ultimately fall on the consumer, that is, the foreigner; and the right is thus arrogated to tax him beyond the amount stipulated in treaties. The increase in duties is nearly 45 per cent. in the totals. The most gratifying fact to foreigners is that the transit dues are only a few hundred taels short of one-half the revenue from this port, and exceed the figures of last year by more than 400 per cent.

NINGPO.

Mr. Consul Fittock reports an import trade in British and other foreign vessels amounting to 7,239,979 Haikwan taels in 1869, against Tls. 6,528,724 in 1868—or an increase of Tls. 711,255; and exports showing Tls. 7,226,416, against Tls. 6,073,559 in the previous year—or an increase of Tls. 95,898 in 1869. In the same time the British and other foreign shipping entered inwards shows a decrease of 18,770 tons; and that cleared outwards a decrease of 19,269 tons. The preponderance of tonnage under the American flag is solely attributable to the fact that the large steamers running between this port and Shanghai are under that flag; but the company's shareholders comprise all nationalities. The imports of cottons and woollens continued to advance steadily, and metals remarkably; the total estimated value of the metals imported in 1869 amounting to Tls. 682,077. Opium showed an increase of Tls. 41,142; very little, if any, opium being produced in the province of Chekiang. Tea continues to rank first in the list of exports; and, notwithstanding the unfavourable weather, shows an increase of no less than 23,000 piculs over 1868. The silk exported from Ningpo exhibits a decrease of Tls. 264,225, or more than one-third. Cotton is an important item in exports, being set down at Tls. 800,000; but foreign interest in this export is confined at present to its carriage, nearly all the raw cotton shipped hence being destined to other ports for redistribution in the country. Duties and tonnage dues exhibit an increase of Tls. 95,897, and the revenue derived from transit-passes is stated to have been Tls. 26,546, which sum, added to that received for import and export duties and tonnage dues, gives a total of Tls. 690,352 paid into the Imperial Treasury directly derivable from foreign merchandise. The above figures will show the great and growing importance of the port of Ningpo, and the contemplated opening of the port of Wen-chow will still further develop the commercial resources of the rich province of Chekiang. The inhabitants of the province continue to deserve their reputation for civility, and the authorities exhibit the same earnest disposition to maintain friendly relations with foreign officials as heretofore.

TIENTSIN.

Mr. Consul Mongan reports the total net value of the trade of this port in 1869, in goods, produce, and treasure, as £8,570,565, showing an increase of more than half a million sterling on the corresponding value of the trade of 1868. The net values of the imports were Tls. 17,127,610, against Tls. 16,437,708 in 1868. The cotton goods imported amounted to £2,022,623, or an increase of £111,791. These goods are pre-eminently the most important class of foreign products imported into Tientsin, their value during the last two years having been more than double that of all the other foreign imports. Tientsin is the largest consuming market in China for cotton piece goods; and the woollens imported there are, like the cottons, almost all of English manufacture. Their consumption is not, however, likely to be very great in this part of China, chiefly on account of their expensiveness. The importation of opium fell from Tls. 3,893,438 value in 1868 to Tls. 2,849,478 in 1869—a sterling decrease in value of £322,975. This yearly falling-off in the importation of foreign opium, together with its continual reduction in price, is attributable to the increasing use of the native drug. In spite of the prohibition of the cultivation of the poppy in China, opium-growing is very profitable, and is consequently increasing everywhere. See-chuan alone sells opium to the natives of other provinces to the value of Tls. 3,000,000 annually. The relative prices of Malwa and the native drug vary considerably; the latter as a rule, selling at from Tls. 125 to Tls. 200 per picul less than the former. The provincial mandarins notoriously connive at the production of the interdicted article, and derive revenue from taxing it.

Mr. Consul Mongan describes the conditions under which Indian opium now enters the China market. The farmers upon gathering in their crops of the Malwa drug offer the juice daily in the nearest country markets, and it is there purchased by other natives (who may be denominated packers), who in their turn pack the drug in balls, and thus prepare it for transmission to Bombay. These packers then sell the opium thus prepared to other native merchants, who purchase it especially for sale upon the market of Bombay, where exporting and foreign merchants buy it for shipment to China, &c. The importing Bombay merchant before attempting to take the drug to Bombay from the hand of the packer has first to procure a pass from the Government Treasury, costing Rs. 600 per chest, which pass frees the opium from further taxation *in transitu* certifying that the drug has paid its duty. Upon reaching the market in Bombay, as aforesaid, it is purchased by the exporting merchants, who, before operating, naturally base their operations on the China demand and quotations, and thus the market in Bombay, and necessarily through the producing districts, is governed by the markets of China. The quantity placed under cultivation by the growers is also almost entirely dependent upon the demand, both present as well as that of the preceding season, and thus the crops usually range from 35,000 to 50,000 chests per annum. No opium is allowed by the English Government to be re-imported into India. The demand for China having decreased during the last three or four years, the cultivation in India has been lessened in like degree. *Bengal Drug*, grown in Behar and Benares, is cultivated entirely by the Government itself, which employs men for the special purpose of cultivating the poppy, collecting the juice, inspecting and packing it into balls. The drug is supposed to cost the Government, laid down in Calcutta, Rs. 400 per chest. On arrival at the Government godowns in Calcutta it is sold by public auction in lots of five chests to the highest bidder. On the fall of the hammer the buyer has always the option of there and then securing as many

Digitized by Google

succeeding lots as he wishes at the same rate as the lot he has just bought. The purchaser of any parcels has to pay on the fall of the hammer bargain money at the rate of Rs. 50.100 per chest, and the balance of purchase money within a fortnight. It is not compulsory, however, to take immediate delivery of the opium, as the Government allow it to remain, free of warehouse charge, for an indefinite period. These auctions take place once every month, a limit of 400 rupees per chest being placed on the drug; therefore all it realises over and above this price goes towards increasing the revenue, and is a profit to the Government; no private individuals are allowed to store opium in their godowns; all so found is looked upon as smuggled, and confiscated. When a buyer wishes to export his purchases they are shipped for him by the Government agent, and delivery cannot be taken in Calcutta.

Such being the conditions under which opium is exported from India to China it would seem that they might be so modified by the Government as to check the increased production of the drug in China without probable injury, and with even probable advantage, to the Indian exchequer. This might be effected by lowering the transit duty on Malwa, and by offering larger quantities of Bengal, opium. The result of the first measure would be that the exporting merchants at Bombay could afford to supply the China market with Malwa at a cheaper rate, that an increased demand for it would consequently spring up in those parts of the Empire in which the taste for Indian opium still predominates, and that the Indian Government would probably gain more revenue by the lower rate levied on a larger quantity brought down to Bombay for exportation than it now does from the higher rate levied on a smaller quantity. The result of the second measure would be similar, as the Government would probably derive larger actual, though smaller relative profits, from the increased quantities sold monthly at Calcutta; while the purchasers of "Patna" and "Benares" could afford to sell their opium cheaper in China, and would therefore compete on more equal terms with Chinese producers.

These remarks upon the opium question are made solely with reference to its financial aspect, as affecting our Indian revenue, and have no reference to the moral bearings of the trade. It may, however, be argued with much force that the unproductive consumption of this drug in China diminishes the wealth of the people, and thereby prevents their purchasing such an annual quantity of our manufactures as they would otherwise be able to consume.

The most important foreign imports are metals, needles, watches, and window-glass, and on these four the whole increase in the value of imports in 1869 is accounted for, all other imports remaining stationary. The market must, indeed, have been glutted with needles in 1869, as more than 800,000,000 were imported. These needles and watches are chiefly German; during the last two years, however, both articles have been imported in small quantities direct from England, and last year the first ship that ever came direct from France arrived in Tientsin, being also the first direct ship from Europe to come as far up the river as the British settlement. The native imports are very numerous, sugar, silk, piece goods, and paper being the principal, and they increased from Tls. 4,789,841 in 1868 to Tls. 5,961,166 in 1869.

As yet no produce has been shipped from this port to Europe or America, Shanghai and Hong Kong, as a rule, taking all the exports of Tientsin. The most valuable of the exports in 1869 were tobacco, medicines, dates, young deer horns, skins and skin clothing, and felt caps, their aggregate value being Tls. 669,629, while that of all the others was only Tls. 293,336, making a total of Tls. 962,965, against Tls. 946,165 in 1868. None of the Russian cloth which was imported overland from Kiachta to Tientsin in 1868 was subsequently shipped south; but in 1869 upwards of 1,000 pieces thus passed through this port. The export overland to Kiachta of Hankow tea, brought up the coast in English and American steamers, and entered here, in transit, for the Russian market, exhibits the enormous increase from Tls. 797,654 in 1868 to Tls. 1,952,015 in 1869. A probable result of the Convention of 1869, which is revisable again in five years, may be that more Russian cloth will in future be sold at Kalgan than at Tientsin for distribution over the north of China. Tientsin, however, seems to be now regarded by the Russian Government as the most important centre of Russian trade in China; and in January, 1870, the Russian Consulate at this port was consequently raised to the rank of a Consulate-General. The Russian transit trade in cloth and tea exhibits a total increase in value in 1869, as compared with the preceding year, of no less than Tls. 1,187,609, and was the branch of the Tientsin trade which contributed most to the generally increased net value of the whole. The countries which, as producers and consumers, were most interested in the development of the trade of 1869 were Great Britain and Russia. The sale at Tientsin of cottons and woollens manufactured in England represented a value of more than £2,000,000 sterling, while that of opium grown in British territory, or in territory under British protection, and yielding in either case a large revenue to the Indian Government, represented nearly another £1,000,000. The value of tea sent through Tientsin to Russia, and of Russian cloth sent through Tientsin to South China, was nearly £700,000. The countries employing most tonnage to Tientsin were Great Britain, the United States, and the States of the North German Confederation. Tientsin is a port which, as a rule, is accessible only to shipping from the breaking up of the ice, about the end of February or beginning of March, to its formation about the middle of December. Of the 199 sailing vessels that entered this port in 1869 no less than 111 cleared either wholly or partially in ballast, and of the 135 steamers 16 cleared in ballast.

Thomson's road steamer, or traction engine, Mr. Consul Mongan says, seems well adapted for the plains of North China; and if a foreign merchant at this port would import one of these engines —say one of four-horse power (nominal), which is made to drag a load of twelve tons on a level, but could probably drag one of thirty tons, and which costs in Edinburgh £500—to run at first over the thirty odd miles between Taku and Tientsin, for the carriage of goods and passengers between those two places at moderate rates, the speculation would in all probability not only pay, but it might be productive of important ulterior results.

Two physical changes are operating on this port—the first unfavourably, being the increasing deposit of mud along the face of the bund, which can only be removed by dredging; and the second beneficially, being the gradual deepening of the Taku bar from the wash caused by steamers crossing it when there is barely water enough to float them. The average of the water on the bar in 1868 and 1869 showed an increase of about six inches in the latter year. The Shahi-tien Lighthouse has not yet been commenced, but the place was surveyed again in 1869 by a marine commissioner.

In conclusion, Mr. Consul Mongan states that the appointment of three mandarins attached to the Custom-house, to adjudicate summarily on petty thefts, breaches of the peace, and other offences, has worked well; but another institution, the Kung-ku or Public Shroff Office, is turning out a failure because the foreign and Chinese merchants, who framed its rules, and agreed to receive Kiug-ku shroffed silver only in payment for goods sold, have been unable to hold out against the counter combination of Chinese buyers, who decline to purchase on such terms. The Chinese Government has determined to open and work, with foreign appliances the Kai-ping coal mines to the north-east of Tientsin.

CHEFOO.

Mr. Acting-Consul Lay reports the number of British vessels arriving at this port in 1869 as 228, against 219 in 1868. Of foreign vessels 370 were entered, against 329 in 1868. Of this increase North Germany claims 26; as carriers on the coast the North German ships have, from their economical working, been gradually assuming a very foremost lead. The import of piece goods has fallen from 900,000 in 1868 to 850,000 in 1869. Grey shirtings, brocades, Turkey red cloths, &c., show a large decrease; while drills, T-cloths, damasks, and velvets, mark a large improvement on the previous year. Opium is steady, there being merely a decrease of 163 piculs. Nearly 10,000 tons of coal were imported during the year, but they are not saleable, and 7,500 tons were in store at the date of the report. The total value of imports in 1869 was, Tls. 4,921,837, against Tls. 5,047,951 in 1868. In exports, peas, bean cakes and oil, show a marked improvement. The general import trade has fairly progessed, but there has been a falling off in the import of treasure of 977,953 taels, and 203,244 taels in the amount of re-exports. The large decrease in the export of treasure is due to the spurious quality of the sycee, which gets worse and worse every year, and thus causes the Chinese to send a great deal of their money in paper. The total value of the export trade was, for 1869, 5,424,730 taels, against 6,251,797 taels in 1868. Chefoo has not increased in trade this year, but it has taken a large quantity of British manufactures, notwithstanding the failure of the harvests. Seven British vessels arrived from England during the year, being an increase of one over the year before.

NEWCHWANG.

The Acting-Consul, Mr. King, reports that the trade of this port in 1869 is only inferior to that of 1868. This steady increase of trade and the great employment it gives to British shipping will make this port one of very considerable value. The excessive exportation of silver, and the indiscriminate importation of general merchandise, are, however, unfavourable influences, which require to be counteracted. The total imports in 1869 amount to £753,866, against £1,691,152—a natural consequence of the over-importation of the former year. The increase in the trade in iron and in drills, and the decrease in grey shirtings, are equally remarkable. It is absurd to see iron pouring into a country full of iron, full of coal, and with a population a large portion of which lives in enforced idleness because they cannot work the mines properly themselves, and the Government refuses to allow them to be worked for them. This year has seen the first instance of direct importation from England, and the result has been satisfactory. Although the terms of the revised tariff and Convention are not yet published, it is generally understood that an additional duty of 2½ per cent. is thereby added to most of the imported foreign articles except opium, in commutation of all inland taxation. The importation of opium in 1869 is smaller than in 1868 by 238 piculs, and the consumption of the foreign drug has been about 300 piculs less. This does not result from the increase in the supply of native opium, but from the high price of foreign opium and of the silver with which it is purchased. The trade in foreign commodities with Corea does not show any sign of improvement, but rather the reverse. At the fair held in May, 1869, the trade was limited by a proclamation issued by the Corean Government prohibiting the admission of foreign goods.

Digitized by Google

The exports of pulse and its products increased very remarkably in the past year. Pulse shows 1,466,547 piculs, against 807,994 piculs in 1868; bean cake 1,922,567 piculs, against 1,284,767 piculs; and bean oil 35,358 piculs, against 15,084. The grain crops suffered much from the heavy rains; on the average of the country they cannot be reported at more than 60 per cent.; the present high prices are attributable to the alarming amount of speculation on the part of Shansi and other influential Chinese merchants, who keep up prices to avoid having to look their losses in the face. In the mean time the farmers are the gainers, and their wealth will ultimately increase the foreign import trade. The great scarcity of silver in these provinces has much interfered with the sale of imports. Although the price of opium and all imports is received by foreign merchants in silver, once out of their hands, the price is computed in cash. For a long time during the summer the exchange of silver was over 11,400 small cash a Tael, and at one time it reached 12,300. The exportation of silver was much less than in 1868, little more than half; yet the excess of treasure exported over imported is Tls. 843,272. The difficulty of selling piece goods for silver has caused some barter transactions, and it is very desirable that the Government should abstain for a time from making remittances in silver to the capital, in order to assist in remedying this evil.

The number and tonnage of British and all foreign shipping are far greater in this than in any previous year, the excess over 1868 being 148 vessels and 43,140 tons. In this increase the North German has slightly the advantage over ours. The junk trade is annually decreasing, and must soon be extinguished by foreign vessels. The duties received this year at the foreign Custom-house amount to Tls. 254,109, and the tonnage dues to Tls. 6,873; of the former Tls. 130,408 was paid on trade in British shipping, and Tls. 92,930 on that in North German.

FOOCHOW.

Mr. Consul Sinclair reports that the import trade presents no feature of novelty. The same description of goods is imported, only in varied quantities, as before, with the exception of lead, opium, and a small proportion of cotton goods. The working classes throughout this district prefer the native cotton cloths, and white shirtings, scarlet woollens, &c., are used more for show and for coverings of furniture, the whiteness of the English cotton cloth being much preferred for outer mourning garments. Long credit has crept into a custom, and has had the effect of reducing the import of cotton and woollen goods by foreign merchants. Sales for cash are not practicable. Even the opium trade is no exception. The trade by foreigners in foreign productions is becoming more and more restricted to their sale at the great centres of import like Shanghai and Hong Kong. The sales of opium continue to show a diminution of the consumption in Foochow. In 1868, 4,694 chests were sold; in 1869, only 3,816 chests. The native-grown opium consumed at Foochow is principally derived from the Prefecture of Wenchow-foo, in the adjoining Chekiang province. The total receipts of lead during the year are estimated at 59,700 lbs., being about 430 piculs less than in 1868. In tea, prices current for the first crop of 1869 were 25 to 30 per cent. under those of the previous year; as to quality, the finest chops were greatly inferior to those of 1868. The decrease in all the kinds, excepting that to the United States, may be accounted for by the excessive quantities sent home, and the over speculation in 1868, which every one expected was going to be the one "good year" so long looked for. Mr. Consul Sinclair, is of opinion that there are two many persons engaged in the tea trade, and too many ports open in China for the export of tea. The working of the foreign Custom-house continues to give satisfaction; but the revenues are scarcely applied to meet the requirements of the port. There are as yet no lights to indicate the approaches to the dangerous River Min, and there is a total absence of buoys in any part of the stream. The revenue of the Custom-house from foreign trade in 1869 was 1,776,303 taels, inclusive of coast trade duties, tonnage dues and transit dues.

AMOY.

Mr. Consul Pedder reports the total value of the imports and exports, including treasure, in foreign bottoms during 1869 as exceeding that for 1868 by £442,871. Excluding treasure, in which there has been a decrease of £419,670, the value of general merchandise shows an increase of £862,541. In British shipping entered and cleared there is an increase of 68 vessels and 36,929 tons. All other foreign vessels show an aggregate increase in entries and clearances of 213 vessels and 68,443 tons. The direct trade in British vessels increased £262,245, and the indirect trade £239,762, making a total increase of £502,007. As regards vessels other than British there is a decrease of £255,548 in the value of the indirect trade, and an increase of £616,082 in the value of the direct trade, showing a net increase of £360,534 in the total value of cargoes by those vessels. The decrease and additions shown under the above-mentioned heads are, however, rather nominal than real as regards the general trade of the port. Taking everything into consideration, it may be held that there has been a substantial improvement during the year, and this is more than could have been hoped for, considering the enormous burdens laid on the trade by the local mandarins in open defiance of the letter and spirit of the treaty.

SWATOW.

Mr. Acting-Consul Alabaster reports that, though the year has not been a successful one, and the returns show a considerable falling off, a more than average share of the business done has passed through foreign hands. Chinese cotton cloth runs foreign manufactured goods so closely, both in price and quality, that our market is in continual danger. But the impetus given during the first half-year has sufficed to give an increased import of Manchester goods during the twelve months; and, if a stand can continue to be made against the levying of octroi duties by the mandarins, contrary to the treaty, there is a prospect of this port eventually becoming a large consuming centre. Five millions of persons should, considering its geographical position, be supplied from it, and, though three millions of these may not consume more than a yard and-a-half each per annum, the gross quantity required is not inconsiderable. If, however, as soon as the goods have passed out of the hands of the foreign importers, the Chinese Government may levy what imports they like upon them, it is of no use to expect increased demand. In opium there is a considerable falling-off; and it would have been greater but for a successful stand made against the leking, and the heavy import-dues in force at Amoy. The districts south of Swatow are now practically closed, Chinese junks being able to import drug at the numerous ports between this and Hong Kong on payment of a duty of 20 taels, whereas drug imported here pays 30 taels import duty, and 10 taels leking, or 40 taels in all. It is impossible to struggle against such differential duties. The other large article of import, beancake, shows also a considerable falling off, owing to the price of rice having been for the past two years so low that it does not pay the Chinese to manure their paddy-fields, to the sugar trade having proved so unprofitable to cultivators, and to the import of oilcake from Hainan, which has sprung up since the pirate fleets, which used to levy black mail on the Hainan trade, have been scattered.

The staple export, sugar, shows a considerable falling off. The price ruling here has been too high to encourage shippers to England, and the class of sugar is scarcely suited to the American market. There is, however, great probability of a sugar refinery being started, which will enable Swatow to obtain a share of the San Francisco trade. It is in British shipping that the most serious falling off is apparent. Not only has the total number of vessels entering and clearing been less than in former years, but a larger number of German vessels have secured cargo in preference to English ships. This is partly attributable to the fact that the shipowners of Hamburg and other North German ports have placed vessels of light draught, twelve or thirteen feet, and carrying a cargo of 6,000 piculs, or some 300 tons measurement, on this coast, for which they are best adapted, since small cargoes are more easily obtained, and vessels drawing more water are unable to visit the northern ports with the same facility and safety; but there is another cause which has pressed heavily on English vessels—it is the action of our Legislature, which prevents their carrying more than one-third of the number of passengers allowed by the Chinese and other Governments to be carried in foreign bottoms. These two causes are sufficient to account for the gradual disappearance of British sailing ships. In steamers the trade is still in the hands of the two English companies which have hitherto possessed it, but opposition is threatened under the North German flag.

In other respects, the year has been marked by considerable progress; a far better understanding than previously existed having been arrived at between natives and foreigners. Wherever a gunboat could reach, foreigners were safe; and the result of the combined display of force and moderation has been that foreigners have felt security at Swatow, and in their peregrinations through the country. The field open to missionaries has been considerably extended; and a step has been made towards stopping the wrecking so frequent on the coast. It is, however, hopeless to expect perfect respect to be paid to the Treaty when vessels can be plundered under the eyes of the mandarins without the slighest attempt being made to prevent it. Various attempts have been made to improve the locality by the institution of municipal authority, &c., but not with any great success, from the impression deeply rooted in the native mind, that heavy taxation, night passes, and black policemen are the necessary concomitant of foreign administration. At one period of the year considerable apprehension of a popular rising was felt among the official classes, in consequence of the authorities at Peking having insisted on measures being taken to assert the power of the Government, and to enforce the payment of taxes many years in arrear. Fortunately, however, no outbreak took place, and the security of foreign life and property has been materially advantaged by the unwillingness generally felt to give cause for foreign assistance being rendered to the Imperial army. The recovery of debts, however, continues as hopeless and irritating a task as ever, and, unless some material guarantee can be laid hold of, it is rarely, if ever, that the European creditor obtains any satisfaction.

CANTON.

Mr. Consul Robertson reports the value, in Mexican dollars, of the trade at the port of Canton to have risen from $34,673,350 in 1860 to $36,625,468 in 1869. Cotton, once an important article of import, has continued to fall off year after year, and shows a decrease in the past year of 78,074 piculs compared with the former one of 1868. It is difficult to account for this unless it be that the consumption of foreign manufactured goods is on the

Digitized by Google

increase, and consequently the demand for the raw material has proportionately declined. "The price at present is very low, which indicates either heavy stocks or lessened consumption" (writes Mr. Robertson, in March, 1870). "Yarns, however, hold their place; and there is even a slight increase." There has always been a fair demand for metals; and there is no reason for supposing that demand has lessened, although the Custom-house Returns show a considerable falling-off. The trade in ginseng has also considerably declined, owing to the process of classification being established at Hong Kong. The Manchurian is the finest of the four kinds of this product, and highly appreciated by Europeans for its medicinal qualities; but, being an Imperial monopoly, the finer sorts are never seen in the market. There is an increase of about 300 piculs in the returns of opium for the year. Native-grown opium has long been more or less in the market; in strength and flavour it is far inferior to Indian, and, as it averages 40 per cent. less in price, it is used to adulterate it. The question is whether the native drug will ever drive the Indian out of the market, and the returns of the last sixteen years seem to show that the import of Indian opium has reached its limit. In 1854-5 it was 78,354 chests; in 1865-6, 76,833 chests; and in 1868-9 it was 75,458 chests. The price also shows a marked decline. The importation of silk piece-goods has rather improved; they are, however, intended for native consumption, and unsuitable for the European markets. Woollen manufactures are so completely in Chinese hands that it is impossible to tell correctly the quantity imported. The importation of peas has increased from 17,800 piculs to 100,000 piculs, in consequence of the adjustment of a dispute between the Chinese authorities and the dealers, but the trade is in the hands of the Chinese exclusively.

There is a falling off of about 8,000 piculs in the tea export of the year; but, as considerable quantities were sent away in native craft to Hong Kong and elsewhere, the export of 1869 will average that of 1868 as nearly as possible. The export of silk, raw and thrown, exceeds that of 1868 by 1,200 piculs; indeed there has been a gradual increase since 1864, when the export was only 2,800 piculs, against 12, 700 piculs in 1869. The demand for sugar is very fluctuating; the export for the past year was, 20,000 piculs more than in 1868, and 44,000 piculs less than in 1867. Generally the trade of the port of Canton for the past year presents no new features; it is a steady business, which varies little, but exhibits some slight signs of increase.

LEGAL.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

23rd January, 1871.

(Before Lord CAIRNS, Sir J. NAPIER, Sir J. COLVILE, and Sir L. PEEL.)

RODGER AND OTHERS V. THE COMPTOIR D'ESCOMPTE DE PARIS, AND THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Counsel for the appellants, Sir R. Palmer and Mr. Manisty; for the respondents, Mr. E. E. Kay and Mr. Holl.

This was the last step in this long pending case, commonly known as the *Min* case, arising out of the bankruptcy of Messrs. Lyall, Still, and Co.

This case, it will be remembered, related to certain consignments of goods by Messrs. Liebert and Co., Mendel and Co., and Calvert, of Manchester, in November, 1866, to Messrs. Lyall, Still and Co., of Hong Kong, which were shipped on board the *Min*, bound for Hong Kong. Upon the security of the bills of lading the respondents had made advances. The goods, on their arrival in Hong Kong, were stopped *in transitu* by the consignors. The respondents brought an action of trover in the Supreme Court of Hong Kong, to recover the value of the goods, and obtained a verdict for $55,816 for principal, $2,146 for interest, and $5,580 for costs, for which judgment was signed in due course on the 3rd of June, 1867, and the amounts subsequently paid over to the respondents upon their entering into the usual bond to perform the judgment, sentence or decree, of Her Majesty in her Privy Council on the appeal, for which leave had been granted by the Supreme Court.

In February, 1869, the appeal came on for hearing before the Judicial Committee of the Privy Council, who reversed the judgment of the Court below, and directed a nonsuit to be entered, but no question of interest upon the moneys paid in pursuance of the judgment was raised before the Judicial Committee, and the form of the order of Her Majesty in Council affirming the judgment of the committee was as follows:—"And it is hereby ordered that the said judgment of the Supreme Court of Hong Kong, of the 3rd of June, 1867, be, and the same is hereby set aside, and that a judgment of nonsuit be entered in lieu thereof. Whereof the governor, &c., of Hong Kong, for the time being, and all other persons whom it may concern, are to take notice and govern themselves accordingly."

In conformity with the judgment of the Privy Council, a nonsuit was entered, and an application was made to the Supreme Court of Hong Kong for a rule calling upon the respondents to pay back the amount which they had received for principal, interest and costs, together with interest upon the whole amount, after the rate of 12 per cent. per annum, from the time of its receipt until re-payment, and also appellants' taxed costs of the action in the Supreme Court. Chief Justice Smale granted all that was asked, except interest, and this he considered that he had no power to give in the absence of any contract or statute, interest not being payable at common law.

The appellants conceiving that interest followed upon the nonsuit, as a necessary part of the restitution to be made by the respondents, although no mention was made of interest in the order of the Privy Council, nor, indeed, in the argument before that tribunal, presented their petition of appeal, for the purpose of supplementing or giving effect to the order of the Privy Council. This came on to be heard on the 26th of January, 1870, and a report of the case appeared in *The London and China Telegraph* of the 7th of February, 1870. The Judicial Committee declined to entertain the application in the form of the petition, and intimated that it must be the subject of a distinct appeal, but, in order to save expense, it was arranged that the petition should stand as an appeal, that printed cases and an appendix should be dispensed with, and a short printed record substituted, and that the matter should stand over until the parties had had time to communicate with China, and that then, if necessary, a special day should be fixed for the argument of the question of interest.

The appeal now came on for argument, and the sole question was the right to interest on a sum which was neither the subject of contract express or implied, nor of statute.

Divested of technicalities, the contention of the appellants was, that the respondents, who were bankers, and knew very well what to do with money, had notice of the appeal, and had the option, under the Order in Council of 21st January, 1846, regulating the practice of appeals from Hong Kong, either to take the money and give security to refund in case the judgment of the Privy Council should be against them, or to take security from the appellants to perform the judgment on appeal if against the appellants, and they had elected to take the money; that they gave no notice or intimation that they had set the money apart, but, in fact, used it in their business, and, it must be assumed, had made profit of it, and were aware that they might have to refund it; that the Hong Kong instructions as to appeals by Her Majesty in Council provided as follows:—"We do further ordain and direct that the said Supreme Court shall in all cases of appeal to us conform to, execute, and carry into immediate effect, such judgment and orders as we, in our Privy Council, shall make thereupon in such manner as any original judgment or decree of the said Supreme Court can or may be executed." That, the Privy Council having reversed the judgment of the Supreme Court, the appellants were entitled to be replaced in the same position as they would have held if the money had never been taken from them; that complete restitution could not be made without payment of interest, at the current rate prevailing in the colony, and that the Chief Justice at Hong Kong ought to have given them that interest. It might be that strictly they could not have interest on the interest, or on the costs, but they thought no distinction ought to be made.

The respondents, on the other hand, contended that, sitting in a court of law, the judge had no power to order payment of interest; that interest was not a necessary incident to money, as rent was to land, but must be given by contract or statute, and that the Privy Council was asked to do what the judge could not do, and, if this power were assumed, an appeal would be necessary for supplementing the powers of the judge below in every case where something was required which the law did not empower the judge to give; that restitution was restoring what had been received, and that, by analogy to judgments on writs of error, where restitution was ordered and a writ of restitution formerly issued, in which no mention of interest was ever made, the money received, and nothing more, should be restored; that you cannot have damages in addition to restitution; that agents were not chargeable with interest on money in their hands, unless demand were made, and notice given that interest would be charged, and then they came under the statute—could you inquire in each case what profit had been made?—if so, and a loss had been made, would compensation be given? Even in a Court of Equity interest would not be given in this case. This is not a case of fiduciary character, in which wilful default might be charged, nor of fraud; the respondents were not bound to employ the money. And if a Court of Equity had not given interest in an original decree, it would not give it afterwards, and it was too late now to ask the Privy Council to do what both Courts of Law and Equity would refuse.

The Court having referred to an unreported case of "Blake *v.* Mowatt," in the House of Lords as one in which interest had been given, the order was sent for and observed upon. It appeared to have been a suit to set aside a transfer of scrip, fraudulent representations were charged, and interest had been given in the original decree. The House of Lords ordered restitution, and interest was given.

Lord Cairns delivered the judgment of the Court. After glancing shortly at the position of the proceedings, as given above, and observing that the question involved was one of considerable importance, he said that, in considering it, their Lordships had endeavoured to arrive at the substantial justice of the case without too closely pressing analogies. It was in the option of the respondents either to allow the sum recovered to remain in the hands of the appellants upon the usual terms, or to have execution of their judgment, giving security according to the provisions of Her Majesty's Order in Council affecting appeals at Hong Kong. The respondents knew that the appeal was to be brought, and that they might have to refund the money, and obey the order of the Privy Council. They gave the security, and took the money. The Privy Council reversed the judgment. The order of the Privy Council did not express more than that the judgment was to be reversed and a nonsuit entered, and that all persons concerned were to take notice of it; but the general regulations in regard to appeals from Hong Kong, in the last sentence, stated that the Supreme Court should "conform to, execute, and carry into immediate effect such judgment and orders as should be made by the Privy Council in the same manner as any original judgment or decree of the Supreme Court could or might be executed." The result, in the opinion of their Lordships, was that it was in the power, and was the duty, of the Chief Justice of Hong Kong to make such an order as was fairly consequential on the judgment of the Privy Council. The Chief Justice of Hong Kong felt that he had power over principal and costs, but held that he had no power to order payment of interest on any part of the sum paid

Digitized by Google

over. The question is whether he had or had not this power, and whether, if he had, it was proper for him to exercise it. Their Lordships are of opinion that one of the first and highest duties of the Court is to take care that no injury is done by the Court to any suitor. We do not apply this to the final Court of Appeal only, but to every Court, from the lowest to the highest, of what may be called the aggregate tribunal. It is contended on behalf of the respondents that the principal only should be restored, and that the appellants have no right to the interest. But this contention was a grave injury to the appellants. They thereby recover back, after a long lapse of time, their bare principal, without its ordinary fruit, while it has been enjoyed profitably by those who, by mistake, have received the money which did not belong to them. On principle, therefore, great injustice is done to the appellants, and a perfect judicial determination is not obtained unless the money is restored with interest for the time the appellants have been deprived of it. It is said that there is no authority for the payment of interest; cases of writs of error were cited which are hardly to be received as precedents; they are highly technical. It was the custom in these cases to stay execution, and when restitution was ordered in the case of a money payment, interest did not follow. It is not necessary to enter more fully into these cases; the case of "Blake *v.* Mowatt," in the House of Lords, is more analogous, and in that case the money was ordered by the Court to be restored with interest; probably this was not a solitary case. It is undoubtedly the habit of the English Courts on a reversal of judgment under which money has been paid to order repayment with interest. Their Lordships believe that the precedents in Indian cases are in favour of repayment with interest, and consider that it is in accordance with principle and justice, and more especially when, as in the present case, the judgment in favour of the respondents gave them interest up to the date of the judgment. Their Lordships deem it their duty to hold that the Court below should have ordered interest to be paid, and they think that such interest should be calculated, not on the principal only, but on the principal and interest paid over in a gross sum under the judgment. They see no distinction between the principal and a sum added to it in the form of interest or damages, but they think that no interest should be ordered on the sum paid over for costs; it is not the practice to give interest on costs, and there may be obvious reasons for making this distinction. Their lordships consider that the case having raised a point of some novelty, and the expense incurred not having been large, they should say nothing about costs. Each party will therefore bear his own costs. As regards the rate of interest, if it is not agreed, it must be the usual interest allowed by the Court at Hong Kong.

Agents for the appellants, Messrs. Reed, Phelps, and Sidgwick; for the respondents, Mr. Ambrose Parsons.

(Before Lord Cairns, Sir J. Colvile, Sir J. Napier, Sir R. Phillimore, and Sir L. Peel.)

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA V. DICKSON AND TATHAM.

This was an appeal from a judgment of the Supreme Court of Ceylon, dated in December, 1868, dismissing the claim of the plaintiffs as to Dickson. The sum in question was £5,000 on a promissory note. Sir R. Palmer, Q.C., Mr. Field, and Mr. F. Everett for the appellant; Sir John Karslake, Q.C., and Mr. J. C. Mathews for the respondent, Thomas Dickson. The case occupied the whole day. The principal point was whether the promissory note had been presented within a reasonable time. A long legal argument took place between the learned counsel.

Lord Cairns, after consulting with the other members of the committee, gave judgment, reviewing lucidly the law and the facts on the case. Their lordships, on applying the law to the facts, could not concur in the opinion of the Court below, by which Mr. Dickson was discharged from his liability, and they would therefore humbly recommend to Her Majesty that the appeal be allowed, with costs, and the judgment of the Court below be reversed.

The appeal was allowed, with costs.

BANKRUPTCY COURT.

IN RE LIEBERT AND ROGERSON.

This case came before the Court last week, when a receiver was appointed, and an interim injunction granted. The debtors were merchants and commission agents, of East India-avenue, City, and of Manchester. Their liabilities are of the extraordinary amount of £280,000; assets supposed to be considerable. Mr. F. Knight now applied for an extension of the injunction until after the meeting of creditors on the 9th proximo. Mr. A. J. Murray, for the Consolidated Bank, who are creditors for upwards of £3,000, asked that the usual undertaking as to damages should be given. This was agreed to, and the injunction was extended, as asked.

A meeting of the creditors of this firm was held on the 27th inst., at the offices of Messrs. Sale, Shipman, Seddon, and Sale, solicitors, Manchester. The statement of accounts showed:—

LIABILITIES.

Manchester creditors unsecured ...	£17,902	8	1			
Other creditors unsecured	10,100	12	6			
				£28,003	0	0
Creditors partially secured	£4.652	0	0			
Less value of security...	1,377	0	0			
Leaving a balance				3,275	0	0
Creditors fully secured, value of security	£1,006	16	8			
Less amount of claims	744	19	10			
Leaving surplus	£261	16	10			
Liabilities on bills payable which are considered good	1,827	18	6			
On bills receivable also considered good	67,843	14	11			
Total liabilities...				31,278	0	0

ASSETS.

Cash in hand				£330	0	0
Debtors in Manchester, good				34	9	11
Other debtors considered good				1,804	0	0
Doubtful debts, £2,400, estimated to produce				1,000	0	0
Bad debts	£1,620	0	0			
Goods at Manchester				846	0	0
Share in Travancore Coffee Company				115	0	0
Consignments abroad, taken at invoice price	180,000	0	0			
Advances received and goods belonging to other parties consigned to the debtors	150,000	0	0			
				30,000	0	0
Surplus above				261	16	10
Shipments on joint account £5,296, estimated to produce				4,000	0	0
Total assets				£38,391	6	9
Less creditors payable in full...				300	0	0
				£38,091	6	9

A committee of investigation was appointed.

IN RE ANDREWS.

The debtor, Edward Vine Andrews, a merchant of Liverpool and London, trading under the firms of Cunningham, Andrews, and Co., and Straith, Ripley, and Co., filed a petition for liquidation in October last, with liabilities of £27,637. At the first meeting forty-seven creditors, whose claims amounted to £20,069, voted in favour of the liquidation, and eighteen creditors, with debts of £7,567, dissented, but they passed no resolution. Owing to the number of creditors present it was arranged that the solicitors on either side should lodge objections to proofs, and the result was that all the proofs were objected to; and on the resolutions being tendered to Mr. Registrar Keene for registration he declined to receive them without notice to every creditor to attend. Mr. Reed now applied for the appointment of a substituted first meeting, at which it was proposed to deal with each proof as it was presented. He pointed out the inconvenience of the creditors being required to attend at the Registrar's office, and stated that nearly the whole of the creditors who had dissented now assented to the arrangement.

The Court granted the application.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Off Dungeness, from Manila, Scythia; Jan. 25, at Motherbank, from Foochow, Haddington; 24, at Texel, from Batavia, Flevo; 23, at Bruowershaven, from Batavia, County of Lancaster; Jan. 12, at New York, from Pasaroeang, Loch Awe; from Batavia, Hedwig; 13, from Hong Kong, Hudson; 24, at Texel, from Batavia, Elizabeth; 25, from Pasaroeang, Carin; from Tjilatjap, Christina; 11, at Cadiz, from Manila, Salvatora; 26, off the Start, from Batavia, for Rotterdam, Nestor.

DEPARTURES.—Jan. 26, from London, for Cardiff and Shanghai, Geraint; 23, from Penarth, for Hong Kong, Emily M'Near; from Glasgow, for Colombo, Glenaray; Jan. 27, from London, for Shanghai, Argonaut; 24, from Penarth Dock, for Hong Kong, Ironsides; 26, from Shields, for Singapore, Jacoba Helena; 28, from London, for Colombo, &c., Cresswell; 28, for Cardiff and Galle, Lloyds; for Cardiff and Singapore, Huntley Castle; for Glasgow and Java, Loch Awe; 27, from Cardiff, for Galle, Bougainville; for Singapore, Victoria; 25, from Penarth Dock, for Singapore, Diadem.

CASUALTIES.—The Waverley (str.), from Manila, has arrived off Lisbon with loss of propeller; a tug has been engaged to tow her into port; she has a spare screw on board. The John George, Barron, which arrived at Falmouth, Jan. 23, from Manila, had lost bulwarks, rail, &c.

MISCELLANEOUS.—At Port Said, Jan. 26, Petersburg (str.), from Liverpool, for Colombo; at Aden, Jan. 11, Narvaez (str.), Serra, from Galle; 12, Evora (str.), from London, for Colombo, &c.; 24, Ferdinand de Lesseps (str.), for Colombo, &c. Suez Canal, passed Ismailia, since Jan. 18, Said (str.), Liverpool to Bangkok; Lumley Castle (str.), London to Japan; Quito (str.), London to Colombo; Sanspareil (str.), Falmouth to Singapore; Elgin (str.), China to London.

ARRIVALS REPORTED BY TELEGRAM.—At Hong Kong, previous to Jan. 18, Ada (str.); at Singapore, from London, Ajax (str.), Sharpshooter (str). Departure reported by telegram: From Foochow, for London, Jan. 5, Gresham.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

DONNER—On the 23rd Jan., at Champion-hill, Camberwell, the wife of Julius Donner, of a son.

HALTON—On the 25th Jan., at 4, Leinster-gardens, Hyde-park, the wife of Eldred Halton, Esq., of a daughter.

NELSON—On the 21st Jan., at St. Thomas-road, Finsbury-park, the wife of Mr. A. Nelson, Bangkok, Siam, of a son.

SANDILANDS—On the 22nd Dec., at Penang, the wife of George M. Sandilands, Esq., of a daughter.

TROLL—On the 9th Dec., at Penang, the wife of J. Troll, Esq., of a daughter.

DEATHS.

PEARCE—On the — Jan., Richard Pearce, Esq., of Messrs. W. J. and H. Thompson, Mincing-lane, formerly in the employ of Messrs. Dent and Co., Hong Kong.

MOOR—At Muang Nan, Siam, Emilio Moor, of jungle fever.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JAN. 30, 1871.

THE CONSULAR REPORTS FOR 1869.

THE *resume* of the China Consular Reports for 1869, which we give in the present number, extends to such great length, by reason of the importance and variety of the information it contains, that we must defer for the present any examination of its bearing on the policy of the Government. It will doubtless be perused with interest, and we think our readers will agree with us that the various Reports afford conclusive evidence, not only of the increasing importance of our commerce with China, but also of the diligence and conscientiousness with which they have been compiled by the several Consuls. The Blue-book just published is, indeed, so valuable that we cannot but regret that so long a time should have been allowed to elapse before it was issued. It appears quite an anomaly that information which was collected in the first three months of the past year should require the remaining nine months to be consumed in printing it, especially as it is not accompanied by any general comment, or abstract of the whole. The Report of each of the open ports must be read by itself; and, if the same system is continued, we cannot see any good reason why the Reports for 1870, which must be now nearly ready, should not be published in April or May instead of appearing twelve months after the date to which they refer.

The principal subjects of interest which strike us at first sight are the general increase in shipping, especially in German vessels; the growing disposition of the natives to take other European manufactures besides those of Manchester; the rapid development of the trade of Russia with China; the continued steady decline of the demand for Indian opium, and the extending cultivation of the native drug; and the increasing manufacture of piece goods from native cotton. This last it will require all the energy of our manufacturers to counteract it by increased competition; indeed, it seems likely that, if English piece goods cannot be manufactured cheaper than the Chinese can work up their own material by hand, English machinery will, at no distant date, be exported to China, and one of our great markets in the Far East be gradually closed to the home trade. The development of the coal-fields of China seems to indicate the probability of the Chinese profiting by the mechanical improvements of our manufacturers in other trades.

The absence of any report from the Consul at Shanghai is not explained: nor is it compensated for by the copious extracts from the report of Messrs. MICHIE and FRANCIS, the delegates of the Shanghai General Chamber of Commerce, notwithstanding the valuable nature of the information collected by those gentlemen. It is not necessary to remind our readers that the cost of inland transit both in dues and freights, and the prohibition of foreigners from residing in the districts most favourable for their trade, together with the heavy burden of losses by shipwreck, wrecking, &c., and the insecurity of life which deters all but the most adventurous from travelling and trading, are the chief hindrances by which one of the wealthiest populations in the world is practically shut out to a great extent from European commerce. Even partially to remove all these difficulties will no doubt be a work of time; but the present Blue-book encourages the idea that, if the hostility of the smaller mandarins could be overcome, it would not be hard to reconcile the people to foreign intercourse from which they derive such manifold benefits. "On the "one side there has been, and still is, the whole mass "of the people patiently desiring extended intercourse with "foreigners and increased facilities for trade; on the other "side there is the mandarin interest all over the Empire op-"posed to any movement that might affect their power of "private and irresponsible taxation." How to extend commercial measures in China without the cumbrous and wholly unnecessary intervention of war is the problem which Messrs. MICHIE and FRANCIS urge on the consideration of foreign statesmen of every nationality, and they are of opinion that great improvements can be introduced by peaceable means. But to this end it is clearly necessary that Great Britain, Russia, Germany, and the United States—to say nothing of other Foreign Powers not so largely interested—should unite in one common policy tending to the security and extension of all alike. The decline of the Indian opium trade in China—or at least its having ceased to increase during the last four years—is a subject which presses for attention solely by reason of the important consequences which would be entailed by the continued reduction of the revenue it yields to our Indian Empire. We only refer to it here in order to draw our readers' attention to the exhaustive account of this trade given by Mr. Consul MONGAN in the admirable report he has sent from Tientsin.

MESSRS. MATHESON AND CO. have addressed a letter to Lord GRANVILLE in explanation of the views of the Shanghai Chamber of Commerce and the merchants in other parts of China on the mission of CHUNG HOW. They urge that no part of the question should be withdrawn from the hands of Her MAJESTY's representative at Peking. The policy of the Chinese Government has always been to treat the Envoys of foreign nations on a footing of inferiority, to postpone by delay the settlement of any disputed point, and in cases where they may be compelled to make any concessions to conceal them from their own people. If any agreement were made with the present Envoy, it would be represented by the Chinese Government as a concession to them, and would have, under present circumstances, a most prejudicial effect on our future relations with China.

DR. THIN's letter, which we publish in another column, reveals the fact that the *Pall Mall Gazette* has refused to insert his reply to the articles in that journal in which his recent work was condemned in unmeasured terms. The writer in the *Pall Mall* has shown that he is not content with the thin veil of the anonymous, in which the Editor has permitted him to shroud himself; he is well aware that if the arguments of the other side were permitted to be heard, his own influence with his readers would at once be dispelled. By refusing to listen to the "other side" of the question, the *Pall Mall Gazette* has so fully confessed that it is bound up with Mr. WADE's policy that its future advocacy of such a line of conduct will be deprived of the force which it would have acquired if it had not shrunk from admitting an opponent's arguments for fear of being convinced against its will.

OUR present number contains a special report of an appeal case heard before the Privy Council, arising out of the bankruptcy of LYALL, STILL, and Co., of Hong Kong. The action originated in the Supreme Court of that place, before Chief Justice SMALE, as to certain goods sold to the bankrupts by Manchester firms, and shipped per *Min* to their consignment. The said goods not having been paid for, were made over to the Chartered Bank of India and the Comptoir d'Escompte, and the proceeds, by the verdict of the jury, were paid to them. This was received in the early part of last year, but the question of interest was reserved. It is now decreed that the banks must pay interest at the customary rate of the Court at Hong Kong. We also publish the Colombo appeal case "The Chartered Mercantile Bank *v.* Dickson and Tatham, of Colombo, which has been decided in favour of the Bank. This case was noticed in our issue of the 30th September last, under the heading "The Law's Delay in Appeal Cases."

Digitized by Google

THE Japanese Government has given another evidence of its perception of the value of Western improvements by giving an order in Frankfort for the manufacture of a large amount of bank notes. A large building has been devoted to this purpose, and we understand that the arrangements have been designed by the Commissioner WOOYENO OKURA and Baron Von SIEBOLD, now in Europe, in connection with the Japanese Government.

IN our last issue we noticed the proposed reduction of passage money per P. and O. Company. This reduction will take effect on March 18. The rate to Galle will be £65 from Southampton and £60 from Brindisi; to Singapore and Penang £80 and £75; Hong Kong £90 and £85; Shanghai and Yokohama £100 and £95, exclusive of wines and spirits, and of transit through Egypt £3.

MR. HANBURY, of Shanghai, has published a letter in *The Times* on CHUNG HOW and the Tientsin Massacre, and we willingly reproduce it in the present number, with no further comment than that which Mr. HANBURY could hardly be expected to supply himself—namely, that he was the only dissentient from the resolution adopted at the meeting of the Shanghai Chamber of Commerce.

WE understand that several schemes are now afloat for steam companies to India and China, and one or two may be completed shortly. A fine steamer of 1,600 tons is now building on the Clyde, intended for the local lines of Messrs. AUGUSTINE HEARD and Co., China.

THE PACIFIC TELEGRAPH CABLE TO CHINA.

(NEW YORK TIMES.)

At a meeting of the Chamber of Commerce, Mr. Samuel B. Ruggles, Chairman of the Standing Committee on Telegraph Affairs, &c., presented a report to accompany the resolution of the Chamber, recommending to Congress the passage of laws facilitating the laying of a submarine telegraphic cable connecting the western coast of America with the eastern coast of Asia, and *not creating any monopoly*. The report and resolution were ordered to be printed. The following is the report:—

"A submarine telegraph under the Pacific Ocean forms an all-important link in a general telegraphic chain, or system, to surround the globe. This great circle may be best described and understood in segments showing their various extent by degrees of longitude. It embraces two grand divisions, each containing a continent and an ocean. The western embraces the Western Continent and the Atlantic Ocean, extending from San Francisco, in California, to Valentia, in Ireland, over 112 deg. of longitude; while the eastern embraces the Eastern Continent and the Pacific Ocean, extending from Valentia to Shanghai, in China, and over the remaining 248 deg. of longitude, of which the Eastern Continent covers 132 deg., and the Pacific Ocean the remaining 116 deg., thus completing the entire circle of 360 deg. Of these two segments of this terraqueous line, the first, from San Francisco to Valentia, has been finished, largely, if not mainly, by the energies of the citizens of the United States. Of the remaining segment, the portion covered by the Eastern Continent is now nearly completed. Two continuous lines extend eastwardly from Valentia, one taking a northerly direction through the United Kingdom, Germany, European and Asiatic Russia, to the present temporary terminus at Kiachta, an important Russian entrepôt in Eastern Siberia, near the Chinese frontier, in north latitude 51 deg.; while the other pursues a south-easterly course toward the equator, through France, Austria, Turkey, Persia, and other Asiatic countries, to Bombay, in Hindustan, and thence to Point de Galle, in Ceylon, near the equator, in north latitude 6 deg.; Kiachta is 116 deg., and Ceylon 91 deg. east from Valentia. This land line through Turkey and Persia being liable to occasional interruption in regions only partially civilised, a submarine line has also been laid from Italy through the Mediterranean Sea, the Red Sea, and the Arabian Sea to Bombay.

"By the lines above described, commercial and other messages are now regularly telegraphed without interruption from London to Kiachta and Ceylon. The charge from London to Ceylon for ten words is $10 25c. in gold; from New York to Ceylon, $15 25c. The steamer letter postage from Ceylon to Hong Kong, near Canton, is 37c., and the time of passage from fourteen to sixteen days.

"The Committee have learned on good authority (the commercial agent of Messrs. A. A. Low and Brothers, residing at Hong Kong, and now in New York), that active measures are in progress for extending a submarine telegraphic line from Ceylon to Singapore, through 23 degs. of longitude, which will probably be completed by the 1st March next. Singapore lies between 1 and 2 degs north of the equator, and has become an important focal point in the commerce of the East. It was founded by the British Government in 1824, and already enjoys a yearly commerce of nearly $50,000,000. The distance from Singapore to Hong Kong is about 1,400 miles, the steamer mails being carried in six days. The submarine telegraph line now in progress, will probably be completed within the present year or the year following. A submarine line is also in active progress from Hong Kong to Shanghai—about 1,000 miles. The newspaper *Overland Mail*, published at Hong Kong, states that the wire has all arrived, so that the speedy completion of the line is now assured. Induced by political or religious scruples, the Chinese Government has hitherto prohibited the laying any telegraphic line on their territory, so that the terminus of the line on the Eastern Continent will probably be established for a time in the light-ship at Shanghai, in the estuary of the Yang-Tse-Kiang, the great river of Eastern Asia. At this important point, the junction between the northern and southern lines will be made, through the enterprise of a Danish company at Hong Kong, now actively constructing a line on land from Kiachta about 1,400 miles to the Sea of Japan, to be extended by a line under its waters of about 800 miles to Shanghai. The completion of these lines on the Eastern Continent, in connection with the lines now established in the Atlantic and upon the Western Continent, will afford to the merchants of the United States without any line in the Pacific, a constant telegraphic communication not requiring more than three days at the utmost with every important commercial port in the civilised world north of the equator. Similar facilities will soon be extended to the Southern hemisphere by the Australian branch, leading south-eastwardly from Singapore, across Sumatra, Java, and other islands of the great Eastern Archipelago, or along their coasts into Australia as far as Melbourne in 37 deg. south latitude. It is especially noticeable that the commerce of the United States with this interesting portion of the globe, just entering on its career of civilisation, is rapidly increasing in importance. The exports of the United States to Australia alone in 1868 were $4,848,000 exceeding by one-fourth the total exports to all the nations around the Baltic, which were only $3,611,000. It must be manifest that the commercial welfare of the United States would be greatly promoted by a telegraphic line leading directly across the Pacific, while its peculiar value in war, in properly directing naval operations in those distant waters, can hardly be over-estimated. We should also bear in mind that a telegraphic line under either the Atlantic or the Pacific Ocean connects the two continents, so that any interruption in one of the oceans may be remedied by the working of the line in the other.

"A far higher public necessity for a line directly across the Pacific is found in the fact that the whole of the land on the American Continent over which it would be extended to the Atlantic, and thence to Europe, is subject to the sole political rule of the United States or of the adjacent maritime provinces of British America. The populations of these English-speaking portions of the world would be fully able if consolidated by political union, or allied by proper treaties, to protect the line, whether on the land or in either of the oceans, from hostile interference; while, on the other hand, the line laid on the land of the Eastern Continent, occupying the territory of numerous nations of Europe and Asia, widely differing in language, civilisation and forms of government, will be necessarily exposed to capricious and arbitrary interruption, if not to violent aggression.

"Two telegraphic lines under the Pacific have been suggested to the Committee, one commencing at San Francisco, in latitude 37 deg., and deflecting southwardly to the Sandwich Islands, in latitude 20 deg., and thence inclining northwardly, by way of the Midway Islands, in latitude 27 deg. north, to Yeddo, in Japan, in latitude 35 deg. north, and thence south-easterly to Shanghai, latitude 32 deg.; its length will be 6,515 nautical miles. The other and more northern line will extend from San Francisco along the coast of British Columbia and Alaska, and thence near the Aleutian Islands to the eastern coast of Russia, and thence along the coast of Japan to Shanghai, in China. It is claimed that this line will be shorter than that by the way of the Sandwich Islands. The Committee do not desire to pass any judgment on the merits of the two lines in question. They would only insist on the vital importance of keeping any and every telegraphic line, under the Pacific or any other ocean or sea, as far as possible free from any exclusive privilege or monopoly."

CHUNG HOW AND THE TIENTSIN MASSACRE.

TO THE EDITOR OF "THE TIMES."

SIR,—A letter having recently been forwarded from the Chamber of Commerce at this port to the Chairman of the London Committee of China merchants, with the object of preventing the reception of the mission of Chung How, on the ground of his being notoriously implicated in the murders of the 21st of June last," it seems only an act of justice to point out that no such accusation was ever formally brought against him either here, at Tientsin, or at Peking, before the mission started, and that the Chamber of Commerce avowedly looks with suspicion and dislike on all missions to Europe the object of which is to explain China's difficulties to Western statesmen,

The atrocious massacre at Tientsin on the 21st of June last has caused universal feelings of indignation and sorrow among all foreigners resident in China, and a loud call for the condign punishment of the murderers and their abettors.

At first this dreadful occurrence was looked on by many as only part of a long-formed and carefully-matured plot to drive foreigners out of China. Many residents believed that the Chinese Government was privy to the scheme, and that all the leading mandarins either connived at it or lent their active aid to its maturity; hence the state of extreme alarm at Shanghai and other ports during the months of July and August. As time passed, and no fresh outbreak occurred, the anxiety which most people felt during the summer has been in great measure allayed, and the residents at the northern ports have determined to remain at their posts during the winter, when the navigation is suspended by the freezing of the rivers, while in this and the neighbouring province confidence is so far restored that it is an every-day occurrence for parties of two or three to proceed into the interior, a distance of one hundred miles or more on shooting excursions, while others have visited the large cities of Nankin, Souchow, and Hangchow, without escort, and the testimony of these excursionists is unanimously to the effect that they have been well received.

This restoration of confidence is, in my opinion, partly due to the action of the Chinese Government since the massacre, which, although subjected throughout to extremely hostile criticism on the part of the Press here, has been such as plainly to show that it had no part in planning the Tientsin massacre, nor in plotting for the expulsion of foreigners from the country.

All evidence from Tientsin goes to show that the arrests made there, and the execution or banishment of those judged by the Government to

Digitized by Google

be guilty of the outrage, have been done at the expense of its popularity, and that a portion of the inhabitants, including the two mandarins already condemned by the Government, are alone directly and justly responsible for the deplorable occurrence of the 21st of June. It is very undesirable now to divert public attention from those really guilty by attempting to fix the blame on any one else for the sake of frustrating a political mission sent to Europe by the Chinese Government at the request of Count de Rochechouart, the French Chargé d'Affaires.

The charge against Chung How of complicity with the massacre contained in the letter of the Chamber of Commerce is not borne out by facts. He has been the consistent friend of foreigners during the past ten years; he had many Europeans in his employ at the time of the massacre, and he is said to have addressed friendly warnings to Consul Fontanier before the 21st of June, begging him not to treat so lightly the excitement of the populace growing out of the supposed kidnapping. M. Coutrix, the only Frenchman saved on the day of the massacre, was protected in Chung How's residence, where doubtless Consul Fontanier would also have been safe had he remained.

There is no proof whatever that Chung How denied protection to Europeans; the 600 disciplined troops spoken of were not available at a moment's call, being scattered over the city at their own homes, and not in barracks; had his order to open the bridge of boats been obeyed, it is not improbable the dreadful occurrences of the 21st of June might have been avoided.

The feeling against him by those who were implicated in the massacre is best told in the words of Messrs. Lees and Hall, Protestant Missionaries at Tientsin:—"The rioters have notoriously claimed, openly, the sympathy and approval of all the local officials, except his Excellency Chung-King Pau (Chung How), who has, from his supposed complicity with foreigners, become the object of intense popular hatred, being misnamed 'foreigner' and 'Romanist,' and having had his proclamations insultingly defaced."

After the massacre Chung How's conduct was not that of a guilty man; he wrote during the night of the 21st of June that he would meet the Consuls the next morning at ten A.M.; the meeting was held, all the foreign Consuls being present. He expressed his deep sorrow at what had occurred, and said he never dreamt that matters could have gone to the extremity they did: that he was quite unprepared to put down such a sudden rising of the people, and that consequently they were temporarily masters of the situation; yet it is now said that Chung How's ability to suppress the attack is clearly shown by his volunteering to send 600 foreign drilled troops on the day after the massacre to protect foreigners in the settlement. As well might one argue on the ability of the Lord Mayor of London to prevent the Fenian explosion and consequent dreadful destruction of life in Clerkenwell. In short, so evidently beyond all suspicion was the conduct of Chung How, that not one of the Foreign Ministers at Pekin ventured to make an accusation against him, and Count de Rochechouart requested the Chinese Government to appoint him as special Ambassador to France,—a step it is impossible to conceive the Count's taking without being well satisfied of his innocence.

As to the statement that those arrested and executed for the murders were innocent persons, not a tittle of evidence is brought forward to disprove the direct charges made against each individual by the Chinese Government; if it be admitted (and it seems likely) that the families did receive money, it only shows the undoubted and well-known weakness of the Government who adopt this device to prevent the strong popular feeling in Tientsin, which undoubtedly exists, from bursting forth into open rebellion.

Seeing, therefore, that so much can be said to prove that Chung How was not implicated in the murders of June, it surely is not competent for an Association representing purely mercantile interests, at a distance of over 500 miles from the scene of the massacre, and without the formal examination of a single witness, to take the initiative and make so serious an accusation five months after the occurrence, and after the departure of the person against whom it is aimed.

Presuming Chung How to be innocent, I fail to see that any danger can arise to foreign interests from his reception at Paris or London, and would rather hope that an admirable opportunity may be afforded of impressing on the highest official from China who has yet visited the West the absolute necessity for a better system of control, which shall for the future render impossible such dreadful occurrences as the Tientsin massacre.—I am, Sir, yours faithfully,

Shanghai, Dec. 6. T. HANBURY.

THE *PALL MALL* ON CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—As you have copied in your journal two articles that appeared lately in the *Pall Mall Gazette*, in which, under cover of a critique of my little book, an attempt has been made to mislead the public as to the state of the China question, in which an increasing interest is being daily excited, it may be worth while to state that the *Pall Mall* has declined to publish my reply. As far as I am concerned, I should be content to let your readers, who know the circumstances, and can have no difficulty in identifying the authorship of the two articles, appreciate the sneers and misrepresentations of the writer at their true value, and judge what parts of my little book have provoked this undignified, personal outburst. From a public point of view, however, the circumstance is significant, as showing that one at least of the London daily journals is as far from being ready to allow a fair and impartial discussion of this very important question as it was two years ago, when the Liberal press distinguished itself by a persistent advocacy of the Burlingame Mission, and systematically suppressed those facts which would have saved the people of this country from being deceived regarding a grave matter of public policy.—I am, &c., G. THIN.

Jan. 25, 1871.

LITERATURE.

The *Phœnix* presents us with an interesting number for December. Mr. R. Swinhoe contributes an article on "The Chinese Dialect Spoken in Hainan," and Mr. H. H. Howarth one on "The Northern Frontages of China." Mr. E. H. Parker continues his "Month in Mongolia," and Mr. B. H. Hodgson "The Literature and Religion of the Buddhists." "My Silent Grief," the memoir of a Japanese Naval officer on the promulgation of the Christian religion, is one of the most valuable papers in the number, and does great credit to the scholarship of the translator, Baron Von Siebold, of H.B.M.'s Civil Service in Japan.

The ninth number of the *Silk Supply Journal* contains an account of an important meeting of the silk trade at Macclesfield, under the auspices of the Silk Supply Association, to receive information from Mr. Dickins, the chairman of the Central Committee, with reference to reeling from the cocoons as a new and profitable branch of industry in Macclesfield, and to inspect the model of an improved doubling and throwing machine invented by Mr. Dickins, and explained by him to the meeting. The model was made by Mr. Enoch Rushton, of Macclesfield. Mr. Dickins explained that the Central Association had ordered a new single reeling machine from Italy, and it was now in London at the wharf; but to work it properly they must have one or two skilled reelers from Italy or France, when they would be able to produce precisely the same kind of silk as had hitherto been confined to those countries. Having once shown that Brutia or any other silk was as good under Macclesfield skies as under the skies of Italy, then let them look about for any economy of production that might suggest itself. Mr. Cornes said there was evidently a very good feeling in the town in favour of the efforts of the Silk Supply Association, and, on the motion of Mr. Wright, a resolution that the machine should be purchased by the Association was carried unanimously. The lecture which followed was of a very interesting character, and was closed by a vote of thanks to Mr. Dickins.

Nature thinks that it is highly probable that the *Boehmeria nivea*, or China grass fibre, will, ere long, become a regular article of import to this country, both from the fact of the recent reward of the Indian Government for the invention of machinery suitable for its cleaning and preservation, and from the nature of the plant being such that the climate and soil of many of our colonies are quite suited for its culture. There is no doubt that it is well adapted for a variety of uses, and could, by careful preparation, be applied to purposes for which our present commercial fibres, though to some extent used, are nevertheless unsuited. The Chinese bestow an immense amount of care and labour upon its preparation, hence the very fine fabrics which are produced in that country. In Sumatra, also, much care is given to its cultivation and preparation; the stems are usually cut when they are about six feet high. They are sometimes allowed to dry before the fibre is taken from them, but the most common practice is to take it as soon as the stems are removed from the ground. A viscid gum is found on the stem which in Macassar is scraped off and used as a mild sort of arrow poison. In China three crops of the stems are usually obtained in one year, but the second crop is considered to yield the best fibre.

NAVAL AND MILITARY.

We are glad to hear by a telegram from Singapore that the Juno, with marines for China or Japan, arrived out on 23rd Jan. Accounts from Bombay stated that she left Suez on the 7th Dec., broke down in the Red Sea, having fallen short of coals, and was thereby detained two days, being eventually supplied from the Jumna.

The statement made some time since in these columns that orders would be sent out by the Admiralty to Vice-Admiral Sir Henry Kellett, K.C.B., to survey all the old class of gunboats on the China station as to their fitness for sea service, for river service, or for sale, has been fulfilled, the orders referred to having been dispatched last week.

A report has appeared in several newspapers that the 2nd battalion of the 10th Regiment would shortly be removed from Japan. This is incorrect; the draft which has just sailed in the Silver Eagle will proceed to Yokohama, where the battalion will, according to existing arrangements, remain for some little time.

Major Grain, recently appointed commanding Royal Engineer at Hong Kong, sailed from Liverpool on the 22nd inst., in the steamer Agamemnon.

The Admiralty appointment is notified of Commander George Robinson to the Rinaldo, vice F. C. B. Robinson, invalided.

MISCELLANEOUS.

THE COLLEGE AT PEKING.

With reference to the notice of the Imperial College at Peking, we learn that it came into existence about two years ago, in rooms provided in the Imperial arsenal. Mr. Fryer, the gentleman first in charge, came from England to assist Bishop Smith at St. Paul's, Hong Kong. He did not remain long in Victoria, and was at Peking when a call was made on him to assist in founding a Chinese school under the auspices of Church missionaries at Shanghai, and an excellent school was consequently established for youths whose parents could afford to pay Tls. 50 a-year each for them. Being without books, Mr. Fryer undertook the translation of some English works for his scholars; but the labour proved too great, and he was compelled to devote his whole attention to the Imperial scholastic establishment. The Church of England school consequently ceased to exist, and the Imperial College was established in the arsenal, where we are informed that Mr. Fryer and his family are now installed in the quarters originally built for the executive foreigners.

Digitized by Google

We hear from Ceylon that the weather having set in favourably for the operations at the Basses Rock, Mr. Douglas, the executive engineer, has left Galle with the steamers *Arrow* and *Hercules*, each having a cargo of stones (about ninety in number) for the first and second courses of the lighthouse tower, also taking down rock moorings for the craft, and all necessary gear and tools for using in landing and setting the stone. Should the monsoon prove a fine one, it was hoped that the whole of the base of the tower (twenty courses of stone) would be placed in position.

We have received the prospectus of a new weekly newspaper, to be published in the French language at Shanghai, under the title of *Le Nouvelliste de Shanghai*. This will be the first French journal printed in China.

We are glad to notice that an extensive traffic is already established over the new direct telegraph line to Singapore, the receipts being from £800 to £900 daily.

The total receipts of the Suez Canal Company for 1870 amount to f.6,387,284.

ON the 1st of January Hamburg possessed 425 vessels of together 79,523 commercial lasts (of 3 English tons each), against 483 vessels, with 85,806 lasts last year, showing a considerable falling off both in number and tonnage. This was partly owing to the war, as thirteen Hamburg vessels were captured and carried to French ports, one was deliberately sunk by the French in the North Sea, and another abandoned by them and allowed to drift on shore, where she became a wreck. Among those now on the lists there are 36 sea-going steamers, whilst the sailing vessels comprise 34 wooden and 11 iron full ships, 194 wooden and 6 iron barques, 66 brigs, and 16 three-masted schooners; the remainder are smaller craft under 100 tons. On the whole 77 were lost, captured, and sold, and they have been partially replaced by 19 new vessels of various descriptions.

THE General Post-office at Berlin has given notice that letters, &c., to the East Indies, China, Japan, and Australia, can now be sent from any part of Germany by way of Brindisi. In all cases letters (common and registered), printed matter, and samples must be prepaid. The postage of a single letter is 8½ groschens, or 29 kreuzers, per loth of 18 grammes (against 8 groschen *via* Trieste); newspapers, circulars, and other printed matter 1 groschen per 2½ loths (the same as *via* Trieste). The fee for registered letters is the same (2 groschens) by both routes.

THE "SCOTSMAN" IN DESPAIR.—It is difficult, says the *Scotsman*, to understand clearly what is going on in China. We have just heard that the French Admiral in Chinese waters has demanded a large indemnity and is threatening to bombard the ports, and that the Chinese, with diplomatic cunning, have appealed to the Prussians for protection. Now we hear from the British representative, Mr. Wade, that all is right. The proceedings of the French Admiral breed some doubt as to all being right now, and suggest the probability that before long there will be something wrong. Either Mr. Wade is deceiving us or the French Admiral ought to be summarily checked.

WE notice the establishment, by Mr. Holmes, of a new hotel at Hong Kong, the "Cosmopolitan." The increased facilities of transit to the Far East afforded by the opening of the Suez Canal have rendered necessary the establishment of more accomododation for those visiting the various ports; and there is no doubt but that the new venture, as supplying an actual want, will be successful.

THE Portsmouth and Mansion-house Committees for relieving the widows and orphans of those who perished in the *Captain* have raised nearly £50,000 towards that object. At a meeting held on the 25th inst. it was mentioned that a subscription had been started in China, and the Committee expressed their gratification at the circumstance.

Monetary and Commercial.

Large imports of bar silver, Sycee, and a few Mexican dollars are expected by next mail from China, owing to the low exchanges there, and the reduction of the P. and O. rates to 1 per cent. According to the present quotations, the outturn will yield 5s. 10d. per Shanghai tael.

The directors of the London and County Bank, agents for the Hong Kong Bank, have decided to recommend to the annual general meeting on the 2nd of February the usual dividend of 6 per cent., with a bonus of 3 per cent., being together 9 per cent., for the half-year ended the 31st of December. This, added to the June dividend, is equal to 17½ per cent. for the year 1870, and the amount carried forward to profit and loss new account will be £4,300.

The report of the Universal Marine Insurance Company, to be presented on the 2nd of February, recommends a payment of 7s. 6d. per share, with a bonus of 2s. 6d., making, with the *ad interim* dividend in July, a total distribution of 12½ per cent. for the year. In the previous year the distribution was 10 per cent.

The report of the London and Provincial Marine Insurance Company, to be presented on the 1st of February, recommends a payment of interest for the past six months at the rate of 10 per cent. per annum, and an addition of £15,000 to the reserve fund, which will then stand at £60,000. The dividend was at the same rate at the corresponding period of last year, and the addition to reserve was £20,000.

The report of the Ocean Marine Insurance Company, to be presented on the 30th inst., shows an available total of £88,346, and recommends a dividend of 5s. and bonus of 20s. per share (as at the corresponding period of last year), and the appropriation of £15,000 to reserve—thus raised to £90,000.

The British Shipowners' Company (Limited) have declared a dividend for the half-year ending Dec. 30 of 10 per cent. per annum, making, with the interim dividend paid in July, 7½ per cent. for the year. £10,000 has been placed to depreciation account, now amounting to £62,500, and a balance of £2,428 3s. 3d. is carried forward to next year's account. Mr. C. Turner, M.P., who presided at the meeting, made some allusions to the operation of the Suez Canal on the freights obtainable by sailing vessels. He said there was no doubt that, from the success that attended the working of the Canal, steam vessels were absorbing a large part of the trade to the East. Articles such as iron, coal, beer, &c., would, however, still be carried by sailing ships. The comparative cessation in the building of the latter, he said, tended on the other hand to enhance the value of such property, and the company were thus enabled to declare the usual dividend.

The directors of the Merchant Shipping Company announce that the profits on the voyages completed during the past six months do not admit of the payment of the customary interim dividend, but that as there is a great improvement in the rates of freight in India, it is anticipated that a satisfactory dividend will be recommended at the annual meeting to be held in July.

Communication with the United States is still carried on solely through the French cable, all attempts to raise and repair the English cables having been postponed until the Spring. The Falmouth, Malta and Gibraltar Telegraph cable is still out of order.

The *Herald of the Morning*, belonging to Mr. Buchanan, Glasgow, has arrived from Penang with a general cargo, having been six months on the passage. Risks were taken at Lloyd's at 30 guineas, and the day before her arrival 50 guineas was asked.

The steamers loading for the Straits, China, and Japan, via Suez Canal, now number ten, and the freights have fallen considerably, rates to China being about 50s. to 60s.

Messrs. Joseph Tetley and Co., wholesale tea dealers, announce that they have received into partnership, from the 1st inst., Mr Joseph Tetley, jun., the son of their senior, and Mr. Samuel Furniss, who has been associated with the firm for eighteen years.

Tables published in the *East India, China, and Japan Monthly Shipping Register* illustrate the rapid development of the route by the Suez Canal. Out of a total of 1,629,744,424 yards of cottons shipped to the East in 1870, 933,760,170 yards went by way of Egypt, and 26,239,137 lbs. twist, out of a total shipment of 62,692,056 lbs. From the same tables it also appears that while the exports to Calcutta have increased 2 1-10th million pounds sterling, those to Bombay have decreased three-fourths of a million. To Hong Kong there is nearly a million excess, balanced by a reduction to other Chinese ports. The tendency to build large ships and steamers for the Eastern trade is shown by the fact that only 1,655 vessels sailed in 1870, against 1,880 in 1864, although the total tonnage in 1870 was 1,523,397 tons, while in 1869 it was 1,572,551 tons.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From FOOCHOW to LONDON, per Carrick Castle, entered Jan. 21.—Tea—840 packages—Forbes, Forbes and Co.; 886 packages—Brown, Shipley and Co.; 19,839 packages tea, 2 packages merchandise, 4 cases lychees, 6 cases curiosities—Order.

From HONG KONG, SHANGHAI, SINGAPORE, and PENANG (via S. C.), to LONDON, per Diomed (str.), entered Jan. 24.—From Hong Kong: 4 packages merchandise—W. Hewett and Co.; 36 packages merchandise—R. C. Lambert; 1 package merchandise—R. Cresswell; 5 packages merchandise—C. Phillips; 2 packages merchandise—Fearon and Co.; 5 cases preserves—J. A. Fraser; 4 cases preserves, 19 packages merchandise—J. Morrison and Co.; 1 package merchandise, 4 boxes tea—Culverwell, Brooks, and Co.; 5 cases ginger—M'Taggart and Co.; 12 bales silk—Fesser, Uthoff, and Co.; 114 bales silk—D. Sassoon and Co.; 31 boxes specie—Hong Kong and Shanghai Bank; 300 half-chests 125 boxes tea—L. Reiss Bros. and Co.; 73 packages merchandise 77 bales silk, 30 cases cassia buds, 80 cases cassia oil, 21 chests opium, 24 cases rhubarb, 340 half-chests 4610 boxes 154 packages 1 case tea—Order. From Shanghai: 7 packages merchandise—Sheppard and Co.; 1 package merchandise—J. Moore; 4 packages merchandise—F. Diers; 100 bales tobacco, 18 boxes rhubarb, 270 bales silk, 1566 half-chests 678 packages tea—Order. From Singapore: 4 packages merchandise—Bockmester and Co.; 6 packages merchandise—J. Rae; 1 case bird skins—Ricard and Co.; 929 tubs camphor, 33 cases nutmegs, 9 cases mace—Order. From Penang: 497 slabs tin—Phillips, Dage, and Co.; 2037 slabs tin, 54 cases nutmegs, 7 cases fish maws, 3459 bags pepper—Order. Remainder of cargo for Liverpool.

From MANILA to LIVERPOOL, per Hylton Castle, entered Jan. 23.—2691 bags sugar—Melly and Co.; 15,853 bags sugar—W. M'Ewen; 40 cases pearl shells, 23 cases gum almaciga, 1784 bales hemp—The Borneo Company; 3 cases merchandise, 450 pieces sapan wood—Order.

From JAVA to BRISTOL, per Glasgow, entered Jan. 26.—5606 baskets ugar, 18,412 bundles rattans—Beloe and Co.

Digitized by Google

ARTICLES OF IMPORT.

TEA.

There has been a fair amount of business done without material alteration in prices of Congous. The arrivals have offered a good selection of fair to good red and black-leaf kinds, and the trade have bought freely of these. Common Teas, especially those below the standard of good common, have been difficult of sale, and for these prices must still be quoted in favour of buyers. The latest telegrams from China show a decrease of over 18,000,000 lbs. in export, with only moderate stocks, and these chiefly of low qualities, for which there is at present but little market here, the home consumption this year having reverted to a better quality of Tea than for some years past.

Red-leaf Congous.—Siftings have again sold rather in favour of buyers, also broken-leaf kinds. Fair to good common, of old season, sold at public sale ½d. per lb. lower. New Teas of the same kind have been dull of sale. Common to good Kaisow kinds have been sold to some extent from 1s. to 1s. 4d., showing rather easier prices for the lower grades; fine to finest show no alteration. Pak Lin kinds, in half-chests, have been taken at about former prices. Black-leaf kinds: Low qualities remain difficult of sale; clean fair common, of recent import, has sold at 10½d. per lb., showing ½d. per lb. decline; good to superior common remains firm at former rates. Fair to good medium kinds have been saleable at previous prices; fine have been in moderate demand at full prices, also the finest kinds. Amoy kinds show no change for the better; some of very low quality sold, at public sale, at 4½d. per lb. Oolongs: the fresh supplies of these have not met with so ready a sale, and prices must be quoted 1d. to 2d. per lb. lower. Souchongs: Common kinds have been sold rather lower, also good to fine, which are in over-supply at the moment. Flowery Pekoes remain as before. Scented Teas: Canton Capers, ex Fiery Cross, found ready buyers at fully previous prices. Foo Chow kinds have sold about 1d. per lb lower. Canton Orange Pekoes have sold at about former prices. Uncoloured Japans show no change. Green Teas: There have been heavy arrivals, a large proportion of which have been offered both privately and at public auction. The finer kinds go off steadily, but at a decline of 2d. to 3d. per lb. on previous prices; the common to medium kinds are still without improvement, the low prices current do not appear to increase the consumption.

Messrs. Shepard, Harrison, and Rehden's Circular says:—There has been a great weight of Tea offered the past fortnight, principally of the grades below medium, and merchants have shown some anxiety to quit their holdings of common to fair, while dealers act cautiously, as the requirements for these grades for some time past have been smaller than usual; prices are lower by 1d. per lb. on Congous ranging from 1s. 1d. to 1s. 6d. per lb., and to-day's quotation for good common black leaf stands at 11d. to 11½d. per lb. Latest telegrams from Hong Kong, *via* Singapore, to 11th Jan., as to the export, give a deficiency compared with last year of about 15,000,000 lbs. Such a falling off, however, will not be seriously felt, as the stock in bond is beyond the present wants. For the Continent there have been a few purchases of good common Congou in anticipation of the spring demand.

At a public sale on the 27th inst. 2,680 packages China were offered without reserve, on account of the importers, and all sold as follows:—313 chests good medium black leaf Congou, 1s. 3¾d. to 1s. 4d.; 360 half-chests Shanghai packed ditto, 7½d. to 7¾d.; 576 ditto red leaf Congou, chiefly Paklings, ex Shun Lee, 1s. 1½d. to 1s. 4¾d.; 783 boxes ditto, 1s. 1½d. to 1s. 4¾d.; 648 half-chests Moyune Green—No. 1 Gunpowder, 3s. 2¼d. to 3s. 3d.; No. 2, 2s. 7d.; No. 1 Imperial, 1s. 10¼d. to 1s. 11½; No. 2, 1s. 6¼d. to 1s. 6¾d.; No. 1 Young Hyson, 2s. 7d. to 2s. 7½d.; No. 2, 2s. 0½d. to 2s. 0¾d.; No. 3, 1s. 2d. to 1s. 2¼d.; No. 1 Hyson, 1s. 11½d. to 1s. 11¾d. There was only a moderate attendance, and prices were all in buyers' favour. The half-chop of black leaf Congou at 1s. 3¾d. to 1s. 4d. shows a marked decline as compared with the duplicate sold in the 22nd November sale. The Green Teas were also cheaper.

SILK.

During the past week the Silk market has remained very firm, Tsatlees still being in favour at full prices. Importers as a rule are not at all anxious to sell with present state of politics. Cantons are still enquired for. Japans and Bengals remain neglected.

Deliveries from 1st to 25th inst.: China, 1,866 bales, against 2 809 bales; Canton, 622 bales, against 501 bales; Japan, 209 bales, against 493 bales; Bengal, 292 bales, against 433 bales; total, 2,989 bales, against 4,236 bales.

M. Arles Dufour and Co., in their Circular, dated Lyons, Jan. 14th, say:—The present crisis in paralysing the silk manufactures in France has nearly entirely shut up the principal markets for raw silk. The consequence is that a rather large proportion of the produce of last year's crop remains unsold. In comparing actual prices with those of similar disturbed times, it must be acknowledged that they appear comparatively high. For European silk this may be accounted for by the profits realised during a period of eight years of uninterrupted prosperity, which have permitted producers to hold their stocks. The future of the silk trade seems now to depend principally on the duration of the war, as French manufacturers, who alone have no stocks of raw silks, will not enter the market again as long as peace is not restored.

COFFEE.

There is a good inquiry for all descriptions, and the offers at auction, which have not been very heavy, have been taken off at 1s. advance for Plantation Ceylon, and at fully last week's prices for other kinds. The prices paid for Ceylon have been:—Plantation, triage, 50s. to 57s. 6d.; small grey, 57s. to 57s. 6d.; low middling grey, 59s. 6d. to 62s. 6d.; bold grey, 66s. to 70s.; small coloury, 59s. to 62s.; middling coloury, 64s. to 69s. 6d.; good middling to good bold 70s. to 79s.; pea-berry, 74s. 6d., to 79s.; Native, fine ordinary, 57s.; peaberry, 60s. 6d.; fine bold, 59s. 6d. to 60s. For arrival, 1,000 bags Native have been sold at 55s., without guarantee of quality. At later sales Plantation Ceylon again went off with good competition and coloury qualities sold at a further advance of 1s. per cwt. 380 casks 65 tierces 26 barrels 212 bags sold; triage, 45s. to 57s.; small, 58s. to 60s. 6d.; low middling to middling grey, 61s. 6d. to 65s.; middling to good middling coloury, 65s. 6d. to 75s. 6d.; fine middling to bold 76s. 6d. to 82s. 6d.; peaberry, 75s. to 80s.

SUGAR.

The quiet tone which pervaded the market at the date of our last report has culminated in an almost entire cessation in the demand, and sales can only now be effected at a reduction in the current rates; this being resisted by holders business has been extremely limited. In East India there have been no public sales, and privately the only transactions reported consist in the sales of 4,200 bags clayed Manila (duty 4s. 9d.) at 28s, and 580 bags white Java (duty 5s. 8d.) ex recent auctions at 36s. per cwt.

COIR GOODS.—Several weeks having elapsed since the previous auctions, some accumulation has taken place, and at the sales this week a large quantity of yarn, amounting to 3,050 bales and 250 tons, was brought forward. But with an active demand for all qualities nearly the whole has been disposed of at a general advance of £3 to £5 per ton, the greater rise being for better qualities. Fibre sold readily at some improvement in value. Rope sold slowly at previous rates; 434 bales fine Ceylon Yarn offered, 300 bales sold; good to fine £39 to £46 5s., very fine to superior bright thin £50 10s. to £62 15s. Of 129 tons in dholls about one-half sold, common £23 to £25 15s., low medium to medium, £28 to £30 10s.; good medium to good, £32 to £36; fine, £39 to £45 5s. Of Ceylon Fibre 9 bales sold at £29 10s.; 30 tons sold, low, £15 to £17 10s.; common, £19 15s.; good common, £23; fair, £27 10s.; 9 bales 460 bundles brush, chiefly sold at £31 5s. to £32 15s. Of 1,520 coils (36 tons) Cochin Rope, about one-half sold, 2¼ to 5½-inch of middling colour at £24 5s. to £26; 483 coils (6 tons) Cocanada were withdrawn.

CANES.—Of 172,750 Tonkin at public sales 13,125 damaged sold at ½d., the remainder bought in at ¾d., 31,966 black Bamboo bought in at 1d. Of 1,553 bundles Malacca 414 bundles sold at 2¾d. to 3⅜d., and 1½d. to 1⅝d.

CUTCH AND GAMBIER.—No transactions.

COCOA-NUT OIL.—The export being again practicable, there has been more inclination to buy; Ceplon on the spot is now worth 38s. 6d., and fine Cochin 45s. per cwt. At auction 212 pipes Ceylon sold at 38s. 6d., and 55 puncheons and hogsheads at 38s. 6d. to 39s.; 112 hogsheads fair Cochin realised 43s. 6d. per cwt. Privately 150 tons Ceylon are reported for arrival at 39s. per cwt.

HEMP.—The market for Manila is steady, but owing to a scarcity of good quality little business has been done; the sales have been about 500 bales at £54 15s. for good, and £53 10s. for fair roping; also 200 bales good Sorsagon, and 200 bales good roping Cebu, at £53 10s. per ton.

HIDES.—At the periodical sales held on the 26th of East India Kips a fair demand prevailed, and the greater part was disposed of at previous prices, the remainder, being held for extreme rates, were bought in. Buffalo met an improved demand without any alteration in prices. Of 28,155 Singapore and Penang 23,800 sold, light 6 to 8 lbs. at 7¾d. to 8½d., part heavy 8⅝ to 11⅛ lbs. at 6¾d. to 7¾d., second 8⅝ to 9⅜ lbs. at 5½d. to 6d., extra 11⅜ to 16⅝ lbs. at 6½d. to 7⅜d., small and Calf 7¼d. to 8¼d., thirds 4½d. to 6d., a few lots of brined light 6½ lbs. at 9¾d., heavy 9 lbs. at 9d., extra 13½ lbs. at 8d. Buffalo: 198 Ceylon sold, 24½ lbs. at 5d., also 114 Manila light 11½ lbs. at 4½d., heavy 27⅞ lbs. at 3⅞d. Of 4.940 Singapore and Penang 2,380 sold, light 10⅞ to 14½ lbs. at 5¼d. to 6¼d., best heavy 28⅛ to 31 lbs. at 5d. to 5½d., second 34¼ to 42½ lbs. at 3¾d. to 4½d.

JAPAN WAX.—At auction 201 cases fair to good saucers were offered, and partly sold at 70s. to 72s. per cwt.

PEPPER.—Black: The upward tendency of the market reported last week continued for some days subsequently, and 400 bags Penang were sold at 5¾d., and 250 bags Singapore at 6¼d.; for arrival 50 tons of the latter, per steamer, February-March shipment, were sold at 6d.; 1,500 bags October and November sailing at 5¾d., and 300 bags December at 5⅞d. Since the arrival of the Herald of the Morning off coast with 400 tons Penang the market has been quicter, and by private contract 2,000 bags ex that vessel have sold at 5⅞d., and subsequently 500 bags at 5¾d.; for arrival 1.500 bags Penang, November-December sailing, have sold at 5¾d. White: There has been a continued steady demand at the advance referred to in our last; at auction of 517 bags Singapore, chiefly of recent import, offered, about 200 bags sold at 7¾d.; good, 7⅞d.; old import, 7⅞d.; privately 1,500 bags Singapore have been sold at 7⅞d.

PLUMBAGO.—A large quantity, amounting to 1,707 barrels Ceylon, was brought forward on the 26th, and with a steady demand about 900 barrels found buyers at firm rates, very low and low mixed small and earthy lump, 10s. to 14s.; ordinary mixed to middling, 16s. to 22s.; good middling to good bright clean lump, 23s. to 26s.; ordinary chips, 10s. to 12s. 9d.; good clean, 13s. 6d. to 15s. 3d.; low dust, 6s.; ordinary 8s. to 9s. 6d.; fair to fine, 10s. to 12s. 3d. per cwt.

RICE.—The market has been firm, at steady rates, but transactions have been limited, holders as a rule requiring higher prices than buyers are inclined to offer. In auction 1,400 bags Rangoon from the Cape sold at 9s. 9d. to 10s., a few lots inferior, 9s. A floating cargo of new season's Rangoon is reported sold at 10s. 6d. open charter. Privately, the following sales have been effected: 7,000 bags white Bengal, middling to good middling, 10s. to 11s., good to fine, 11s. 3d. to 12s. 3d.; 1,400 bags Dacca at 9s. 4½d., 1,000 bags fine Ballam at 10s. 7½d. to 10s. 9d., 1,000 bags Madras at 9s. 6d. to 10s.

SPICES.—Cinnamon: 119 bales Ceylon chiefly sold; first sort good to fine, 2s. 11d. to 3s. 3d.; second, 2s. 10d. to 2s. 11d.; third, 2s. 8d. to 2s. 9d.; fourth, 2s. 3d. to 2s. 4d.; of 38 cases broken, 18 cases sold at 1s. 6d. Cinnamon Bark: 120 bags low coarse sold at 2½d. Cassia: 100 cases mixed, from Calcutta, sold at 42s. to 43s. Cloves: 10 cases good but rather dull Penang sold at 1s. 1d. to 1s. 2d.; 20 bags indirect Amboyna sold at 4¼d. Nutmegs: 41 cases 56 boxes Penang of fresh import met less demand, and were chiefly withdrawn or bought in; 67's at 3s. 8d., 71's at 3s. 2d., 81's at 2s. 9d.; only a small portion 80's selling at 2s. 7d. Mace: 5 cases Penang sold at 3s. 6d.

SHELLS.—MOTHER O'PEARL: At the periodical auctions Manila were

Digitized by Google

disposed of at a considerable decline; Bombay generally met a good demand, and prices, although irregular, were mostly dearer. Of 149 cases good bold Manila offered, 120 cases sold at £7 10s. Tortoise: At the sales a considerable supply, amounting to 12,420 lbs. of all descriptions, was offered; fresh arrivals sold with good spirit at steady rates, but parcels of old import were slow of sale on previous terms and were chiefly bought in. Only 14 cases (1,204 lbs.) Singapore were offered, and these were only partly sold at 11s. to 12s. 6d. Other Shells: 67 cases Bull Mouth bought in at 20s. per cwt., 77 cases White Murex at 6d. each, 108 cases Singapore partly sold, Clam 2d. to 2¼d. each; 41 cases Madras Olive bought in at 5s. 6d., except 5 cases, which sold at 5s. per cwt. Cowries: Of 326 bags Ceylon Maldive, 246 bags sold—good small live, 35s. to 35s. 6d.; one lot thin white, 41s.; large, 15s. to 15s. 6d.

SAGO.—In auction 1,730 bags small pearl sold with more demand at dearer rates, good small 17s. 6d., fair 17s. ordinary 16s. to 16s. 6d.

SOY.—Offers of 150 casks China have been sold at 2s., a few lots at 2s. 1d. per gallon.

STAR ANNISEEDS.—Of 20 cases China offered 10 cases rather dull mouldy and stalky sold at £5 15s.

TAPIOCA.—An extensive demand, chiefly speculative, prevailed early in the week; sales amounting to about 1,700 bags were effected, including 630 bags Penang; the remainder, Singapore, middling to fine quality, at 1¾d. to 2¼d., but chiefly at 2d. per lb.; subsequently, 1,006 bags Penang, ex Isabella, of fresh arrival, were offered, of which 450 bags good white sold at 2¼d., a few lots 2½d.; of 473 bags Singapore, 50 bags good sold at 2½d. Privately 120 bags good white Singapore have been sold at 2½d. Pearl Tapioca: 335 bags Singapore have been sold at a further decline; extra large, 17s. 6d. to 18s.; large and medium, 18s. 6d. to 19s.; small, 18s.; ordinary do., 16s. 6d. Flour: Of 384 bags Singapore, 160 bags sold at 21.; 116 bags Penang sold also at 2d.

TIN.—Is somewhat easier, owing to larger shipments than were expected being made from the East by steamers through the Canal, but the demand for consumption continues good. The current quotations are Banca and Billiton £135; Straits on the spot £134 to £134 10s., afloat £131 to £133.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jan 15	Anna and Sophia	Hoekstra	Batavia, for Amstdm.	Off Dungeness
— 19	Compadre	Downward	Do.	Falmouth
— 17	Cornelis Smit	Disper	Do.	Brouwershaven
— 19	Flying Spur	Burnett	Foochow	London
—	Glasgow	Lloyd	Batavia	Queenstown
— 18	Antje	v.d. Hoog	Do.	Texel
— 18	Peter Dickson	Gadda	Do.	Do
— 18	Nieuwe Waterweg	v.d. Walk	Do.	Brouwershaven
— 21	Carrick Castle	Peters	Foochow	Deal
— 21	Diomed (str.)	Penrice	Hong Kong, &c. v. C.	Portsmouth
— 18	Aline	Kier	Batavia	Cuxhaven
— 22	Hylton Castle	—	Manila	Liverpool
— 22	Coronilla	Mossop	Formosa	Deal
— 21	Carin	Gray	Pasaroeang	Dover
— 23	John George	Barrow	Manila	Falmouth
— 23	Canada Belle	—	Maulmain	Do.
— 23	Herald of the Morning	—	Penang	Off the Owers
— 23	Herzogin v. Brabant	Strohmeyer	Rangoon	Motherbank
— 20	Ferdinand and Louis	Vogelsang	Tjilatjap, for Amtdm	Off Falmouth
— 22	Aria and Betsy	Ran	Batavia	Texel
— 17	Reveil	Clauvelon	Java	Belle Isle
— 22	Cornelia	—	Batavia, for Rotrdm.	Off Dungeness
— 22	Ricordati	—	Do.	Do.
— 23	Aurora	Visser	Do.	Texel
— 25	Sattara	Thomas	Do.	Plymouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan 16	Jupiter	Hauschildt	Hong Kong	Cuxhaven
— 20	Sea Gull (str.)	Pike	Sing., H.K., &c.—S.C.	London
— 20	Red Deer	Mincks	Cardiff and Shanghai	Do.
— 21	Orient	Orlander	Batavia & Sourabaya	Do.
— 21	William Ritson	Brough	Hong Kong	Do.
— 21	Joseph Hayde	Haupt	Cardiff & Hong Kong	Do.
— 21	Sarah Scott	Riches	Shanghai	Cardiff
— 22	Indus	Le Merle	Galle	Do.
— 22	Agamemnon (str)	—	Sing., China, &c.—S.C	Liverpool
— 21	Lake Constance	Stratton	Hong Kong	Clyde
— 22	Albatross (str.)	—	China, &c., via S.C.	Liverpool
Dec 17	Joaquin Rigan	Urtubiaga	Do.	Callao
— 17	Dolores Ugarte	Garay	Do.	Do.
Jan. 23	Caller Ou	White	Shanghai	Cardiff
— 21	Corona	Bate	Galle	Penarth Dock
— 21	Uranus	Berg	Shanghai	Do.
— 21	Adam Sedgwick	—	Singapore	Liverpool
— 24	Amigos	—	Manila	Do.
— 21	Norham Castle	Marshall	Singapore	Glasgow
— 25	Abbotsford (str.)	Mann	Sing., H.K., &c.—S.C.	London
— 24	Eme	Sproule	Shanghai	Cardiff
— 20	Scotland (str.)	—	Colombo, &c., via S.C.	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Jan. 23	Elgin	China, &c.	London
,, 17	Cordova	Liverpool	Colombo, &c.
Prev. to Jan. 8	Erbgrhg Fredk. (Aust. frig.)	China	
Jan. 11	Sarpedon	Liverpool	China, &c.
,, 17	Leith	London	Sing., China, &c.

LOADING.

At LONDON.—For Yokohama: Alumina, Fiery Cross, Flying Spur. For Shanghai: Aracan, Weymouth, Argonaut, Everest. For Hong Kong: Burdwan, Chinaman, Windhover, Golden Spur, Leander. For Singapore: Summer Cloud, Haidee. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Tweed (str.), Erl King (str.), Emerald (str.), Glendarroch (str.), Enterprise (str.). For Singapore and Hong Kong (via Suez Canal): Belgian (str.), Minia (str.). For Penang: Frances Milly. For Batavia and Sourabaya: Agra. For Colombo: Thames, Southern Belle. For Colombo, &c.: Creswell. For Colombo, &c. (via Suez Canal): Trent (str.), Atholl (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Hong Kong: Queen's Own. For Manila: Estrella, Josefina. For Singapore: Prince Arthur.

At GLASGOW.—For Manila: Dona Feliciana. For Ilo Ilo: Monsoon. For Batavia and Sourabaya: County of Berwick.

At PORT GLASGOW.—For Galle: Alice Wilson.

FREIGHTS AND CHARTERS.

Berth freights do not exhibit any change; coal freights from the Northern outports have an upward tendency, and rates have improved.

Current rates of freight for vessels on the berth: To Tientsin and Chefoo: 50s. weight or meast. To Yokohama: 40s. weight, 35s. meast.; per steamer, via Suez Canal, 80s. meast. To Shanghai: 35s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 40s. to 50s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £42. For Hong Kong: £35. To Singapore: £28. For Galle: £27. From Newport, Cardiff, or Swansea, per ton—For Yokohama: — For Shanghai: £2 2s. 6d. For Hong Kong: £1 15s. For Java 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 7s. 6d. For Colombo: £1 7s.

The Admiralty have invited tenders for the conveyance of 330 hhds. malt liquor to Hong Kong.

SPOKEN.

CATALINA, Liverpool to Manila, Nov. 6, 14 S., 12 E.
SEBASTIAN POT (Dut. brq.), Batavia to Amsterdam, Nov. 2.
ANNIE MAIN, Clyde to Singapore, Dec. 12, 28 S., 22 W.
NESTOR (str.), Liverpool to China, Dec. 17, 7 N., 75 E.
AJAX (str.), Liverpool to China, Dec. 18, off Tarifa.
CITY OF ABERDEEN, Shanghai to London, Oct. 23, 1 N., 105 E.
TYCOON, from Singapore. Oct. 28, in Gaspar Straits.
ATMA, Singapore to London, Nov. 1, off Anjer.
PALESTINE, Ceylon to London, Dec. 11, 32 S., 16 E.
VIERGE (Fr. brq.), Marseilles to Saigon, Nov. 13, 35 S., 14 E.
OCEAN CHIEF, Cardiff to Singapore, Oct. 7, 11 N., 27 W.
CHATEAUBRIAND, Saigon to Belle Isle, Jan. 8, 47 N., 30 W.
CHRISTINA (Dutch barque), Java to Amsterdam, Jan. 2, 37 N., 37 W.
COHOTA, Manila to New York, Nov. 1, off Anjer.
MARY TATHAM (brq.), Cardiff to Singapore, Nov. 26, 11 N., 21 W.
STAR, Manila to New York, Nov. 1, 29 S., 52 E. [25 W.
GRAND DUCHESS, London to Singapore, 29 days from the Downs, 1 N.,
JANET FERGUSON, Singapore to Boston, Nov. 1, 6 S., 106 E.
NAVAL BRIGADE, Manila to New York, Nov. 2, 6 S., 105 E.
WALLACE, Padang to New York, Nov. 26, 34 S., 28 E.
NOACH, Rotterdam to Batavia, Dec. 26, 5 N., 27 W.
GLADSTONE (ship), Java to Rotterdam, Dec. 10, 44 N., 26 W.
TIBER (ship), Cardiff to Singapore, Dec. 21, 8 N., 25 W.

CASUALTIES.

The Brisbane (barq.), Prentice, from Newcastle to Galle, with coals, put into Plymouth 19th Jan., having experienced a heavy gale from the S.W. 15th, in the Channel, when a sea struck her, shifting the cargo a little, and breaking adrift water casks. She sailed again 20th, for her destination.

Advices from Pernambuco, dated 10th Jan., received by telegram from Lisbon, dated 25th, state that the Carobel (barq.), Ross, from Manila to New York, has been wrecked on rocks, crew landed at Pernambuco by the Catharina (N.G. vessel).

The Doesborgh, which arrived at San Francisco, Jan. 5, from Probolingo, experienced continual heavy S.E. and N.E. gales from the coast of Japan to lon. 140 W. On Nov. 20 she encountered a severe hurricane from E. to S, with very heavy sea, the vessel at times being quite under water; she carried away foretopgallantyard, stove bulwarks, and lost sails.

MISCELLANEOUS.

A piece of wood, 16 feet long, marked, apparently, Duke of Abercorn, in gold letters, has been picked up in the neighbourhood of Kingston, near Littlehampton. (The Duke of Abercorn, from London to Shanghai, passed the Wight Jan. 11).

At ADEN.—Jan. 19, Parana (str.), from London, for Singapore, China, &c.

At ST. HELENA.—Dec. 16, Jean Pierre, Jouin, from Batavia, for Belle Isle; 17, Star of Devon, Robillard, from Colombo; 26, Schoonderloo, v. Leeuwen, from Java, for Rotterdam; 27, Clara, Power, from Shanghai, for London.

Off ST. HELENA.—Dec. 17, Louisa, from Foochow, for Boston; 18, Wallace, from Padang; 23, Lennox Castle, from Foochow, for London; 24, Passover, from Ceylon; 26, Southern Cross, from Ningpo.

At TABLE BAY.—Dec. 19, Prinses Amelie, Driest, sailed for Japan, after repairing.

At ALGOA BAY.—Dec. 18, Rosebud, from Manila; 19, Simon, from Hong Kong.

Digitized by Google

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, and UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIKER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

HOLLOWAY'S OINTMENT

AND PILLS.—INFLUENZA COLDS.—In diseases of the throat and chest, ever prevalent in this country, nothing so speedily relieves or cures as these inestimable remedies. These disorders are too frequently neglected at the commencement, or are injudiciously treated, resulting in either case in disastrous consequences. Whatever the condition of the patient's complaint, Holloway's medicines will restore it if recovery be possible. They will retard the alarming symptoms till the blood is purified and nature consummates the cure, gradually restoring strength and vital nervous power. By persevering in the use of Holloway's preparations, tone is conferred on the stomach and frame generally, the fluids are regenerated, morbific matter is expelled, and a happy revolution occurs throughout the system.

THE PHŒNIX.

A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA,
EDITED BY
THE REV. JAMES SUMMERS,
Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Ainos, the Tartar Languages, Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET LONDON.

ROBERT COCKS AND CO.'S NEW MUSIC.

QUADRILLES FOR PIANO, well marked for dancing, most tuneful, and much in demand. All finely illustrated.

The Louise, 4s.	The Osborne, 4s.
The Gipsy, 4s.	The Canary, 4s.
The Scarboro', 3s.	The Royal Prussian, 4s.
La Seine, 4s.	The Globe, 4s.

THE LIGHTS FAR OUT AT SEA. Words by REA. Music by A. S. GATTY, composer of "O, Fair Dove; O, Fond Dove." Price 3s.

NEW COMIC SONGS. Composed by ALFRED S. GATTY. 3s. (These modern songs may be sung in any drawing-room.)

The Three Little Pigs.	I really am so Sleepy.
A Sneezing Song.	Medicine Jack.
*Bobbie! Bobbie! Bobbie!	Not so bad for me.
B. R. A. G. (a lady's song).	Put it down to me.
Cent per Cent.	* I'll not try it again.

All with illustrated titles except the two with *

O, FAIR DOVE, O, FOND DOVE. Song by A. S. GATTY. 4s. "We have seldom met with so much beauty concealed in so apparently simple a song."—Vide *Edinburgh Courant*. "A singularly touching and effective melody."—Vide *Examiner*. "Cannot fail to be a favourite."—Vide *Weekly Review*. N.B.—This is the most popular setting. Post free at half price.

TIRED. Sacred Song. Poetry by Miss BURNSIDE. Music by Miss M. LINDSAY (Mrs. J. W. Bliss). No. 1 in D flat; No. 2 in D. Each free by post for 24 stamps "A smooth and graceful melody of the simplest type, and likely to become very popular."—Vide *Edinburgh Courant*.

REST. By Miss M. LINDSAY (Mrs. J. W. Bliss.) Sacred Song. 3s. "This is a companion to the beautiful ballad 'Tired,' which has already found its way to the hearts of so many, and a popularity quite as great may fairly be predicted, for it is equally deserved."—Vide *Buxton Advertiser*. Post free for half price.

FAR AWAY. Song by Miss M. LINDSAY (Mrs. J. W. Bliss). 4s. "There is great beauty in this melody."—Vide *Standard*. "The melody is so sweet and plaintive."—Vide *Brighton Gazette*. The same for pianoforte, by Carl Lumi, 3s.; half-price, postage free London: Published only by ROBERT COCKS and Co.

New Burlington-street. Order of all Musicsellers.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMETER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & C
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM)

Digitized by Google

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.
OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.
Established 1807.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receives at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).
Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and India n, transacted.

J. THOMSON, Chairman.

NEW BOOKS.

THE WINDOW; or, The Songs of the Wrens. A Song-Cycle by ALFRED TENNYSON, Poet Laureate. With Music by ARTHUR SULLIVAN. 4to. cloth, gilt edges, 21s.

IONA. By the Duke of ARGYLL. With Illustrations. Crown 8vo, 3s. 6d.

ESSAYS, THEOLOGICAL AND LITERARY. By R. H. HUTTON. 2 vols., square 8vo, 24s.

THE LIFE AND LETTERS OF HUGH MILLER. By PETER BAYNE, M.A. Vol. I., demy 8vo, 16s.

DOROTHY FOX. By LOUISA PARR. 3 vols., post 8vo. [At all Libraries.

REHEARSALS: A Book of Verses. By J. LEICESTER WARREN, Author of "Philoctetes," &c. Crown 8vo, 6s.

WAR AND JUDGMENT. A Sermon preached in the Parish Church of Crathie in October, 1870. By NORMAN MACLEOD, D.D., one of Her Majesty's Chaplains for Scotland. Published and Dedicated to Her Majesty the Queen, by Her Majesty's Command. Demy 8vo, 1s.

AT THE BACK OF THE NORTH WIND. By GEORGE MACDONALD. With Illustrations by Arthur Hughes. Crown 8vo, 7s. 6d.

WALKS IN ROME. By AUGUSTUS J. C. HARE. 2 vols., crown 8vo, 21s.

HALF-HOURS IN THE TEMPLE CHURCH. By C. J. VAUGHAN, D.D., Master of the Temple Church. Small 8vo, 3s. 6d.

PEEPS AT THE FAR EAST: A Familiar Account of a Visit to India. By NORMAN MACLEOD, D.D. With Illustrations, small 4to, 16s.

NAPOLEON FALLEN: A Lyrical Drama. By ROBERT BUCHANAN. Crown 8vo, 3s. 6d.

Speakers.—Napoleon III. of France—An Officer—A Roman Catholic Bishop—A Physician—Messengers—First German Citizen—Second German Citizen—German Citizen's Wife—Chorus of Republicans—Chorus of Spirits.

Scene.—The Chateau of Wilhelmshohe, in Cassel.

Time.—1870, after Sedan.

CHAMBER DRAMAS FOR CHILDREN. By Mrs. GEORGE MACDONALD. Crown 8vo, 7s. 6d.

THE BOY IN GREY. By HENRY KINGSLEY. With Illustrations by Arthur Hughes. Crown 8vo, 3s. 6d.

RANALD BANNERMAN'S BOYHOOD. By GEORGE MACDONALD. With illustrations by Arthur Hughes. Crown 8vo, 5s.

THE SONGSTRESSES OF SCOTLAND. By Misses TYTLER and WATSON. 2 vols., post 8vo, 24s.

THE COMPANIONS OF ST. PAUL. By J. S. HOWSON, D.D., Dean of Chester. Crown 8vo, 5s.

HEROINES IN OBSCURITY. A Second Series of Papers for Thoughtful Girls. By SARAH TYTLER. Crown 8vo, 5s.

LILLIPUT LECTURES. By the Author of "Lilliput Levee." With Illustrations by Arthur Hughes. Small 4to, cloth, gilt extra.

BALLADS OF LIFE, &c. By ROBERT BUCHANAN. Crown 8vo.

SHOEMAKERS' VILLAGE. By HENRY HOLBEACH. 2 vols., crown 8vo.

KESHUB CHUNDER SEN'S ENGLISH VISIT. An Authorised Collection of the Principal Addresses delivered by him in this Country. Edited by S. D. COLLET. Crown 8vo., 9s.

THE MIRACLES OF OUR LORD. By GEORGE MACDONALD. Crown 8vo, 5s.

LECTURES AND TRACTS. By BABOO KESHUB CHUNDER SEN. Edited by S. D. COLLET. Crown 8vo, 5s.

PASSAGES FROM THE ENGLISH NOTE-BOOKS OF NATHANIEL HAWTHORNE. 2 vols., post 8vo, 24s.

GINX'S BABY; His Birth and other Misfortunes. Sixth Edition. Crown 8vo, 5s.

RELIGIOUS LIFE IN GERMANY DURING THE WARS OF INDEPENDENCE. In a Series of Historical and Biographical Sketches. By WILLIAM BAUR. 2 vols., post 8vo, 16s.

PEASANT LIFE IN THE NORTH. New and Cheaper Edition. Post 8vo, 6s.

HEROES OF HEBREW HISTORY. By SAMUEL WILBERFORCE, D.D., Bishop of Winchester. Third Edition. Post 8vo, 9s.

STRAHAN AND CO.,
59, LUDGATE-HILL.

BEGINNING OF A NEW VOLUME.

"Good Words are worth much and cost little."—HERBERT.

GOOD WORDS.

SIXPENCE MONTHLY, ILLUSTRATED.
EDITED BY
NORMAN MACLEOD, D.D.,
One of the Deans of the Chapel Royal.

ADDRESS FOR 1871.

What shall we say by way of Prospectus to the Twelfth Volume of GOOD WORDS? Not a repetition of what we have said in former Prospectuses; that would be tiresome. Not an assurance that the forthcoming volume will be found vastly superior to *all* competitors; that might be deceptive. We will simply state that while we shall in no respect relax our efforts to render this Magazine equal to the best in literary and pictorial merit, we shall, with not less anxiety, aim at maintaining the *special tone and spirit* by which it has been all along characterised.

The public already know that GOOD WORDS does not strive after the imposing qualities of sensation and excitement—to ignobly interest or frivolously amuse; but seeks rather to provide the wisest instruction in the pleasantest manner, without neglecting to supply wholesome entertainment for every diversity of taste. At starting, we chose a distinctive walk for ourselves, and after a course of eleven years, which gratitude rather than vanity induces us to term singularly fortunate, it is our ambition to make the Magazine answer more and more to George Herbert's motto—"Good words are worth much and cost little."

The contents of the January and February Parts printed below, will serve to give a good idea of what may be expected in the volume for 1871:—

CONTENTS FOR FEBRUARY.

1. The SYLVESTRES. By M. de Betham-Edwards, Author of "Kitty," "Dr. Jacob," &c. VI.—X.
2. The COOLIE. A Journey to British Guiana to Enquire into his Rights and Wrongs. By the Author of "Ginx's Baby."—II. The Estates.
3. CORAL and CORAL REEFS. By Professor Huxley.
4. "The MIST and the RAIN." By Alfred Tennyson. With Music by Arthur Sullivan.
5. THOUGHTS on the TEMPTATION of OUR LORD. By the Editor.—I. The Tempter.
6. MICHAEL FARADAY. By F.R.S.
7. LOVE IN WINTER. By Austin Dobson.
8. FIRST IMPRESSIONS of FRANCE and ITALY. By Nathaniel Hawthorne.—II.
9. GERMAN MINERS. By Dr. R. Angus Smith.
10. The DRESSMAKERS. By the Author of "Peasant Life in the North." In Two Parts.—II.

CONTENTS FOR JANUARY.

1. The SYLVESTRES. By M. de Betham-Edwards, Author of "Kitty," "Dr. Jacob," &c. I.—V.
2. HUGH MILLER as SEEN in HIS "LIFE and LETTERS." By a University Man.
3. FIRST IMPRESSIONS of FRANCE and ITALY. By Nathaniel Hawthorne.—I.
4. A SONG from "The LOVES of the WRENS." By Alfred Tennyson, with Music by Arthur Sullivan.
5. WHAT ENGLAND HAS DONE for the SICK and WOUNDED. By the Author of "Fernyhurst Court."
6. "REMEMBER NOT the SINS of MY YOUTH." By the Rev. John Macleod.
7. The COOLIE. A Journey to British Guiana to Enquire into his Rights and Wrongs. By the Author of "Ginx's Baby."
8. WAR and JUDGMENT. A Sermon preached before the Queen, and published by Her Majesty's Command. By the Editor.
9. The DRESSMAKERS. By the Author of "Peasant Life in the North." In Two Parts.—I.
10. A FROSTY DAY, &c. By J. Leicester Warren.
11. On the REORGANISATION of OUR MILITARY FORCE. By Sir Charles Trevelyan, K.C.B.

*** The Publishers are not in the habit of quoting Opinions on such a well-known publication as GOOD WORDS, yet the following is such a striking tribute to its worth that they cannot refrain from citing it here:—

"Among serials for the educated, there is first of all GOOD WORDS—a phenomenon of periodical literature—a phenomenon in its circulation of 130,000 a month, so that it is known wherever the English tongue is spoken, and was the first thing asked for by the Pitcairn Islanders from a ship that lately visited them—a phenomenon in that it gives for 6d the original thoughts not only of men who are foremost in the republic of letters, but numbers among its contributors those who are highest in rank, both in Church and State."—*From the Paper on Periodical Literature read at the Dublin Church Congress.*

STRAHAN AND CO.,
56, LUDGATE HILL, LONDON.

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	" "	Ever Tuesday, at 2 A.M.
ADEN	" "	
BOMBAY	" "	
GALLE	Saturday, Jan. 7, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Jan. 17, 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Jan. 21, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 31, 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

REDUCED RATES OF FREIGHT.

	To India.	To China, Japan, or Australia.
Parcels— 1 to 12 in., or 2 to 24 lbs.	4s. to 9s. 6d.	4s. 6d. to 15s.
1 to 3 ft., or 24 to 72 lbs.	12s. 6d. to 20s.	20s. to 35s.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

BRINDISI LINE.—Under arrangement with the Postmaster-General, the Peninsular and Oriental Company's steamers carrying H.M.'s Mails will, until further notice, leave Brindisi for Alexandria every Tuesday at 2 A.M., and Alexandria for Brindisi every Sunday on the arrival of the Mails from India, &c. Fares between Brindisi and Alexandria—First Class, £12; Second Class, £9.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 — For Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria fortnightly, from Saturday, the 4th February, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

Steam via the Suez Canal.—To sail on the 6th February.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, the splendid new full-powered screw steamer CHEOPS, A1, 1,150 tons register, 150-horse power nominal, W. S. CROWDACE, Commander; East India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.	Tweed, s.s. via S.C.	A1 18 yr.	SWID	Jan. 31
Do.	Erl King, s.s.	B in A1	SWID	Feb. 17
Do.	Elgin, s.s.	A 100	SWID	To follow
Hong Kong	Windover	A1 16 yr.	SWID	With des.
Hong Kong	Burdwan	A1 14 yr.	SWID	With des.
Shanghai	Aracan	A1 14 yr.	SWID	With des.
Shanghai	Everest	A1 13 yr.	SWID	With des.
Tientsin and Newchwang	Taitsing	A1 14 yr.	SWID	With des.
Yokohama	Alumina	*A in A1	SWID	With des.
Yokohama	Flying Spur.	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, and JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ships.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shng*	Vanguard, ss	90 A1	E.I.D.	Feb. 6
Do.	Vixen, s.s.	A1 18 yr.	E.I.D.	Feb. 20
Shanghai	Kaisow	A1 16 yr.	E.I.D.	With des.
Hong Kong	Leander	A1 16 yr.	W.I.D.	With des.
Yokohama	Fiery Cross.	A1 13 yr.	E.I.D.	With des.

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang.	Enterprize	A 100	1500	E.I.D.	Feb. 2
Do	Craigforth	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
From LONDON.				
Do.	Medora	AA1 for 20 yrs.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship GOLDEN SPUR, A 1 14 years, 657 tons register; SAMUEL E. FARRELL, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

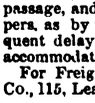
With immediate despatch.

FOR SHANGHAI, direct, the Clipper Ship WEYMOUTH, AA1, 829 tons register, S. W. GIBSON, Commander; loads in the East India Docks. This ship has made some of the fastest passages hence to Shanghai on record, and is noted for discharging her cargo without damage.

For Freight or Passage, apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

FOR SINGAPORE, YOKOHAMA, and HIOGO direct (via the Suez Canal), to sail 25th January, 1871, proceeding to NAGASAKI, if sufficient inducement offer, and taking cargo for transhipment to BATAVIA, at a through rate, the splendid new full-powered Screw-steamer EMERALD, A1 80 at Lloyd's, 560 tons register, 350 horse power, effective. East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to Japan shippers, as by proceeding direct transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.



JAPAN.—Notice to Passengers. — The magnificent screw-steamer EMERALD will leave the East India Docks February 1st prox. for Japanese ports direct, via Suez Canal. Has elegant and commodious cabins.

Apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Atholl	1,395	Feb. 4
Arcot (B.I.S.N.Co.) ...	1,600	Feb. 25
Galata	816	Mar. 5

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess if sufficient inducement offer. For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8 York-street, Manchester, or 109, Leadenhall-street, E.C

Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid clipper ship SOUTHERN BELLE, A 1, 540 tons register J. HILL, Commander; West India South Dock. This fine vessel, having just been newly metalled, offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

PERMANENT PHOTOGRAPHS.

MESSRS. EDWARDS and KIDD are prepared to undertake printing in permanent pigments by their new method of photo-mechanical or urface printing, or by the Autotype process (Edwards's patent, under licence of the Autotype Company).

Prints by either of these processes are indestructible, and unaffected by exposure to any climate. Their cost is less than that of silver-printing.

Enlargements made from negatives taken with Edwards's miniature apparatus (sold by Messrs. Murray and Heath), or from any other negatives.

Arrangements may be made for the working of either process by photographers in the East. Terms and specimens on application. Messrs. Edwards and Kidd also undertake the publication of, or agency for, photographic works in this country.

EDWARDS AND KIDD,
22, HENRIETTA-STREET, LONDON, W.C.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD'S Magnesia.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Jan. 30, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 388.] LONDON, MONDAY, FEB. 6, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

WE have advices from Bordeaux which report the arrival of CHUNG HOW and his suite, but nothing had been accomplished as a preliminary step in his business.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	—	—	Dec. 24*
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo	—	—	„ 10
New-chwang			
Hankow	Oct. 21	Dec. 14	„ 1
Kiu-kiang			
Chin-kiang			
Shanghai	„ 28	„ 15	„ 21
Ningpo			
Foochow	„ 28	„ 14	„ 21
Formosa			
Amoy			
Swatow			
Hong Kong	Nov. 4	„ 18	„ 28
Canton			
Macao			
PHILIPPINES— Manila	Oct. 28	„ 16	„ 19
COCHIN-CHINA— Saigon	—	—	„ 28
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 29
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Nov. 25	„ 29	Jan. 4
Penang	—	—	„ 6
CEYLON—Galle	—	—	„ 12
Colombo	—	—	„ 11

* Six days later, *via* San Francisco.

THE MAILS, &c.

The above (P. and O.) mail was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French) is due on the 13th inst., with dates Shanghai Dec. 28, Hong Kong Jan. 3.

Telegrams *via* Singapore, with dates Shanghai Jan. 19, Hong Kong Jan. 25, were received on the 1st inst. The advices from Yokohama to Dec. 24, per Pacific Mail, *via* San Francisco, will probably be delivered to-morrow.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Ceylon*, arrived Feb. 1.—None.

To Southampton, per P. and O. steamer *Delta*, expected to arrive Feb. 11.—From Yokohama: Mr. Donaldson. From Hong Kong: Mr. W. M. Gilman, Lieut. Bradshaw R.N., Mr. Surgenson, Mr. G. Graham. From Galle: Mr. Pollard.

To Suez.—From Singapore: Mr. Van der Berg.

To Alexandria.—From Yokohama: Mr. Seyd.

To Malta.—From Hong Kong: Mr. G. Henaez.

By last Bombay mail to Brindisi, per P. and O. steamer *Candia*, arrived Jan. 24.—From Hong Kong: Mr. Terry.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, Feb. 4.—To Shanghai: Mr. J. P. Barnes. To Hong Kong: Mrs. Endicott, Mr. Abell, Commander G. Robinson. To Singapore: Dr. Little. Mrs Little, Miss S. Little, Mrs. Rodyk, Mr. E. Just. To Ceylon: Mr. G Todd, Mr. Dickson.

Per P. and O. steamer *Nubia*, from Brindisi, Feb. 14.—To Singapore: Mr. J. Woodford Birch.

Per P. and O. steamer, from Suez, Feb. 19.—To Hong Kong: Mr. and Mrs. Groth.

Per P. and O. steamer *Salsette*, from Southampton, Feb. 13.—To Shanghai: Mr. E. Iveson, Mr. F. Potter, Mr. Broadbent. To Hong Kong: Mr. and Mrs. W. C. Johnston. To Singapore: Mr. and Mrs. J. B. Mackie. To Ceylon: Mr. and Mrs. W. Rollo, Mr. H. C. Buchanan.

Per P. and O. steamer *Massilia*, from Brindisi, Feb. 28.—To Shanghai: Mr. E. T. Blair. To Hong Kong: Mr. A. L. Phipps, Mr. R. Anderson.

From Malta.—To Ceylon: Mr. Terin.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

We have received by telegram from San Francisco news in advance of the incoming mail, with dates down to 24th Dec.

The Pacific mail steamship *America* arrived at San Francisco from Hong Kong, *via* Yokohama, on the 17th January, bringing forty passengers for San Francisco, fourteen for New York, one for England, fourteen young Japanese noblemen, who have through tickets for New York, overland, and 160 Chinese. She had a full cargo of teas and miscellaneous goods. The young Japanese will proceed to New York to enter college.

Among the passengers was his Excellency Ito Okura Daijo, Assistant Minister of Finance of the Empire of Japan, who is accredited as Commissioner to the Government of the United States. His suite included secretaries, physicians, aids, &c., in all twenty-two persons. They will remain here for two weeks, and visit the public institutions of San Francisco before proceeding to Washington. It is announced that Ito's mission to the United States is to study the financial system—the Currency, Treasury, and Revenue laws. It is said that he is a man of liberal views, and is well-disposed towards foreigners in Japan. He has been liberally educated. Physically he is a man of fine appearance. Several of Ito's companions are Japanese bankers. The movements of the party at San Francisco were under Mr. Charles Walcott Brooks, the Japanese Consul.

At the date of the departure of the steamer from Yokohama business in Japan was utterly stagnant.

The American Minister, Mr. De Long, and Sir Harry Parkes had been on a visit to Kishiu. Satsuma had massed a large number of troops, and it was feared a civil war could not much longer be deferred.

The roads in the vicinity of Yokohama were again becoming unsafe; foreigners were frequently attacked. The Government had ordered a vigorous prosecution of the work on the railroad between Osaka and Hiogo.

In the southern provinces the rice crop had suffered severely from unseasonable weather, and also from the effects of an earthquake.

On the 20th December half a square mile of houses were burned in Yedo, and on the same night the premises of Walsh, Hall, and Co. took fire, and much damage resulted before the flames were extinguished.* A powder magazine exploded, and several lives were lost. The shock was so severe that some persons supposed it was caused by an earthquake.

Mr. Grauert, an old merchant of Yokohama, committed suicid in a fit of despondency caused by losses in business.

Mr. Portman, the interpreter of the United States Legation, has been suspended by Minister De Long, owing to complaints made by Japanese, and some angry correspondence had passed between the Minister and the Interpreter.

A correspondent writes on Dec. 7th:—The railway works are progressing. Mr. Morel has returned from Kobé, and a staff of engineers and workmen will at once be sent there, to commence operations. Attacks on foreigners by two-sworded men seem not quite to have died out. A German gentleman riding towards Yedo the other day was cut at, but the thickness of his coat and the movement of his horse prevented the cut having much effect. A concert given by the Germans in aid of the wounded passed off most favourably, some six hundred dollars being collected. No further news as to the movements of the 10th Regiment has reached us, but it is likely that they will remain here, whether the marines come or not, at least until some definite steps with regard to China have been taken. Small-pox is very prevalent in the settlement, and one case of death has occurred. Trade is dull, as usual, but the expense of printing a circular, wherein everything is bracketed "nothing

* By later advices we find that the fire was confined to the tea in establishment, which was fully insured.

Digitized by Google

doing," is carried on, showing an amount of intelligence on behalf of the Chamber of Commerce one could hardly have expected. The following ships of war are in harbour:—English, *Ringdove*, *Havoc*, *Manila*. French, *Venus*, *Dupleix*, *Linois*. American, *Benicia*, *Idaho*. Prussian, *Medusa*, *Hertha*.

A sad accident has to be recorded in the death by drowning of Commander Brooks, of H.M.'s *Ringdove*. It appears that, being an ardent sportsman, accompanied by Paymaster Bowles, of H.M.'s *Manila*, he went across the bay on a shooting expedition. A somewhat strong breeze was blowing, and a sudden puff of wind upset the boat. Three of the crew managed to swim on shore, and report that the last they saw of Captain Brooks was his sitting astride the bottom of the boat. Captain Brooks, Mr. Bowles, and two seamen were drowned, and only one body, that of a seaman, has been recovered. Captain Brooks had only lately arrived from Honolulu, but had been on the China station, in the *Odin*, under Lord John Hay. He had, we understand, received the Royal Humane Society's medal for saving life.

CHINA.

—o—

CHEFOO.

A Chefoo correspondent writes, under date the 10th Dec.:—The weather is cold but clear. The river at Newchwang, we hear, is not yet closed; neither is the Peiho. But a week more may alter matters considerably. As this last steamer leaves, we are beginning to realise the prospect of our isolation for the winter, and to envy you the news which you will go on receiving of the current of affairs in Europe.

HANKOW.

A translation of a memorial by the Governor of Hunan respecting the late insurrectionary movements in that part of the Empire explains their grave nature. A remarkable feature in the memorial is a covert hint conveyed of the influence held by the Tseng family in Hunan. Tseng-kwo-tseuen, to whom the Governor says he has intrusted the chief command of the army, was in command of a host of Hunan braves round Nanking, and was nominally degraded after the occurrence, on the strength of various accusations But the Tseng influence was too strong, and the Peking Government had to let the matter drop. There is little doubt but that the head members of the Ko-te-hwei are the petty officers of his and Tseng-kwo Fan's disbanded troops. We may be pretty sure that when the Tseng family have any interest in making trouble, there will be trouble in these up-river provinces; when it is to their interest to keep the peace, there will be peace.

SHANGHAI.

Dates are down to the 21st Dec. The London mail of Oct. 28 arrived on the 15th Dec. Telegrams via Kiachta extended to the 28th Nov.

The most interesting event of the week was the inauguration of a statue to Admiral Protet, the account of which we extract from the *North China Herald*. Those who were living in Shanghai eight years ago will remember well the circumstances of Admiral Protet's death, at the attack on the Taeping stockades at Najow. A subscription was opened here to erect a statue to his memory, and it is the completion of this design which we have now to record It was largely attended, both by the general public and by the subscribers to the memorial. Detachments of the Volunteer. Corps from both sides of the Yang-king-pang, of seamen from the French ship *Coetlogon*, and of the Franco-Chinese drilled troops, were also present. Over the gateway to the grounds the French flag was flying, supported on either side by those of Great Britain and America. The Consuls and others who had been specially invited, with officers of the French, American, and English men-of-war in harbour, were received by Comte Mejan, the French Consul-General. The Consul-General was more immediately attended and supported by Captain Pritzbeur, of the ironclad *Alma*, M. Millot, of the French Municipal Council, the other members of that body and of the Shanghai Municipal Council, and was also attended by the (two) magistrates of the Mixed Courts. Admiral Rodgers and suite, from the American war frigate *Colorado*, were also present. When the signal was given for the statue to be unveiled the guard presented arms, the Chinese disciplined trumpeters and drummers announced the event, the French Volunteer Artillery fired a salute, and the Consul-General delivered an eloquent address from the steps of the pedestal. The figure is erect and commanding, but there is no stiffness of bearing, and the moulding of the face displays with singular lightness and natural expression the lineaments of a man of firm character and gracious demeanour. The right hand grasps a telescope, and the other is occupied with the cloak, which falls in flowing folds from the shoulders, and forms, in such slight degree as is permissible in this style of art, a background to the figure. Altogether, the sculptor may be congratulated on having produced a fine specimen of bronze statuary, and the community on having received a work at once illustrative of that art and commemorative of the noble man to whose memory it is dedicated. The pedestal is likewise a monument to the officers and men who fell in the same service with the Admiral—whose names are here inscribed; and a Chinese version also appears on one side. The principal inscription, however, is the following:—

"A l'Admiral Protet, aux officers, marines et soldats, tués glorieusement devant les rebelles, sur la terre de Chine, 1855—1862."

A meeting of delegates from the various companies of the Shanghai Fire Department has been held, for the purpose of nominating chief and district engineers. The following gentlemen were put in nomination:—For chief engineer, Mr. C. P. Blethen; for district No. 1 (Hongque), Mr. J. L Hammond; No. 2 district, Messrs. W. E. Stephenson, O. Bullock, F. E. Gwyn, and R. Mackenzie; and for No. 3 district, Messrs. Severans, Teillot, and Fajard. Mr. John Thorne, who has for the past year been acting chief, declined to stand, preferring to resign the position back to Mr. Blethen, the former chief.

The following items are from the same paper:—

Inquiries made as late as December 10, by some of the missionaries in Hangchow, have failed to discover any evidence of the proclamation upon the subject of the Tientsin massacre being published there. When we remember the obscure manner in which this proclamation was posted in Shanghai, it is not surprising that in other places there should be an entire disregard of the promise "that the proclamation shall be published in all parts of the Chinese Empire."

A memorial has been drawn up by the Protestant Missionaries, for presentation to the Foreign Ministers at Peking, regarding the present aspect of affairs as bearing on missionary work. It records their high appreciation of the enlightened policy of the treaties of 1858-60, made by Christian nations with China, in guaranteeing not only extended commercial privileges, but also full toleration of the Christian religion, with protection for those who teach and those who profess it; and expresses the regret and apprehension with which they have viewed, within the past few years, the inauguration of a different policy from that which made and sanctioned these treaties, and approved our missionary operations under them; and it deprecates such a course towards the Chinese authorities as will allow them to escape from their treaty engagements, and as in other regards so also in the license hitherto secured to Christian missionaries for their specific work.

We are glad to hear that the charity for the relief of Chinese poor is in active operation, and relieving two to three hundred people every day, sleeping accommodation being provided for about two hundred and fifty. A number of wadded garments have been purchased, and have been served out to the most necessitous. A foreigner has been engaged to organise a labour system. Tools, baskets, &c., have been purchased, and a useful commencement has been made in attempting to drain the village of Sinza, and filling up an offensive stagnant pool in the direction of the gasworks, inside of the defence ditch. There are plenty of other similar nuisances which may be taken in turn. The Municipal Council have placed native policemen at the bridges crossing the defence ditch, to prevent beggars from returning to the settlement after they have been relieved at the refuge.

The man Ross, who was committed for trial some weeks ago on a charge of having shot a Chinaman at Au Chalet, has been tried and acquitted. In the course of the trial Dr. Jamieson raised a point about fees to skilled witnesses, which much needs to be settled in Shanghai.

A parade of the volunteer corps for the presentation of prizes won at the rifle meeting was held on Wednesday. The ladies' prize was given by Mrs. Goodwin, the remainder by Mr. Dixwell, the chairman of the Municipal Council.

It is worth a walk up the French road to Sikawei just now to see the change which is being wrought in the creek which runs alongside it. The creek had filled up so much that for a long time it had been dry at low tide, and barely navigable even at high water. For two or three weeks now hundreds of coolies have been at work deepening the bed, which has been sunk several feet throughout its length, and nearly to the proposed depth. When the authorities have finished this laudable work it is to be hoped they will turn their attention to some of the bridges in the neighbourhood, which are in the last stage of shakiness and decay. The rebels broke down the stone bridges; the wooden ones were erected after their departure. These are now worn out, while the stones of the former structures lie cumbering the bank alongside. Why not re-erect them?

The *N. C. Daily News* has some interesting remarks upon the trade of Tientsin. Adverting to the large import trade now conducted there, now second only to Shanghai, it observes that, in consequence of the absence of any export trade, there is an export of nearly Tls. 7,000,000 to square accounts. It goes on to notice a statement made some time ago by the Commissioner of Customs at that port, to the effect that the Chinese Government contemplated working the coal in the hills to the east of Tientsin, which, if combined with the construction of a tramway, would probably cause a large export of the mineral. Unfortunately, however, the high official who was to accomplish all this has now gone to Europe, under a dark cloud of obloquy; and the events of the past year have directed the attention of the Chinese authorities rather to the enlargement of the Taku forts than to works of a more peaceful character. But even under Chung How, who was supposed to be favourable to improvement, no step was really taken. The mine-owners and people expressed a frank desire for extended trade, and it is believed the Tsung-li-Yamen once went so far as to promise Mr. Hart that a road should be constructed, but halted immediately, in terror at the concession. Still there is no doubt the subject

Digitized by Google

was entertained during 1868-9; and if only a flow of traffic could once have been established, the experiment of a tramway might have been eventually tried. For the time, however, the project seems to have completely lapsed.

The *Blackadder*, belonging to Messrs. John Willis and Co., from London, arrived out on 11th Dec., having been in collision with the Messageries steamer *Volga*, which struck her amidships, causing considerable damage. She was ordered into dock, and the estimate for repairs is £1.500 to £2.000 The *Volga* was considerably damaged, and her fire compartment filled.

The following is from the *Courier*:*

Some two months ago a Protestant medical missionary who had been prosecuting his good work, in accordance with treaty stipulations, at Wuhu, an important city on the south bank of the Yangtse, a hundred miles or so above Nankin, was returning to Chinkiang. He hired a common Chinese house-boat, and travelled along the canals which everywhere intersect that part of the country. Passing the large and important town of Taiping-fu, about forty miles below Wuhu, he had advanced fifteen or sixteen miles nearer Chinkiang, when he came to a Chinese gunboat at one of the numerous Custom's barriers. The people on board the gunboat shouted in a very insolent tone to him to stop, and when they saw that he took no notice of them, they fired a blank shot across his bows and forced him to come to. They then boarded his boat and charged him with smuggling opium. Of course they found none; nevertheless, they said he must come back with them to Taiping-fu for examination before the magistrate. Thus compelled, he went back to Taiping-fu, where he was marched to the yamen of the magistrate among crowds of people, who heaped upon him every imaginable opprobrious epithet. The magistrate, on hearing the facts, felt bound to set him at liberty, but left him to run the gauntlet of abuse and threatening back to his boat, in which he reached Chinkiang without further adventure. He was urged to make an official complaint on the subject to his Consul, but declined to do so, on the plea of not wishing to cause trouble. The fruit of this forbearance is seen in the fact that we have just heard of another missionary receiving similar ill-treatment from the same gunboat at the same spot.

Turning our attention to the foreign buildings of the settlement, we are first struck by the superb, yet somewhat deceptive, facing they give to the Chinese slums which lie behind them, and even to the City, which they partially conceal. While theorists and philosophers are writing themselves and a few others into the belief of China's advancement and civilisation, we have here before our eyes a practical demonstration of the wide chasm which devides them from the nations of the West. While the Chinese worthies canvas the possibility of foreigners in China being driven into the sea, and Anglo-Saxon statesmanship has drivelled into a policy which contemplates their being forced into ships of war for refuge, our buildings indicate the firm faith of our merchants and capitalists, that our foothold on the Chinese soil is permanent, and that the only changes possible are those in the direction of extension and development. We might point to the growing extension of our wharf accommodation, to the building up of all available space in many of our compounds in proof of this. But the most prominent and striking illustration of it may be seen by comparing the new Oriental Bank on the Bund with its neighbour towards the south; the one the symbol of a commercial speculation that was tentative and problematical, the other the proof of a conviction that foreign influence and foreign trade in China will be permanent and increasing.

FOOCHOW.

The Foochow Autumn Race meeting was held on Dec. 15 and 16. Universal delight was felt at the triumphs of the Baron de Meritens and of his jockey, one of the best and bravest British officers who ever filled a Gunboat Commander's uniform. The time was not good in most of the races. A ball was to be given on the 26th, and it is believed that anything so gorgeous as this is to be has not been seen, heard of, or prophesied about, as yet in China.

HONG KONG.

The dates by the present mail extend to Dec. 28. The outward mail of Nov. 4 arrived on Dec. 18, with telegrams to Nov. 28.

The *China Mail* has the following letter from Canton:—

"The gunboat *Anlan*, which left this some time ago for a place on the West Coast where a steamer was wrecked, with the officer of the wrecked vessel on board, has returned, but has brought nothing from the wreck excepting a piece of the boiler, in certification of her having executed what has turned out to be a bootless mission.

"A bank of shells seems to have been discovered at the entrance to the Blenheim Reach, Whampoa; and a number of fishermen, assisted by a European, are said to have been making a good thing of it by selling boat loads of shell to the lime makers. But the mandarins coming to the knowledge of this new branch of trade lost no time in pouncing upon the poor fellows by demanding a heavy tax, which they point blank refused. The *Feelong* and *Anlan* were consequently despatched on Sunday last to the spot with orders to take possession of all shell-laden boats found in the neighbourhood.

* The mail summary of the *Courier*, Dec. 21, has not reached us to-day.

"It is stated that the *Spark* and the *Speck* have been taken over by the Steamboat Company at a valuation of $100.000."

We learn that as the Siamese steamer *Kalahome*, from Singapore, *via* Manila, was steaming through the Lyeemoon Pass she struck on a sunken rock about half a mile to the westward of North Point. As no indication of the danger appears on the latest corrections of the charts up to May, 1865, the captain felt justified in keeping nearer the shore than he would perhaps have done otherwise. The vessel touched about twenty minutes past five, and but a slight shock was felt, but as she commenced making water very fast, it was deemed advisable to beach her, which was done about six o'clock, on the soft mud just off Messrs. Jardine's premises at East Point, where she now lies. One of the divers from H.M.S. *Ocean*, who has made an examination, reports one of the iron plates, just abaft the gangway on the port side, broken in two places, the apertures being about the width of a man's finger. The steamer had but a small cargo, principally cotton and sugar, the latter we presume a total loss, as in the compartment bottomed by the broken plate the water was above the lower deck beams.

We learn with pleasure that an effort is being made to relieve our colony from the stigma which now rests upon it through the gambling licences. A petition to the Home Government to refuse its assent to the renewal of the licence to the gambling-farmer at the expiration of the present licence, under which the gambling hells of our city, like their prototype and namesake, stand open day and night, has been prepared, and will soon be in circulation for signatures. That it will receive the hearty and almost unanimous support of the community can scarcely be doubted. It is simply disgraceful to Hong Kong that the present system should be continued. It cannot be excused by any argument on the ground of police necessity, while it weakens confidence and generates suspicion between the Chinese themselves and between them and their foreign employers. When the petition comes before the public we shall have more to say upon its intent and meaning.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong during the month ending Nov. 30, 1870, is published for general information:—

Banks.	Average Amount.	Specie in Reserve.
Oriental	$247,249	$82,417
Chartered Mercantile of India, London, and China	674,089	250,000
Chartered of India, Australia, and China, ...	149,970	100,000
Hong Kong and Shanghai	1,534,815	600,000
Total	$2,606,103	$1,032,417

The *Trade Report* says:—It is becoming more and more evident that the Chinese Government has no intention of fulfilling its promise of posting the Edict regarding the Tientsin Massacre all over the Empire. As mentioned some time ago, it was discovered that this document was posted in Shanghai in such a way that it would be certain not to attract attention, and it has now come out that neither at Tungchow nor at Hangchow, at both of which places missionaries are stationed, and concerning which therefore information is available, has the proclamation appeared. The promise, therefore, appears to have been only a subterfuge to get out of the demands which were being pressed, and it seems clear that the Chinese Government are endeavouring to shirk what is the most important part of any reparation that is to be given, as the object of the demands made is of course chiefly to prevent the recurrence of outbreaks and to re-establish foreign *prestige*.

The Hon. W. H Seward and his party were assaulted with stones on their visit to Wuchang, near Hankow. The action was simply apparently carrying out the now recognised mode of receiving foreigners at most places away from the treaty ports; and it is becoming daily more clear that these demonstrations will be of still more frequent occurrence than they are at present, unless some steps be taken to bring the Chinese officials to their senses.

Writing on the present state of trade in Hong Kong, the *Daily Press*, after observing that much of what is termed the badness of trade results from the natural working of competition, and that the trade has not diminished in magnitude though it has done so in profitableness, observes that there is a point at which the trade in Hong Kong, like that in all parts of China, is unquestionably open to all the complaints that are made against it. That profits to individuals should diminish as trade progresses is an unavoidable necessity, but in ordinary places this is counteracted by its becoming more extended. In Hong Kong, perhaps more than at any other place in China, trade lacks this power of expansion to a marked degree; and in consequence its profitablenes is reduced, more than it would be by the natural working of competition were it not for this additional obstruction.

Mr. W. H. Seward arrived here, in the P. and O. steamer *Travancore*, from Shanghai, on Christmas day. After leaving Hong Kong, Mr. Seward intends to visit Manila and the Straits.

The Rev. J. Legge, D.D, on Dec. 14 inaugurated a series of lectures in the Union Church. His subject was "Confucius, the Sage of China."

The Canton correspondent of the *China Mail* thus describes the recent *fracas* at Kunsh on the occasion of a picnic:—Precautionary placards had drawn together an immense crowd. The very first boat load of people who landed from the *Feeloong* proceeded to charge the crowd, in order, presumably, to drive them

Digitized by Google

off their own village green and leave space for the foreigners. This created much terror and confusion among the villagers; but notwithstanding, the ladies got landed and en route for a neighbouring monastery without any mishap. A large crowd followed, of course, and the children were noisy and troublesome, as might have been expected. A request was just about to be made [illegible] less noise and crowding, when suddenly the gallant Cap[illegible] for —— rushed at the crowd with a thick stick, with which he tain [illegible]ured everybody who came in his way. Justly incensed at belab[illegible] discreet behaviour the rustics raised a cry of "ta" (hit this in[illegible]) stones were thrown. An attempt was made to con him), an[illegible] picnic, but all chance of peace and quietness was at an tinue the [illegible] crowd declined to "move on," and the disgusted end. The [illegible] retreated to their steamer amidst the laughter of merry-makers [illegible] the villagers.

The fifth ordi[illegible]nary meeting of the shareholders of the China Traders' Insuranc[illegible] Co. (Limited) was held at the company's office, No. 48, Queen's-roa[illegible], on Dec. 21, Mr. G. I. Holland in the chair. The report, which [illegible]was adopted unanimously, shows that, after carrying forward to the next year's account $30,620 for premia received in respect of risks taken before October 31st, but not yet terminated, and after carrying forward $71,753.83 to suspense account to meet unsettled claims put forward, there remains a balance to the credit of profit and loss account, in respect of transactions already closed of $190,000, available for dividend of the company for the year. $47,500 to be carried to the reserve fund and invested by the committee, $47,800 to be divided *pro rata* among contributing shareholders, and the sum of $95,008, or $475 per share, to be paid to shareholders as general dividend. The two retiring directors, Mr. Hitchcock and Mr. Kaye, and the auditors, Mr. Sage and Mr. Inkes, were re-elected, and an extra allowance of $100 per month granted to the general agents, who have been under considerable ($3,000 per annum) in removing the office of the company to Queen's-road, whereby the business of the company has been materially increased.

COCHIN CHINA.

SAIGON.

The United State Consulates at Saigon has been suppressed. We observe by the last advices there were 29 vessels in harbour, and as none of these were German it would seem that all the ships under that flag had made good their escape. The shipping in port consisted of 12 British, 13 French, 2 American, 1 Swedish, and 1 Chinese vessels. Accounts from the interior describe the crops as abundant and trade generally very active.

There had been an active demand for rice on the part of the Chinese for shipment to Hong Kong, and all old grain at market had been eagerly bought up and shipped. New grain was being brought forward, and several small cargoes had been sent to Singapore. There was some demand existing for Japan, and first contracts of new Gocong had been made for shipment to that quarter. No purchases of new grain had been made for Europe, but several cargoes of old had been taken by French vessels on owners' account.

SIAM.

BANGKOK.

The *Siam Weekly Advertiser* says that a new fort is being erected in Krung Charoen-street. It will be able to sweep the Krun Charoen-street up and down, effectually preventing all access to the First King's Palace from the south on that street, and effectually sweeping both sides of the cross street, and preventing the approach of people from the east or the west on that street to force their way to the palace up the Krung Charoen-street, where it is bisected. There will probably be a similar one where the above-mentioned cross street bisects the Krung Bamrung-muang-street. If one is constructed here it will protect and prevent the rush of masses to the palace on the north side. Those in possession of these two forts will have the entire city within the walls at their mercy. When in possession of the friends of the King, his Majesty will be perfectly safe from a land attack of masses of men with small arms, and if they ever fall into the hands of the enemies of the King, his Majesty's hope could only be found in successful flight. These forts, however, would be perfectly useless if the city was attacked by vessels from the river. If forts are constructed in these positions, the four corners of the bisecting streets must be greatly modified, to leave ample room for a thoroughfare all around them.

Siam is quietly but still surely increasing her navy. We notice three vessels on the stocks, and, by the close of another year, they will be launched, fully equipped and manned. In fact, since 1865, the Siamese Government has given special attention to the increase of her navy. The *Impregnable*, one of the neatest and smartest of the Siamese men-of-war, was, we believe, the first vessel ever really commissioned by them, and that was in 1865, when an European was appointed to her, with the rank of commander. For the next three successive years, Commander Walrond retained the command of this vessel. In 1868, Commander Walrond was appointed to the *Siam Supporter*, with the rank of captain. The *Siam Supporter* is the largest man-of-war which the Siamese possess, being about 700 tons burthen, and armed with two pivots (Armstrongs) and six broadside guns.

We learn that the new lighthouse at the entrance to the river has been so far completed that it was expected it would have been ignited before this, but the foundation being of a very unstable nature, it has settled considerably, and may hinder the appearance of the light for an indefinite period.

The Siamese authorities are not only drilling men for soldiers, but they are forming a brigade of elephants, and are daily exercising them near the palace of H.M. the Wang Looang.

With reference to the report of a new grammar of the Siamese language being about to be published by Dr. J. T. Jones, the *Bangkok Summary* states that Dr. Jones has been dead for thirteen years, and the new publication is undertaken by the Rev. S. J. Smith.

The new buildings in the street leading to Wat Sakate (Babel's modern tower) are to be two-storied, of a uniform height, and having an airy verandah on the second story. This is a step in the right direction, and one that strikes at the root of an old Siamese prejudice, viz.:—Their decided antipathy to live in the lower story of a house where any person, especially women, are living in the apartments over-head. This old superstition has now, we hope, received its death-blow.

JAVA.

BATAVIA.

The *Java Bode* of the 28th Dec. furnishes the following particulars of an intended mutiny amongst the foreign soldiers of the Netherlands Indian Army:—"We learn that the military authorities at Batavia have, through the fidelity of a Swiss, got into their hands the threads of a conspiracy formed by foreign soldiers belonging to the Netherlands Indian Army, with the object of effecting a rising at various places. The ringleaders appear to be in garrison at Buitenzorg; for there have been at least fourteen Swiss taken into custody there, and the conspiracy had ramifications at Weltevreden, Cheribon, and perhaps at some other places. By means of intercepted letters, written in a dialect unintelligible to strangers, but deciphered by the help of an officer acquainted with that dialect, the persons concerned have been discovered and made harmless. The evening of Dec. 31 or New Year's day had been chosen by them for the carrying out of their criminal plans."

[This information explains the meaning of Reuter's telegram which we published in our issue of the 9th ult., which, it will be remembered, was the first telegram received by the new Singapore and Batavia line.—ED. *L. & C. T.*]

STRAITS SETTLEMENTS.

SINGAPORE.

Dates are down to the 4th Jan. On the 23rd Dec. the P. and O. steamer *Malacca* arrived with the English mail of the 18th November, and on the 29th the *Donnai* came in with the French mail and London letters to the 25th November.

The *Straits Times* says the Christmas and New Year holidays were accompanied by an almost incessant downpour of rain, which effectually prevented all out-door enjoyment, and rendered many of the roads all but impassable.

The beginning of the year, however, though the weather has been unpropitious and commercial matters are stagnant, is marked by events likely to exert a favourable influence upon the trade of the colony. On the first of January the new Bankruptcy and the Debtors Ordinances came into force. The amount of dishonesty that has prevailed among the native traders under the old law, and which has reached a climax during the past year, entailing very serious losses upon the European merchants here, leads us to hope for a great improvement in this respect from the operation of the new law during the present year.

Another event likely to prove of great importance to mercantile interests is the opening of direct telegraphic communication between this colony and England, by means of the submarine cable between Singapore, Penang, and Madras. This line will be supplemented this year by two more cables, one to Hong Kong, and the other from Java to Australia; until these are laid it is improbable that the line will be kept very busy, but when all is completed, it is quite possible one wire may prove insufficient for the work.

On the 21st Dec., the news was telegraphed to this from Penang that the King of Prussia had accepted the title of Emperor of Germany. The Germans here, of whom there are a considerable number, immediately held a meeting and prepared an address to his Majesty, congratulating him upon his accession to his new title, and expressing their loyalty. This address was telegraphed back to Penang to overtake the mail steamer, which would convey it to Galle, whence it would again be telegraphed direct to Berlin. Whatever may be the subsequent results of the change, if the newly made Emperor finds the rest of his subjects as loyal, he has little ground to fear any immediate internal opposition to his Empire.

Her Majesty's steamer *Algerine*, which left this on the 17th Dec. to inquire into the piracy committed on board the schooner *Sree Singapura*, went first to Malacca, where she found the

Digitized by Google

schooner repairing. She then took the schooner in tow, and proceeded to the mouth of the Selengore river—the scene of the piracy—and here captured four men who had been implicated in the piracy.

Captain E. E. Patterson, of the American barque *Alcyone*, rescued two Chinese from shipwreck, under remarkable circumstances, on his voyage from Amoy to this port. The natives had been driving about in a gale which had forced them from Formosa, since the 3rd or 4th November; they managed to subsist from day to day by catching fish and birds, which they ate, and for water they had merely what they could catch when it rained. But for the humane perseverance of Captain Patterson in working his ship up to them, attracted only by the light which they displayed as a forlorn hope, their fate must have been starvation in all its horrors. The boat had drifted S. W. ½ S. 1,000 miles during the thirty-two days, being an average of a fraction over thirty-one miles per day. When found the men were so exhausted that, one too weak to get on board the *Alycone* fell over and was lost.

The inquest on the bodies of the three Javanese pilgrims, whose death under suspicious circumstances we reported some time since, has been concluded. On analysing the contents of their stomachs arsenic was found in that of the boy, and also in the remains of the tea which they had been drinking. The jury returned a verdict of wilful murder against some person or persons unknown, but the Malay who lived in the house with the deceased has been detained in custody on suspicion, and will be dealt with before the magistrate.

We are glad to find that the good service done to these Settlements during many years by Mr. Abraham Logan have met a recognition from many of the old Straits people at home, both in his capacity of secretary to the Chamber of Commerce and in the public press. A complimentary letter, accompanied by a watch and chain, has been forwarded to Mr. Logan, at Penang, by Mr. Ed. Boustead, of Newman's-court, Cornhill.

Mr. Nai Naitre, formerly Siamese Vice Consul at this port, has received the appointment of Governor of Paknam.

The arrivals from home via the Suez Canal during the fortnight were the *Ada* on the 27th and the *Nestor* on the 29th December; and the departures for London by the same route were the *Elgin* on the 27th and the *Lord of the Isles* on the 30th December.

Commercial Report.

IMPORTS.

HANKOW.—The market for Grey Cottons had been fairly active; but with heavy arrivals prices had given way. Woollens, with the single exception of Camlets, had remained extremely dull, and sales were unimportant. Grey Shirtings: 7lbs. had been eagerly sought for, and considerable sales of "hard cargo" as well as "to arrive" were made at Tls. 1.80 to 1.83, but the demand had been more than satisfied out of subsequent large arrivals, and prices had fallen 5 candaroens per piece. Holders of 8¼lbs. had shown great desire to sell, meeting buyers at daily declining rates; closing prices, Tls. 1.74 to 1.80 for 7lbs., Tls. 2.18 to 2.23 for 8¼lbs., and Tls. 2.38 to 2.45 for 9¾lbs. White Shirtings: Enquiry very limited; prices without change. T-Cloths: There had been less business doing, chiefly attributable to firmer feeling shown by holders. Drills, with excessive imports, prices had declined; best English lowered to Tls. 3.08; season closing. Camlets: Demand confined to favourite chops; Scarlet saleable at Tls. 10.30 to 11.15 per piece; Black and Purple advanced. Metals—Lead: A sale at Tls. 4.75 per picul, showing a slight rise.

SHANGHAI.—Extreme quietness had prevailed throughout the fortnight. A slight inquiry for one or two articles of Plain Cottons for Chefoo had existed, but the whole business had been insignificant, and could not be classed higher than a retail trade; prices, generally, had declined. Grey Shirtings and nearly every description of Grey Goods were lower, the decline being most marked in Shirtings, which had fallen to Tls. 1 69 to 1.75 for 7 lbs., and Tls. 2.10 to 2.15 per piece for 8¼ lbs. Arrivals had considerably increased the stocks. White Shirtings: Business had been confined to resales by the natives of their former purchases, at slightly easier rates. T-Cloths: 6 lbs. and 7 lbs. had been inquired for, and a small business had resulted. Sales of ordinary 7 lbs.—15 by 15 count—had been made at Tls. 1.34 to 1.36, and fair to very good Mexicans at Tls. 1.47 to 1.52 per piece. 6 lbs. had depreciated to nearly the same extent. There had been no change in other Cotton Goods; regarding Woollens there is little to be said. C.P.H. Scarlet Long Ells had been sold at Tls. 5.02½, and ordinary chops assorted at Tls. 4.20 to 4.45 per piece. H.H. Assorted Camlets found buyers at Tls. 10.20 per piece; and a few Figured Lustres had changed hands at last quotations. Metals.—Iron: Some 8,400 bundles Nail Rods at Tls. 1.92 to 1 95 per picul for small sizes; other assortments not inquired for; quotations unaltered. Lead firm; principal holders refused to sell at Tls. 4.75 to 5; small transactions concluded at Tls. 4.50. Coals: Cardiff sold from ship's side at Tls. 10; fair inquiry for foreign account. English rates unchanged. American, less doing.

HONG KONG.—The market both for Cotton and Woollen goods had been dull and depressed; no improvement was anticipated before the Native New Year. Cotton Yarn: Market very dull, with a downward tendency. Grey Shirtings: Small business at a further decline. White Shirtings: Nothing doing. T-Cloths: 6 lbs., pressed for sale, and lower; 7 lbs., both common and good, difficult to move; 36-inch goods in moderate request. Spotted Shirtings: No business. Turkey Red Shirtings: Weak and declining. Brocades: Firm Chintzes: Very flat, and in excessive supply. Velvets: No demand. Drills: Fair demand, especially for Dutch, at current rates. Woollens: No business, prices nominally lower. Metals.—Iron: Market quiet; Soft Bar, 10 cents lower. Lead: Limited business, price tending downwards. Coals: The only arrival had been a small cargo of Cardiff, for which holders would not accept current quotations, and prices for both Australian and Cardiff had further advanced; for the former $8.50 could be obtained "for arrival;" English had not participated in the advance. Current quotations:—Cotton Yarn, Nos. 16 to 24, $106.00 to 114.00 per bale; 28 to 32, $112.50 to 117.50; 38 to 42, $132.50 to 140.00. Grey Shirtings, 7 lbs., $2.10 to 2.12½ per piece; 8.4 lbs., $2.62½ to 2.65; 9.12 to 10 lbs., $3.30 to 3.50. T-Cloths, 6 lbs., ordinary, $1.50 to 1.55; Mexicans, $1.70 to 1.75; 7 lbs., ordinary, $1.75 to 1.90; Mexicans, $2.00 to 2.25; 8 to 8.4 oz. (36 in.), $2.45 to 2.55. American Drills, $4.10 to 4.25 per piece; Dutch, $3.60 to 3.75; English, 4.00 to 4.05.

SINGAPORE.—Messrs. Boustead and Co.'s report contains the following:—Grey Shirtings: 8¼ lbs., in demand; sales at $2.55 to 2.57½; at the close held for the higher quotation. Stocks moderate; 7 lbs. very dull and lower, small transactions at $2.07½ to 2.10; 6 lbs. neglected, quotations nominal; 9 lbs. in light stock, moderate inquiry at $2.87½ to 2.90; 10 lbs. very slow of sale, at $3.15 to 3.17½. T-Cloths: Very limited demand, stocks heavy, except of 5 lbs. Maddapollams: A small transaction reported in 2¾ lbs., at $17½. Long Cloths unsaleable, prices nominal. 36-inch White Shirtings: Stocks heavy, low and medium in little demand; fine, fair inquiry. 45-inch in limited inquiry. White Spots dull; small transactions in 15 by 14 at $2.57½, and 14 by 14 at $2.55 to 2.52½. White Brocades dull; small sales at $2.82½ to 2.80. White Cambrics: Medium and low qualities neglected. A limited demand for 15-16 at $27½ to 28½, according to quality. Dyed Shirtings: Almost nothing doing in Plain or Figured. Dyed Brocades without inquiry. Velvets out of demand. Woollens without improvement, only small sales at low rates; some 12 lbs. Scarlet Long Ells at $7.25, and since offered at $7. Grey Yarn: All counts in little demand, at lower rates. 40s placed at $120 to 121, closing at the lower rate; 18/24s and 30s saleable to a small extent, at low quotations. Coloured Yarn dull, and sales showed a decline.

EXPORTS.

TEA.

HANKOW.—Business had been checked by dearth of supplies; arrivals had been of very inferior quality, but an advance of half a tael was asked, and when unobtainable, holders had preferred shipping to the Shanghai market. Settlements—1,196 chests, shipments 2,739 chests. Quotations were:—Oopacks, common, Tls. 13.7.5. Oonams, common, Tls. 11.6 per picul.

SHANGHAI.—Black: The amount of business transacted during the fortnight had been small. Prices showed no material alteration. Supplies had been on a fair scale for the time of year, and the stock on offer was slightly increased. News of European complications had caused buyers to be cautious, and the market closed quiet, at perhaps slightly weaker rates. Settlements for the fortnight, 4,200 chests; re-shipments on owners' account, 1,900 chests; stock, 40 chops, or 3,300 packages. Green: Transactions had been small, total purchases only amounting to 17,150 half-chests. No appreciable decline could be quoted in the prices paid for these, although the market appeared to have a downward tendency, as large stocks of almost unsaleable Teas were accumulating. The settlements had again been principally confined to the medium and lower class Teas, as the few fine chops on hand seemed to meet with little attention at the extreme rates demanded. Settlements for the fortnight, 17,150 half-chests; stock, 132 chops, or 61,810 packages of Teenkai, Fychow, and Moyune Teas; stock, 10 chops, or 4,759 packages of Shanghai-packed and Pingsuey Teas.

FOOCHOW.—A fair business had been in progress during the fortnight, interrupted towards the close by the race holidays. Settlements of Congou and Souchong amounted to 28,218 chests, and 1,768 half-chests of Oolong; and the arrivals had been 7,714 chests Congou and Souchong, and 1,150 half-chests Oolong. Congou: Dust and Siftings in little request, and purchases made at lower rates. Foochow Packed Dust freely offered at Tls. 4½ and Siftings at Tls. 6 without inducing business. Some little inquiry for Broken Leaf: the value had slightly declined. Ordinary Common fully maintained its former position, but was not in demand; bulk of the stock consisted of these lower grades. Buyers had paid attention chiefly to Good Common and Flavoury, for which they had paid about half a tael, and in case of some Teas with more decided flavour, fully a tael higher. Towards the close, some Teamen, anxious to realise, had accepted rather easier rates in order to make sales. Quotations: Dust and Siftings, Tls. 4½ to 7; Broken Leaf to Ordinary, Tls. 7½ to 11½; Fair to Good Common, Tls. 12 to 14½; Flavoury, Tls. 15 to 17; Good Flavoury, none on the market. Souchong: Moderate business, purchases amounting to 1,523 chests, of which some was taken at a decline on former rates. Quotations: Common, Tls. 12 to 15; Medium, Tls. 16 to 20. Oolong: Teamen had been holding out for higher prices than buyers would give, and business had accordingly been limited. One chop of 1,706 half-chests was settled at Tls. 24, and some small purchases had been made for England. Quotations nominal at Tls. 15 to 17 for common cargo, and Tls. 18 to 21 for fair to good cargo. Scented Teas and Flowery Pekoe neglected, owing to the undesirable character of the stocks. The only settlements consisted of 1,087 boxes Common Scented, at Tls. 14½ to 15¼.

AMOY.—Settlements of Oolong had been 603 half-chests at $14 to 22 for Low Common to Fair Cargo, and the season had closed; only 120 half-chests remaining in stock.

CANTON.—In Scented Teas the settlements reported had been almost entirely of common kinds at former rates. The market was cleared of all the better grades, and although advices from home continued favourable, business had been very limited, there being very little demand for the common descriptions offering. One chop of Country Congou had been taken for England at Tls. 20.9. Settlements: Scented Orange Pekoe, 600 boxes at Tls. 20 to 24; Scented Caper, 5,000 boxes at Tls. 11.50 to 26; Gunpowder, 1,000 boxes at Tls. 12.50; Country Congou, 622 chests at Tls. 20.90.

Digitized by Google

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular.—The activity mentioned in our last has entirely ceased since the receipt of advices announcing the difficulties arising on the Eastern question, foreigners generally declining to pay present rates in the face of a drooping market at home native dealers, however, cannot be induced to lower their prices more than Tls. 10, and at that reduction about 500 bales have been settled. Stocks have gradually increased. The following are a few of the purchases:—Old Lion, Tls. 542½; No. 3 Gold Lion, Tls. 500; Green Elephant, Tls. 480; Hangchow Tsatlee, Tls. 450; Re-reeled Hainin, Tls. 580; Re-reeled Tsatlee, Tls. 575; Medium Szechuen, Tls. 360. Some Kahings have been taken in barter at Tls. 500 proportion, 24s. 9d. for Ting How and Gnanling.

CANTON.—A few bales, principally fine Loonkongs, had been purchased for London. For medium descriptions prices may be considered easier, but the quotations for fine kinds had advanced, owing to these descriptions daily becoming scarcer, and the steadily-continued demand for them for America, for which market fine Tsatlee Reels had been taken. Settlements: For Europe, 150 bales; for America, 300 boxes.

JAVA, SIAM, AND STRAITS PRODUCE.

BANGKOK.—Rice: Dearer, owing to favourable advices from China. Sales of Namuan Mill cleaned at $1.45, and of Nasuan at $1.60 per picul, equal to 5s. 10d. and 6s. 5d. per cwt. respectively f.o.b. outside the Bar. Harvest prospects were excellent, but supplies of old grain were inadequate to demand, and prices were likely to advance. Sapanwood: Neglected. Sticklac: No supplies. Gum Benjamin: Good quality held for Tls. 120 per picul. Gamboge: None in the market.

SINGAPORE.—There had not been much change in quotations since last mail. There had been a steady demand for most articles, and a fair amount of business had transpired. Gambier was in good demand, and the price was slightly firmer; about 1,450 tons had been contracted for at $2.85 to 2.87½ per picul. Black Pepper rising—contracted for at $9.15 to 9.30 per picul, dealers asking a further advance; the new crop is coming in slowly. White Pepper nominally much higher, and could not be procured. Bontyne Coffee in good demand; quotations showed an upward tendency, market cleared at $11.70 per picul. Tin advanced on the receipt of telegrams of a rise on the Home market; good demand; market nearly cleared. Pearl Sago firmer, and in fair request; a moderate business done. Sago flour steady, supplies readily taken up. Tapioca unchanged; supplies less plentiful; little business; price firm.

BATAVIA.—Arrack, f.72.50 per leaguer; small transactions. Cloves: f.25 per picul nominal. Coffee: The Government sale held on December 17 averaged as follows:—10,000 piculs Preanger, f.33.47; 10,000 piculs Samarang, f.32.46; 5,000 piculs Kadoc, f.32.87; total, 25,000 piculs. Gutta Percha: f.100 to f.150 per picul; in less request. Gum Dammar: f.27 per picul; few arrivals. Hides: Cow, f.30 to f.40; Buffalo, f.21 to f.27 per lb.; sales. India-rubber: f.96 to f.100 per picul; only small parcels are coming to market. Mace: f.150 to 190 per picul; sales. Nutmegs: f.90 to 110; small supplies. Rice: Table, none in the market; first quality, f.155 to f.165 per coyang; second quality: f.130 to f.140 per coyang; cargo, f.100 to f.110 per coyang. Rattans: Borneo, f.11 to f.13 per picul; Padang, f.8 to 9.25 per picul. Sapanwood: Manila, no stocks; Java, f.2.50 to f.3. Tin: Billiton, none in the market; last average price f.73.82.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cases
From June 1 to Nov. 30, 1870	10826	62095307	34444638	349447	8559729	105460147	25221
Corresponding period last season	...	63066126	41650584	1849918	11543353	117704554	28205

Shipments Since:

Dec. 7 per Brockham	From Foochow	... 1,426,891	
— 12 ... Minnie	... Do.	... 563,209	
— 12 ... Elgin (str.)	... Shanghai	... 1,275,225	397
— 13 ... Orissa (ml. str.)	... Do. &c.	... —	772
— 14 ... Lord of the Isles (str.)	... Shanghai & Canton	... 1,035,179	165
— — ... Kate Carnie } — — ... Corea }	... Canton	Cargo not reported.	

TO THE CONTINENT.

							Bales
From June 1 to Nov. 30 1870	...	...	...	...	...	1038730	5430
Corresponding period last season	...	...	...	...	...	1476590	9764

Shipments Since:

Dec. 13 per Orissa (ml. str.)	From Canton	... —	9

TO UNITED STATES.

							Pcls.
From June 1 to Nov. 30, 1870	...	...	...	...	...	29530746	1301
Corresponding period last season	...	...	...	...	...	19499266	623

Shipments Since:

Dec. 3 per John Worster	From Canton	... —	140
— 5 ... The Caliph	... Foochow	... 980,834	
— 7 ... Nellie Abbott	... Shanghai	... 485,583	
— 8 ... New York (str.)	... Do.	... —	27
— 13 ... Oregonian (str.)	... Do.	... 102,36[illegible]	182
— 13 ... Annie Gray	... Do.	... 696,524	

TO AUSTRALIA.

From June 1 to Nov. 30, 1870	9,730,293 lbs.
Corresponding period last year	10,591,897

Shipments Since: None.

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	...	...	...	51,022,600	...*
" 1845 to 1846	...	...	...	57,334,200	18,604
" 1850 to 1851	...	...	...	63 972 000	22,143
" 1853 to 1854	...	...	...	77,327,800	61,280
" 1855 to 1856	...	...	...	92,240 300	50,487
" 1857 to 1858	...	...	...	76,990,255	68,315
" 1858 to 1859	...	...	...	65 789,792	83,134
" 1859 to 1860	...	...	...	85,560,452	64,169
" 1860 to 1861	...	...	...	90,066,160	70,640
" 1861 to 1862	...	...	...	109,854,040	79,190
" 1862 to 1863	...	...	...	121,273 580	72,887
" 1863 to 1864	...	...	...	117,463,586	46,677
" 1864 to 1865	...	...	...	121,236 870	32,315
" 1865 to 1866	...	...	...	118,333 042	62,890
" 1866 to 1867	...	...	...	118,423,220	50,052
" 1867 to 1868	...	...	...	116 890,430	57,449
" 1868 to 1869	...	...	...	142 789,804	70 912
" 1869 to 1870	...	...	...	139,740,193	63,867

* Including the Continent.

SHANGHAI SETTLEMENTS OF TEA.

From 1st June to 20th December, Season 1870 *to* 1871.

(NORTH CHINA HERALD.)

BUYERS.	BLACK TEA. Chests.	BLACK TEA. ½-Chests.	GREEN TEA. ½-Chests.
Adamson, Bell, and Co.	27,895	10,198	27,629
Barnet, G. and Co.	—	2,024	—
Birley, Worthington, and Co.	84,389	15,851	18,226
Blain and Co.	10,942	16,111	2,500
Bourjau, Hubener, and Co.	1,055	804	—
Brand, Monro, and Co.	10,675	6,683	16,800
Bull, Purdon, and Co.	2,689	3,582	2,830
Butterfield and Swire	8,724	5,188	10,126
Chapman, King, and Co.	9,840	11,579	3,007
Cock, A.	37,952	8,892	—
Dent and Co.	4,583	2,081	—
Dent, Alfred and Co.	7,525	1,751	890
Dickinson and Co.	3,119	3,008	—
Drysdale, Ringer and Co.	2,564	6,591	2,089
Fogg and Co.	—	—	5,827
Gamwell, F. R., and Co.	440	802	2,963
Gibb, Livingston, and Co.	17,473	5,812	9,382
Gilman and Co.	20,972	26,087	10,197
Glover, Dow, and Co.	1,540	—	—
Heard, Augustine, and Co.	3,665	2,220	45,351
Hogg Brothers	7,528	4,256	6,351
Holliday, Wise and Co.	4,138	1,511	1,536
Jardine, Matheson, and Co.	16,692	4,986	12,988
Little and Co.	7,329	3,740	51,509
Olyphant and Co.	11,032	10,321	43,041
Overbeck and Co.	1,748	1,100	1,131
Overweg and Co.	11,775	4,668	—
Petrocochino and Co.	1,717	3,139	4,127
Pustau and Co.	2,368	4,100	—
Reid and Co.	8,252	8,486	7,230
Reiss and Co.	22,978	14,441	3,090
Rothwell and Co.	4,817	1,305	4,840
Russell and Co.	3,085	1,366	17,868
Sassoon, David, Sons, and Co.	3,458	—	—
Shaw Brothers and Co.	1,022	1,098	928
Smith, Archer and Co.	1,293	680	9,927
Tate and Hawes	12,110	7,857	12,133
Textor and Co.	215	1,589	—
Thorne Brothers and Co.	11,441	4,696	15,881
Turner and Co.	11,959	4,214	244
Weston and Co.	7,122	4,437	568
By Sundries	139	774	—
Total	368,205	216,963	351,003

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 17th December, 1870.

(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co.	770	Meynard and Co.	40
Balfour, F. H.	410	Milsom and Tod	1,015
Barnet and Co.	968	Nachtrieb, A., and Co.	513
Birley, Worthington, & Co.	508	Petrocochino and Co.	165
Birt and Co.	188	Pila and Co.	133
Bland, J.	150	Pustau, W., and Co.	35
Borntraeger and Co.	422	Reid and Co.	85
Bourjau, Hubener, and Co.	227	Reiss and Co.	88
Bovet, Brothers and Co.	220	J. S. Robison	58
Bower, Hanbury and Co.	1,602	Russell and Co.	1,281
Brand, Monro, and Co.	1,980	Remé, Wm., and Co.	895
Bull, Purdon and Co.	20	Sassoon, D., Sons, and Co.	150
Chapman, King, and Co.	186	Sassoon, E. D. and Co.	16
Chinese	165	Scheibler, Matthaei, and Co.	511
Cumine and Co.	56	Seare, Essex, and Co.	558
Dent and Co.	174	Shaw Brothers and Co.	578
Dickinson and Co.	8	Siemssen and Co.	623
Fogg and Co.	168	Skeggs and Co.	1,620
Gamwell, F. R.	562	Smith, Archer, and Co.	194
Gibb, Livingston, and Co.	374	Textor and Co.	862
Gilman and Co.	1,194	Thorne Brothers and Co.	229
Glover, Dow, and Co.	266	Trautmann and Co.	63
Heard, Augustine, and Co.	554	Turner and Co.	328
Helbling and Co.	44	Westall, Brand, and Co.	148
Hogg Brothers	360	Sundries	2,900
Jardine, Matheson, and Co.	816		
Jarvie, John, and Co.	1,348	Total bales	26,797

Digitized by Google

TEA CARGOES EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
Aug. 15	Jas. Wishart	Shanghai	1,064.862
„ 20	Juanpore	„	536,707
„ 27	Araby Maid	„	1,229.400
Oct. 1	Ornate	„	966.500
„ 4	City of Aberdeen	„	730.200
„ 6	Veronica	„	410,800
„ 15	Clara	„	1,235,700
„ 21	Star of China	„	993,800
„ 22	Carricks	„	1,190,700
„ 23	Alice	„	874,700
„ 24	Glenavon	„	1,197,200
„ 28	Tamerlane	„	1,089.400
„ —	Jumna	„	1,098,200
Nov. 7	Alonza (s.)	„	409,500
„ 9	Hindustan	„	1,142.200
„ 24	Tyburnia	„	1,183,900
„ 28	Queen of the Age	„	1,020,900
„ 30	Dundonald	„	665.300
Oct. 24	Kaisow	Foochow	1,085.500
„ 4	Kjobenhavn (Falmouth and orders)		418,300
„ 24	Margaret Falconer	„	498.000
„ 25	Magellan	„	809,000
„ 29	Douglas Castle	„	1,002,800
Nov. 2	Guinevere	„	1,128,000
„ —	Taitsing	„	1,069,800
„ 9	White Adder	„	1,293,200
„ 15	Aurora Australis	„	652,900
„ 17	Borealis	„	1,260,500
Oct. 24	Cathaya	Canton	716,200
„ 27	Tamesa	„	879,500
Nov. 24	John Lidgett	„	971,600
„ —	Seabird	„	10,000
Dec. 8	Fair Leader	„	500,900

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company	500	500	132	6 p.c.
Shanghai Gas Company	100	100	125	12p.c.
Shanghai S.N. Company	100	100	109	12p.c.
S. Tug and Lighter Company	850	850	300	None.
French Gas Company	50	50	53	None.
Hong K. Fire Insurance Co.	$1,000	$200	$500	12p.c.
North China Insurance Co.	Tls.1,000	Tls.200	Tls.525	Trienl.
North China Steamer Company	500	500	110	20p.c.
Union S.N. Company	100	100	79	12p.c.
Yangtzee Ins. Association	500	500	710	15p.c.
Union Insurance Society	$5,000	$1,000	$2,650	—
China Traders Co. (Limited)	5,000	1,000	2,600	400p.sh

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	—	—	—
Shanghai „ „	5s. 9½d.	5s. 10d.	5s. 10½d.
Canton „ „ / Hong Kong „ „ / Macao „ „	4s. 4d.	4s. 4½d.	4s. 4½d.
Singapore „ „	4s. 5d.	4s. 5½d.	4s. 5¾d
Manila „ „	4s 1d.	4s. 1½d.	4s. 1½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303	226½
„ Hong Kong	25 to 25½ dis.	—
Bar silver	111.5.0	8 prem.
Mexican dollars	75.0.0	½ to 1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 18; Old, 24½ per cent. prem.
Hong Kong Gas Company, 48 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,000 dols. premium.
Hotel shares, 75 to 80 per cent. discount.
Hong Kong and Macao Steamboat Company, 36 dols. premium.
Hong Kong Fire Insurance Company, 285 dols. to 290 dols. premium.
Union Insurance Company, 1,000 dols premium.
China and Japan Marine Insurance Company, Tls. 99 premium.
China Fire Insurance Company, 62½ dols. premium.
Victoria Fire Insurance Company, 38 dols. to 40 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.
North China Insurance Company, Tls. 320 premium.
Shanghai Steam Navigation Company, Tls 14 premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Dec. 7, Portland; 11, Black Adder; from Cardiff, 6, Jylland; from London, previous to Jan. 19, Antipodes, Albuera, Carmarthenshire, London Castle, Mary (reported by telegram).

At HONG KONG and CANTON.—From London, Dec. 23, John O'Gaunt; 25, Mirella; from Cardiff, 12, Luise Struve; from Callao, 16, Cecilia; from Glasgow, 10, Lochken; from Liverpool, 19, Bengal (str.); from London, previous to Jan. 25, Penrith, Unos (str.), Ada (str.), (reported by telegram.)

At PENANG.—From London, Jan. 30, Bristow (reported by telgram).

At SOURABAYA.—From Europe, Maria (reported by telegram).

At MANILA.—From Liverpool, Dec. 16 Kalahome.

At SINGAPORE.—From London, Dec. 27, Ada (str.); from Liverpool, Nestor (str.); from Cardiff, 21, Venus.

At BATAVIA.—From London, Dec. 15, Hedwig; from England 16, Preciosa; from Clyde, 25, County of Argyle; from Europe, previous to Jan. 2, Alcoyne, H.M.S. Argus, Christina Maria, President van Ryckevorset, Triton, Vertrouwen; from Cardiff, previous to Jan. 12, Dr. Peterman; from Shields, Gebroebers (reported by telegram.)

At GALLE.—From China, Jan. 24, Great Northern (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Dec. 12, Elgin (str.); 14, Lord of the Isles (str.); for New York, Dec. 9, Nellie Abbott; for London, Jan. 4, Sydenham (reported by telegram).

From FOOCHOW.—For London, Dec. 8, Brokham; 14, Minnie; for New York, 4, The Caliph; for London, Beemah (reported by telegram).

From HONG KONG and CANTON.—For London, Dec. 20, Euphrosyne, Lord of the Isles (str.); for New York, 22, Kingfisher, Deerfoot (reported by telegram).

From MANILA.—For Liverpool, Dec. 19, Serafin; for Falmouth, via Cebu, 8, Peterborough; for Cork, Noranside; for Boston, Mindoro; for Cadiz, 10, via Cebu, Reyna de los Cielos.

From SINGAPORE.—For London, 27, Elgin, (str.); 30, Lord of the Isles; for Boston, Dec. 27, Napier.

From BATAVIA.—For Holland, Dec. 15, St. Antoine; 18, Jason; 26, Alblasserward; 27, Gysbertus Hermanus Schiedam.

VESSELS LOADING.

At YOKOHAMA.—For New York, C. T. Ray.

At HIOGO.—For New York, Latona.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded, and Rollo.

At SHANGHAI.—For London, Jason, J. S. Stone, Achilles (str.), Sydenham; for New York, Levi Stevens.

At FOOCHOW.—For London, Beemah, Gresham, Evelyn, Harrington; for New York, Caernavonshire, Glamorganshire.

At HONG KONG and CANTON.—For London, Deerfoot; for New York, Maori, James Shepherd.

At MANILA.—For London, Angela, St. Peter; for United Kingdom, Peterborough; for Cadiz, Concita; for New York, Aberdeen, Golden Fleece, Chattanooga; for Boston, White Swallow.

At BATAVIA.—For Channel, St. Helen's; for Greenock, Premier, County of Nairn; for New York; for Boston, Susannah Johanna, Borneo, Bengal, Louise, Aurelie; for Amsterdam, Glenco, Granite City, Arabia, Netralennia, Vice-Admiral May, Nyassa, Albion, Senior, Aristos, Hosea Rick, Picard, Electric; for Rotterdam, Somerset, Kortenaer, Samarang, William Poolman, Jamsetjee, Mina, Laurens Koster, Jedo, Ridderkerk, Mary and Hillegonda, Albert Victor, Sophia, Kon der Nedel, Allegonda Jacoba, Noach III, Wemyss Castle, Julie, Nation's Hope, Lord Raglan, Prinses Amalia, Hedwig, Nyverheid, Neptunas; for Copenhagen, Alice, Gorgen Lorentzen.

At SINGAPORE.—For London, Aunt Lizzie; for New York, Sally Brown; for Boston, Jungfrau, Victor, Rainbow; for Bordeaux, Malacca; for Marseilles, Isaure.

At PENANG.—For London, La Plata.

FREIGHTS AND CHARTERS.

At YOKOHAMA and NAGASAKI.—For London, £2 10s. to £3.

At SHANGHAI.—The rate to London, per steamer, is £2 10s., and for sailing ships, £2 per ton; to New York, £3 to £3 10s.

At FOOCHOW.—To London, £2 10s. to £3 per ton of 50 cubic feet; to New York, £3 per ton of 40 feet.

At HONG KONG AND CANTON.—To London, £1 10s.

At MANILA.—The only charter to report is the Peterborough, to load at Cebu for United Kingdom at £2 10s. sugar, and £3 5s. hemp.

At BATAVIA.—To Holland, sugar f.85, coffee f.80.

At SINGAPORE.—The rate to London for sailing vessels is nominally £2 to £2 10s.; per steamer, £2 to £2 10s.; dead weight, £2 10s; £3 light cargo.

At PENANG.—None.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Dec. 10	Caprera	Samarang	Rotterdam
„ 14	Hedwig (Swed.)	London	Batavia
„ 14	Argonaut	Shanghai	New York
„ 14	Cosmopolite (Fr.)	Macao	Callao
„ 15	Empress of India	Singapore	Liverpool
„ 15	John Worster (Ame.)	Whampoa	New York
„ 15	Queen of the Age	Shanghai	London
„ 16	Elizabeth A. Oliver	Manila	New York
„ 18	Belle	Amoy	„
„ 18	Walton	Manila	London
„ 19	Nereus (Dutch)	Newcastle	Samarang
„ 19	Sea Bird	Macao	Falmouth
„ 19	John Lidgett	„	London
„ 19	Mongol (French)	Saigon	Falmouth
„ 19	Polly Lewis (Ame.)	Cardiff	Singapore
„ 20	Fair Leader	Macao	London
„ 20	Abbie Bacon	Yokohama	New York

Digitized by Google

„	20	...	Vistula (Russian)	...	Macao	...	Callao
„	21	...	Mindora (Amer.)	...	Manila	...	Boston
„	21	...	Alphington	...	Ilo Ilo	...	London
„	21	...	Horatio (Amer.)	...	Yokohama	...	New York
„	22	...	Brockham	...	Foochow	...	London
„	22	...	Noranside	...	Manila	...	Channel
„	22	...	Island Queen	...	Bangkok	...	Marseilles
„	23	...	Jacoba Christina (Du.)		Falmouth	...	Sourabaya
„	24	...	Top Gallant (Amc.)	...	„	...	Batavia

REPORTS AND CASUALITIES.

North German ship Willy Rickmers, New York to China, put into Singapore for shelter from French cruisers.

LATEST TELEGRAMS.

BURNING OF THE SHANGHAI CONSULATE.

SHANGHAI, JAN. 19.—The Consulate has been totally destroyed by fire; the archives have been burnt; the building was uninsured; the cause of the fire was purely accidental.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED FEB. 1.)

HONG KONG, JAN. 25.—Water twist, 16-24, $1.05. Cotton: Bengal, fair medium, $14½. Tea: Firm, active demand; total export (China and Japan), 119,000,000 lbs. Exchange on London, bank bills, six m.s., 4s. 4d.

SHANGHAI, JAN. 19.—Grey Shirtings, 6½ catties 8¼ lbs., Tls. 2.15. otton, Shanghai, Tls. 14. Tea: Quiet, unchanged. Silk: Firm, active demand; settlements since departure of last mail, 1,900 bales; export to date (China and Japan), from commencement of season, 38,000 bales. Exchange on London, bank bills, six m.s., 5s. 9¾d.

STRAITS SETTLEMENTS.

(RECEIVED FEB. 3)

SINGAPORE, FEB. 1.—Grey Shirtings, 8¼ lbs., $2.65; 7 lbs., $2.07½; T-Cloths, 6 lbs., $1.50; Mule Twist, 40's, $118 (?); Exchange on London: Bank bills, six m.s., 4s. 5d.

JAVA.

(RECEIVED FEB. 1.)

BATAVIA, JAN. 2.—Java Coffee, f.28; Rice, f.155 to f.165; Indigo, f.4½; Arrack, f.90. Exchange on Holland, f.102 (?) to f.101.

Telegrams from Hong Kong to the 25th January report the total export of Tea to be 10,000,000 lbs. less than during the corresponding period of last season.

SHIPPING POSTSCRIPT.

ARRIVAL NOT IN THE TABLES.—Feb. 3, at London, from Foochow, Kaisow; Feb. 3, at London, from Maulmain, Glenara; 5, from Hong Kong, &c., Alonso (str.).

DEPARTURES.—Feb. 3, from London, for Penang, Singapore, Hong Kong and Shanghai (via S.C.), Glendarroch (str.); 4, for Singapore and Hong Kong (via S.C.), Belgian (str.); Jan. 21, from New York for Hong Kong (via S.C.), Arizona (str.).

LAID ON.—At London, for Shanghai, Kaisow; for Hong Kong, Melbrek.

SPOKEN.—Singapore (str.), for China (via Suez Canal), Jan. 21, about 100 miles S. by W. of Cape Finisterre; B. L. M. K. (Salada, of Greenock), Singapore to Liverpool, Dec. 26, 12 S., 12 W.

CASUALTIES.—The Dunedin, M'Millan, from the Clyde, to Yokohama, which put into Falmouth, Jan. 17, with loss of sails, sailed thence for her destination Feb. 2. The Xulla, Howes, from Singapore to Hamburg, put into Grimsby, having driven athwart hawse of the Victoria in the Roads; both received damage.

MISCELLANEOUS.—At Mauritius, Auffredy, Guillore, from Saigon; at St. Vincent, C.V., Jan. 9, John Fonght, Eriksen, sailed for Singapore.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

D'ARTH—On the 3rd Feb., at Aborfield, Reading, the wife of the Rev. Wyndham C. H. Hughes D'Aeth, of a son.

JOHNSTON—On the 1st Feb., at Fairfield, Harrow Weald, Mrs. A. R. Johnston, of a son.

PRICE—On the 10th Dec., at Foochow, Mrs. W. G. Price, of a son.

RICHARDSON—On the 19th Dec., at Restalrig-house, Swatow, Mrs Richardson, of a daughter.

SARGENT—On the 30th Jan., at Dale House, Upper Norwood, the wife of Colonel J. N. Sargent, C.B., of a daughter.

SMITH—On the 23rd Dec, at Tanjong Pagar, Singapore, the wife of Reginald H. Smith, of a son.

TROLL—On the 9th Dec., at Penang, the wife of J. Troll, Esq., of a daughter.

WACHTELS—On the 14th Dec., at Hiogo, the wife of H. P. M. Wachtels, Esq., of a daughter.

MARRIAGES.

BIDWELL—FABRIS.—On the 17th Dec., at the British Consulate, Shanghai, before W. H. Medhurst, Esq., H.B.M.'s Consul, and subsequently at Trinity Church, by the Rev. Canon Butcher, Henry Smith Bidwell, Esq., of Shanghai, to Carlotta Adele Stuart, second daughter of the late Antonio Fabris, Esq, of London, and Beckenham, Kent. No cards.

GROBIEN—WESTENDARP.—On the 19th Dec., at the residence of Herm. Melchers, Hong Kong, by Pastor E. Klitzke, Fritz Grobien, of Hong Kong, to Helene, the only daughter of the late George Westendarp, of Hamburg.

GRUPE—PLITT.—On the 21st Dec, at the residence of A. Hase, Hong Kong, by Pastor E. Klitzke, Professor Gustavo Grupe, of Manila, to Enrequeta, daughter of Pastor Charles Plitt, of Lubeck.

O'BRYEN—BURKE.—On the 1st Feb., at the Pro-Cathedral, Kensington, by his Grace Archbishop Manning, assisted by the Rev. Fathers Foley and Conolly, Basil, second surviving son of the late John Roche O'Bryen, Esq. M.D., to Harriet Matilda, youngest daughter of the late William Henry Burke, both of Thistle-grove, South Kensington. No cards.

ROSS—WITHERS—On the 2nd Feb., at Millbrook Church, by the Rev. A. C. Blunt, rector, assisted by the Rev. — Winterborne, John, second son of W. Ross, Esq., Fobdown-house, Alresford, to Eminie, youngest daughter of H. Withers, Esq., Redbridge, Southampton. No cards. Australian and China papers, please copy.

WAKEFIELD—PIERCE.—On the 17th Jan., in Newburyport, Mass., U.S.A., by the Rev. Randolph Campbell, Cyrus Wakefield, Q.C., recently of Singapore, to Annie, only daughter of Captain George Pierce. No cards.

DEATHS.

FARRELMANN—On the 20th Dec., at Hong Kong, Mr. Gerhard Farrelmann, a native of Bremen, aged 43.

KENT—On the 28th Jan., at Hazelhurst, East Moulsey, Surrey, Florence Hilda, the infant daughter of F. J. Kent, jun.

POTTS—On the 25th Dec., at the Seaman's Hospital, Hong Kong, of malignant small pox, George E. Potts, son of the Rev. Dr. Potts, of New York city, U.S.A., aged 33 years.

BRITISH SETTLEMENTS IN THE STRAITS OF MALACCA.

The general meeting of the Fellows of the Royal Colonial Institute was held last week in the theatre of the Institute of Civil Engineers, Great George-street, Westminster; Mr. JAMES A. YOUL in the chair. Prior to the commencement of the business of the evening, the chairman alluded in terms of the deepest regret to the lamented decease of Sir William Denison. He then called upon

Mr. LEONARD WRAY, who read a paper upon the British Settlements in the Straits of Malacca. The essayist set out by lamenting the ignorance generally prevalent in respect to these settlements, observing that they were unknown except among colonists and colonial merchants. The settlements comprised the island of Penang, Singapore, and Malacca, the latter of which he considered as identical with the Ophir mentioned in Holy Writ, whence gold was brought to Solomon. There were many rich tin mines, but mining enterprise was nipped in the bud by the onerous laws in force and the unjust mode in which they were administered. The settlement was not by any means in a flourishing condition, though for agricultural purposes the land and climate were everything which could be required. He traced the history of the settlements from the time the island of Penang was acquired by purchase in 1786 up to the present. The commerce was not great, but, though variable, yet on the whole there had been a general increase, especially during the past ten years, the imports showing an increase of 70 per cent. The labour market was well supplied with Japanese, Siamese, Chinese, Bengalese, &c., and in no part of the world were labourers better treated. Singapore was a free port. In ten years its commerce had increased 51 per cent., and he considered that the ever-increasing trade of Hong Kong had an inimical effect upon the trade of Singapore. Under the East India Company's rule land could be brought in perpetuity for $2½ per acre, but since it had become part of the empire the price had risen to something like $8 per acre.

An interesting discussion followed the reading of the paper, in which General Cavenagh (late Governor of Singapore), Mr. H. E. Montgomerie, Mr. Booth, Mr. Leveson and others, took part.

General CAVENAGH, with reference to the remarks made by Mr. Tidman, stated that it was true that one of the causes of the want of progress in Malacca was the tenour under which, for a long period, it was supposed that the greater portion of the land was held by a few of the old Dutch families, and the Government thus prevented from issuing freehold grants. This evil had, however, been grappled with, and any misconception that existed as to the relative rights of the State and the landed proprietors fully removed by the passing of the Malacca Land Act, by which the latter were permanently confirmed in their annuities, and the Government vested with full power to sell or lease all its waste lands. Under the powers thus obtained grants of large tracts had been made to Chinese speculators, and the cultivation of tapioca, to which Mr. Wray had alluded, had been carried on to a considerable extent; but it was not only necessary to give to speculators the power of obtaining and cultivating the soil—it was also essential to afford to them the means of conveying the fruit of their labours to the best market, and this also had been done by opening up the country in every direction by good roads. The results of these measures could hardly yet have been realised, but he believed that in due course they would be obtained, and that there was a bright future for the Settlement, and he need scarcely mention that he should watch its increasing prosperity with the greatest interest.

Mr. LEVESON doubted very much whether there were any good grounds for thinking the Mount Ophir of Malacca mentioned to be that spoken of in Scripture. It was more generally supposed by the people in the East to be a mountain of the same name, and twice the elevation in the interior of Sumatra, but either case was very problematical. He also took exception to Mr. Wray's remarks that the production of tin was falling of in the Straits of Malacca, being of opinion that the present supply is as large as it has ever been.

Digitized by Google

General CAVENAGH subsequently remarked that he believed it was in his power to explain an apparent discrepancy between the statements made by Mr. Wray and Mr. Leveson. The cessation of mining operations in the district of Kasang was not owing to the duty levied by Government, which was similar to that imposed in all Malayan States, but to the crude manner in which these operations were conducted. A Chinese miner simply cut an open trench, from which he removed the water by means of his endless pump; when the water gained on him he abandoned his digging and commenced work in some other locality; hence, his mining being merely on the surface, he never really exhausted the mineral supply; but having, it might be said, merely scratched over the earth, he started in search of virgin soil. Hence by degrees the greater number of the Chinese miners had left the British territories and migrated into the neighbouring native States of Salangore, Simjie Ujong, &c. Still the men belonged to Malacca, all their supplies came from that station, and many of them had their homes there, whilst all the tin obtained by their exertions was disposed of to Malacca merchants, and bore their stamps or chops. At one time there had been an intention of forming a company for the purpose of fully developing the mineral resources of the settlement, and the Government, had the intention been carried into effect, expressed its readiness to reduce the duty by one-half.

LEGAL.

DIVORCE COURT.

STONE V. STONE.

This was the husband's petition for a divorce, on the ground of his wife's adultery. Dr. Spinks, Q.C., and Mr. Lanyon were counsel for the petitioner, who was married to the respondent at Marseilles, in October, 1860, the petitioner at the time being Purser in charge of the Peninsular and Oriental Steam Navigation Company's station there. They resided there up to 1864, when they removed to Suez. After they did so they made the acquaintance of a person of the name of Antonio Filgerts, who became a constant visitor at the house. In November and December, 1866, the petitioner was absent on business, and while he was away this gentleman visited the respondent, and on several occasions slept with her, while the connection resulted in the birth of a child in May, 1867. This gentleman has since committed suicide, and the adultery was admitted by both parties to it.

The case was proved, and the Court pronounced a decree nisi with costs.

MORICE V. MORICE AND WALLER.

In this case the husband sued for a divorce on the ground of his wife's adultery with the co-respondent. Both the respondent and co-respondent answered and denied the adultery, but the case was in reality undefended. Dr. Spinks, Q.C., with whom was Mr. Bayford, appeared as counsel for the petitioner, who is in business in the City, having been engaged in China as a captain in the opium trade, and was married to the respondent in March, 1862. After the marriage they travelled in various places, in Scotland, on the Continent, and in China, where they became acquainted with the co-respondent, Waller, and became very intimate with him. On their return to China they took up their residence at Inverness-terrace, Bayswater, and there are two children the issue of the marriage. In 1869 the petitioner in the course of his business returned again to China, and he left his wife at their residence at Bayswater in charge of Mrs. Waller, the mother of the co-respondent, who had by this time returned home from England. The petitioner returned from China in July, 1869, and it was alleged that during his absence the co-respondent frequently visited the respondent and committed adultery with her. After his return he found his wife quite different from what she had been before. In July, 1870, she was confined, and soon after she went to Broadstairs, from which she wrote home making proposals for a separation, and informing him that the last child was not his. Ultimately the present suit was instituted.

After hearing the evidence the Court considered that the adultery had been proved, and pronounced a decree nisi with costs against Waller, the co-respondent.

THE DEATH OF MR. M. C. MORRISON.

The *Pall Mall Gazette* has the following remarks upon the death of Mr. M. C. Morrison, an event which it will be remembered was noticed in our columns some months since:—"As assistant and Chinese secretary, interpreter, and consul, until his retirement with broken health in 1866, he laboured indefatigably in the desire to effect something beyond the mere line of his duties—at one time supplying the place of a medical man among cholera patients at his post when none could be obtained, at another camped out for three months during a severe winter on the wreck of H.M.S. *Racehorse* taking place, in order to carry on communications with the Chinese for the benefit of the survivors, and, if possible, to save the ship. Before coming home, although with impaired health, he made a journey of 2,000 miles on horseback through parts of China where no European had before penetrated, to collect information as to trade routes between India and China, especially that which passes through Yarkand and across the Gobi to the north-western part of China Proper. This was made at his own cost without any extraneous aid or encouragement either from the Government or the mercantile communities. All these years of hard and cheerless work, added to the most self-denying and abstemious habits, probably injured his constitution, and brought him to a comparatively early grave last November; but this is the history of many whose lives are spent in the public service at such distant points, unhonoured and unknown beyond a narrow circle of personal acquaintances. The trade routes through Asia by which even in the days of the Roman Empire caravans found their way from China to the borders of Persia and India, must remain for other labourers to trace. The late Mr. Morrison had, indeed, collected at great cost of time and money a vast mass of information, with maps and other data; but it is to be feared the whole work has been left in too fragmentary a state to be turned to any account by other hands. He was busily engaged on a map until within a few days of his death, and it is much to be regretted on public grounds that he did not live to give something of completeness to his labours."

THE TEA TRADE AT HAMBURG IN 1870.—Notwithstanding the state of war in which Germany was plunged for nearly half the year, and accompanied as it was by a blockade of the Elbe for a couple of months, and the withdrawal of all the young men liable to serve in the army, yet it does not appear that the tea trade suffered so much as might have been expected—certainly less than any other branches of business. The year began with a stock of 14,153 chests, to which have to be added 32,180 chests, the quantity imported, making a total of 46,333 chests for the requirements of the trade. The sales of the year amounted to 30,869 chests, against 33,356 chests in 1869, thus showing a falling off of 2,487 chests; and as the imports were 2,315 chests less than in 1869, the stock on hand at the end of December was as nearly as possible the same as at the end of 1869. But though the imports and deliveries were not quite so large as in 1869, they both show a very considerable and marked increase over those of previous years. The great bulk of the transactions consisted of Congou, and whilst the prices of ordinary and low middling at the beginning of the year were remarkably low, and those of the finer descriptions out of all proportion higher in comparison, a reaction ensued in the second half of the year, by which the very reverse effect was produced, so that the quotations of good to fine middling were so low at the end of December as to attract the attention of speculators, by whom considerable purchases were made. There was a lively demand for Souchong, which lasted throughout the year, and prices remained steady all the time. Pekoe exhibited a tendency to rise all through the year, which was justified by the very reduced stock, and the falling off in the imports. The transactions in Caper, Pouchong, and Orange Pekoe were not important. In Green Teas, Toukay, Hyson, and Imperial commanded a fair amount of business; whilst, on the other hand, Young Hyson and Gunpowder were much neglected, and appeared out of favour. Reduced to quarter-chests, the total sales of the year consisted of 22,029 chests Congou, 4,108 do. Souchong, 17 do. Caper, 224 do. Pouchong, 1,868 do. Pekoe and Black Leaf Pekoe, 38 do. Orange Pekoe, 574 do. Hyson Skin and Toukay, 164 do. Young Hyson, 423 do. Hyson, 914 do. Imperial, and 520 do. Gunpowder. The greater part of the Tea was imported direct from China, and the remainder from England and Holland.

"THE TIMES" ON THE CESSION OF PONDICHERRY TO THE GERMANS.—"All we can say is that we shall regard the change of ownership with indifference, perfectly certain that, whatever Power holds the place, it will be in our hands within a few weeks after its owners give any cause of anxiety to our Indian Government. Pondicherry is a third-rate settlement, with no good port; as at other places on the same coast, persons and goods have to be landed by flat-bottomed boats, on account of the small depth of water and the violence of the surf." This is "tall talk" with a vengeance; but we cannot credit the leading journal with ignorance of the fact that the shelving shore of Pondicherry may be as easily fitted with a pier at which steamers of large tonnage can deliver persons and "goods" (whatever they may be) as they have done for some years at Madras, eighty miles off on the same coast, and under similar conditions. And it is, to say the least of it, a strange form of welcome for our new German neighbours to tell them that in a few weeks after they give cause for uneasiness they will be turned out. It is, however, possible that Pondicherry is itself in rather a hazy condition of mind on the subject of allegiance. Since the year 1672, when it was bought by the French from the King of Bejapore, it has hardly had a fair opportunity given it of becoming attached to its owners. It was taken from the French by the Dutch in 1693, and restored to them in 1697; it was besieged by the English in 1748; it was taken in 1761 by the army under Colonel Coote, and restored to the French at the peace of 1763. In October, 1778, it surrendered to the British forces under Sir H. Munro, and was again restored at the peace of 1783; it was again taken in 1793, again in 1803, and restored in 1815. It is now leaving the French once more, but there can be little doubt that it will return to them some day, when it is to be hoped it will be permitted to settle down at last.

MR. SEWARD ON THE YANGTSZE.—We learn that Mr. W. H. Seward, whose visit to Peking we lately reported, has since made an excursion up the Yangtsze; and we regret to find that he was attacked by a number of natives at Hankow. It appears that Mr. Seward and his party, accompanied by Mr. Hobson of the Customs and Mr. Fitz of Messrs. Russell and Co., went over the river from Hankow to Woo chang, and then proceeded up the hill to the pagoda. On their arrival they found the usual crowd of boys and beggars, all of whom were clamorous for a cumshaw of cash. Being refused they began to pelt the chairs with stones, and seriously damaging one of them. No personal injury was sustained by Mr. Seward, or his party, and Mr. Hobson, the Commissioner of Customs, has since received a letter of apology and regret from the Taoutai Hankow for the occurrence.

THE 13th inst. will be an eventful day in the Customs. From that date the new system of passing tea entries will come into effect, the tea and warehousing branch of the Long Room will be abolished, and the Warrant-office reduced to one third of its present dimensions.

CLIPPER PASSAGES.—The *Kaisow*, just arrived from Foochow, has made the passage in 100 days. The American ship *Surprise*, from Shanghai to New York in eighty-three days, which is the shortest on record.

Digitized by Google

THE MISSION OF CHUNG HOW.

(To the Editor of the *London and China Telegraph.*)

SIR,—Reverting to my letter in your issue of the 19th inst., in which I drew attention to the prejudice attaching to H.E. Chung How, Chinese Ambassador to France, and pointed out that the ill feeling was greatly enhanced by erroneous ideas of his Excellency's position at the time of the Tientsin massacre, I would again notice through your columns an immense injury to the man by the editor of the *Overland China Mail*, a paper published at Hong Kong. As a sensation for the times, a lithographed likeness of Chung How was given with each number of the edition accompanying the Envoy to Europe, and a very fair likeness it may be; but it is not the likeness, it is the letter press at the foot in which the stab is contained. These are the words:—"Chung How, "Governor of Tientsin, China, at the time of the Massacre, on "June 21, 1870, of eleven French and one English Sisters of "Mercy, a French Consul and his Chancellor, three Russian sub-"jects, and other persons, in all twenty-four; Ambassador to France "to explain and apologise for that atrocity."

Very deliberate is your contemporary, you will see, in "piling the agony;" most careful is he to let the world know that the man of all others who should have been able to curb the rioters, and afterwards avenge the victims of their fury, is now before them.

But, Sir, what is the fact? Why, that Chung How was no more Governor of Tientsin at the time in question than you or I, and he will have had just as much executive power to curb the riot and punish the guilty as would the president of our trade to interfere between those London brewers and General Haynau when the Austrian soldier was punished for bearing the character of a Hungarian woman flogger.

What more I have to say on this subject would be better, perhaps, in the shape of an admonition to the Hong Kong friend who, in perfect innocence (ignorance), I believe, has done his best to impede Chung How's progress for good; it being quite possible for the editor of a Hong Kong paper to live and write in the colony for half-a-dozen years, and know as much about the Government of China when he ends as when he began. Suffice it to tell him, however, that when the massacre occurred there was no such functionary as Governor (such as we understand by the designation) in Tientsin, the officers responsible for the *emeute* being the Chi Fu, or prefect of the department, and Hsien, or district magistrate; and writing from Peking to a friend of mine, Yung Wing (who learnt Christianity in the Morrison school, Hong Kong, graduated at the Harvard University, U.S.A.;—for services to his Government was elevated to the rank of intendant of circuit, and was selected by his countryman Ting Footai to aid him in investigating the particulars of the massacre), this Yung Wing says:—"The Tientsin affair is considered among officials settled by the "execution of some of the guilty, and the banishment of others, "including the Foo and Hsien of Tientsin"—"and," he adds, "I have taken special pains to investigate the whole affair, and, "if time will allow, I purpose publishing the facts"

This publication, it is to be hoped, he will make in all due time, and we may then be better able to see why the Foo and and Hsien, instead of being banished only were not decapitated.

One word more for Chung How, and I conclude. In the Shanghai paper, the *Cycle*, of December 3rd, occurs the following passage:—"In the *Peking Gazettes* (which reached us this morn-"ing too late for translation) there is an important edict, abolish-"ing the office of San kow-ta-chen, hitherto held by Chung How. "A Taoutai, with the title of Tsin-hai kuan-too will discharge the "duties. Chen Ching, who is at present secretary to Maoling, "will be the first incumbent of the post." As the editor does not give the characters in which these titles are given, I regret that I cannot furnish you correct renderings; but it will be sufficient to comprehend from them that Chung How's successor will be confined to the simple duty of Superintendent of Customs, and that, unlike his predecessor, he will have nought to do with managing the Imperial Arsenal, drilling squads under European officers, building powder-mills, &c.—Heartily hoping that what I have now said will be sufficient to neutralise the prejudice I allude to, and afford to Chung How that great love of an Englishman, "a fair field for a fight, I remain, Sir, yours obediently,

London, Jan. 30, 1871. TAU.

THE SHANGHAI CONSULAR REPORT.

(To the Editor of the *London and China Telegraph.*)

SIR.—In your issue of the 30th ult. I observe you publish a *resume* of the Consular Reports and Returns from China for the Year 1869, and draw special attention to the omission in the Blue book of those from Shanghai, the principal port.

Whilst in Shanghai, in June last, I had occasion to learn that Her Majesty's Consul at that port had drawn up his report on trade, &c., for the previous year, and that the Chamber of Commerce had applied to him for permission to publish it, together with those from the other ports on the spot.

From the following extract of the Chamber's Report of the 31st October last, published in the *Shanghai Evening Courier*, you will perceive that this valuable proposal fell to the ground.—Yours, truly, A CHINA MERCHANT.

London, Feb. 4, 1871.

In consequence of the delay in the issue of the British Consular Reports on trade in China when printed in England, these documents were published in Shanghai for the year 1868, and the Committee, learning that those of last year would probably likewise be published here, provided that fifty copies were subscribed for, obtained the names of members of the Chamber to a list circulated for the purpose. A sale of more than the required number of copies was thus guaranteed, but H.M. Chargé d'Affairs declined to authorise the issue of the reports in China previous to their appearance in England, and the proposal therefore fell to the ground. The value of trade reports to the public greatly depending upon the promptitude of their publication, the time which expires before their receipt in China, when printed in England, renders these otherwise interesting documents almost useless to merchants here, as they are not likely to be available for more than twelve months after the expiration of the year to which they refer.

HOW AMERICAN CORRESPONDENTS POST UP THEIR FRIENDS IN THE STATES.

(SAN FRANCISCO NEWS LETTER.)

What a queer place Yokohama is! And how horribly uncomfortable the ladies feel on making its acquaintance for the first time! Japan is not at all the place for modest young American damsels, to whom the leg of a piano is the limb; the men go almost stark naked, and the women almost as bad. Is the weather hot? and forthwith every Jap arrays himself in a suit of "buff." with just a fig-leaf. The women go about with a sort of dirty wrapper round them, wearing high sandals, and showing off the "Grecian bend" to perfection. There can be no question where the "Grecian bend" came from. Japan, if behind the world in anything else, can set at least one fashion to her Eastern friends. But it is not so very far behind. A railway is to be built; think of that, ye discontented ones, who look down upon your almond-eyed friends. We are to have a grand railway twenty miles long; and they have got engineers, and assistant engineers, and acting assistant, &c., all at the expense of the poor Japanese, in order to do what a smart Yank would do all by himself. And haven't they got into a mess about it!

Mr. Horatio Nelson Lay, C.B. (no relation of the Trafalgar Nelson, by the way), engaged the engineer-in-chief; the engineer, on the lookout for the dolliers, throws over Mr. Lay for the Japanese Government, and the assistant-engineers, who were sent out by Mr. Lay, go back disgusted. Another comes and stays, and I suppose that in some way the railway will be built. But Mr. Lay has the rhino, and if he doesn't shell out, the whole affair will come to one everlasting grand smash. That's how the Britishers manage things out here. We are like you in one respect at least; we have too many earthquakes to suit our own comfort. The other night we had four within half-an-hour, and a week ago there were about ten in the twenty-four hours. Nice country, Japan. There is, however, one feature about the Japs which is somewhat interesting, muchly so to all bankrupts and office-seekers. As suicidists the Japs take considerable tickets. The other night a silkworm egg manufacturer, being bankrupt and afraid to go back to the interior, quietly ripped up his belly with his "toothpick," and forthwith expired. Another blockhead, who, because he was anxious for his country's good—noble pleasure that—sliced himself into "hash," in the hope that his petition, which he carried conveniently in his pocket, would reach the boss Jap. It did reach his mightiness, or whatever he is called, and the man's companions got fits for their pre-supposed crime in backing up their pal. *Hara-kiri* they call that delightful process of cleaning out one's inside for the purpose of sending a petition. How Congress would rejoice if every office seeker had to perform *hara-kiri* in order to get his petition heard. There would be mighty few office-seekers hanging round the White House under those circumstances, and poor Grant would be able to smoke his daily cigar; he only smokes one, I hear, but that lasts all day, and he smokes it in detachments.

I would recommend some member of Congress to suggest that *hara-kiri* would be an appropriate, not to say original, means of getting rid of bankrupts and bores. A young ensign in the British regiment here lately managed to blow himself into eternity from the mouth of a revolver. Like many other young men he thought he knew all about it, but has discovered that a ball through the stomach, including liver and a few other anatomical features, is not conducive to learning or future advancement. His death caused quite a sensation in the place, and as it happened the day before one of the great Yokohama balls it was inconvenient, to say the least. At this ball Mrs. Walsh, an American lady, and the leader of society here, even before Lady Parkes, shone out to perfection. Her dress was a marvellous fabrication from the hands of some Paris *modeste*, and when she was in the room, every other lady wilted right away.

Of news, of hard sober facts, I have nothing to tell you. We had races, and all the attendant "busts." The *demi monde*—we have six, I think—reaped grand harvests, and Yokohama was demoralised accordingly. There has been a row about the British Consular Chaplain refusing to attend funerals unless he has something like a week's notice, and we have been quite in a ferment about a possible line of English steamers from Hong Kong to Yokohama, San Francisco, and Australia; but 'tis but a tempest in a very small teapot. The great event, and the last I shall touch upon, has been the appearance on the stage—such a stage!—of a British lawyer, one F. J. Barnard, whom local history calls the "social hero." This wonder volunteered to recite "The Village Apothecary" and "The Hermit."

Digitized by Google

THE SUEZ CANAL.

(FROM OUR PARIS CORRESPONDENT.)

There has been a report abroad that the company has sold the Canal to an English association, but this has been denied.

We besieged residents were surprised the other day by the re-appearance of the *Journal of the Canal*, with an announcement that it would be published fortnightly, or more frequently, should the interests of the shareholders demand it, until circumstances should allow of its resuming its regular weekly appearance. It is a puzzle to everybody why the journal should reappear now, when the company is shut out, or, rather shut in from news from the East, and when the paper cannot leave Paris. The directors of the company think, perhaps, that it is not well to let themselves and the Canal be entirely forgotten, and they have therefore taken up a statement which appeared in the *Verité*, to the effect that M. de Lesseps was in London negotiating the sale of the Canal to an English company, whereas that gentleman is not in London, but in Paris at the present moment. Of course it would have been quite sufficient to have addressed a letter to the *Verité* and to the *Official Journal* on the subject, to contradict the rumour in question, but the director has thought it better not only to write sharp letters to the editor of the *Verité*, but also to half-a-dozen other journals that copied the statement, and these all appear in the new number of the *Journal of the Canal de Suez*.

La Verité stated also that the Canal was loaded with a debt of more than sixteen millions sterling, and in reply to this the *Journal* says that the company has only one debt, namely, its loan of four millions sterling. To this it is objected by a writer in the *Journal des Travaux Publics* that the director omits to mention the coupons of that debt which are now overdue. The *Journal* goes on to state that the company has expended, besides this loan, its capital of eight millions sterling, making a total of twelve millions. The Canal, it is true, adds the *Journal*, has cost about 450 millions of francs (£18,000,000), but the difference between these two amounts of 300 and 450 millions of francs has been covered by the receipts and profits that the company acquired from the undertaking in the course of the execution of the works.

The writer already referred to says, in reference to this:—"Who, on reading the above paragraph would not be induced to believe that the undertaking of the Canal had really produced of itself a revenue of 150 millions of francs, whereas the greater part of this sum was derived from the indemnity paid by the Viceroy and the interest of the money belonging to the company during the construction of the Canal? The facts respecting the actual earnings of the Canal are so well known that it is strange the company should risk controversy by putting forth so ambiguous a statement as that referred to. The canal is a grand work, whether it was worth doing still remaining an open question; but it is to be hoped that as so much capital has been sunk, and so much talent and perseverance displayed, the directors as well as the shareholders will some day see fitting returns for their money; but at all events nothing will be gained by putting forth statements that lead to unpleasant discussion. France has had a severe lesson on the frightful mistake of making matters look nice for the public, and ought hereafter to practice with the utmost determination plain statements and full publicity. The press, as well as printing and publication, are now entirely free in France, and, should the Republic establish itself, they will doubtless remain so; under such a state of things the course alluded to will be the only possible one, for any attempt at varnishing will only call forth relentless contradiction. For four months we have scarcely heard a word in Paris about the Suez Canal; it may have been thronged with ships of all nations, or silted up, for aught the public here knows."

GERMAN TRADE IN THE FAR EAST.

The memorandum of which the following is a translation was drawn up by M. Drouyn de Lhuys, by desire of the Emperor Napoleon, and was handed to his Majesty on the 1st of March, 1869. The original document, in the handwriting of the then French Minister of Foreign Affairs, was found at St. Cloud, and is now in the possession of the North German Government:—

"The nation among all others which, without incurring any of the risk or cost of the war with China, has derived the greatest advantage from it, is, unquestionably, North Germany.

"In former times the sole trade between Europeans and the Chinese that of opium, was monopolised by the English. Thus the Hanseatic towns had in China factories of but little importance. Since 1865 and 1866, however, when several colossal English firms, which for a long series of years had held exclusively in their hands the trade of the Far East, became bankrupt, a number of new firms have been established on their ruins, and several of the most flourishing of these new firms are North German.

"Statistics prove that, if, during the last three years, the merchant vessels of Bremen, Hamburg, and the other annexed ports—all of which carry the North German flag—have not yet taken the lead in the waters of China and Japan, in number they are already almost equal to those of England and America. They have secured for themselves a large share of the coasting trade. As for the merchant shipping of France, it would escape notice but for the packet service of our *Messageries Imperiales*.

"In addition to a keen commercial aptitude, the Germans possess over the French the advantage of quitting their native country without reluctance, and over the English that of living frugally. Their business qualities are so highly appreciated that several French houses established in Japan have placed Germans at the head of their branch establishments. In 1866, out of ten or twelve French firms at Yokohama, the five leading ones were conducted by three Germans, one Swiss, and one Maltese.

"The commercial interests of North Germany in that part of the world have hitherto been protected by the presence of the squadrons of France, England, and the United States; for the appearance, at long intervals, of a few Prussian ships of war in the waters of China and Japan cannot be considered any real protection.

"As soon as Germany shall possess such a Navy as will enable her to maintain a squadron permanently in the Far East, it may be anticipated that her trade, under such protection, will increase enormously."

THE REAL VALUE OF OUR TRADE WITH CHINA.

TO THE EDITOR OF THE "PALL MALL GAZETTE."

SIR,—There is in the *Edinburgh Review* for this month an article on the "Foreign Relations of China," of which I would speak with all due respect, inasmuch as the views which it contains are both reasonable in themselves and reasonably urged. They are also, unless I am mistaken, such as your journal has frequently advocated. The writer comments very judiciously on the exaggerated pretensions put forward by our mercantile classes connected with China, or those who affect to speak for them; their passion for interference in the internal affairs of that great and embarrassing Empire, their perfect conviction that the armies and navies and tax-paying classes of Great Britain exist chiefly for the purpose of compelling the Chinese (or as many as are left of them, for recent statisticians contend that the revolutions of late years, towards the production of which we have contributed no insignificant share, have diminished the population by one-half) to buy our manufactures. But he weakens his position to some degree by quietly admitting the very doctrine on which the Anglo-Chinese in question lay the greatest stress—the supposed enormous importance of the China trade to ourselves as an industrious community. A greater fallacy was never put in figures. A trade which practically consists in the importation of a mere luxury can be but of trifling consequence to any nation. Let us see. I take the very words—quoted by the *Edinburgh* Reviewer, I am sorry to see, with acquiescence—in which some of the advocates of a pushing Chinese policy, whom he is controverting, put this part of their case.

"From India, China, and Japan we import nothing that we eat or drink, except a luxury, and a grain which is something more or less than a luxury—rice. Yet the stoppage of our mercantile connection with these countries would inevitably carry with it the starvation of large numbers of the English labouring classes. If the Indian and the Chinese markets were shut against us, our workmen would have to starve or pinch as infallibly as if some convulsion of nature suddenly cut us off from the vast corn-fields of the Mississippi Valley or of Southern Russia."

That this formidable prognostication is the merest delusion will, I think, appear to any one who will take the trouble to apply his mind with a little attention to the real circumstances of the case.

Our imports from China amount annually to ten millions' worth of tea, let us say, and three millions' worth of silk. I speak at random, not having the figures before me, but their correctness is of no importance to my hypothetical argument. The tea is, as the writer quoted puts it, a "a luxury;" which means that the consumers in this country are rich enough to spend ten millions on an article which they could do without. In order to obtain this tea, the consumers must either buy and export to China an equivalent value of British manufactures, or they must pay in gold, which can only be obtained by the sale of British manufactures. So far, therefore, it is quite true that the consumers of tea are encouraging British manufacturing industry.

But now let us make a very simple supposition. Let us imagine that the English nation was suddenly to become sick of tea—no insalubrious supposition, if some medical authorities are to be believed. Let us suppose that not a pound more of tea found a purchaser in England. The consumers would have their £10,000,000 in their pockets. I cannot certainly tell what they would do with the money; but I will assume as the safest supposition that they would spend the whole sum on some other luxuries. For instance, let them spend it on coffee, beer, wine, tobacco; then the China trade (as regards tea) would be defunct. But in what respect would the country be the worse? A trade to precisely the same amount, encouraging precisely the same amount of manufacturing industry, would grow up with Ceylon and Java, France and Spain, and the beer-procuring interests of our own country.

I scarcely need add that if the production of tea were suddenly arrested, not by a change of taste among ourselves, but by war or commercial prohibition in China, the result would be precisely the same. The purchasing power in this country would remain identical. It would only be applied to the procurement of some other commodities, probably some other luxuries.

The remainder of our imports from China consists almost wholly of raw silk, and as to this the results would no doubt be very different. Raw silk is a material used in our manufactures, and any interruption in its supply would increase its cost, and to that extent damage our industry. So far the China trade is of consequence to us. But the amount of that portion of it is not such as to make its interruption matter of very serious national concern. As regards the real staple, tea, nothing can be clearer than this: the loss of it would be, to more than one half of the British human race, privation of something which they like very much; but not one English spindle the less would be at work in consequence, nor would the wages of our manufacturing artisans be interfered with.

I venture to think that this view of the case is of some little importance, not as encouraging statesmen or politicians to reckless interference with a branch of commerce which supplies us, at all events, with a very popular commodity, but as showing that we may really use mercy and justice towards some hundred million of our fellow men, abstain from the employment of violence against them, and deal tenderly even with their prejudices, without incurring the slightest danger whatever of "starving or pinching" our workmen, or impairing the productive energy of our country.

MENCIUS.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 6, 1871.

MR. HANBURY'S LETTER ON CHUNG HOW.

THE letter of "OMEGA," in refutation of Mr. HANBURY'S apology for CHUNG HOW, which we print in another column, reminds us of the summing-up of a late eminent Judge on the occasion of the trial of a sheep-stealer. The prisoner's counsel made little or no attempt to combat the evidence against his client; but he called several witnesses to his previous good character. The Judge accepted the depositions on both sides with equal confidence, which, indeed, they appeared to be entitled to; and he then summed-up thus:—"Gentlemen of the jury; here is a very respectable man "who has stolen a sheep; you will find your verdict accord-"ingly." We have no doubt that the jury of English readers who have read the evidence of CHUNG HOW'S guilty complicity in the tragedy of Tientsin will arrive at a similar conclusion, notwithstanding the special pleading of his solitary apologist. We must own that it is with great pain that we find Mr. HANBURY taking up a position in London which he had already found wholly untenable in Shanghai. We give Mr. HANBURY all credit for sincerity, of course; but, at the same time, we cannot but think that the arguments, which did not find a single respondent voice among his countrymen in China, who were well acquainted with the circumstances, and who made every reasonable allowance for his pertinacity, should not have been reproduced in England, where his idiosyncracies are not so well known, without a saving clause in the form of a confession that he stood, and stands, alone in his ideas of CHUNG HOW. It would certainly have been more high-minded on his part to have made that admission voluntarily than to have left it for "OMEGA" and ourselves to draw attention to the significant fact—as we did in our last issue. At the same time we must give Mr. HANBURY credit for the spirit which has impelled him to sign his name to his published apology for CHUNG HOW. This candour, however little it may redound to his perception, or his capacity of being convinced, at any rate redeems him from a place beside the anonymous writers in the *Pall Mall Gazette*, and elsewhere, who have "made their modesty the flambeau of their merit," and indirectly praised their own policy, while chanting pæons in honour of the "do-nothing" system ascribed—we believe erroneously—to the late Lord MELBOURNE. As for the "arguments" in Mr. HANBURY'S letter to *The Times*, we may dismiss them without a word; for they are too completely demolished by "OMEGA'S" reply to need one. The defenders of the "policy" of Mr. WADE are better skilled in fighting for a bad cause than Mr. HANBURY would ever care, or consent, to be. They know that it is much easier to call their indignant and endangered fellow-citizens "Philistines" than it is to rebut their arguments, or stem their remonstrances. Mr. HANBURY, less cautious, has ventured openly on the discussion of the question on its merits; and has probably done more good to the cause he has opposed than even those who have always consistently advocated it. We have been content with proving that they were right; it was reserved for Mr. HANBURY to show that the other side—meaning himself alone—was utterly wrong.

A VISIT TO THE SCENE OF THE TIENTSIN MASSACRE FOUR MONTHS AFTER.

(FROM A RESIDENT AT PEKING.)

For some miles outside Tientsin, coming from the north, and, in clear weather, from all sides, the Roman Catholic Cathedral and the Jen-tsi-tang are seen towering high above the city walls and gates. As in Peking, so in Tientsin, such high buildings—and still more foreign ones—must be an eyesore to the Chinese, and awfully prejudicial to their ideas of Fengshuey. In Peking no buildings are permitted to overtop the palace.

On completing the necessary arrangements we visited the scene of the outrages. The Sisters' establishment, the nearest to the settlement, was first visited. It stands in the suburbs, immediately outside the east gate. These extensive premises were in ruins; barely a piece of timber was to be seen, and even that in the walls, to prevent the damp ascending (a custom very common here and rendered necessary by the soda and moisture in the soil), have in most cases been torn out. Not a window, lintel, or doorpost was to be seen; the very stone doorsteps and staircases were demolished and removed, and many of the square bricks of the earthen bed platforms had been torn up and carried away. There must either have been an immense number at work on the 21st June to have so completely gutted these extensive buildings, or the work of demolition and robbery must have been carried on for some days afterwards. Not a tile or brick of the adjoining Chinese houses has been disturbed. Precautions, I am informed, had been taken to protect the neighbouring buildings by having the roofs covered with wet felt. To prevent the escape of the foreigners some of the lanes in the vicinity were barricaded the previous day. Vespers are being sung, the youth are being educated, the sick cured, and a hellish plot for the extermination of the hated foreigner and the mercy-loving Sisters is being concocted over their wall and under their very eaves! There is a good deal of rubbish in the chapel and other buildings, not yet cleared, and seeing that there are five Sisters still unaccounted for, it would be well to have the ruins turned over with this object. Their non-production is horribly suggestive of what was doubtless the motive for so completely destroying all traces.* Between twenty and thirty boys and five or six girls are still missing, and these most probably sought refuge in the vaults, and there perished in the flames. The infuriated men, however, were particularly careful, as far as possible, to save Chinese life, and all were urged to escape. Some clung in death to their foster sisters and perished with them, not desiring to be separated in death as in life. Some, who were unable to escape on account of disease, were carried to the magistrates' office, one of whom afterwards became a patient of mine at the capital. From all I could learn from the native female converts who were spectators in part of the dreadful agonies on the memorable 21st of June, until they were themselves, on account of their obstinacy in clinging to the Sisters, rendered insensible by the blows of the assailants, the foreign Sisters seem all to have been first stunned by the blows from the fire-brigade, who carried large bludgeons, armed at the end with a hook, which they use in the demolition of houses in the case of fires. (The Chinese never put out a fire, they only seek to limit the area and prevent it spreading.) The lady dispenser seems to have been first despatched as head and front of the supposed kidnappers, and guilty of the vile practices attributed to the Sisters. The Irish lady followed, and then the Lady Superioress. The latter was pierced in the head by the fire-hook, and was dragged to the front, accompanied by the only remaining Chinese Sister, both streaming with blood, and there they were felled to the ground. The Chinese female pertinaciously clung to her until she was hooked up by the wrist and borne off. She still lives, and bears the marks of this ill-treatment. The remaining Sisters fled to the furthest extremity of the premises, but were quickly pursued by their infuriated enemies, and similarly treated. Their hands and arms were cut into a thousand pieces—the rest we know were so treated, and doubtless also all the others—and their breasts and abdomens laid open, and their hearts dug out. They were then thrown into the burning pile or into the river. This accounts for the meagre remains—a backbone and a few ribs of five of the Sisters—sent afterwards to the Settlement. As we look upon these sad ruins, a monument of the rage of the Chinese, our hearts and hopes sink within us. The buildings have now been handed over to the Roman Catholics, a few of whom, along with several new arrivals, are living on the foreign settlement, although the Chinese soldiery still guard the place. No crowd followed us hither, as is generally the case in China. We were left alone to ponder over the sad desolation; no expression of sympathy or sorrow from the stolid Chinese was vouchsafed us. Verily the blood of the martyrs is the seed of the Church. No sooner are twelve innocent Sisters killed than others arise to take their place. Several new priests are here for this and the neighbourhood, and doubtless Sisters also will be at their post as soon as the buildings are restored next spring.

Two or three Chinese women with a handful of scholars inhabit the old Custom-house at the east end of the settlement.

We next proceeded to examine the little chapel of the London Mission, the station of the late lamented and murdered

* I have since heard that bones have been picked up in what was formerly the dormitory. Will our officials not listen to our repeated solicitations, and order an examination?

Digitized by Google

Mr. Williamson. We found it barricaded with millet stalks plastered over with mud. This we found the case with all the smaller chapels, which were rented shops, more properly speaking At the larger place of the American Board there was a guard, as at the Roman Catholic establishments; the furniture and fixtures had all gone. The chapel of the Methodist Mission, which we next visited, was in a similar condition, partitions, panelling, furniture and goods belonging to chapel-keeper and friends, whose private property the house was, were carried away to the extent of 150 taels.

The Cathedral and French Consulate next received a visit. The walls and tower of the former alone remain. This structure was just recently finished, built of solid brick, and in the usual durable style of the Roman Catholics. The Chinese have been much chagrined that the imposing structure still stands, a continual reproach to their barbarity and futile efforts to destroy it. The cross, which rested on a gilt globe over the gateway, being within easy reach, speedily disappeared, but the gilt cross on the top of the tower still stands, an emblem of the Christianity which its enemies sought to wipe out. The gateways bear marks of great violence having been applied. The Cathedral and Consulate stand on what was once an Imperial residence, at the junction of the Grand Canal with the Peiho. Here both turn at right angles due east, giving the form of the letter T, the Cathedral on the north side, and looking down the river towards the bridge of boats, and commanding also right and left the Peiho and Canal. The position is the finest in Tientsin, and in any direction, and from any point of view, the outlook is grand. The Chinese must long have looked with envy on this Imperial site—a standing memorial of the success and power of French arms. Part of the Imperial building, to the left on entering, has passed through the fiery ordeal unscathed. Not a vestige of the religious and political structures has been allowed to remain that could be pulled down. Two handsome marble tablets covered by pavilions have also fallen a prey to the devouring element. We picked up a few burnt leaves of a French and Latin Bible, with Latin notes, which we cherish as souvenirs of this dire calamity. Two or three of the charred pillars upon which rested the roof still exist, surrounded with hoop iron girders. The interior of the Cathedral is filled with the rubbish of the fallen roof. Father Chevrier and a Chinese priest were murdered here, dreadfully hacked, and afterwards thrown into the river. The three floors and roof of the main and side towers have also been burned, and the handsome brass French-made bell, with the eagle upon it, now lies at the bottom of the main tower, with the suspending part broken off, probably having had its course altered in its fall against some of the unburnt rafters, although there are evidences of their having tried the quality of its metal. There were three officials in charge, who kindly showed us over the Consulate, which immediately adjoins, and pointed out the graves of the victims. They afterward enquired our names, with the view of reporting our visit to the mandarins. Here the idea of desolation is modified, the compound having been cleared for the funeral of the victims. The Consulate is a mass of ruins, and the beautiful verandah and pavilion which overlooked the river, and gave it the very appropriate name of Wang-ho-lien, have likewise disappeared.

We proceeded next to the chapel of the London Mission, which is in entire ruins. While inspecting this, one was heard to say, "Oh, they are going to begin work," followed by the significant *shah*, kill. We were now within the city. The premises of the American Board, the largest of the Protestant places, and capable of containing two foreign families, chapel, &c., were next seen. Fortunately the sanitary condition of the city had driven the foreigners from this hotbed of filth to the settlement, and so their lives were spared; but the infuriated populace seem to have wreaked their vengeance upon the devoted chapel and buildings. Hardly a brick is left; the bell has been stolen, and the chapel cylinder stove is said to be in one of the yamens. A little mud house has been erected on the waste, and an official is here stationed. These premises from first to last have cost some $6,000. Their entire claim for damages and compensation will hardly cover this large outlay, not to speak of furniture, fixings, losses and sale of the native staff and complete disorganisation of the mission work. After the massacre the officials offered any sum that might be named to our consuls and missionaries to keep matters quiet; now they higgle over a few thousand taels with poor Christians who have suffered dreadfully. It is to be hoped the higher officials will yet consider the question. Religious teachers may leave the country at once if the Chinese are to be allowed to ignore the native claims. By treaty, converts are not to be molested. The progress of Christianity can thus be hindered at any moment when it becomes disagreeable to the officials. This point ought not to be given up by our authorities, and we are sure the British Minister will be fully alive to the importance of this question. If loss of life is to have compensation so must loss of property. I understand one Protestant convert was killed, for whose family a sum of Tls. 500 is demanded. The other claims for loss of goods, sustained by about fifty persons, amount in all to about Tls. 2,500. The Chinese mandarins would like to treat their own people according to their own ideas of justice. It is perfectly well known that the families of the executed received some Tls. 500; are the claims of the Protestant converts to be altogether disclaimed and ignored? Besides replacing chapels, eight in all, the damages for rent for six months, furniture, fixings, salaries, &c., of the Protestant staff of all the missions, amount only to about Tls. 8,000, against Tls. 500,000, the sum paid to the Roman Catholics.

Another chapel near the west gate, belonging also to the American Board, is at present being rebuilt by the mandarins. It is likewise intended to allow the officials to replace all the chapels for the sake of the more effect upon the people. Heathen officials are made to build the hated chapels for the hated foreigner, which are destined ultimately to undermine their own corrupt and effete systems! Near this chapel I was accosted with the epithet "There go the scoopers out of eyes and hearts." I immediately seized the rascal, a southern man; a crowd collected, who looked sullen and fierce, and I appealed, but in vain, to two of Li-hung-chang's soldiers to take him into custody, who refused, on the ground that their duty did not lie within the city. Finding matters beginning to look unpleasant, I demanded an apology, which was at once given, and so the matter ended. In every other place such decided action would have left the foreigner in undisputed possession of his victim and the position. Not a hand would be raised against the foreigner or for the native, and the pluck of the Western would be admired by all. But here matters are changed, There was a determined and impertinent expression pourtrayed on the countenances of all.

We passed out at the south gate after this little episode, through one of the vilest and dirtiest quarters I ever beheld—filled with squalid children and pigs innumerable. A residence in most parts of China, and particularly here, is well adapted to strengthen one's anti-porcine feelings. Close to this gate, on the plain, is the old military cemetery, where decay and ruin mark everything. The enclosing brick wall is toppling down, the gravestones and monuments are in a dilapidated condition—one of the graves is actually open—the trees are all dead—the bricks are being stolen, and altogether it reflects no credit upon the British Government, which pays, I understand, $6 monthly to the *keeper* (?). The cemetery at Taku is in the same condition. In the rainy season they are inaccessible. The new cemetery at the settlement, under the immediate care of that public-spirited merchant, Mr. Henderson, contrasts favourably with the old military one. Here a neat brick roofed wall, with handsome gatehouse and entrance, strike the eye. The interior is beautifully laid out and planted with willows, firs, pines and rosebushes. The victims were all interred here at first, but the large mound over their mutilated remains has now disappeared, and only a Chinese Sister, known at the inquest by her neck ornaments, lies here, awaiting removal by the French priests. The newly married Russian and his young wife, the sister-in-law of one of the Russian merchants here, who were brutally murdered or 'ere the marriage rejoicings were completed, lie in this cemetery side by side. The murdered and yet unavenged Williamson, once the picture of rosy health, is also here. The other Russian also reposes here. History has here been made in a day. M. and Madame Thomaison, also recently married, and on their way to the Legation at Peking, and who came by the same steamer that sheltered, until the storm was overpast, the defenceless women and innocent children of the British settlement, lie buried, as we have already said, at the French Consulate. The whole circumstances of this massacre render it one of the saddest the world has ever witnessed.

The city was certainly quieter than I expected. There was a disagreeable stillness and sullenness depicted on the faces of the people; no kind or sympathising word or look was given, no questions asked, not even the ordinary Chinese salutations. Old friends, acquaintances, and shopkeepers, who used to greet the missionaries with a nod, a chin-chin, or a smile, now, we were told, take no notice of them. The streets are unpleasantly quiet, no crowds follow, and the city is said to be filled with secret police. No doubt strict orders have been given to molest no foreigners, and to get into conversation with none. Many of the people must have enriched themselves by the pillage of the chapels, houses, and Consulate. Things are said to have been offered for sale in Peking and Taku, whither the ringleaders chiefly fled, and where they still are, some of whom had the hardihood, encouraged by official complicity and countenance, to expose the bloody garments (mementoes of their bravery), the property of the victims. By-and-by we shall doubtless learn all that transpired on and preceding the fatal 21st. The callous indifference of the Chinese, once all danger of foreign complications is over, will lead them to disclose the hidden sources of this furious outbreak, the chief actors in the tragedy, and the possessors of the stolen goods.

Foreign Governments have the future of China and the Chinese in their own hands. The Chinese *will be* and *do* what *we make them*. The responsibility of future massacres, troubles, and misunderstandings lies with Foreign Governments. What is especially wanted to ensure greater progress to Christianity and commerce—*i.e.*, peace to prosecute our various callings—is more power, the appearance of *power*, and not the continual confession of weakness and inferiority.

CHUNG HOW AND THE TIENTSIN MASSACRE.—ANSWER TO MR. HANBURY.

TO THE EDITOR OF "THE TIMES."

SIR,—In *The Times* of January 26 there appeared a kind of vindication of the character of the new Chinese Envoy to France, from Mr.

Digitized by Google

Thomas Hanbury, of Shanghai. Chung How's connection with the Tientsin massacre had already been discussed by the members of the Shanghai Chamber of Commerce, of whom Mr. Hanbury is one; and on that occasion the substance of his present letter to *The Times* was addressed to the Chamber. Mr. Hanbury's views did not then meet with a single supporter; but, as few of your readers have had the opportunity of acquainting themselves with both sides of the question, I beg your permission to point out briefly a few of the fallacies in Mr. Hanbury's argument, which will probably make it clear that he, at least, has not happened to get on the right side.

Mr. Hanbury wishes us to believe that Chung How was innocent of all participation in the Tientsin massacre, and that the Chinese Government (whatever meaning Mr. Hanbury may attach to that phrase) has done its duty as far as possible since that lamentable event. That there should be no misunderstanding, however, as to the estimation in which he holds the crime itself, Mr. Hanbury is at some pains to inform us that "the atrocious massacre of Tientsin . . . has caused universal feelings of indignation and sorrow," &c. It is from no tenderness towards the sin, therefore, that Mr. Hanbury endeavours to shield Chung How from any unpleasant consequences of it.

The first two pleas for Chung How may be dismissed as unworthy of serious criticism. One is previous good conduct—"he has been the consistent friend of foreigners for ten years;" the second is that "he had Europeans in his employ at the time of the massacre."

Of the remainder of Mr. Hanbury's vindication it is hardly too much to say that, coming as it does from an avowed apologist, it is almost more damnatory than anything which has been alleged by the hostile public against Chung How. What, for example, is to be inferred from this?—"He is said to have addressed friendly warnings to Consul Fontanier before the 21st of June, begging him not to treat so lightly the excitement of the populace growing out of the supposed kidnapping." Why, the worst that has been said of Chung How is that, knowing the serious character of the so-called "excitement," he did nothing to allay it, and the mockery of warning M. Fontanier against a danger which it was in Chung How's power to avert altogether, but over which M. Fontanier had no more control than he would have had over an earthquake, seems rather to fill the cup of his guilt than to furnish ground for his acquittal. Mr. Hanbury, indeed, neutralises his own argument by advancing, in another part of his letter, the utterly contradictory plea of the unforeseen nature of the tumult, which he compares for suddenness to the Fenian explosion at Clerkenwell. How Chung How is to get the benefit of both hypotheses is left unexplained.

Great stress is laid on the fact that "M. Courtrix, the only Frenchman saved on the day of the massacre, was protected in Chung How's residence," and Mr. Hanbury adds his opinion that Consul Fontanier would also have been safe there had he remained. But, supposing M. Fontanier had been saved by the accident of his being in Chung How's residence, what of M. and Madame Thomassin, M. and Madame Chalmaison, and the nine Sisters of Charity? If Chung How's residence was the only safe place for a Frenchman that day, why did not Chung How, following up his alleged previous warnings, invite the whole French community into so secure an asylum? Mr. Hanbury forgets two important things,—one, that the sole reason for either M. Courtrix or M. Fontanier being in Chung How's quarters at all was that the attack on the Consulate had already commenced; the other, that Chung How's refraining from murdering M. Courtrix under his own roof was in no wise inconsistent with the theory of his even having secretly instigated the massacre, of which, however, no one has yet thought of accusing him. Nor does the acknowledged fact that Chung How was the least guilty of all the local authorities and was despised by the extreme anti-foreign party for his alleged foreign proclivities exculpate him. To fall between two stools in this way is by no means an uncommon fate of men who are at once weak and wicked.

We are next told that Chung How's conduct after the massacre was not that of a guilty man. Mr. Hanbury does not state how a guilty man would have comported himself under the circumstances. We are only left to infer that his behaviour would have been the reverse of Chung How's. But let that pass. This, at all events, is Mr. Hanbury's version of how Chung How evinced his guiltlessness. He met the Consuls at ten A.M. the next morning, "and expressed his deep sorrow at what had occurred, and said he never dreamt that matters could have gone to the extremity they did." Every person who reads these words is ready to ask,—"How far, then, did Chung How expect or intend that 'matters' should go before he interfered? There were twenty-one people massacred. Would a lesser number have met Chung How's views of what was adequate to the occasion, or would the burning of the Consulate and hospital have satisfied him without the butchery?" It is Mr. Hanbury's chosen line of defence which prompts these inevitable reflections.

One more of Mr. Hanbury's strong points, and I have done. "All evidence from Tientsin," he says, "goes to show that . . . a portion of the inhabitants, including the two mandarins already condemned by the Government, are alone directly and justly responsible for the deplorable occurrence," &c., whence we are expected to infer that Chung How, not being in the above list, is necessarily innocent. Were Mr. Hanbury in the possession of exclusive information from Tientsin we could hardly conceive it to be of so exhaustive a character as to enable him to prove a negative of this kind. But Mr. Hanbury, like every other foreigner in China and out of it, is indebted to common report for his knowledge of the massacre and its attendant circumstances. When the common report is wrong—that is, against Mr. Hanbury's views—he dismisses it without benefit of clergy; when it is agreeable to him he calls it "evidence" without more ado, thus betraying the special pleader.

If this, then, be all that can be said in favour of Chung How, his cause must be a bad one. If, on the other hand, his cause be good, he has been singularly unfortunate in his advocate. To realise the weakness of the case, however, it is necessary to refer for a moment to the conspicuous omissions in Mr. Hanbury's letter. It is professedly a criticism of another letter, which is hardly yet before the British public. In the latter document it is distinctly pointed out that Chung How must have known of the preparations for the massacres, which were conducted under the superintendence of his subordinates, that he was the proper person to have prevented it, and that, finally, the British Consul on three separate occasions wrote despatches to Chung How, urging him to quell the popular excitement which was being actively inflamed by the placards, &c., of his subordinate officers, which despatches remained unnoticed by Chung How up to the time of the massacre. Without a clear explanation of these points, it is manifestly idle to construct any defence of Chung How.

One word more in conclusion. Mr. Hanbury has apparently misunderstood the position taken up by the Shanghai Chamber of Commerce. He objects to their taking the initiative in making so serious an accusation against Chung How "without the formal examination of a single witness." But what if the absence of proper inquiry into the case and the non-examination of witnesses were the very circumstances which drove the Chamber of Commerce into "taking the initiative?" As far as their written words indicate their policy, their whole aim was to adduce "sufficient *prima facie* evidence to show that before being received as Ambassador Chung How should be called on to exculpate himself." Whether or not the Chamber of Commerce is the proper party to take the initiative in such a matter, surely nothing can be more reasonable than that, if the grounds of suspicion against him are sufficiently clear, Chung How should be in some form or other put on his trial before he is *feted* as his predecessors have been.—I am, Sir, yours faithfully, OMEGA.

Jan. 31.

UNDERWRITERS' GRIEVANCES.

A letter has appeared in *The Times* with reference to an important question in connection with marine insurances, and the interest alike of merchants and underwriters—namely, the position that should be occupied by professional "average adjusters." We extract the following passages from the letter:—"Last April attention was first publicly called to the giving of discounts or allowances on their fees by average adjusters to claimants who employed them. In May a meeting of the Association of Average Adjusters passed a resolution for the immediate expulsion of any member thereafter guilty of this unprofessional practice. It is also understood that the Committee of Lloyd's have determined to exact a pledge from adjusters desiring to become subscribers that they will not make such allowances. But there is a growing feeling that much more has to be done before the question of the statement and settlement of claims under marine policies is finally and satisfactorily settled. In former times the practice of employing adjusters to make up claims on policies of marine insurance was not so general as it has since become. Their services were not resorted to without the previous consent of the underwriters, who paid their fees. The underwriter could only have been charged with the fee on the principle of the adjuster being a *quasi* referee, which implied his being consulted in the matter. The first adjusters existed by virtue of qualifications which made them peculiarly suitable for their office, but when adjusting became a lucrative occupation it attracted recruits into its ranks, some of them possessing inferior claims to confidence. To this tendency the only check seems to be that if their innovations were too barefaced their statements would so invariably be distrusted that delay and difficulty would arise with every statement made up by them, however unobjectionable it might really be, at which stage they would cease to be useful to their employers. Indeed it is well known that this really does operate to some extent, though not sufficiently to counteract the opposite tendency. But it may be urged that the underwriter ought to understand his business, to know what he is liable for, and to examine in all details the demands made on him, and that if, by ignorance, carelessness, or timidity, he does not keep the adjusters in check it is his own fault. This argument would be very well on the supposition that the adjuster was avowedly acting in the interest of the assured only, as in the case of a solicitor conducting a negotiation for a client, and whose fees are paid by his employer; but such a view of the relation of the adjuster to the two parties is inconsistent with the history of his origin, and with the fact that it is the underwriter who is expected to pay his fees. Nor is this evil, which is a fast-growing one, and visibly sapping the relations of mutual confidence which ought to exist between parties to a marine policy, one which concerns the underwriter exclusively, or even chiefly.

"Among the correctives put forth in various quarters are the following:—1. That the practice of consulting the underwriter, and handing the papers which are the foundation of the claim to an adjuster in whom both parties have confidence, should be again resorted to. In this case the underwriter would pay the fee of the adjuster. 2. That if the underwriter were not consulted as to the choice of an adjuster by the claimant the latter should pay the adjuster's fee, leaving it to the underwriter to employ and pay another adjuster to examine the claim, if he thought fit. 3. That the Committee of Lloyd's should appoint an examiner of claims, to whom all disputed cases might be referred for his report.

"While setting forth these various proposals, I add that it appears to me that the second plan, by which each party would pay the average adjuster of his own selection, is that which would work best in practice; but the third plan is undeniably the easiest to carry out, and would not prevent the adoption of either of the other plans in conjunction with it, for in neither of them would the adjustment be final and binding, but reviewable by the official examiner, whose opinion would, if he objected to the adjustment, carry sufficient weight to relieve the private underwriter from the imputation of obstructiveness in declining to abide by the adjustment."

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

Digitized by Google

CHUNG HOW.

(GLOBE.)

It is not often that an ambassador on arriving at his post is met by a charge of complicity in the wholesale murder of subjects of a Power to which, amongst others, he is accredited. Such, however, is the present position of Chung How. The Shanghai Chamber of Commerce have accused him to their *confreres* in London of having been privy to the plot which ended in the massacre of the French missionaries at Tientsin, and they have incited them to urge upon the Government the necessity of calling upon him to exculpate himself from the charge before receiving him as Ambassador. One of their number, Mr. Hanbury, has protested in the columns of *The Times* against the Chamber taking the initiative in making so serious an accusation against him without the formal examination of a single witness; and for this very temperate remonstrance has drawn down upon himself the wrath of another correspondent signing himself "Omega," who reiterates the charge made by the Chamber, and attempts to refute Mr. Hanbury's arguments by a repetition of the hearsay evidence upon which that body condemned Chung How. We have no desire to find fault with the Shanghai Chamber, but it was, to say the least, discourteous on their part so entirely to ignore the investigation made on the spot by the Foreign Ministers at the Court of Peking as to petition the English Government to re-open the inquiry into his guilt or innocence. We have already stated our belief, and the grounds upon which that belief is based, that Chung How was entirely innocent of all complicity in the plot, and we have shown plainly that the occurrence of such an outbreak was directly opposed to his own interests. After a careful examination into the details of the massacre, the Foreign Ministers unanimously acquitted him from the charge which is now for the second time brought against him; and so completely was M. Rochechouart, the French Chargé d'Affaires, satisfied of his innocence, that it was at his special request that Chung How was chosen as Ambassador to the European Courts.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Jan. 31.

The Cabinet is again complete. Colonel Booms, who has been compelled to resign because of ill-health, being succeeded by Colonel Engelvaart. *Le roi est mort, vive le roi!* Some Conservative papers assure us that Mr. Booms never intended to become a Minister, but that he was appointed by Mr. Thorbecke, who composed the Cabinet in a few hours without being consulted. I cannot ascertain whether this is true, but so much is certain, that Mr. Booms has left the Hague, and even the country, to recruit his health. Very few particulars are known about his successor; we only know that he is one of the ten colonels of our infantry and Governor of the Military Academy of Breda. There is, however, reason to believe that he adheres to the same principles as Mr. Booms, and that he will re-organise our means of defence and the constitution of our army. The *Arnhemsche Courant*, which is very affectionate towards the new Cabinet, entertains the belief that he will prove to be the "right man in the right place." Time will show if this opinion is correct; he may be an able Minister of War, but it is quite certain that he will be a very costly one. In the meanwhile the Ministers are working day and night to prepare their Bills, which are to be laid before the members of the Second Chamber, which, however, will not meet before the first week in March. It is a matter of course that the next sitting will be a very unproductive one. A good part of the summer will be spent in the discussions upon the Budgets. It is to be feared that the well-nigh interminable talk of our M.P.s will again block the course of business, spoil the programme of the new Cabinet, and will render difficult the passing of the most urgent and necessary Bills. About the programme of the Ministers the greatest secrecy prevails, and what Mr. van Bosse intends to do no one knows, there is not even a rumour circulating about it. The political correspondence from the "residency" is, in default of political news, filled up with particulars about measures which were not taken by the local authorities to check the epidemic of small-pox, which prevails not only at the Hague, but also here and in Utrecht to a fearful extent. It seems certain that the members of the "Red Cross" brought this horrible disease from France to the Hague, but nevertheless the greatest sympathy still prevails for this institution, and so much money is still subscribed that extraordinary means are necessary to obtain funds to relieve the wants of our poor, who suffer greatly by this long and severe winter, which checks business and general traffic. Of course the new institution of the "Blue Cross," which is designed to render assistance to the French and German prisoners of war, does not meet with the least sympathy under these circumstances, and I doubt that, if even the weather were less severe, the cold not so intense, and the wants of the poor not so great, the committee would collect a great deal of money.

I regret that I have to record the death of Mr. Jan Jacob Rochussen, an ex-Minister and Governor-General of Java, who died at the Hague, at the age of seventy-three years. He has rendered to his fatherland many important services, and was a most eminent man, but rather a *coeur d'or* than a statesman. He was one of the promoters of Liberal principles, but lately he has adhered to Conservative views, especially with regard to Java. In 1858, when he was appointed Minister, Mr. Thorbecke was one of his most violent opponents, but it is quite probable that the programme of Mr. Rochussen of that year will be the programme of Mr. Thorbecke this; *qui vivra verra*. I regret to notice also the deaths of Mr. F. A. H. Miguel, Professor at the University of Utrecht; and of Mr. Ter Bruggen Hugenholtz, member of the Council of State.

The mail correspondence from Java is very unsatisfactory. Some days ago we received papers of Dec. 14, *subsequently* the mail which was forwarded on the 8th of that month arrived, and to-day we have again advices to the 14th. The telegrams are also very scarce, and many complaints are made that they are not intelligible. The last "official" telegram stated that the expedition to Borneo had obtained the greatest success, and that Wang Kang had been killed. The general opinion here is that this "affair" was "much ado about nothing." More impression was created by the article of "V.L." in the *Nieuw Bataviasch Handelsblad*, "Our Programme." The effect was so great that even the most Liberal papers remain silent respecting it, as if they were afraid to awaken the public opinion in Holland.

The capitulation of Paris has not in the least improved the prospect of the Stock markets. A dull tone still prevails, with complete absence of business. There is to-day a slight tendency in the downward direction. The demand for money is rather more active, though there is still a great accumulation of capital. The Bank rate of discount remains unaltered. I hear that the report to be proposed by the *Oost Indische Maatschappy van Lyfrenten* will be subjected for approval to the creditors and shareholders. The principal points are the following: that the life rents and annuities shall be paid in full; that the other creditors will receive 40 per cent. in ready money and 40 per cent. in shares. They will thus lose 20 per cent., and this loss is to be borne by the shareholders.

PRODUCE MARKETS.

The weather since my last has again been very frosty. Of course there is no chance at present of our navigation being restored. Business has been very dull.

COFFEE.—The demand has been checked, mainly on account of a further advance being demanded by holders. Some sales have been making at improving rates. Good ordinary pale Java is scarce, and is held for 37c. The transactions include 3,300 b. Java, ex County of Berwick; 6,100 b. do., ex Philips van Marnix; 1,800 b. do., ex Singapore; 1,350 b. Padang, ex Jan van Brakel; 925 b. Java, ex President Plate.

SUGAR.—The late advance of f.¾ above November prices is fully supported, but there has been very little doing, owing to the elevated pretensions of holders, who have further raised their prices, which buyers have not yet been willing to submit to. The transactions only include about 12,000 kranjangs floating, of which 5,000 piculs, per Europa, sold at f. ½ above November.

TEA.—Prices are firmly supported, but no transactions are taking place.

RICE.—The market is inactive.

JAVA TOBACCO.—About 3,000 bales of different head-marks have been sold by private tender.

TIN.—Banca looks firm; holders decline to operate at the ruling rates, f.78 to f.78¼. Some transactions have taken place for delivery, ex the coming spring sale, at f.77.

INDIGO.—There is a steady demand. About 200 chests Java have been disposed of at unaltered rates.

SPICES.—There is some demand for Nutmegs, No. 2 and No. 4, but no particulars about transactions have transpired.

COCOA-NUT OIL.—Ceylon is quoted f.26, Cochin f.28½.

BLACK PEPPER.—3,850 b., floating per Albert Victor, Anna and Sophie, and Jason, have changed hands.

SHIPPING.

ARRIVALS.—Jan. 23, at Brouwershaven, from Batavia, County of Lancaster; at Texel, from Batavia, Aurora; 26, at Texel, from Batavia, Flevo; 27, at Texel, from Batavia, Elisabeth; 28, at Texel, from Passaroeang, Carin; from Tjilatjap, Christina; 29, at Brouwershaven, from Batavia, Gladstone.

PASSENGERS INWARD.—From Java, per Anna and Sophia: Messrs. H. W. Lenting, J. E. Waller, J. C. Falbracht. Per Elisabeth: Messrs. Ophuyzen and family, Mr. Laseur and family, Mr. Taunay.

AMSTERDAM, Feb. 2.

Information has been published here that the large mills known as the Hilversumuche Stoom Spin en Wevery, at Hilversum, near this town, have stopped payment. This limited company was only a few years since established as a steam mill for spinning and weaving. It started originally with a capital of about £50,000 in shares, and a few months ago contracted a new loan. Up to now the liabilities and assets have not been ascertained.

Monetary and Commercial.

At a meeting in bankruptcy of the creditors of Messrs. Higson and West, Manchester, on the 3rd, it was stated that the liabilities amounted to £170,000, and various debts were proved to the extent of £84,000. Neither of the bankrupts attended, and it was believed that they had left the country; consequently, no statement of accounts was produced. Mr. F. W. Mason, of the Union Bank; Mr. J. Kay, and Mr. W. Robinson were appointed a committee of inspection, and the public examination was adjourned.

Messrs. John Pender and Co. have issued an elaborate coloured diagram showing the fluctuations which have taken place in the markets for cotton and Manchester goods, and in the bank rate of discount in each month during the past ten years—namely, from 1861 to 1870.

The biddings for £400,000 in bills on India were held at the Bank of England, when the amounts allotted were—to Calcutta, £299,500; to Bombay, £100,000; and to Madras, £500.

Digitized by Google

The following relates to the British Indian Telegraph Company:—

"British Indian Submarine Telegraph Company (Limited),
66, Old Broad-street, London, E.C., Jan. 27.

"Sir,—In accordance with the arrangement made at the general meeting of shareholders, I beg to inform you that the gross traffic receipts of the British Indian Submarine Telegraph Company (Limited) for the past three months were as follows:—October, £5,156 17s. 2d.; November, £7,453 2s. 10d.; December, £3,920. The line of the British Indian Company was broken from the 24th of September to the 13th of October. The Falmouth cable was broken on the 29th of November, and is not yet repaired. These breaks have seriously diminished the receipts of both companies, and the directors cannot, therefore, recommend quarterly dividends. The steamers *Chiltern* and *Hawk* sailed from Gibraltar on the 24th inst. to relay the section of the Falmouth cable in which the break occurred, the bad weather having frustrated further attempts at successful grappling. We may therefore expect communication to be shortly re-established.—"Yours truly, JOHN T. BURT, Secretary."

The report of the India-Rubber, Gutta-Percha and Telegraph Works Company (Limited), to be presented on the 10th inst., describes a great increase of business during the past year, and recommends a dividend of £6 15s. per share, being at the rate of 15 per cent. per annum, which will absorb £49,599 and leave £8,202 to be carried forward after placing £30,000 to the credit of patents, goodwill and depreciation account. The works, it is added, are now fully employed on large contracts for the Government.

The report of the General Credit and Discount Company, to be presented on the 9th inst., shows an available total of £76,726, and recommends a dividend at the rate of 5 per cent. per annum, which will absorb £37,500, leaving, after an appropriation of £35,000 to reserve (thus raised to £75,000), the sum of £4,226 to be carried forward. The report adds that the business of the company has steadily increased, and that its assets are entirely free from all complications. The paid-up capital is £1,500,000, the deposits held are £4,608,438, and the acceptances are £125,291.

The report of the Home and Colonial Marine Insurance Company (Limited), to be presented on the 8th of February, recommends a dividend of 3s. per share, or at the rate of 6 per cent per annum.

We are informed that Mr. Joaquin de Mancha, of the firm of Mancha and Co., merchants, has joined the board of the City Bank. On the 31st March next Mr. J. W. Duncan will retire from the joint management of the City Bank, the sole charge of which will thereafter devolve on Mr. A. G. Kennedy.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton, on the 4th inst., was, in gold, to Alexandria, £165,000; in silver, to Singapore, £1,000; to Shanghai, £1,600; total in gold, £165,000; in silver, £2,600.

BULLION AND SPECIE.

GOLD.—The demand for the Continent has sensibly declined, and we look for an influx to the Bank during this week of some portion of the late arrivals. There were withdrawals of gold from the Bank in the early part of the week amounting to £77,000, and sovereigns to the value of £201,000 have also been taken out for Egypt. The Massilia has taken £28,300 to Alexandria.

SILVER.—Fine Bars remain as last quoted; the demand is entirely for Holland, and there are buyers at 60½d. per oz. standard. The Nile has brought £45,900 from the West Indies, the Nyanza £387,224 from China, the Nebraska £10,000 from New York, the Siberia £11,000 from New York, and the City of Paris £30,000 from New York; the Seine has taken £17,150 to the West Indies.

MEXICAN DOLLARS.—From the West Indies and New York we have received during the week about £110,000 of this coin; with the exception of a few trifling orders for China, they have been taken for refining purposes. Quotations, 4s. 10⅝d. to 4s. 10¾d.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From MANILA to LONDON, per Scythia, entered Jan. 28.—6553 bags sugar—Parr, Hermann, and Co.; 8659 bags sugar—Baring Bros. and Co.; 2,000 bales hemp—Drake, Kleinwort, and Co.; 1 case cheroots—C. R. McGregor and Co.; 9 boxes tea—Master; 2 cases merchandise, 38 cases cigars 252 bales tobacco, 33 cases gum almaciga, 40 cases gum copal, 122 cases gum, 600 bales hemp, 99 cases mother-o'-pearl shells, 43 bags coffee, 56 packages canes, 11,822 bags sugar—Order.

From FOOCHOW to LONDON, per Haddington, entered Jan. 30.—23,277 chests 2 boxes 2 cases tea, 21 bales merchandise—Order.

From PENANG to LONDON, per Herald of the Morning, entered Jan. 30.—458 cases cutch, 8088 bags pepper, 19 bags metal ore, 1171 bags tapioca, 707 bags tapioca flour, 31 baskets gutta percha, 6 puncheons 17 hogsheads rum, 4 cases mace, 1900 slabs tin, 73 baskets shells, 64 cases nutmegs, 741 no. and 20 bales buffalo hides, 37 cases fishmaws, 60 baskets india-rubber, 57 cases essential oils, 1925 bundles rattans—Order; 1 case tapioca—W. W. Shaw; 1 box tea—Master.

From ILO ILO to LIVERPOOL, per Sharperton, entered Jan. 27.—26,980 bags sugar—Order.

From HONG KONG, SINGAPORE, and PENANG (via London and S. C.), to LIVERPOOL, per Diomed (str.), entered Jan. 31.—From Hong Kong: 36 casks paint—Booth and Co. From Singapore: 2 cases shells—J. H. Sergeant; 1416 bales gambier, 2251 bags sago flour, 2 cases cigars—Order. From Penang: 1359 slabs tin, in transit—Phelps and Co.; 10 cases nutmegs, 5 cases mace, 2 cases cloves—Order; remainder of cargo landed at London.

From FOOCHOW to LONDON, per Lennox Castle, entered Feb. 3.—2 packages lychees, 18,098 chests tea—Order.

From FOOCHOW to LONDON, per Kaisow, entered Feb. 3.—5887 chests 10,701 half-chests 3237 boxes tea, 5536 pieces steel, 5 packages merchandise—Order; 150 chests tea—A. Tesdorff.

From JAVA to BRISTOL, per Compadre, entered Feb. 2.—2566 baskets sugar—W. R. Stock; remainder of cargo from Fayal.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	8¼ to 9
25	Bank of Egypt	All	43 to 45
20	Chartered Bank Ind., Aust. and China	All	13¾ to 14¼
25	Chartered Merc. of India and China ...	All	22 to 23
20	City Bank	10	11 to 11½
100	Colonial Bank	25	50 to 52
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28¼	Hong Kong and Shanghai Bank ...	All	32 to 34
28¼	Do. Do. new	16¾	3 to 4 pm.
100	Imperial Bank	20	17 to 18
50	London and County	20	51¼ to 52½
50	London Joint Stock	15	37 to 38
100	London and Westminster	20	62½ to 63½
25	Oriental Bank Corporation	All	41½ to 42½
50	Union of London	15	39 to 40
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	118 to 120
10	British Indian Submarine	All	6¾ to 7
10	British Indian Extension	All	6⅞ to 6¾
10	British Australian...	8	3⅞ to 3⅝ dis.
10	China Submarine	9	5 to 4¼ dis.
10	Falmouth, Malta, and Gibraltar ...	All	9½ to 9¾
10	Great Northern	All	11½ to 11¾
10	Do. China and Japan Extension	All	8 to 8½
25	Indo-European	All	10 to 12
10	Mediterranean Extension	All	4½ to 5
12	Telegraph Construction Company ..	All	26½ to 26¾
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	51 to 52
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
—	Brit. and Foreign Marine Insurance Co.	4	4½ to 4⅝ pm.
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	106 to 108
—	Do. Do. 1872... ...	100	101 to 103
—	Do. Do. 1882-3 ...	100	109 to 111
20	Ceylon Company	10	3¾ to 3½ dis.
20	Do. A shares	5	3½ to 3 dis.
50	Colonial Company	20	3 to 1 dis.
10	Credit Foncier of England	All	2½ to 2¼
10	General Credit and Discount Company	7½	par to ¼ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2½ to 2 dis.
—	Japan Loan, 9 per cent.	All	98 to 100
20	London and Prov. Marine Insurance Co.	2	1 to 1½ pm.
25	National Discount Company	5	11½ to 12
25	Ocean Marine Insurance Company ...	5	14¾ to 15½ pm.
500fr.	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	44 to 46
50	Do. Do. 1867	10	3½ to 2½ dis.
100	Royal Mail Steam Company	60	56 to 58
20	Thames and Mersey Marine Insur. Co.	2	3¾ to 3¾ pm.
20	Universal Marine Insurance Company	5	7 to 7½ pm.

ARTICLES OF IMPORT.

—o—

TEA.

A public sale was held on the 31st ult., at which 5,292 packages were offered; 4,346 packages found buyers, all being without reserve. A chop of medium black-leaf, with all faults, brought 1s. 5¼d. per lb. Several breaks of common black-leaf, of recent import, sold at 11d. to 11½d. per lb., prices being rather lower. Black-leaf Siftings, with all faults, realised 3¼d. to 3½d. per lb. The following were the quantities offered:—Congou, 3,143 packages; Pouchong, 40; Souchong, 310; Twankay, 196; Hyson Twankay, 105; Hyson, 152; Young Hyson, 115; Imperial, 289; Gunpowder, 557; Japan, 385; total, 5,292 packages.

Duty paid on tea in London for the week ending	lbs.
Jan. 28	1,798,325
Export to ditto	181,105
Coastwise	890,868
Ditto for immediate export...	69,796
Total	2,940,094

SILK.

The market keeps steady, but without any noticeable change. There is a fair inquiry for China and Canton Silk, and full prices are obtained. The political crisis in France is giving a slight check to business generally, but without in any way affecting quotations. Red Peacocks are 26s., and best chop 3rds 29s. 6d., which prices have been freely paid this week.

The following is from Messrs. Durant and Co.'s Circular:—We have to report a month of small daily business, gradually increasing towards the end without any general quotable advance, but prices rather hardening as the doings became more frequent. The announcement of the capitulation of Paris induced some buoyancy of feeling and a desire for purchase, but importers seemed fully alive to the chance of improved prices. Hence the transactions have not been really large, nor can we quote even now any positive advance, but the highest

Digitized by Google

prices of September and the first week of November are easily obtainable. Japan Silk remains neglected. Canton Silk, on the other hand, has had a full share in the business done, and the deliveries show that it is entering largely into consumption—in this class we can trace a full 6d. advance. The next periodical public sales are fixed to commence on the 22nd inst.

COFFEE.

The recent improvement in the demand has been upheld for all descriptions, except for native Ceylon, which has sold slowly. The demand for Plantation has not quite equalled that in the previous week, but being very steady, the supplies brought forward have been taken off at fully former rates to a further slight advance for coloury kinds, the prices realised being, triage 45s. to 57s., small grey 57s. 6d. to 59s., low middling grey and greyish 61s. to 65s., bold ditto 65s. 6d. to 72s. 6d., small coloury 60s. to 62s. 6d., middling 66s. to 71s. 6d., good to fine middling 72s. to 80s., good bold bright 82s. to 84s. 6d., pea-berry 75s. to 80s. Early in the week a strong desire to buy floating parcels of Native Ceylon prevailed, and 600 bags were sold at a further advance at 58s. without guarantee; the demand has since fallen off, and sales can only be effected at some reduction; at auction garblings have realised 25s. 6d., chips 40s. 6d., small 52s., good ordinary 56s. to 57s., fine ordinary bold 58s. to 59s.

SUGAR.

Little if any speculative demand has been shown, and the trade have confined their purchases to middling to good refining qualities, which have brought firm prices, while commoner qualities remain neglected at about previous quotations; the transactions are again small. In East India kinds there has been but one transaction on the spot, consisting of the sale by private contract of 7,500 bags fair clayed Manila (duty 4s.) at 27s. per cwt. The floating cargo, per Aquarius, 1,150 baskets, Java No. 19 (duty 6s.) has been sold at 40s. duty paid been for London.

COCOA-NUT OIL.—The market has exhibited an upward tendency, and for Ceylon at public sale higher prices have been paid; of 229 casks offered, 208 casks sold, viz., 142 pipes good to fine at £39 15s. to £40, a few lots £40 5s., 36 puncheons at £40 10s., one lot £40 15s., and 30 hogsheads at £40 10s. to £40 15s.; for arrival 50 tons have sold at £40.

CAMPHOR.—The market has been very quiet, the sales being limited to a few hundred cases China, at 72s. 6d. to 75s.; a few lots Japan are reported sold, at 80s.; 1,000 tubs have arrived per Diomed, but have not yet been offered; the large parcel arrived per Hopewell has also yet to be brought to sale.

CHINA GRASS.—The market has been steady, but large arrivals which have taken place, per Geraint and City of Hankow, have rather checked the demand that was previously ruling; privately 200 bales fine white have realised £52 per ton—the previous value; and at auction 240 bales sea-damaged have been offered and withdrawn.

CUTCH.—There has again been an absence of business; an offer at public sale of 500 boxes Pegu was bought in at 22s. 6d. per cwt.

CANTHARIDES.—An offer of 2 cases China small and bold mixed was bought in at 2s. 6d.

ESSENTIAL OILS.—Anniseed has advanced to 9s. 1½d. to 9s. 3d.; the latter price has been paid, and afloat 9s. Cassia sells in retail quantities at 4s. 6d. per lb. Citronelle is very dull of sale at 2d. to 2½d. per lb. for good average quality; about 100 cases offered, and half sold. Lemon Grass: 3 cases Winter's sold at 3⅜d. Nutmeg: 20 cases retired at 7½d. to 7¼d. per oz.; 2 cases slightly tinged placed at 7d.

GAMBIER.—There has been some slight inquiry, and about 2,000 bales have been sold at 15s. 3d. to 15s. 6d., chiefly the latter price.

GALLS.—China: The market had been for some time past very dull, parcels of rather dark and dusty being sold at 41s., better quality at 41s. 6d. to 42s. 6d., when probabilities of peace caused buyers to anticipate a rapid revival of trade, and this idea being assisted by a little speculation, an advance was obtained, dark and very dusty and foul selling at 43s. to 43s. 6d.; a small lot of fine at 45s. Japan: Firm; an arrival has taken place, but is not yet on the market.

GUMS.—Benjamin: Dull of sale, quotations quite nominal; of 200 cases at auction, only 20 sold—fair 2nds Sumatra at £7 15s. to £8, ordinary at £7, and 3rds at 82s. 6d. to 85s., 4ths retired at 60s. Damar has been in improved enquiry, and sales of Batavian have been effected privately at 51s. 6d. to 52s. 6d. per cwt.; very pale and bold Singapore has been quitted at 52s. 6d. to 53s. Gamboge: Of 25 cases offered in public sale, 14 cases sold at a considerable advance, realising £12 10s. per cwt. for good pale pipe rather small and drossy, and £11 for blocky.

HEMP.—The dull tone of the market for Manila continues, and holders having shown some pressure to effect sales, prices have a declining tendency; the week's auctions have presented a total of 2,727 bales, which met with only a moderate demand, and 600 bales sold at easier rates, good common at £48; Sorsagon, £53; the remainder being bought in, Boluzan at £55; good fair, £53; very inferior and mixed with Cadiz, £43 to £44; privately 300 bales Manila have been sold, brown at £44, fair at £50, Sorsagon at £53 10s.; also for future delivery 2,000 bales January to March at £50, April to June at £48 for fair current.

JAPAN WAX.—At the last sales, out of 324 boxes saucers offered 308 boxes were sold—good bold at 72s. to 72s. 6d., fair to good fair at 67s. 6d. to 70s., stained at 61s. 6d. to 67s., dirty at 60s. to 66s. per cwt.

MUSK.—There has been an active demand, and 36 caddies have been sold at an advance in price of 5s. to 9s. per oz.; good genuine plump pods, slightly damp and a little mixed, realising 35s. 6d. to 36s. 6d.; fair, 34s. to 35s.; pile 2, of good shape, but very damp and many false packed, 25s. to 26s. 6d., but falling to 19s. to 21s.; pickings, 15s. to 24s. 6d.; trimmings, 6d.; mixed grain, 45s. 6d.; good ditto, but roughly got up, 55s.; 1 caddy Yunan has been retired at 35s., and 5 caddies Cabardine, small and skinny, at 14s.

PEPPER.—Black: Although a further advance of nearly ⅛d. per lb. has been established for Penang the demand is not active; privately about 1,300 bags Penang have been sold on the spot at 5 13-16d. to 6d., and for arrival 8,500 bags chiefly, near at hand, at 5¾d. to 5 15-16d.; at auction only 736 bags Penang have been offered, at which 350 bags sold at a further advance, West Coast at 6d., damaged at 5⅝d. to 5⅞d. White: The inquiry has been limited, and no sales have been effected.

RICE.—An active demand has prevailed throughout the week for all kinds, both for export and home use, and large sales have been effected at rising prices; an advance in prices of nearly 6d. per cwt. has been established; 6,877 bags Rangoon from the Cape sold, sound at 10s., inferior at 8s. to 9s., chiefly damaged at 8s. 3d. to 9s. 6d. The private transactions on the spot comprise 1,400 bags Ballam at 9s., ex-quay; about 50,000 bags Rangoon ordinary to fine 9s. 9d. to 10s. 10½d., and 15,000 bags Necransie at 10s. 6d. to 10s. 9d.

RHUBARB.—There has been little change in the market for China since we last reported upon this import; at public sale about 150 cases have been sold at the following prices—common and slightly wormy, 6d. to 8d. for flat, 9d. to 10½d. for round; pale horny coated, and mixed wormy break, 1s.; ditto, sounder and of better break, 1s. 9d. to 1s. 10d.; fair but small, 2s. 3d. to 2s. 5d.; good, slightly mixed, and of pale pinky fracture, 2s. 6d. to 2s. 8d.; even and brighter, 2s. 9d. to 3s.; and fine, 3s. 5d. to 3s. 6d.

SPICES.—Cassia: At the last sale 22 cases bold coarse broken quill and pieces, but of excellent Lignea flavour, ex Ellenborough, from Hong Kong, were retired at 110s.; 69 cases good curly Japan, of fair flavour, ex Danube, were also retired at 45s. Buds: The important quantity of 173 cases was offered, but the highest bid being £9, were all retired—fine bold genuine undrawn at £9 10s., ordinary and very stalky at £8. Since the sale a few cases ex Diomed have been placed at £9, CB in diamond mark, very good quality. Nutmegs: Are 1d. to 2d. lower. Of 20 cases offered only 6 cases sold—70 to 71 to the lb. at 3s. to 3s. 1d. per lb.; 68 retired at 3s. 8d.; 81 to the lb. retired at 2s. 7d. Privately a string of 70 to the lb. are reported sold at 3s. per lb.

SAGO.—Only 201 bags good small have been offered by auction; these sold rather dearer at 17s. 9d. Flour: In auction 2,109 bags Borneo, of fresh import, were bought in at 17s., except a few lots which sold at 16s. 6d.

TAPIOCA.—The late speculative demand has induced holders to raise their pretensions, and the import is generally held for advanced rates; at public sale of 2,160 bags Penang (chiefly of old import) offered, only 690 bags sold, fair but greyish at 2¼d. per lb.; the remainder, fair to good white, being held for 2½d. Of Singapore, 1,049 bags offered, and about 770 sold at steady rates: fair mixed quality at 2d. per lb.; but in a subsequent sale, 445 bags ordinary to common lump realised the same figure; good Rio kind was held for 2¼d.; fine for 2½d. Flour: 202 bags good retired at 2½d. Pearl Tapioca: Of 118 boxes and 203 bags offered, only 40 bags sold at 20s. for fine white medium grain, the remainder being held for higher prices, and retired, yellowish medium and extra large for 20s., and fair small in boxes for 21s.

ARTICLES OF EXPORT.

—o—

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Shipped to this date during the present year	To Hong Kong	1,500	370	475	4,500	750
	,, Shanghai	7,800	5,400	4,116	17,300	1,000
	,, Japan	—	—	10	6,300	1,500
Total...		9,300	5,770	4,601	28,100	3,250
Shipped to the same date last year ...	To Hong Kong	1,200	640	520	2,890	390
	,, Shanghai	9,100	4,840	5,529	32,810	1,000
	,, Japan	—	120	670	2,620	800
Total...		10,300	5,600	6,719	38,320	2,190
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,108
	,, Shanghai	115,380	58,640	56,835	274,853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82,856	389,153	79,608
Do. do. 1869	To Hong Kong	25,120	18,570	13,803	35 920	54,836
	,, Shanghai	159,000	60,050	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Had arrived out when the last accounts left of last year's shipments	To Hong Kong	15,480	6,036	6,957	49,435	30,771
	,, Shanghai	98,500	49,030	44,074	232,203	24,096
	,, Japan	—	600	10,791	28,965	8,111
Total...		113,980	55,666	61,822	310,603	62,978

QUOTATIONS.

		a.	d.		
HH Long Ells	28	6	per piece	Scarlet	
HH Spa: Stripes	2	8½	,, yard	,,	
HH SS Camlets	59	0	,, piece	,,	
HH Lastings (6 reed)	52	6	,, ,,	Gentian	
LL ,, (5 reed)	47	0	,, ,,	,,	
HH Crape Lastings	41	6	,, ,,	,,	
LL Do. do.	38	0	,, ,,	,,	
HH China Figures	19	6	,, ,,	Scarlet	
LL Do. do.	17	6	,, ,,	,,	
HH Crape Lustres	18	6	,, ,,	Black	
China Blankets	1	8½	,, lb.	Scarlet	

The above prices (except for Blankets) include tilleting and packing, and are subje t to a discount of 1½ per cent. for cash.

Digitized by Google

NEW YORK MARKET REPORT.

—o—

TEA.

Messrs. Beebe's Circular, dated 20th ult., is as follows:—Since the opening of the new year our market has been active and the transactions large, with an improvement in prices of most descriptions of goods on the spot. We estimate the sales by importers thus far during the present month at 39,000 half-chests Green, 30,000 half-chests Japan, 37,000 half-chests Oolong, and 2,000 half-chests Souchong and Congou; of these about 14,000 half-chests Green and 10,000 half-chests Oolong are old crop. Our revised quotations indicate closing duty-paid values, as nearly as they can be fixed at the moment in the somewhat unsettled state of the market. Reference to these will show that old crop Greens of the better sorts, as well as new crop generally, have improved, more or less, over the closing prices of 1870. The non-arrival of the cargoes per Riga and Mikado until the 15th has been the chief agency in securing this improvement. These having been largely sold to arrive, and (that per Riga especially) resold by the jobbers for prompt delivery after the 1st inst., made it necessary in many cases to substitute other goods, and the competition for such as were available enabled holders of the little good old remaining in stock, and the few new arriving by Pacific Mail route, to secure the advance. The large clearances from bond since the 3rd inst. indicate an extensive business for future delivery by the trade toward the close of the year just ended, and satisfactorily account for the apparent reduction in the consumptive demand. Opening prices for new crop Oolong show a marked advance over the rates ruling for similar grades of old, and thus far those received from Amoy, we are happy to say, leave a fair profit to the importer. Our figures for Foochow goods are mainly nominal, the receipts to date consisting almost wholly of common to fair cargo.

The following are the current quotations (in gold, duty paid):—Greens (Moyune, Twanki, and Fychow): Gunpowder, common to good, 50c. to 85c.; fine to finest, 75c. to 118c.; Imperial, common to good, 40c. to 80c.; fine to finest, 48c. to 100c.; Young Hyson, common to good, 33c. to 75c.; fine to finest, 4 2c. to 110c.; Hyson, common to good, 37c. to 65c.; fine to finest, 46c. to 85c.; Hyson Skin, 27c. to 40c.; Foochow, Oolongs (new crop), common and good, 47c. to 54c.; superior and fine, 57c. to 75c.; finest, 80c. to 95c.; Amoy Oolongs (new crop), common and good, 46c. to 53c.; superior and fine, 56c. to 63c.; finest, 65c. to 70c.; Souchong and Congou (new crop), common and good, 31c. to 42c.; superior and fine, 47c. to 58c.; finest, 65c. to 80c.; Japans (new crop), common, 48c. to 55c.; medium, 58c. to 62c.; good medium, 65c. to 68c.; fine and finest, 70c. to 78c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Jan. 18, 1871, were as follows:—Greens, 2,270,192 lbs.; Japans, 1,538,915 lbs.; Souchongs, 366,521 lbs.; Oolongs, 1,954,949 lbs.; other sorts, 3,200 lbs.; total, 6,133,777 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 22,882,438 lbs. Subtracting from this total the exports from Jan. 1 to Jan. 18, 223,845 lbs., and the withdrawals for home consumption during that period, 6,462,425 lbs., there remains a total of 16,196,168 lbs., representing the stock on the last-named date. The receipts from Jan. 1 to Jan. 18 amounted to 6,133,777 lbs.; the withdrawals for home consumption to 6,462,425 lbs.; and the exports to 223,845 lbs.

SILK.

The following is from Mr. O'Donoghue's Report:—Although there is a fairly active demand, confined to the finer grades of silk, the market does not evince much strength, and prices are ruling considerably lower than those quoted a month ago. Usual Reel Taysaam and Tsatlee are in fair supply, and with little inquiry. Re-reeled Haineen and Tsatlee meet a ready sale at about quotations. Re-reeled Canton, particularly of good fair quality, is in steady demand for twist and sewing; very little used for fringes. Japans, no business.

Prices current for China and Japan Silks (currency six months terms):—Tsatlee, No. 2, $9; No. 3, $8.75; Nos. 4 and 5, $8.25. Taysaam, No. 1, $8; Nos. 2 and 3, $7.25 to 7.50; Nos. 4 and 5, $6.75. Canton, re-reeled, good, $6.75 to 6.7-8; fair, $6.25; coarse, $5.75. Tsatlee, re-reeled, good, $9; fair and medium, $8.50 to 8.75. Haineen, best, $9; fair, $8.75. Canton, re-reeled, extra fine, $7. Mahang, $5.50 to 5.75. Japans: Maibash, Koshio, and Atchezan, nominal; no demand. Sodai, fair to medium, $8.75 nominal.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 19c. to 21c.; Java mats, 18c. to 20c.; Singapore, 16c. to 17c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c. The market for Brazil is quiet but steady. The business in East India has been in Java exclusively, the market for which is firm and active, prices as quoted above showing some advance on the rates previously current; the sales reported are 17,593 mats superior, ex-Sanderson, on private terms, and 6,000 mats ex-Cyclone at the current rates.

CORDAGE.—The market has continued dull, and prices generally have been materially reduced. We quote Manila Cordage, 17½c.; do., 6-thread and 9 thread (¼ and 5-16 in. diameter), 18½c.; do. 12-thread (⅜ in. diameter), 18c.; do. Hay Rope, 18c.; Manila Cordage, Bolt Rope Yarns, 19½c.; do., 6-thread and 9-thread, 20½c.; Tarred Manila, 17c.; fine Tarred Manila Lath Yarn, 18½c.

CAMPHOR.—China is quoted 17c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.20; Cassia, $1.25 gold (in bond).

GAMBIER.—The current quotation is 3 60-100c. to 3 65-100c. gold (duty paid).

HEMP.—The auctions of Manila at Boston, referred to in our last included 3,800 bales, ex Mutlah, at 10c. to 10½c., 1,500 bales, ex Bunker Hill, at 9¾c. (both gold), and 500 bales, ex Peruvian, on private terms. The New York market continues dull; the only sale had been 435 bales, ex Bunker Hill, at 9⅞c. gold; the arrivals are reported of 3,500 bales, per Glenallon, and 3,040 bales per John Banfield.

INDIGO.—There is but a limited business doing in Manila, holders as a rule requiring higher prices than buyers are disposed to pay; the sales have been about 30 cases at $1.10 to $1.25 currency.

PRESERVED GINGER.—China is quoted $7.50 currency (duty paid).

RHUBARB.—The quotation for China is $1.18 to $2 currency (duty paid).

RICE.—The supply of native produce having been less abundant, more attention has been directed to Rangoon; sales to a fair extent in lots for home consumption have been effected at $7 to 7.12½ currency, and for export about 850 bags have found buyers at $3.12½ to 3.31¼, gold in bond, showing a slight advance.

SUGAR.—A steady demand is shown for all descriptions, and the sales have included 1,406 baskets Java, at 19½c.

SPICES.—The market for invoices is quiet, there being but few parcels in first hands, either on the spot or to arrive, and those are held at prices above buyers' views; 2,500 bags Pimento sold to arrive at 3½c. gold, in bond, and 258 bags Singapore Pepper in Boston on private terms. The trade demand continues very active, and prices of most descriptions are firm, Cassia, perhaps, being the only exception, this having been reduced a little. The sales in lots are 250 cases Nutmegs at 75c. for English, up to 85c. for prime Penang, mostly at 82c.; 150 do. Mace, $1.15; 12,000 mats Cassia, 36c. to 37c.; 250 cases, 36½c.; 100 bales prime wild Cinnamon, 35c.; 2,000 bags Pepper, 16c. for Sumatra and 16½c. for Singapore; White Pepper, 22c.; 1,100 bales Cloves, 12½c., and 7½c. in bond—all gold.

TIN.—Continued favourable reports with regard to the London and Singapore markets have caused an increase in the activity recently noticed, and a further advance in prices; the sales comprise 2,700 slabs Straits on the spot, commencing at 33½c. and rising to 34½c.; 5,100 slabs to arrive at 33c. to 33½c.; and 200 slabs Banca commencing at 38c. and rising to 40c., all gold. The higher prices given may be considered as the closing quotations, with a rising tendency.

SHIPPING.

ARRIVALS.—Jan. —, at New York, from Japan, Black Prince; 14, from Shanghai, Mikado; from Macao and Whampoa, Lufra; 15, from Shanghai (via S.C.), Riga (str.); from Amoy, Eleanor; 16, from Manila, Glenallon; 18, from Manila, John Banfield; 19, at Boston, from Singapore, George H. Peake.

DEPARTURES.—None.

THE NEW TARIFF.

On the 1st inst. the new tariff of duties upon articles of import came in force. With reference to articles of Far Eastern produce the following will show the new rates of duty as compared with the old:—

Cassia, per lb.—Old tariff, 20c.; new tariff, 10c. Cassia, ground, per lb.—Old tariff, 25c.; new tariff, 20c.

Cinnamon, per lb.—Old tariff, 30c.; new tariff, 20c.

Cloves, per lb.—Old tariff, 20c.; new tariff, 5c.

Clove stems, per lb.—Old tariff, 10c.; new tariff, 3c.

Coffee, per lb.—Old tariff, 5c.; new tariff, 3c.

Hemp, Manila, and other like substitutes for hemp, unmanufactured not otherwise provided for, per ton—Old tariff, $25; new tariff, $25., Hemp, tow, per ton—Old tariff, $10; new tariff, $10.

Mace, per lb.—Old tariff, 40 per cent.; new tariff, 25 per cent.

Nutmegs, per lb.—Old tariff, 50c.; new tariff, 20c.

Pepper, per lb.—Old tariff, 15c.; new tariff, 5c. Ditto, ground, per lb.—Old tariff, 18c.; new tariff, 10?

Spices, not otherwise specified.—Old tariff, 20 per cent.; new tariff, 20 per cent. per lb.

Tea, per lb.—Old tariff, 25c.; new tariff, 15c.

FREIGHTS FROM CHINA TO CHICAGO, NEW YORK, AND ENGLAND. SAN FRANCISCO, JAN. 25.—The *Thoroughfare* (railroad ferry steamer), it is expected, will be able to commence her trips across the bay by the time the next steamer arrives from China. Cargo can then be re-shipped at the rate of from 1,000 to 1,500 tons a day, and the freight time from Japan to Chicago will be reduced to thirty-four or thirty-six days, to New York to thirty-seven or forty days, and to England ot fifty days.

SAN FRANCISCO MARKET REPORT.

COFFEE.—This staple is now entered for consumption at a duty of 3c. per lb., a reduction of 2c., but the market price of old Government Java is continued at 24½c. The entire stock of all kinds on the market is concentrated in the hands of two importing houses. We, however, observe that supplies to a limited extent are en route for New York overland.

CORDAGE.—The San Francisco Cordage Company announce their wholesale invoice price of Manila Rope thus:—2-inch and upwards, 19c.; under 2-inch, 19c.; Manila Hay Rope, 3 and 4 strand, 19c. per lb., with discount to the trade of ½c. per lb., and for lots of 10,000 lbs. 1½c. do. This is a decline of 1c. per lb. on former price. The stock of Manila-laid, as well as that of the New Bedford Company, is light.

RICE.—There is no change in the duties under the present revision of the tariff. The stock of all kinds is running very low, and is beginning to attract supplies from New York overland, but not in quantities to affect the value of China, which in reality is about the only kind that the Chinese—the chief consumers—will buy, and which is quoted at 10c. to 11c.

SPICES.—The market is supplied with Pepper and Pimento from the East by rail, and *via* Panama. Prices are unsettled, Nutmegs, 90c.; all others, say, Citron at 45c. to 50c. per lb.; Cassia, 40c.; Cloves, 22½c.; Pepper, 23c.

TEA.—The duty is now 15c. per lb. on all descriptions, and this reduction of 10c. is now pretty generally deducted from the selling rate Sales of Japans have been more free than for some time past, aggregating 2,000 packages, within the range of 60c. to 75c., including several invoices in bond, private.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Coals and Coke.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.
				Tons.	Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	£	Cwt.	Cwt.
Boyne (addl.)	Colombo	London.	Dec. 24	...	...	30	4	1 ct.	¼	...	938 &3tns.	56000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	197	50	260	100	...	4 &16rts	358	...	...
Lumley Castle, str. (addl.), via S.C.	Singapore	,,	,, 31	...	...	...	...	...	...	...	30	353900 &£40	6000	...	...	...	320	...	8688	...	...	...	...	...	47	110	80	50	4	...	...	...	...	70	15
Do. do.	Hong Kong	,,	,, 31	...	...	...	...	...	...	...	14	1035822	1160	...	...	59	3179	585	20363	...	...	...	...	...	...	...	...	...	1203	20	...	...	...	...	1½
Do. do.	Shanghai	,,	,, 31	...	...	...	...	...	...	...	120	6250449 &£1410	103464	2703	40	353	5861	20	20000	...	...	...	...	...	...	...	...	...	1631	...	...	...	...	1	5
Do. do.	Japan	,,	,, 31	...	...	...	...	...	...	...	22	193850	...	2147	...	18	2398	...	...	...	...	...	...	...	...	...	...	...	356	...	...	...	70	...	...
Hopewell	Hong Kong	,,	,, 31	...	162	...	10	200	...	...	120	1422010	55200	...	...	...	...	...	226400	...	127	48	332	...	332	165	250	166	...	...	...	150	397	...	£28
Quito, str., via S.C.	Colombo	,,	Jan. 4	...	...	...	...	...	...	136	673	1014806	112981	...	...	...	...	100	...	77	...	...	...	...	...	222	12	...	210	...	...	...	30	...	4 &£92
River Indus	Ceylon	,,	,, 5	678	145	3	1	5	3	684	2559	319900	31120	...	...	...	...	10	7840	...	371	76	2007	74	97	617	1030	215	319	...	...	50rlts.	1825	29	1
Ambassador	Hong Kong	,,	,, 7	...	110	...	25	150	...	...	67	803900	24000	...	...	230	1706	270	92560	...	49	55	234	...	620	239	140	172	...	...	285	...	285 &524c.	110½	10¼
Silver Eagle	Yokohama	,,	,, 7	...	...	...	9	28	£9	...	125	190000	...	...	...	...	964	...	20000	...	195	21	6	185	202	63	5	171	...	...	23	...	...	30½	...
Gleam	Bangkok	,,	,, 7	140	...	...	...	4	...	845	424	...	...	...	...	...	200	...	...	18	...	22	...	...	6	48	...	35	...	...	...	...	191 &2cs.	...	..
J. R. Worcester	Yokohama	,,	,, 7	...	34	...	...	62	...	297	879 &11ct.	1209687	43700	...	...	...	2005	...	102800	...	24	63	186	388	48	616	...	...	22	270	...	...	334 &22cs.	35	7½
Duke of Abercorn	Shanghai	,,	,, 9	...	55	8	...	119	...	1900	129	4936449 &£4050	21600	...	...	10	9345	...	13200	...	68	97	24	44	67	1480	250	30	20	...	...	...	108	229 &£250	3 £12
Cornelia	Batavia	Livrpool	Dec. 23	...	113	67	20	6	...	120	1607	903589	1798637	196	...	567	959	230	36300	...	24	21	...	...	...	...	...	589	...	...	...	...	1828	200	...
Petersburg, str., via S.C.	Ceylon	,,	Jan. 3	...	...	...	...	...	...	...	338	406119	44500	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	101	...	...	...	25	...	...
County of Bute (addl.)	Batavia and Sourabaya	Glasgow	Dec. 24	400	58	...	22	...	...	...	164	517580	2214845	...	...	225	425	299	43550 &£568	...	...	...	...	...	...	...	...	...	...	...	124	...	1816	...	...
Lake Constance	Hong Kong	,,	Jan. 20	...	...	...	...	...	...	...	5	...	...	...	...	67	...	...	...	...	...	120	...	787	...	...	...	154	...	180	13	...	...	...	...
Norham Castle	Singapore	,,	,, 21	...	...	...	...	...	...	...	...	138000	92000	...	...	...	...	...	31334	...	...	111	...	...	...	54	...	160	...	...	...	...	491	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	Cwt.	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Boyne (addl.)	Colombo	105 &8cs.	96	...	...	865	10	10	...	...	40	12	...	...	...	...	...	...
b Lumley Castle, str. (addl.), via S.C.	Singapore	4	4	£4	35	136	...	...	20	50	10	...	...	...	...	...	...	30
c Do. do.	Hong Kong	...	...	...	332	10	27	70	40& 2cs.	414	...	75	20	...	...	455	...	...
d Do. do.	Shanghai	...	27	...	498	71	38	...	22	147	...	...	409	...	45	...	...	50
e Do. do.	Japan	...	...	2	...	38	10	...	160	...	...	67	349	...	21	160	...	...
f Hopewell	Hong Kong	285	4	...	...	52	...	145	...	...	...	...	...	50	930& 1cs.	...	...	...
g Quito, str., via S.C.	Colombo	222	51	4¼	30	214	...	212	10	20	1cs.	89	...	...	...	...	1058	25
h River Indus	Ceylon	314 &12cs.	301	9	304	447	93& 74gls.	32& 15cs.	28	...	40	32	151	37	13	...	...	30
i Ambassador	Hong Kong	421 &75cs.	25	2	...	20	...	...	...	...	...	10	...	55	..	...	...	...
j Silver Eagle	Yokohama	...	16	...	...	10	...	28	170	...	...	...	...	...	...	...	...	...
k Gleam	Bangkok	25	...	...	...	6cs.	...	15	...	...	...	...	287	...	80	...	177	...
l J. R. Worcester	Yokohama	12pkg.	10	...	...	...	7gls.	811	140	...	...	...	...	...	...	...	340	120
m Duke of Abercorn	Shanghai	227	154	...	...	180	...	68& 1cs.	...	35	...	20	56	210& 1cs.	...	...	...	...
n Cornelia	Batavia	...	...	...	...	...	...	...	...	...	137	...	...	...	...	...	...	...
o Petersburg, str., via S C.	Ceylon	50	...	...	...	20	...	...	...	...	84	...	...	...	...	...	229	...
p County of Bute (addl.)	Batavia and Sourabaya	...	...	...	...	...	...	54	...	...	110	...	...	...	...	...	...	...
q Lake Constance	Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
r Norham Castle	Singapore	...	...	...	...	...	73gls.	...	...	...	...	...	...	356	...	...	...	...

SUNDRIES.

a Asphalte, £16; galvanised wire and roofing, £139; effects, £82; boats, £40; grease, £4; clocks, £3 ——*b* Nautical instruments, £50; effects, £20; corks, 2 cwt.; marble slabs, £55; vegetable wax, 52 cwt. ——*c* Paramatta, £120; caoutchouc manufactures, £70; tin foils, £10; capsules, £8; steamboat machinery, £900; amber, 6 cwt.; glass beads, 250 cwt.; philosophical instruments, £150; elastic web, £120; pianos and musical instruments, £130.——*d* Pictures, £70; effects, £50; paramatta, £60; seeds, £36; perambulators, £10.——*e* Seeds, £20; horse-hair, £55.——*f* Iron wire, 7 tons; asphalte felt, £75; refined sugar, 2 cwt.; effects, £35; gunpowder, 250 lbs.——*g* Refined sugar, 9½ cwt.; effects, £121; tricycle, £10; photographic materials, £40; tarpauling, £14; jewellery, gold, £30; clocks, £41.——*h* Silk, £122; refined sugar, 8 cwt.; paintings, £10; shoe threads, £17; blasting fuze, £24; india-rubber combs, £13; tallow, £145 cwt.; manure, £36; cement 8 tons; corks, £29 and 13 cases; lithographic stones, £7; effects, £41; rubstones, £14; glass-paper, £10; brass wire, £46; Matches, £15; zinc, £46; geneva, 240 gallons.——*i* Wire rope, £48; mineral waters, £14; beef and pork, 260 cwt. and £550.——*j* Galvanised iron, £6; salt, 60 tons; refined sugar, 10 cwt.——*k* matches, £290; printers' materials, £32; bricks, £45; clay manufactures, £5; millstones, £105; lubricators, £10——*l* Railway materials, £1,180 and 204 tons; salt, £100; india-rubber, £132; liqueurs, 30 gallons; matches, 25 cases; carriages, £120; cement, £50; engravings, £35; waggons, £84; lighthouse fittings, &c., £3,077; pig iron, 50 tons; zinc, 3 tons.——*m* Iron wire, 680 cwt.; flints, 110 tons; effects, 2 cases; carriages, £70; mineral waters, £100; fire-engine, £47; matches, £400; plain cottons, 6 cases; pig iron, 300 tons.——*n* Galvanised iron manufactures, £152; silks, mixed, £110.——*o* Bricks, £7; clay, £2; glass beads, £3; clocks, 3 cases.——*p* India-rubber combs, £15; sugar machinery, £540; galvanised iron, 30 tons.——*q* Bricks, £14; roofing felt, £73; gunpowder, 15,000 lbs.——*r* Roofing felt, £70.

NOTE.—Per Cutty Sark, from London to Shanghai, cleared Nov. 8 (addl.).—Plain cottons, 38,000 yards. Per Norman Court, from London to Shanghai, cleared Dec. 21 (addl.).—Dye stuffs, £300; lamps, £150; cotton manufactures, £500. Per Art Union, from London to Batavia, cleared Dec. 23.—(Short shipped) Sheet iron, 15½ tons; cement, 40 tons; matches, £100 Per Cornuvia, from London to Hong Kong, cleared Dec. 23 (addl.).—Lead, 5 tons; iron wire 20 tons; bar iron, 3 tons; plate iron, ½ ton; biscuits, £75; (short shipped) hardware, £170; stationery, £25; matches, £350 and 40 cases; oilman's stores, £117; gunpowder, 2,500 lbs. Per Lumley Castle (str.), from London to Java, *via* Suez Canal, cleared Dec. 31 (addl.).—Printed cottons, 37,640 yards; cotton manufactures, £40; small nuts, 3 cases; olive oil, 24 gallons. Per Agnes (str.), from London to Singapore, *via* Suez Canal, cleared Jan. 3.—Goods, manufactured, £8; 196 miles telegraph cable, £39,200. Per Silver Eagle, from London to Shanghai, cleared Jan. 7.—Pig iron, 25 tons. Per Cornelia, from Liverpool to Sourabaya, cleared Dec. 23 (addl.).—Hardware, £20. Per Jane Sprott, from Liverpool to Singapore, cleared Dec. 31.—Coal, 1,011 tons. Per St. Croix, from Liverpool to Galle, cleared Jan. 4. —Coal, 965 tons.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jan 28	Scythia	Lawson	Manila	London
— 25	Haddington	Angove	Foochow	Motherbank
— 24	Flevo	Strootman	Batavia	Texel
— 23	County of Lancaster	Taylor	Do.	Brouwershaven
— 24	Elizabeth	Feenstra	Do.	Texel
— 25	Christina	Visser	Tjilatjap	Do
— 11	Salvadora	Hormaechea	Manila	Cadiz
— 26	Nestor	Brandligt	Batavia, for Rotrdm	Off the Start
— 28	Anna and Johanna	Zetteler	Java, for Amsterdam	Off Mount's Bay.
— 29	Bastiaan Pot	—	Batavia, for Rotrdm.	Off Scilly
— 23	Chateaubriand	Hubert	Saigon	Belle Isle
— 30	Chalmers	Helps	Rangoon	Off Plymouth
— 30	Lennox Castle	Talbot	Foochow	Off Mount's Bay
— 31	Diomed (str.)	—	China, &c., via S.C.	Liverpool
— 29	Gladstone	Bowles	Batavia	Brouwershaven
Feb. 1	Kaisow	Anderson	Foochow	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jan 26	Geraint	Cobby	Cardiff and Shanghai	London
— 23	Emily M'Near	Scott	Hong Kong	Penarth
— 23	Glenaray	Bayley	Colombo	Glasgow
— 27	Argonaut	Nicolson	Shanghai	London
— 24	Ironsides	Vaux	Hong Kong	Penarth Dock
— 26	Jacoba Helena	—	Singapore	Shields
— 28	Cresswell	White	Colombo, &c.	London
— 28	Lloyds	Robinson	Cardiff and Galle	Do.
— 28	Huntley Castle	Stewart	Do., and Singapore	Do.
— 28	Loch Awe	McCulloch	Glasgow and Java	Do.
— 27	Bougainville	Marchans	Galle	Cardiff
— 27	Victoria	Lameyer	Singapore	Do.
— 25	Diadem	Cirvel	Do.	Penarth Dock
— 30	Trent (str.)	Dumbrick	Colombo, &c., via S. C	London
— 30	Lahloo	Pryce	Cardiff & Hong Kong	Do.
— 28	Prince Arthur	—	Singapore	Liverpool
— 28	Duke of Athole	Peebles	Galle	Cardiff
— 31	Alice Wilson	—	Do.	Clyde
Feb. 1	Cynric	Wallace	Cardiff & Singapore	London
Jan 31	Aldebaran	Griggs	Colombo	Newport
— 10	Mary Belle Roberts	Sutton	Hong Kong	Port Gamble
Dec 24	City Camp	Homewood	Galle	Rio de Janeiro

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: Alumina, Fiery Cross, Flying Spur. For Shanghai: Victoria Nyanza, Aracan, Weymouth, Everest. For Hong Kong: Burdwan, Chinaman, Windhover, Golden Spur, Leander. For Singapore: Summer Cloud, Haidee. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Tweed (str.), Erl King (str.), Glendarroch (str.), Enterprize (str.). For Singapore, Yokohama, and Hiogo: Emerald (str.). For Singapore and Hong Kong, (via Suez Canal): Belgian (str.), Minia (str.), Kangaroo (str.). For Penang: Frances Milly. For Batavia and Sourabaya: Agra. For Colombo: Thames, Southern Belle. For Colombo, &c. (via Suez Canal): Atholl (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Hong Kong: Queen's Own. For Manila: Estrella, Josefina. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Ulysses (str.), Diomed (str.). For Bordeaux and Saigon: Guipuzcoano.

At GLASGOW.—For Yokohama: Erie. For Manila: Dona Feliciana. For Ilo Ilo: Monsoon. For Batavia and Sourabaya: County of Berwick.

SPOKEN.

AMIE, Shanghai to New York, Nov. 2, in Prince's C., Straits of Sunda.
GRANVILLE, London to Trincomalee, Dec. 29, on the line, 26 W.
BURMAH, Clyde to Yokohama, Jan. 1, 1 N., 27 W.
BRIERLEY HILL, Cardiff to Galle, Dec. 13, 27 S., 25 W.
GRAVENAGE (N. Ger.), Rotterdam to Batavia, Dec. 9, 29 N., 21 W.
NOACH, Rotterdam to Batavia, Dec. 29, on the line, 30 W.
TEVIOT, London to Colombo, Dec. 21, 12 N., 27 W.
A BRITISH brig, Singapore to Boston, 109 days out, Dec. 15.

FREIGHTS AND CHARTERS.

We have little or no change to note in berth freights to the East, steamers via Canal fill up slowly at the undermentioned quotations; coal freights from the North are without alteration:—

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £42. For Hong Kong: £35. To Singapore: £28. For Galle: £27. From Newport, Cardiff, or Swansea, per ton—For Yokohama: — For Shanghai: £2 2s. 6d. For Hong Kong: £1 15s. For Java: 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 7s. 6d. For Colombo: £1 7s.

CASUALTIES.

The Mount Vernon, from Liverpool to Singapore, was in collision, Sept. 11, in lat. 8 N., lon. 36 W., with the Alpine, for Bombay.

The Waverley (str.), from Manila, via S.C., arrived off Lisbon with loss of propeller; a tug had been engaged to tow her into port; she had a spare screw on board.

The John George, Barron, which arrived at Falmouth, Jan. 23, from Manila, had lost bulwarks, rail, &c.

MISCELLANEOUS.

At PORT SAID.—Jan. 26, Petersburg (str.), from Liverpool, for Colombo, &c.

THE PHŒNIX.
A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA,
EDITED BY
THE REV. JAMES SUMMERS,
Professor of Chinese in King's College, London.
Free to INDIA, CHINA, or JAPAN, £1 3s.
Contributors to the PHŒNIX:—
Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.
Articles have appeared on—
The Ainos, the Tartar Languages, Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.
OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

MDLLE. LIEBHART will sing Mr. WRIGHTON'S New Song, "NORAH, SWEET NORAH," at her coming Concerts.

NEW YEAR'S CHIMES. A New Song. Words by Miss ELLEN BURNSIDE. Music by W. T. WRIGHTON (beautifully illustrated title). 3s., free by post for 18 stamps.

THERE'S A SWEET WILD ROSE. Vocal Duet. By the composer of "What are the Wild Waves Saying?" &c.—"A very charming duet."—Vide "Stamford Mercury." Free by post for 24 stamps.

THE TWILIGHT HOUR HAS COME. Duettino for two voices. By the Composer and Author of "Hark! the Goat Bells Ringing." 4s.; each free by post for 24 stamps.

LA VIVANDIERE. Quadrille pour Piano. Par AGNES. Finely illustrated.

THE LIGHTS FAR OUT AT SEA. New Song. By ALFRED SCOTT GATTY. 3s.; free by post for 18 stamps.

SWEET NORAH WALTZES, for the Pianoforte. By C. H. R. MARRIOTT. Finely illustrated. 4s.; free by post for 24 stamps. Also his "Louise Quadrille;" same price.

ROBIN. Song. Written and composed by ANNE FRICKER, composer of "Fading Away," "I Built a Bridge of Fancies," &c. Finely illustrated. 3s.; free by post for 18 stamps.

THE LOUISE QUADRILLE. By C. H. MARRIOTT. "Thousands will purchase this quadrille for the sake of the frontispiece, which is one of the most elegant we have ever seen."—Vide "Worcester Herald." Bids fair to rival the "Osborne Quadrille." Post free for 24 stamps.

London: Published only by ROBERT COCKS and Co., New Burlington-street, and of all Musicsellers.

HOLLOWAY'S PILLS
INDIGESTION AND LIVER COMPLAINTS.—Lovers of society and all addicted to the enjoyment of the table would do well to remember that the digestion cannot be long seriously disordered without the derangement being perceptible on the countenance. These Pills prevent all unpleasant consequences, they improve the appetite, and, with the increased desire for food, they augment the powers of digestion and assimilation in the stomach. Holloway's Pills deal most satisfactorily with deranged or diseased conditions of the many organs engaged in extracting nourishment for our bodies from our various diets. The liver, stomach, bowels, and kidneys, with many minor parts subserving the same end, readily bow to this treatment.

CAUTION.
THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.
JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfume.
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.
Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

CAUTION.
STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words 'John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each.

Digitized by Google

OVERLAND ROUTE.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers

	From Southampton.	From Brindisi.
GIBRALTAR, MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA, ADEN, BOMBAY	" "	Ever Tuesday, at 2 A.M.
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Feb. 4, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Feb. 14, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Feb. 18, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Feb. 28, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria fortnightly, from Saturday, the 4th February, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month r SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at onolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.

Japan	in 33	"	"
China	in 44	"	"
New Zealand	in 45	"	"
Australia	in 48	"	"

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receives at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the Nationa. Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and India transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA, TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.

Established 1807.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMETZER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & C
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E C
(Over the JERUSALEM)

Digitized by Google

PROTECTION FROM FIRE.

TRADE

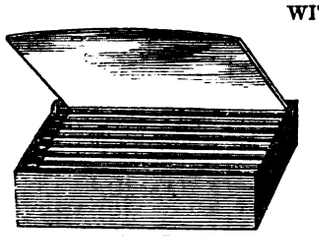
MARK.

BRYANT AND MAY'S
PATENT SAFETY MATCHES

IN LARGE AND SMALL BOXES, ARE DAMP PROOF, FREE FROM SMELL, AND
LIGHT ONLY ON THE BOX.
WARRANTED FOR ALL CLIMATES—INVALUABLE FOR SHIPMENT.

BRYANT AND MAY'S
NEW METAL POCKET VESTA BOX,

WITH PATENT SPRING COVER.


OPEN.

CLOSED.

COMPACT, CHEAP, ORNAMENTAL—INVALUABLE FOR EXPORT.

BRYANT AND MAY'S
RUBY, CROWN, VICTORIA, AND PEARL MATCHES,

IN LARGE AND SMALL BOXES.

BRYANT AND MAY,

FAIRFIELD WORKS, BOW, AND WHITECHAPEL-ROAD, LONDON. E.

HUGHES & KIMBER,

London, 1851.

MANUFACTURERS OF
MACHINES AND MATERIALS
For Lithographers, Printers, Engravers, Bookbinders, and Stationers,
LITHOGRAPHIC
AND
COPPERPLATE PRESSES,

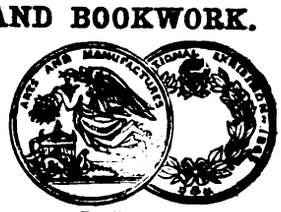
Paris, 1867.

LITHOGRAPHIC CYLINDER PRINTING MACHINES,

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

London, 1862.

Paper-Cutting Machines (Diagonal Cut,)
As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.
Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.
ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.
An Illustrated List Post Free on Application.
CONTRACTORS TO HER MAJESTY'S GOVERNMENT.


Dublin 1865.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

STUART BROS. & CO.,

BUYING AND FINANCE AGENTS AND SHIPPERS

14, GEORGE-STREET, MANSION HOUSE.

LONDON.

S. B. & CO. are experienced Buyers of **DRAPERY, MILLINERY,** Hardware, Groceries, Wines, Plate, Furniture, &c., exported to the East Indies, China, Japan, &c., having had long practical experience in the Colonies and Home Markets. They purchase in PARIS, MANCHESTER, GLASGOW, or cheapest Emporiums, charging for selection and buying, 2½ to 5 per cent. commission, and allowing the full discounts they receive off cost of goods.

ORDERS they execute at once when accompanied by credits and satisfactory references, or by a remittance of 20 per cent. of cost and charges The balance is payable on arrival of the goods at port of destination.

POWERS OF ATTORNEY they hold for clients, in which case and with good references, &c., they open credits, accept, and otherwise finance for them. They also collect and remit Pay and Dividend at ¾ per cent. commission.

BANKING AND GENERAL AGENCY conducted. Interest allowed on deposits at Bank rate. Passages secured, Freight engaged, Insurance effected, and Stocks and Shares sold FREE OF CHARGE.

CONSIGNMENTS OF PRODUCE they sell to best advantage, accepting drafts against the same.

CONTRACTS entered into for supply of Railway and Telegraph Plant, Machinery, Galvanised Iron Work, Steamboats, &c., &c., &c.

BANKERS—NATIONAL BANK OF SCOTLAND, GLASGOW AND **LONDON.**

Digitized by Google

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

REPORT of the COMMITTEE to the FIFTH ORDINARY MEETING of SHAREHOLDERS, held at the Office of the GENERAL AGENTS, at HONG KONG, on December 21st, 1870.

The Committee have now the pleasure of waiting upon the Shareholders with a Report of the working of the Company during the past twelve months.

The amount of Premia collected in Hong Hong and China, between the 1st of November, 1869, and the 31st of October, 1870, and the amount collected at the Foreign Agencies within that period, of which the General Agents have received advice, after deducting all sums paid as bonus and commissions, and adding interest and gain in exchange, amounts to $312,761.84. The annexed accounts have been audited by Mr. M. P. Jukes and Mr. E. J. Sage. In accordance with the Articles of Association, the meeting will have to elect Auditors for the coming year; both of these gentlemen offer them selves for re-election.

It will be seen from these Accounts, that after carrying forward to the next year's accounts $30,620 for Permia received in respect of risks taken before October 31st, but not yet terminated, and after carrying forward $71,753.83 to Suspense Account to meet unsettled claims put forward, there remains a balance to the credit of Profit and Loss Account in respect of transactions already closed of $190,000, and the Committee recommend that this sum be declared available for distribution as profits of the Company for the year.

The apportionment of this sum, if so appropriated, will, under the 132nd clause of the Articles of Association, be as follows:—The sum of $47,500 to be carried to the Reserve Fund and invested by the Committee, the sum of $47,500 to be divided *pro rata* among contributing Shareholders, and the sum of $95,000, or $475 per share, be paid to Shareholders as general dividend.

In accordance with the 86th clause of the Articles of Association, two members of the present Committee (Mr. Hitchcock and Mr. Kaye) retire from office at this meeting, but being eligible, offer themselves for re-election.

Hong Kong, December 21st, 1870. GEORGE J. HELLAND, Chairman.

STATEMENT FOR THE YEAR ENDING OCTOBER 31, 1870.

ASSETS.

Dr.	
Cash in hand of General Agents	$410,957.13
Cash due from Bangkok Agents	1,608.65
Cash due from Bombay Agents	95.38
Remittance of £10,000 to London Agents, now in their hands	43,478.39
Premia in hands of London Agents	36,234.28
Reserve Funds deposited in Bank	132,000.00
	$624,373.83

LIABILITIES.

Cr.		
Capital	$1,000,000	
Amount paid up on 200 Shares		$200,000.00
Amount of Reserve Fund		132,000.00
Balance of Profit and Loss Account for the year ending October, 1870		292,373.83
		$624,373.83

PROFIT AND LOSS ACCOUNT.

Dr.		
To losses paid		$61,714,88
To charges account		6,151.12
To survey fees account		4,328.35
To carried to suspense account, to meet expected claims	$71,753.83	
To premia on unexpired risks carried to new account	30,620.00	
To available for distribution	190,000.00	292,373.83
		$364,568.18

Cr.			
By amount brought forward from last year's accounts		$51,163.85	
By unclaimed dividends		642.49	$51,806.34
By amount premia collected at Head Office and Agencies		335,584.96	
By less return premia	$30,604.60		
By commissions	18,810.54	49,415.14	286,169.82
By amount of interest on Reserve Fund		7,133.34	
By amount of interest from General Agents		18,948.92	26,082.26
By gain on Exchange			509.76
			$364,568.18

RESERVE FUND.

Dr.	
To amount at interest with the Chartered Bank of India, Australia, and China	$42,500.00
To amount at interest with the Hong Kong and Shanghai Banking Corporation	44,500.00
To amount at interest with the Chartered Mercantile Bank of India, London, and China	45,000.00
	$132,000.00

Cr.	
By amount at credit	$132,000.00
	$132,000.00

E.E.
Audited and found correct.

(Signed) M. P. JUKES, EDWARD J. SAGE, } Auditors.

Hong Kong, 31st October, 1870. AUGUSTINE HEARD AND CO., General Agents.

London Agents—FEARON and CO., 34, Great St. Helen's.

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class Steam and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.	Erl King, s.s. via S.C.	B in A1	SWID	Feb. 17
Do	Elgin, s.s. ...	A 160	SWID	To follow
Hong Kong..	Windover ...	A1 16 yr.	SWID	With des.
Hong Kong..	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Shanghai ..	Everest	A1 13 yr.	SWID	With des.
Tientsin and Newchwang	Taitsing.....	A1 14 yr	SWID	With des.
Yokohama	Alumina.....	*A in A1	SWID	With des.
Yokohama	Flying Spur.	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

With immediate despatch.

FOR SHANGHAI, direct, the Clipper Ship WEYMOUTH, AAI, 829 tons register, S. W. GIBSON, Commander; loads in the East India Docks. This ship has made some of the fastest passages hence to Shanghai on record, and is noted for discharging her cargo without damage.

For Freight or Passage, apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

SINGAPORE, CHINA, and JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ships	[illegible]	[illegible]	Last Shipping Day.
Sing., H. K., and Shng*	Vanguard, s.	00 A1	E.I.D.	Feb. 10
Shanghai ...	Kalsow	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Leander ...	A1 16 yr.	W.I.D.	With des.
Yokohama ..	Fiery Cross.	A1 13 yr.	E.I.D.	With des.

Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang.	Craig-forth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
From LONDON.				
Do.	Modora	AA1 for 20 yrs.	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam via the Suez Canal. To sail on the 13th February, full or not full.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, and taking goods for Java and Japan, at through rates, the splendid new full-powered screw steamer CHEOPS, 100 A1, 983 tons register, 150-horse power nominal, W. S CROUDACE, Commander; East India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship GOLDEN SPUR, A 1 14 years, 657 tons register; SAMUEL E. FARRELL, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Atholl	1,395	Feb. 6
Arcot (B.I.S.N.Co.) ...	1,600	Feb. 25
Galata	816	Mar. 5

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess if sufficient inducement offer. For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid clipper ship SOUTHERN BELLE, A 1, 540 tons register. J. HILL, Commander; West India South Dock. This fine vessel, having just been newly metalled, offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

PERMANEN PHOTOGRAPHS.

MESSRS. EDWARDS and KIDD are prepared to undertake printing in permanent pigments by their new method of photo-mechanical or surface printing, known as HELIOTYPE.

Prints by this process are indestructible, and unaffected by exposure to any climate. Their cost is less than that of silver-printing.

Arrangements may be made for the working of the process by photographers in the East. Terms and specimens on application. Messrs. Edwards and Kidd also undertake the publication of, or agency for, photographic works in this country.

EDWARDS AND KIDD,

22, HENRIETTA-STREET, LONDON, W.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 6, 1871.

Digitized by Google

FRENCH MAIL EDITION.

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 389.] LONDON, MONDAY, FEB. 13, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Oct. 28	Dec. 17	Dec. 24*
Yedo			
Osaka and Hiogo	" 21	" 1	" 19*
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	—	—	" 28
Ningpo			
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	—	—	Jan 4
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	—	—	" 8
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 6
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Dec. 2	Jan. 6	" 11
Penang			
CEYLON—Galle	—	—	" 19
Colombo	—	—	" 18

* *Via* San Francisco.

THE MAILS, &c.

The above mail (French) has been partly received *via* Brindisi; the remainder is coming *via* Marseilles. The next mail (P. and O.) is due on the 20th, with one week's later dates.

Telegrams to the 27th Jan. from Shanghai, and 1st Feb. from Hong Kong, were received this morning. A fire is announced in the settlement at Yokohama.

List of Passengers.

PASSENGERS INWARD.

Per *Lord of the Isles*.—Mr. and Mrs. Thomas and one child, Mr. and Mrs. Stevens and three children, Mrs. Henderson and two children, Messrs. Hancock, Clark, Morrison, Brown, McDonald, and Wadley.

By this mail to Marseilles, per Messageries Maritime steamer.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, Feb. 4.—To Shanghai: Mr. J. P. Barnes. To Hong Kong: Mrs. Endicott, Mr. Abell, Commander G. Robinson. To Singapore: Dr. and Mrs. Little, Miss S. Little, Mrs. Rodyk, child, and servant, Mr. E. Just. To Batavia: Mr. Keyser. To Ceylon: Mr. G. Todd, Mr. Dickson, and one second-class passenger.

Per P. and O. steamer *Nubia*, from Brindisi, Feb. 14.—To Hong Kong: Mr. J. R. France. To Singapore: Mr. J. Woodford Birch.

Per P. and O. steamer, from Suez, Feb. 19.—To Hong Kong: Mr. and Mrs. Groth.

Per P. and O. steamer *Salsette*, from Southampton, Feb. 18.—To Shanghai: Mr. E. Iveson, Mr. F. Potter, Mr. Broadbent. To Hong Kong: Mr. and Mrs. W. C. Johnston. To Singapore: Mr. and Mrs. J B. Mackie. To Penang: Mr. F. H. Friedericks, Mr. A. Birch. To Ceylon: Mr. and Mrs. W. Rollo, Mr. H. C. Buchanan.

Per P. and O. steamer *Massilia*, from Brindisi, Feb. 28.—To Shanghai: Mr. E. T. Iair. To Hong Kong: Mr. A. L. Phipps, Mr. R. Anderson.

From Malta.—To Ceylon: Mr. Torin.

Per *Emerald* (via S.C.).—For Singapore: Capt. Cass. For Yokohama: Miss Scott, rs. Wiley, Mrs. Freschling and daughter.

Per *Glendarroch* (via S.C.).—Miss Perkins, Geo. Houghton, John Johnson.

[Per *Tweed* (via S.C.).—W. B. Ledeboer, H. Mühlingham.]

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates *via* San Francisco extend to the 24th Dec. The London mail of Oct. 28 arrived out on the 17th Dec.

The following items are from the *Japan Mail*:—

Orders have been given to prosecute the works for the railway between Kobe and Osaka with the greatest activity. It has been decided by Mr. Morel to pass under three of the rivers whose beds are raised considerably above the level of the plain. Three other large rivers in the neighbourhood of Osaka will be spanned with iron bridges of considerable length, the largest being close upon 300 yards; with these exceptions the works will be of a light character. A large reinforcement to the existing railway staff will be despatched hence in the course of a few days. It has been decided to erect the station on one of the large islands of the main river, and in the very centre of the city. The Government are awake to the immense importance of tapping the rich district lying to the northward and westward of the Biwa lake. To effect this it is proposed immediately to continue the railway from Osaka to a point near Kioto on the southern shore of the lake. Reference to any map will show the extent of country which would thus be thrown into communication with a shipping port. The lake is navigable by small steamers throughout its whole great length from north to south.

It is not easy to conceive anything worse than the aspect of commercial matters in Yokohama at this moment. Business is utterly at a standstill; nay more, it is paralysed, and in a very serious state of collapse. The sales and deliveries of imports are on the most limited possible scale, the purchases of exports have dwindled to nothing, there is no money to be had except at ruinous rates, and nothing is to be heard among merchants but lamentations at such an untoward condition of affairs.

It is reported that members of the different commercial companies or guilds in Yedo will proceed by the out-going American steamer *via* San Francisco to Europe, with the object of making themselves acquainted with our systems of manufactures, agriculture, &c.

The men-of-war in harbour at Yokohama at present are:—British: *Rinaldo* and *Ringdove*; French: *Dupleix*, *Venus*, *Linois* and *Alma*; American: *Benicia* and *Idaho*; North German: *Hertha* and *Medusa*; Russian: *Almaz*.

The railway bridge across the Tokaido at Kanagawa is now open to the public for traffic.

The Castle town of the Ti-ka-mon-no Kami family is Hikone, in the province of Omi. There has lately been another instance of the *Ikki*, or popular tumult, to one of which we called attention not long ago. The peasants of about 250 villages in the Hikone territory on the 20th day of the 9th month made a disturbance, advanced against the front gate of the Castle, and fired three shots against it. The cause of this was that the Finance official, Sawada Sohichi, originally [a merchant named Komeya Sohichi (evidently a grain-dealer), was a great financier, and foreseeing the course of events, had on the previous month bought up nearly all the rice in the clan and at Osaka; that a great storm on the 18th had raised the price of rice enormously, and that he had made a profit of 70,000 rios by selling his stores. It is further stated that the populace had been excited by a story of his using supernatural means to bring about this storm, and that this, added to his bad reputation with the people, had caused the disturbance; that they had demolished his town residence, country house, and residence of his relations, and had destroyed all his furniture; that Sohichi fled to the Castle, and in pursuing him they had fired at the gate. A number of two-sworded retainers appear to have taken part in the tumult, which at one time threatened to be serious, but by the use of military force it was at length put down. The affair was over in forty-eight hours.

Digitized by Google

LETTER FROM MR. LAY.

London, October 20, 1870.

TO THE EDITOR OF THE "JAPAN WEEKLY MAIL."

SIR,—I have to request the favour of your inserting this letter in a conspicuous part of your Journal, and, if possible, in well-leaded type. This I request in order that it may attract the attention of those interested in its contents.

My connection with the Japanese Government has, I find, given rise to considerable comment. It appears to have been the business of certain parties to impugn my conduct in relation to the Japanese Loan and Railway. It is matter of regret that scandal has met with a favourable reception in various quarters, inasmuch as it has complicated and rendered the discharge of my duty to the Japanese Government and the English shareholders more difficult. A negotiation is at the present moment in process which precludes my expressing myself as fully as I otherwise should upon the matter. I therefore beg to request all interested, either in the matters referred to or in my reputation, to suspend their judgment till the facts from the beginning to the end are laid before them, and in the meantime to accept my assurance that I have in my possession sufficient documentary evidence to justify every step I have taken. This documentary evidence has already been submitted to those competent to determine its value, and is held by them to be a complete refutation of the slanderous reports that have been circulated.—I am, Sir, your obedient servant, H. N. LAY.

HIOGO.

VISIT OF SIR HARRY PARKES TO KISHIU.

The *Hiogo News* thus reports the visit of Sir Harry Parkes :—

His Excellency Sir Harry Parkes, accompanied by Lady Parkes, Mr. Gower, H. M. M.'s Consul for Hiogo and Osaka, Capt. St. John, R.N., and Mr. Aston, arrived at Wakanura in H.B.M.'s *Sylvia*, at daylight on the morning of 22nd November, on a visit to the Prince of Kishiu. A large temple had been prepared for their reception, and furnished throughout in European style; the rooms and extensive corridors were lined with handsome screens, and the floors covered with blankets and rich carpets, while the verandahs were hung with heavy purple crape curtains, on which were the Prince's crest. The grounds, which are very extensive and hilly, are beautifully laid out, and the shrubs, even to the summit of the hill, exquisitely trained and trimmed. The party landed at nine A.M., and were received by some high officials and a guard of honour, and conducted to their residence. Soon after Sir Harry Parkes, Mr. Gower, and suite proceeded on horses to Wakayama (about two and a-half miles distant), escorted by a detachment of Lancers, and visited his Highness the Prince, who received his visitors in the State Reception Room of the Castle. Shortly after two o'clock the Prince returned the visit, and paid his respects to Lady Parkes. The slight nervousness which his Highness exhibited in the morning had now completely disappeared, and he was at once on the most friendly terms with all present. Having taken leave of Lady Parkes, he proceeded on board the *Sylvia*, accompanied by Sir Harry Parkes, Captain St. John, Mr. Gower, and officers, in the steam launch, and was shown over the vessel. At the request of his Highness, a shot was fired, the progress of which he watched with considerable interest. In the evening Sir Harry and Lady Parkes, accompanied by Mr. Gower, Captain St. John, Lieutenant Holland, and Messrs. Aston and Sanders, went to the Castle to dinner, escorted by the Lancers and a numerous crowd of coolies with lanterns. In the absence of her Highness (who was indisposed) a relative of the Princess received Lady Parkes, and bore herself throughout the evening with such ladylike ease and grace as to excite the admiration of all present. The dinner was a very sumptuous one; very long, very well served, and might have been very tedious, if not for the indefatigable exertions of Messrs. Gower and Aston, who contrived to keep up a most animated conversation. With coffee, some Japanese music was introduced, such as is seldom heard, and of so sweet and melodious a nature as at once to arrest the attention of all the guests, and to cause regret at its cessation. At eleven o'clock the company broke up, his Highness and his visitors equally delighted with the pleasant evening that had been passed.

The next day Sir Harry and Lady Parkes and party rode out to a temple called Nugero, about fifteen miles distant, and greatly admired the surrounding grounds and scenery. After having partaken of tiffin, which had been sent out, the party returned to Wakanura, and passed the evening quietly. It was noticeable that throughout the route taken by his Excellency and party—alike in streets, high roads and fields—the people were all on their knees while the somewhat lengthy cavalcade passed. The streets and roads were nicely swept and watered, and at the ferry a large and comfortably fitted-up boat was in waiting at a jetty made expressly for the occasion. Bettoes and barges were in waiting for the horses, and carpets laid down for dismounting. On returning through Wakayama, the streets were illuminated, and coolies with lanterns stationed along the road. Mr. Gower and Captain St. John availed themselves of an invitation to shoot over the Prince's preserves, and brought back over forty head of game.

On Thursday morning the lady who represented the Princess paid a visit to Lady Parkes, who presented her with several elegant souvenirs. Sir Harry meanwhile went to take leave of the Prince. During the morning some very successful groups and views of the grounds were taken by Lieut. Holland. At two o'clock Sir Harry and Lady Parkes and Mr. Aston took their departure in the *Sylvia*, evidently highly gratified with their visit to Koshiu.

It was intended that a review of the troops should have been held, but owing to so many being absent in different parts of the province it could not take place. Some of the companies were seen exercising, and the precision and steadiness with which they went through their drill were universally pronounced to compare most favourably with European troops, and reflect great credit on their instructor, a gentleman formerly holding a commission in the Prussian army.

Mr. Gower did not return with his Excellency, but remained for a few days, and enjoyed some shooting and excursions in the neighbourhood. He also paid a visit to H.E. Tzuda, Daisanji, and other officials, and on leaving was escorted to Osaka by an officer appointed by H.E. All the visitors took away with them a most favourable impression of the country and the people; of the good order and discipline that were everywhere observed; of the sincere desire of all classes to acquire a knowledge of European arts, and of the aptitude evinced by them in learning.

OPENING OF THE MINT.

We, *Hiogo News*, have great pleasure in being able to inform our readers that it is the intention of the Government to open the Imperial Mint, for the purpose of issuing the new currency, on the Japanese New-year's-day (February 19th, 1871). The copper coinage is now being struck off, and, in the course of about a week, it is hoped that the minting of the new dollar will be commenced. The time between this and the day of issue is but short, but with so energetic a man as Captain Kinder, the Master of the Imperial Mint, there is a good reason to hope that when the anxiously looked for day arrives, there will be a sufficient supply of each of the new coins to meet all demands.

SIAM.

BANGKOK.

The following items are from the *Siam Weekly Advertiser* :—

The son of H.E. the late Governor of Paknam, E. P. Nainatre, officially known as Luang Sri Siama Kich, and recently Vice-Consul for Siam at Singapore, has been honoured with the position and title of his father, and will hereafter be known as H.E. P'raya Samut'a Buranuraks, Governor of Paknam. It is hoped that the appointment of this promising scion of young Siam to that important port will be of material advantage to the mercantile interests of the nation. In communicating with foreigners who speak the English language the new Governor requires no interpreter, being a good English scholar.

General F. W. Partridge, United States Consul, has had a private audience with his Majesty the Second King of Siam. The General took with him on this occasion William L. Hutchinson, M.D., an American physician, who has recently established himself in this city.

The schooner *Janet Maclean* has been sold by the builders, Messrs. D. Maclean and Co., to Chesua Poh Hee for $13,500; and has been rechristened *The Starlight*.

The Italian Corvette *Principessa Clotilda*, C. A. Rauhai commander, arrived at the anchorage on the 21st Dec., on a diplomatic mission to the Siamese Government.

An examination of candidates for the Pilot Service has resulted in the appointment of Messrs. D. Wefer, W. G. Higgin, and J. Thompson.

The weather has been delightfully cool. The breezes have been moderate from the north and north-east. The dew deposit has been considerable. There has been a very perceptible diminution of the amount of water in the river. There has been an upward current in the main stream during the flood tide. The ships at anchor in mid-stream have regularly turned with the changing current in the channel of the river.

BORNEO.

SARAWAK.

The following items are from the *Sarawak Gazette* :—

The latest reports from the Batang Lupar and Rejang districts bring the news that the Dyaks are quiet, and that peace prevails throughout. The tribe on the Upper Katibas are moving down to the neighbourhood of Sibu, where it is the wish of the Government that they should settle permanently.

The small branch tribe in Bangkit are haggling about the payment of a fine imposed by Government. Unless pardoned, they will have to pay, as they are too weak to think seriously of resistance. The banks of the Rejang are planted with paddy between Kanowit and Katibas for a distance of thirty miles, and the young plants seem to promise well for the ensuing harvest. A large supply of rice from this fertile district will be acceptable here, as being likely to lower the prices we have to pay for all articles of food.

In the early part of the month the Resident, accompanied by Mr. J. A. St. John, proceeded to Sadong in the *Heartsease*,

Digitized by Google

for the purpose of examining several seams of coal which have lately been reported to exist by the natives, and to make further enquiries relative to the head hunting raids of the Engkias Dyaks on the Milikin tribe living on the Sarawak Territory. One seam of coal was found cropping out of the Tingah hill, about half a mile from the Ensingei river, and others on the banks of the Sabangan, while up the Simunjan there appears to be a large quantity.

When the Simunjan Dyaks were asked why they did not report these seams in former days when the Borneo Company worked the mines at Ngili, they replied that in those days their superstitions led them to believe that some terrible calamity would happen to the tribe if the coal was disturbed in the jungle, but that now, having proof that nothing was likely to occur, they were only too glad to make the coal seams known, and were willing to work themselves. As these Dyaks (who number about 100 working men) live close by, they will all be available as labourers or coal cutters, except at farming time.

Mr. J. A. St. John was still at Sadong with a party of men turning out some coal for trial.

It is expected that the Government will shortly sell the steamer *Royalist*, in order to allow free competition between the merchants who are now in possession of steamers and are unable to run their vessels with any prospect of success so long as the Government keeps a vessel on the line. Until now the Government trading steamer has been of great service to the country by giving coolies free passages, carrying mails, &c., from Singapore, but the principle being wrong that any Government should be trammelled and mixed up with mercantile pursuits, and also against rules of free trade, perhaps the sooner such pursuits are allowed to pass into legitimate channels the better will it be for the future prosperity of the country. The question is, whether merchants will keep open the communication to Singapore regularly on liberal principles to the Chinese traders.

A class of Chinese adults attend every evening at the Mission School-house for instruction in English; Mr. Cooper, the master of the Mission School, superintends. The average number present is ten.

JAVA.

The *Java Bode* of December 17 publishes the following as the result of a Government coffee sale held at Batavia on that date:—

10,000	piculs	Preanger averaged	...	f.33,46 4/5
10,000	„	Samarang „	...	32.46
5,000	„	Kadu „	...	32.86 3/5
25,009	piculs, average price ...		...	f.32 94 11/25

According to an official announcement made by the chief of the Marine Department in Netherlands India, the commander of the Netherlands India baque *Ellen Bangka* has reported that his ship, on the 12th November last, twice struck in the Gulf of Siam on a hitherto unknown rock, on which there were only eleven feet of water. The ship was then due north of the Kusrovie rocks, which could be seen from the deck, and at a distance of from five to six English miles from the same. The danger is placed on the chart of the Gulf of Siam, by Richards, Inship and Reed, in 11' N. Lat. and 102 deg. 47' E. Lon. from Greenwich.

According to later news from Banjermassing, Wankang and his allies can muster 1,600 followers. On the 8th December the garrison of Banjermassing stood under arms during the whole night, in expectation of another attack from him; he did not, however, make his appearance, probably because he had become aware of the warm reception from the troops which was awaiting him. It is said that Marabahan, where part of the enemy is posted, will be summoned to give up its headman, a brother-in-law of Wankang, and be burnt to the ground in case of refusal.

From statements made by a correspondent writing to the *Sumatra Courant* of the 7th December, it would appear that the slave trade to Acheen, which had ceased for about two years, is now beginning anew. On the west coast of Nias children are kidnapped and exported to Acheen; the parents who make any opposition to the kidnappers are murdered. Along a large portion of the N.W. coast of Nias no one dares to come to the sea shores to fish, or go to the ladangs for the purpose of tilling them. The said correspondent naturally urges that energetic measures against the slave dealers be taken by the naval authorities at Padang.

The Padang correspondent of the *New Batavia Handelsblad* of the 14th December gives the following account of the effect produced on the Europeans and natives at that place by the news that the Government intended, from probably 1871, to sell Sumatra coffee at Batavia instead of there. The news spread like wildfire amongst the European community, the Chinese soon heard of it, till it at last came to the ears of the Malays. As the opinions of all were expressed freely and boldly, and no one defended the course taken by Government, the comments made on the latter were very bitter, especially by the Europeans. The Chinese have also their say, and unceasingly make comparisons with the state of things at Singapore and Penang; the Malays make use of terms handed down from father to son, which I confess with regret are anything but flattering to us Netherlanders.

If there were good reasons to believe that the coffee would fetch higher prices at Batavia, the transfer of the sales, though disagreeable to the Padangers, would be somewhat justifiable; this is, however, not the case; all orders are entrusted to a few persons here and competition has been so great of late years that prices were driven up to a height far above the real value of the coffee, so that the bids made always caused astonishment at Batavia. Moreover, buyers here can judge better of the quality of the coffee sold than can be done at Batavia; for in the last fortnight before a sale the quality of the coffee has often been altered by the arrival of better sorts.

No one can take it amiss of the people here, Europeans as well as Chinese and Malays, that they feel embittered at the news of the stopping of the sales; Padang, which is now in a declining condition, is threatened with utter ruin. Property will fall more in value, and the prosperity of the coast will suffer from it. We again hear, until we are quite sick of it, reasonings tending to show what the country would become under a better ruling system. It would excel even Java in productiveness in a few years. In less than three years the production of coffee would be twice what it is now (for the coffee trees are there; they are, however, not kept clean, and the coffee is not plucked) if the population could dispose freely of the produce and bring it to Padang, as had been promised to them by the Government years ago. That promise has not been kept; otherwise we would be better off now, and would not have to lament the transfer of the sale of a pitiful quantity of coffee, amounting to 150,000 piculs a-year; we would be prosperous, instead of being stared in the face by poverty and decline."

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to January 11. The London mail of December 2 arrived January 6.

There is little news of interest. A meeting of the Church Council and of the St. Andrew's Mission had been held under the presidency of the Bishop of Labuan and Sarawak. At the latter meeting it was resolved to raise £200 per annum, £100 of which shall be devoted to the part payment of a missionary's stipend.

The criminal session was a heavy one, there being several cases of considerable length, though not of much public interest. We regret to see several Europeans committed for trial for serious offences.

There was a rumour that a German ship had been burnt in the neighbourhood of Rhio Straits, by a French war vessel, but it was generally discredited.

The New-year's-day sports took place with their usual success. The regatta consisted of sailing and pulling races for sampans, and was contested by a large number of boats. The close of the sailing-race presented a most exhilarating scene. The boats were caught in a squall, just strong enough to enable them to bear up under their canvas, and they came bowling in all in a cluster, at a spanking rate, ploughing the water before them into a perfect sea of foam. The sports on shore afforded amusement to a crowd numbering at least 5,000 to 6,000, and throughout the afternoon the roadway around the Esplanade was so crowded with carriages that the police found their ingenuity and patience taxed to the utmost to keep them in order. The weather was, on the whole, very favourable.

Our contemporary the *Singapore Daily Times* appears to have had some misunderstanding with Mr. Reuter, by reason of which it has suspended, at least for a time, the publication of Reuter's Telegrams.

The new Government steamer *Pluto* has arrived from Swansea. She will, we hear, be commanded by Captain Bradbery, at present in command of the Government steamer *Rainbow*; and Captain Fox, of the *Peiho*, if not given another post, will probably retire on a gratuity of twelve months salary.

The following amusing skit on the new steamer *Pluto* appears in the *Straits Times*:—

The accommodation intended for his Excellency the Governor is distinguished by an air of severe simplicity, so much so that it might be said that there is a want of air of any sort, save and except the foul air from the engine-room and stoke-hole, slightly impregnated with bilge water. The exigencies of the climate have evidently formed the subject of deep consideration, as the smoke from the funnel is allowed to percolate and circulate through his Excellency's state room, thereby effectually clearing it of mosquitoes, cockroaches, and other tropical vermin.

The passage to this stateroom exhibits proofs of the master mind which presided over the draught of the accommodation. It leads directly through the galley. With a careful cook fire may, possibly, be avoided, but we are strongly of opinion that it is more than probable the pots and pans will leave unwelcome marks upon his Excellency's vest and pants. Behind the funnel there is a patent condenser, calculated to produce 200 gallons of warm water a day, but as his Excellency has generally on hand a sufficiency of hot water on his own account, this fitting may be considered as a superfluous commodity, and we recommend it to be sold.

The Ocean Company's steamer *Achilles*, Captain Russell, from Hong Kong, Jan. 2, arrived here *en route* to London *via* Suez Canal.

H.M.S. *Algerine*, Lieutenant Grey commanding, arrived here from Malacca. We understand the prisoners she captured, concerned in the piracy of the schooner *Sree Singapura*, will be tried at Malacca.

Digitized by Google

PENANG.

The following is from the *Penang Gazette* :—

The Municipal Commissioners met on December 14, when the accounts, amounting to $5,215.96 were passed, and a proposal to remove the reservoir in Pitt-street and apply the materials to raise and extend the jetty was unanimously carried.

The report of the Select Committee to inquire into the state of education in the colony has been published. The committee recommend a large extension of vernacular schools, by which are meant, not schools such as are now established, where Malay children are taught a few verses of the Koran, but schools where childsen will be educated in their mother tongue, and where they will learn the rudiments of sound knowledge, and to read and write in the native and Roman characters. The committee is of opinion that a boy, whether he be Chinese or Malay, can make no real progress in education until well grounded in his own language.

It was reported that a native schooner, trading in cattle between this port and Singapore, had been attacked when off Kalang by a boat with Malays in it. The Malays are said to have robbed the schooner of about $1,000 in silver and notes, which was being brought here for the purpose of purchasing cattle. The schooner hailed the Colonial steamer *Rainbow*, which passed shortly after the event, and reported the matter. It was believed that the schooner returned to Singapore, as she had not arrived at this port.

Commercial Report.

(For dates see First Page.)

—o—

IMPORTS.

YOKOHAMA.—There had been a fair demand for Grey Shirtings, which had resulted in considerable transactions; but prices had, notwithstanding, showed throughout a downward tendency. Cotton Yarn had been almost entirely neglected, and had declined in value. All other descriptions of Cotton Goods were extremely dull, with the exception of Black Velvets and Turkey Red Shirtings, for which some inquiry had been manifested. There had been no improvement in the market for Woollen and Worsted Goods, which continued in a most unsatisfactory condition. The following was the current range of quotations :— G. E. Grey Shirtings, 7 lbs., $2.25 to 2.27½ per piece; ditto 8¼ to 8½ lbs., $2.75 to 2.80; ditto 9 to 9¾ lbs.. $3.30 to 3.35; G. E. White Shirtings, $2.80 to 3.05; T-Cloths, 6 to 7 lbs., $1.90 to 2.17; Brocades and Spots, White, $2.90 to 3.05; ditto Dyed, $3.50 to 3.75; Chintz, Assorted, $2 to 2.50; Handkerchiefs, $0.65 to 1.10 per dozen; Turkey Red Shirtings, $2.60 to 2.70 per piece; ditto Chintz, $2 to 2.50; Taffachelass, double weft, $2.85 to 3.10; ditto single, $2 40 to 2.70; Velvets, Black, $7 to 8.50; Cotton Yarn, No. 16 to 24, $39.50 to 40.50, ditto, 28 to 32, $41 to 42; ditto 38 to 42, $42.50 to 43; Alpacca, 42 yards, $7 to 7.75 per piece; Camlets, S and BBB, $13.50 to 14.50; ditto SS, $12.00 to 13.00; ditto SSS, $9 to 10; Cloth, Medium and Broad, $0.80 to 1.60 per yard; Lastings, $12 to 13.50 per piece; Long Ells, Assorted, $6.50 to 7; Orleans and Lustres, Plain, $3.75 to 4.25; ditto Figured, $4 to 4.50; Lead, $5.25 to 5.70 per picul; Iron, Nail Rod, $2.40 to 3; Bars, $2.40 to 2.80; Hoop, $3 to 3.40.

HIOGO AND OSAKA.—There had been no improvement in the market for Piece Goods, and many descriptions showed a decline in prices. Grey Shirtings: Sales of about 15,000 pieces had been made at quotations, but the market closed without animation. Cotton Yarn: Nos. 28-23 alone enquired for, at about the equivalent of last quotations, while other counts were quite nominal. Turkey Reds and Velvets again lower. Taffachelass had attracted some attention, and desirable patterns had been sold at improved rates. Camlets, and Plain and Figured Orleans were taken only in small quantities. Plain Mousselines de Laine were saleable, and Figured, of good pattern, commanded an advance upon last quotations. Cloth of heavy description, and particularly in Grey, met with enquiry to a moderate extent. Blankets were less readily saleable at a decline in price. The current quotations (in dollars at 101 rios to $100) were as follows :—Cotton Yarn, Nos. 16 to 24, $110.89 per bale; 28 to 32, $124.73 : 38 to 42, $128.71. GE Grey Shirtings, 7 lbs., 38½ yds. 39 in., $2.32 per piece; 8¼ to 8½ lbs., $2.78 to 2.84; 9 lbs., 44 in. $3.03. GE White Shirtings, 56 to 60 reed, 40 yds. 36 in., $2.72; 64 to 72 reed, $9.97. T-Cloths, 6 to 7 lbs., $1.60. Drills, Dutch, 40 yds., $3.46 to 3.58. Handkerchiefs, Assorted, $0.55 to 0.74 per doz. Brocades and Spots, White, $2.72 to 2.97 per piece; Dyed, $2.97 to 3.46. Chintz, Assorted, 34 yds. 30 in., $1.73 to 2.47. Turkey Red, $2.22 to 2.72. Turkey Red Cambrics, 3 lbs., $2.53 to 2.59. Velvets Black, $6.93. Victoria Lawns, $1.05. Taffachelass, Double Warp, 12 yds. 43 in., $2.72 to 3.07; Taffachelass, Single do., $2.12. Cloth, Black, 56 in., $1.11 to 1.60. Union, $0.49 to 0.86. Blankets, $0.32 to 0.36 per lb. Iron, Bars, $2.72 per picul; Nail Rod, $2.97; Hoop, $2.72. Lead, $6.18

SAIGON.—The market showed great dulness, and very few transactions had been effected; the current quotations were—Grey Shirtings, 8¼ lbs. $2.75; do., 7 lbs., $2.33 to $35; T-Cloth, 4 lbs., $1.22; do., 4½ lbs., $1.32; do., 5 lbs., $1.45; White Irishes, $1.93.

EXPORTS.

—o—

TEA.

YOKOKAMA.—The activity noticed in our last report had continued, resulting in further purchases to the extent of 7,000 piculs, making settlements since last American mail fully 12,000 piculs. These settlements comprised all grades from common to fine (but the larger proportion had been of good medium leaf), and had been made at irregular prices, but on the whole at easier rates. Supplies had about been on par with settlements stocks; were therefore still heavy. There had been no addition to the export since the last report, but the present American steamer took some quantity from this port. The G. T. Ray was announced to sail for New York; the Coulnakyle, 579 tons, and the Belted Will, 420 tons, were loading for the same port. Quotations: Common, $20 to 23 per picul; Good Common, $24 to 26; Medium, $28 to 30; Good Medium, $32 to 34; Fine, $35 to 38; Finest and Choice, nominal.

HIOGO AND OSAKA.—Since the departure of the last American mail considerable settlements had been effected. A few parcels of finest had found purchasers at extreme rates, while the commoner grades had ruled slightly easier. Settlements were returned at 3,600 piculs. Arrivals, 4,100 piculs; stock, 4,500 piculs. The Vigil was on the berth for New York, with a full cargo engaged, at £2 10s. per ton of 40 feet. Quotations:—Common, Rios 18 to 21 per picul; good common, Rios 22 to 26; medium, Rios 27 to 31; good medium, Rios 32 to 40; fine, Rios 41 to 48; finest, Rios 49 upwards; choice to choicest, nominal.

SILK.

YOKOHAMA.—There had been a moderate business in Silk, and settlements were estimated at 350 bales. A first class parcel of Etchesen had been purchased at $700, and a small run of best Oshu at $900, the latter for America. Towards the close there had been less desire to operate, caused by the unsatisfactory tenour of European telegrams. Settlements, Hank sorts, 250 bales. Other sorts, 100 bales. Total, 350 bales. Stocks, 2,800 bales. Quotations (including all charges in Yokohama and London and 3 per cent. less in weight, exchange 4s. 5d.) were as follow:—Hanks: Mybash and Sinchu, Best, $750.00 to 800.00 per picul; ditto, Medium, $670.00 to 720.00. Oshu, Extra, $900.00; ditto Best, $830.00 to 860.00; ditto Medium, $770.00 to 820.00; ditto Inferior, $680.00 to 730.00. Etchesen, Best, $700.00.

HIOGO AND OSAKA.—Settlements for the month had amounted to about 40 bales of 80 catties; these almost entirely consisted of small parcels, which the dealers had pressed on the market, whilst for other parcels of similar quality much higher rates were demanded. Under these circumstances, it was difficult to offer reliable quotations, as, according to advices from Yokohama, to establish a current business in silk high rates would have to be acceded to. Nagahama, Nos. 2½ to 3, had been sold at Rios 460, and good No. 3 hanks at Rios 625.

SAIGON PRODUCE.

RICE.—The last quoted prices were maintained for some time after the departure of the mail; later on arrivals of new grain nearly subsided, and the Chinese, afraid that growers, expecting as high rates as in February last, were not hurrying to bring their produce to market, refused to enter new engagements without being on the safe side, and closed sales of 35,000 piculs at $1.56 with 20 to 30 days' delivery. The year's exports up to 31st Dec. amounted to 3,720,888, against in 1869 2,560,500.

PADDY.—A few transactions had taken place at $1 per picul.

HIDES.—No fresh contracts had been passed; prices remained nominally at $8.25 Buffalo, and $11.50 Cow hides.

HORNS.—All brought to market found ready buyers at $8.25.

COCOA-NUT OIL.—A little higher prices, say $8.50, had been current.

TEA CARGOES EXPECTED.

Date. 1870.	Ship.	From	Cargo. lbs.
Aug. 15	Jas. Wishart	Shanghai	1,064,862
„ 20	Juanpore	„	536,707
Oct. 21	Star of China	„	993,800
„ 22	Carricks	„	1,190,700
„ 23	Alice	„	874,700
„ 24	Glenavon	„	1,197,200
„ 28	Tamerlane	„	1,089,400
„ —	Jumna	„	1,098,200
Nov. 9	Hindustan	„	1,142,200
„ 24	Tyburnia	„	1,183,900
„ 28	Queen of the Age	„	1,020,900
„ 30	Dundonald	„	665,300
Dec. 12	Elgin (s.)	„	1,275,200
„ —	Achilles (s.)	Shang. & Foochow	—
Oct. 4	Kjobenhavn (Falmouth and orders)		418,300
„ 24	Margaret Falconer	Foochow	493,000
„ 25	Magellan	„	809,900
„ 29	Douglas Castle	„	1,002,800
Nov. 2	Guinevere	„	1,128,000
„ —	Taitsing	„	1,069,800
„ 9	White Adder	„	1,293,200
„ 15	Aurora Australis	„	652,900
„ 17	Borealis	„	1,260,500
Dec. 8	Brockham	„	1,421,100
„ 14	Minnie	„	544,800
Oct. 27	Tamesa	Canton	879,500
Nov. 24	John Lidgett	„	971,600
„ —	Seabird	„	10,000
Dec. 8	Fair Leader	„	500,900

SILK SHIPPERS FROM YOKOHAMA.—SEASON 1870-71.

	England.	France.
Aspinall, Cornes, and Co.	84	—
Abegg and Co.	25	—
Bavier and Co.	136	15
Batto	—	—
Bolmida	19	7
Gilman and Co.	—	17
Gutschow and Co.	63	—
Hecht, Lilienthal, and Co.	8	19
Hooper Brothers	5	—
Hudson, Malcolm, and Co.	81	—

Digitized by Google

Jacquemot, J. M.	26	...	—
Jardine, Matheson, and Co. ...	—	...	12
Kingdon, N. P....	—	...	—
Kniffler, L., and Co.	22	...	—
Leggatt, C. E., and Co. ...	6	...	—
Macpherson and Marshall ...	46	...	—
Morf, H. C., and Co.	35	...	—
Reiss and Co.	122	...	—
Sitwell, Schoyer, and Co. ...	17	...	—
Schultz, Reis, and Co. ...	95	...	59
Shaw, Winstanley, and Co. ...	—	...	—
Seyd, E., and Co.	—	...	54
Siber and Brennwald	26	..	—
Smith, Baker, and Co. ...	—	...	—
Stephenson, Dallas, and Co. ...	—	...	—
Strachan and Thomas	—	...	—
Schmidt, E.	—	...	—
Textor and Co.	248	...	—
Thorel and Co....	51	...	—
Valmale, Schoene, and Milsom	28	...	111
Van der Tak	—	...	12
Wilkin and Robison	27	...	3
Walsh, Hall, and Co.	33	...	—
Ziegler and Co.	9	...	—
Sundries	2	...	—
Total Shipment to England		1,212	
" " France		314	
		1,526	

Shipping Intelligence.

ARRIVALS.

At HIOGO and OSAKA.—From London (via Yokohama), Dec. 7, Ada; 19, Lorton.

At YOKOHAMA.—From London, Dec. 22, Solent.

At SHANGHAI.—Previous to Jan. 27, from London Ada (str.); from Liverpool, Priam (str.) (reported by telegram).

At HONG HONG.—Previous to Feb. 1, from London, Neville, Western Chief.

At SINGAPORE.—From Glasgow, Jan. 10, Lochleven Castle (str.); from Swansea, 4, Pluto (str.); from Newcastle, 6, Honolulu; from Cardiff, 7, Woodville.

At PENANG.—From Liverpool, Dec. 26, Nestor (str.).

At SAIGON.—From Bordeaux, Jan. 7, Madura.

At BATAVIA.—From Europe, previous to Feb. 6, Anna Digma, Sint Jan, Java Packet (reported by telegram).

At MANILA.—From Liverpool, Catalina (reported by telegram).

DEPARTURES.

From HIOGO and OSAKA.—For New York (via Hong Kong), Nov. 28, Oberon.

From SHANGHAI.—Previous to Jan. 27, for London, Queen of the Ocean, Chalgrove, Chusan (reported by telegram).

From FOOCHOW.—Previous to Jan. 27, for New York, Glamorganshire, Caernavonshire (reported by telegram).

From SINGAPORE.—For London, Jan. 6, Aunt Lizzie; 10, Achilles (str.).

From PENANG.—For London, Jan. 1, Lord of the Isles (str.).

From BANGKOK.—For Marseilles, Dec. 10, Island Queen.

From SAIGON.—For Falmouth (f.o.), Dec. 27, Admiral Gourbeyre.

REPORTS AND CASUALTIES.

The Elgin (str.), Shanghai to London, put into Lisbon on the 9th inst., reported with damage to her machinery.

VESSELS PASSED STRAITS OF SUNDA.—Previous to Feb. 5, Johanna and Vier Gebroeders (reported by telegram).

LATEST TELEGRAMS.

FIRE AT YOKOHAMA.

YOKOHAMA, JAN. 15.—A private telegram of this date reports the destruction by fire of lot number eighty-six of the English Settlement. The property destroyed was said to be insured.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, FEB 13.)

SHANGHAI, JAN. 27.—Grey Shirtings, 6½ catties 8¼ lbs., Tls. 2.10. Tea: Quiet. Silk: Little doing; No 3 Tsatlee, Tls. 590; settlements since departure of last mail, 3,000 bales; stock, 2,500 bales Shanghai, 2,000 bales Japan; total export to date (China and Japan), from commencement of season, 38,000 bales. Freights, £2. Exchange on London, bank bills, six m.s., 5s. 10d.

HONG KONG, FEB. 1.—Grey Shirtings, 6½ catties 8¼ lbs., $2.60, fair demand; Water Twist, 16-24, $106. Tea: Unchanged; total export (China and Japan) since commencement of season, 120,000,000 lbs. (against about 132,000,000 lbs. at corresponding date 1870). Exchange on London: Bank bills, six m.s., 4s. 4d.

JAVA.

(RECEIVED FEB. 8.)

BATAVIA, FEB. 6.—At auction 6,000 piculs Sugar of new crop sold at f.16; Billiton Tin, f.80.42.

STRAITS SETTLEMENTS.

(RECEIVED FEB. 11.)

SINGAPORE, FEB. 8.—Grey Shirtings, 8¼ lbs., $2.65; 7 lbs., $2.07½; T-Cloths, 6 lbs., $1.50; Exchange on London: Bank bills, six m.s., 4s. 5d.

SHIPPING POSTSCRIPT.

ARRIVALS.

Feb. 9, at London, from Shanghai, Ornate; off Prawle Point, from Shanghai, Araby Maid; Feb. 10, at London, from Shanghai, Veronica; from Ceylon, Sea Belle; 9, off Dungeness, from Batavia, for Amsterdam, Ortelius; 10, at Liverpool, from Manila, Tetuan; 3, at Santander, from Manila, Nicolas; —, at New York, from Manila, W. G. Russell; 11, at London, from Shanghai (via S.C.), Lord of the Isles (str.); at Queenstown, from Rangoon, Southern Cross; 12, at London, from Singapore, Alma; Jan. 30, at New York, from Yokohama, Black Prince; 31, from Macao and Canton, Gamecock.

DEPARTURES.

Feb. 9, from London, from Colombo, Thames; 5, from Shields, for Galle, Hotspur; 9, from Sunderland, for Galle, Polyxena; 9, from Grimsby, for Colombo, Maria; 7, from Texel, for Batavia, Zaanstroom; 9, from Sunderland, for Galle, Ajax; 2, from Cadiz, for Manila, Chica; 11, from Liverpool, for Shanghai, &c. (via Suez Canal), Ulysses (str.); 10, from Clyde, for Yokohama, Erie.

LAID ON.

At LONDON.—For Yokohama, Devana; for Hong Kong, Veronica; for Batavia and Sourabaya, Sophie Gorbitz; for Colombo, &c. (via Suez Canal), Nile (str.).

At LIVERPOOL.—For Colombo, &c. (via Suez Canal), Historian (str.).

At GLASGOW.—For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal) Glensannox (str.).

SPOKEN.

ÆROLITE (Dut. brq.), Rotterdam to Singapore, Jan. 17, steering S. W.
CLARA, Sourabaya to Boston, Dec. 24, 35 S., 23 E.
BELTED WILL (ship), London to Hong Kong, Jan. 1, 6 N., 27 W.
NIEWLAND (Dut. brq.), Batavia to Rotterdam, Dec. 29, 26 S., 58 E.
VALKYRIEN (brq.), Singapore to London, Dec. 23, 24 S., 61 E.

CASUALTIES.

The Alice Wilson, from Glasgow to Galle, which put back to the Clyde Feb. 8, returned with her crew refusing to proceed, the vessel being leaky, having encountered a gale on the night of the 4th of Feb., during which she laboured very heavily and shipped great quantities of water; she would discharge and dock for repairs.

The Elgin (str.), from Shanghai to London (via S.C.), put into Lisbon, Feb. 9, with damage reported to her machinery.

A telegram from Batavia, dated Feb. 8, states that the Dageraad (Dutch brq.), van Striemen, from Liverpool to Sourabaya, with coals, had been stranded off Madura, and would probably be a total loss; crew saved, assistance had been sent.

MISCELLANEOUS.

At GIBRALTAR STRAITS.—Passed through, Marie Laure, Brechois, from Marseilles for Pelapion (China).

At PORT SAID.—Feb. 10, Atalanta (str.), from London, for Colombo, &c.; Jan. 26, Arizona (str.), Seaburg, from New York, and left, 27, for Yokohama; 27, Petersburg (str.), from Liverpool, sailed for Colombo, &c.

At ALEXANDRIA.—Feb. 10, Agnes (str.), from London, for Singapore, &c.

At ADEN.—Jan. 24, Ferdinand de Lesseps (str.), Johnstone, from London, and left 25, for Colombo, &c.; 26, Provence (str.), from China.

At MAURITIUS.—Jan. 1, Anne Marie, Endel, from Galle; 3, Antrevida, Kindred, from Colombo; St. Kilda, Gill, from Colombo; Dec. 31, Talbot, Oughton, sailed for Singapore; Jan. 11, Northumberland, Ford, sailed for Galle.

NOTICES TO MARINERS.

The following notices have been issued from the Admiralty:—

Mindoro Sea—Shoal off Bold Point.—The Spanish Government has given notice that a shoal has lately been discovered by the Spanish steam-vessel Constancia off Bold Point, East Coast of Palawan. The shoal (Constancia shoal), the general extent of which is unknown, had 3½ fathoms on it, sand and coral, where first sounded on, but the depth increased to 11 fathoms about one mile to the N.W., and again decreased from that depth in a W.S.W. direction. The shoal part lie E. by S., 15 miles from Bold Point, which places it in lat. 9 deg 58½ min. N., long. 119 deg. 25 min. East from Greenwich.

Philippine Islands—Alteration in Manila Light.—A new apparatus has been fitted to the lighthouse at the entrance of the Rio Pasig, Manila. The light is now a fixed red light, and in clear weather should be seen from a distance of nine miles. The illuminating apparatus is dioptric or by lenses, of the sixth order.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CORNES—On the 30th Jan., at Woodbury, Teddington, the wife of Frederick Cornes, Esq., of a son.

HUNT—On the 5th Jan., at Singapore, the wife of S. B. Hunt, Esq., 7th Regiment M.N.I., of a son.

RAMSAY—On the 18th Jan., at Hankow, China, the wife of H. N. Ramsay, Esq., of a son.

VANDYKE—On the 10th Dec., at the Presbyterian Mission, Bangkok, the wife of the Rev. J. W. Vandyke, of a son.

MARRIAGES.

COUTTS—DEACON.—On the 9th Feb., at St. Michael's, Paddington, by the Rev. G. F. Prescott, George W. Coutts, of Shanghai, China, to Alice, youngest daughter of the late James Deacon, Esq., of Woodford, Essex. No cards.

MACKIE—ANDERSON.—On the 9th Feb., at 2, Janefield-terrace, Hillhead, Glasgow by the Rev. R. S. Drummond, D.D., J. B. Mackie, Esq., Manila, to Anna Do

Digitized by Google

naldson, second daughter of the late John Anderson, Esq., Glasgow. No cards.

Shand—Protheroe.—On the 15th Dec., at Yokohama, by the Rev. B. Bailey, Alexander Allan Shand, Esq., eldest surviving son of the late James Shand, Esq., of Turriff, Aberdeenshire, to Emmeline Christmas, younger daughter of the late Eva Protheroe, Esq., of Lee, Kent.

DEATHS.

Dennis—On the 8th Feb., at Hill-side, Streatham, Violet, the infant daughter of John Dennis, aged one month.

Grierson—On the 8th Feb., at Thorn-hill, Bitterne, near Southampton, W. C. Grierson, Esq., Commander Royal Navy, fourth son of the late Sir Alexr. Grierson, of Rock Hall, and Lag, Bart., Dumfrieshire, N.B.

Holme—On the 31st Jan., at 12, Lansdowne-circus, South Lambeth, Robert Edward Holme, Esq., late of the Hon. East India Company's Service, in the 80th year of his age.

Johnstone—On the 29th Jan., at St. Margaret's Convent, near Edinburgh, Jane Ann, aged 37, Rev. Mother of the Convent of Our Lady of Mercy, at Glasgow, and eldest daughter of Admiral Sir William and Lady Hope Johnstone.

Van Straubenzie—On the 30th Jan., at Richmond, Yorkshire, Marie, relict of Major Van Straubenzie, Royal Artillery, aged 80.

LEGAL.

EXCHEQUER CHAMBER.

THE BANK OF HINDOSTAN, CHINA, AND JAPAN V. ALISON.

This was an action brought by the bank against the defendant to recover calls. There were two questions—first, whether the defendant was actually the holder of the shares and whether he was precluded from denying that he was a shareholder. The bank had power to issue shares representing two millions sterling, but they had amalgamated with the Imperial Bank, and then they had issued extra shares, doubling the capital of the Bank of Hindostan. In the Court of Common Pleas the judgment was given for the defendant. Then there was this appeal.

The Court affirmed the decision of the Court of Common Pleas.

BANKRUPTCY COURT.

IN RE JOHN GILLESPIE.

The bankrupt was a merchant, formerly of the firm of Rangel, Gillespie, and Co. The liabilities amount to £68,000, assets returned at £733. This was a sitting for public examination. Mr. Munns opposed for creditors, and wished for some explanation of the large deficiency. Mr. Sedgwick, on behalf of the bankrupt, stated that £55,000 of the liabilities were in respect of calls on shares.

An adjournment for six weeks was ordered.

The Agra and Masterman's Bank.—On the 27th ult. the Lords Justices had before them an appeal from a decision of Vice-Chancellor Stuart, disallowing the claim of the Agra and Masterman's Bank in respect of certain bills of exchange which were accepted by one of the liquidators of the London and Mediterranean Bank after the commencement of the winding-up. The Court confirmed the decision of the Vice-Chancellor, and dismissed the appeal.

MISCELLANEOUS.

The North German Lloyd Company have announced that their line to the West Indies, Venezuela, and New Granada will be opened on March 10, on which day the new steamer *King William I.* will leave Southampton for Colon direct, connecting, *via* Panama, with all ports on the west coast of South America, China, and Japan. The *King William I.* will be followed by the *Crown Prince Frederick William*, leaving Southampton on April 10, and the *Count Bismark* on May 10.

The Brindisi Route.—A correspondent writes to *The Times* to describe the anxiety which he suffered a few weeks ago in travelling from London to Brindisi to catch the out-going Peninsular and Oriental steamer. He was told that the mails and passengers leaving London on Friday were sure to catch the steamer on Tuesday; but he found that at Cologne and at Munich, and possibly also at Padua, there was the greatest risk of the mails being sent on and the passengers left behind. "There is no connection whatever," he says, "between the departure from Charing-cross and the arrival at Brindisi—a distance of 1,800 miles; and but for the most courteous help of the mail agent, I should in all probability have been left behind at Munich, and my luggage left behind at Cologne." All this danger of losing the steamship at Brindisi and failing to secure the intended passage might, he thinks, be easily avoided. With reference to this letter we may remark that we have before pointed out that in view of the present system of transit it is unsafe to leave London at the same time as the mail with the object of catching the steamer at Brindisi. A start of at least twelve hours is necessary to secure absolute certainty.

It is announced that the repairs to the Lisbon-Gibraltar section of the Falmouth Telegraph have been successfully completed, and that the telegraphic communication by the submarine lines has again been restored throughout to Egypt, India, &c., and is now in perfect working order.

We have been favoured with a letter from a correspondent, giving us his experiences of the Suez Canal, which he recently passed through. He says its great want is increased width. There is not much fear of the depth of water decreasing if the channel is carefully attended to by dredging vessels. Twenty-three feet was the least depth of water found during our correspondent's passage, and in some places there was twenty-seven feet. It is doubtful if the Canal will be of advantage to steamers of small power, but vessels of larger power that can contend against the monsoon will be able to obtain remunerative freights. The item of coal is very serious.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 24, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Feb. 7.

The news of the fall of Paris was far from creating that degree of enthusiasm and joy that might have been expected, and which thrilled through the country at the capitulation of Sedan, Strasburg, and Metz. At Berlin there were no public rejoicings, the show of flags on the houses was very meagre, and the illuminations by no means so brilliant or so general as on many similar occasions. Various reasons are assigned for what appears at first sight to be a want of patriotism—though that is far from being the case. In the first place, the event was seen coming nearer every day, so that when it happened no one was taken by surprise; secondly, it made a bad impression that the intelligence was not received direct from Versailles, but telegraphed from London from the statement in *The Times;* thirdly, the King sent a special telegram to say that the "Victoria," or the usual salute of 101 guns consequent on any victory or other joyful event, was not to be fired, and this gave rise to such an amount of grumbling and discontent at Berlin, that the Emperor has thought proper to reconsider the matter, and in announcing to the Empress-Queen that Bourbaki's army was pushed over the frontier into Switzerland, and had been obliged to take refuge on neutral territory, where they were disarmed and interned, he gave orders to have the Victoria salute fired; and lastly, it was a sad and bitter disappointment to learn at the same time that there was to be no triumphant entry of the German armies into Paris, as a reward for their admirable patience and courage during the whole of the siege. This feeling, though no doubt equally keenly experienced by the troops, was subdued and kept down by the spirit of discipline that animates all ranks of the army, and it prevented any murmuring on their part; but their relatives and families at home were not bound to show the same reticence, and, therefore, much grumbling was heard and complaints uttered at the hardship and injustice of depriving the soldiers of that crowning gratification of marching into the enemy's capital with colours flying and bands playing, to which, from the very commencement of the war, they had been looking forward with such supreme delight. The popular mind was not able to understand the feeling of moderation and delicacy that, no doubt, prevented such a useless display of power and animated the Emperor of Germany, that France was sufficiently humiliated and ruined, if not in their own eyes at least in the estimation of all Europe. I must, however, in fairness add that the other larger cities of Germany did not participate in the gloomy views of the inhabitants of the capital; for at Dresden, Munich, Cologne, Breslau, and Frankfort the enthusiasm and joy of the

Digitized by Google

people were intense; the flagging general, and the illuminations brilliant in the extreme. Nor were they less so here at Hamburg.

When the official telegram arrived it was printed and circulated by the authorities, and read aloud amidst vociferous cheering in the Exchange Rooms, the clubs, and the coffee-houses, and other places of public resort, the only persons who were dispirited and looked glum being the French officers, prisoners of war in this city, who affected not to believe in the possibility of Paris capitulating, and that the great city lay at the mercy of its enemies. The display of bunting on the houses and the shipping was greater than I had ever before seen, and on many of the flag-staffs were three or more flags of different colours, which made the scene remarkably gay. At noon a salute of 101 guns was fired, and at four P.M. all the singing clubs, numbering more than a thousand young men, joined their voices, on the great square behind the Exchange, in singing first Luther's beautiful hymn of "Nun danket Alle Gott," and then a selection of patriotic compositions, among which was, of course, the popular "Wacht am Rhein." The illuminations were general, but in our quarter of the town not so effective as on the last occasion—the capture of Napoleon—as the lights could not be reflected in the basin of the Alster, which was frozen over and covered by snow; but, as a set off, many public-spirited citizens, defying the cold and piercing wind, discharged a good display of rockets, Bengal lights, and other fireworks from the centre of the basin. The next day the Senate convened the Burgerschaft to obtain their consent to granting Count Bismark and Count Moltke the highest distinction this Republic has to bestow—the Honorary Freedom of the City—which proposal, I need scarcely add, was passed unanimously and with loud cheering.

I believe there is not a word of foundation for the *canard* that has been going the round of the papers, stating that one of the German demands is the cession and transfer of Pondicherry, near Madras. If any colonial territory is to be ceded at all, it is much more probable that it would be Saigon and French Cochin-China, where the Germans could establish a naval station, it being on the high road to China and Japan. The idea has been ventilated more than once by the merchants, Chambers of Commerce, and the press in this country; but I need scarcely say that Count Bismark knows how to keep his secrets till the right time arrives for revealing them. If he lays any stress on deferring to public opinion, he will demand as one of the conditions of peace the transfer of some of the French ships of war. This is a subject on which public opinion has been very loudly and strongly expressed, partly to weaken the French navy and partly to prevent the recurrence of the humiliating blockade to which we were exposed in the autumn from two formidable fleets of ironclads in the North Sea and Baltic. It has been freely circulated that the delivering up of twenty first-class ironclad frigates is demanded as one of the conditions, but this is put forth more as a feeler for the public than as emanating from the Imperial Chancellor himself. It would no doubt be of infinite advantage to Germany, though it might create the jealousy of John Bull, and be considered as a standing menace to British supremacy on the seas.

A letter from Versailles mentions the arrival there of ten Japanese officers to study the art of European warfare. They are mostly young men. They are to have an audience of the Emperor in a day or two; in the meantime, though they came too late to witness the bombardment and the sorties from the garrison of Paris, an officer has been given to accompany them everywhere and give them all the information they require. The writer of the letter considers the arrival of this military embassy from the Far East as a subject of importance and self-congratulation, as it shows how the German victories have become known to the uttermost ends of the earth, and will command a commensurate increase of respect and political influence.

A committee has been formed in this city for collecting subscriptions for the purpose of presenting General von Werder with a silver gilt shield, decorated with military symbols and attributes, as a testimony of recognition of his brilliant services in his masterly retreat to Belfort, and then, by taking the offensive, forcing Bourbaki's army to save themselves from being cut off by escaping to Switzerland.

Herr W. von Pustau, of Altona, has just received a fresh proof of the confidence reposed in him by his fellow-citizens, who have elected him to be a Member of the Municipal Council. He was introduced last week, and immediately took the oaths and his seat.

COMMERCIAL.

Though still frozen up, there are symptoms of a revival of trade. A good demand has set in for Cassia Lignea, which is higher, 13¼ sch. bco. having been paid for several parcels. Tea, firm, with a moderate consumptive business. Rice, looking up, but no sales of importance to record. Spelter, quite neglected; nominal price asked, 11 mks. 12 sch. bco.

HOLLAND.

(FROM OUR OWN CORRESPONDENTS.)

ROTTERDAM, Feb. 8.

The greatest dulness still prevails in politics, and the only subject of discussion is—when will the Parliament meet? Even the fact that Messrs. H. J. Smidt and J. P. Bredius (both Liberals) have been elected at Assen and Dordrecht has passed without comment. The Liberal papers did not beat the great drum before the election, as they used to do, and when the victory was won they only stated the fact—nothing more. This is really very much appreciated by the public, the general opinion being that nothing is more tedious than articles filled up with the bad or good qualities of the candidates. But nevertheless these things are so unusual, the dulness is so intense, that people are of opinion that a storm must follow. Those, however, who do not care about politics, provided that they are not obliged to pay more taxes than they used to do—and their number is enormous—look more after the daily statistics of those who are attacked by or who have died of small-pox, or after the rise of water in the rivers. For some days a thaw has prevailed, and from some quarters we hear that there is reason to fear inundation, which, of course, would be most disastrous. The Government has taken energetic measures to prevent the pushing up of the ice by the use of torpedoes. Time will show if this will prove effectual.

Some months ago I mentioned that a commission had been constituted to promote the welfare of "Multatuli," the author of *Max Havelaar*, an able but strange man, with whom some are, however, so enthusiastic that Mr. Anton Boelen entitles him in the *Java Bode* "a modern Christ." "Multatuli" lives by his pen, but his earnings are comparatively small—not enough to maintain himself and his family. Without doubt this gentleman has done a good deal to enlighten the public with regard to our colonial policy; and remembering this, the public was inclined to contribute to a "Multatuli" fund. Some money was contributed, but Mr. Dowes Dekker ("Multatuli" is, of course, only his *nom de plume*) became so arrogant that his friends were obliged to give up their task, and the "Multatuli" committee is dissolved.

The Almelo Chamber of Trade has addressed the Minister of the Colonial Department a memorial that he would maintain the protective system as much as possible when the East India tariff is revised. The Chamber is—contrary to the opinion of the *Twentsche Vereeniging*—of opinion that our cotton industry cannot compete successfully with that of England unless the differential duties are maintained in our Colonies. What a chance for our impressionable Minister Van Bosse; of course he will seize upon this address "with both hands," in order to delay or to prevent a liberal revisal of the Tariff, which, as you know, was promised by Mr. de Waal, the former Minister of the Colonial Department.

The greatest dulness prevailed in our stock markets. The general tone, however, is somewhat better under the influence of the last war reports. There has already been an upward tendency, and notwithstanding that the Bank rate remains unaltered, the quotation in the open market is somewhat higher.

It has made a somewhat painful impression that Mr. van Lansberg has been appointed our Ambassador *ad interim* at the Court of St. James. It seems as if we have no able diplomatist to fill this important post in these difficult times.

PRODUCE MARKETS.

The thaw has set in, but the waterways are still choked up, and it is difficult to forward goods by rail. The markets are in general animated, and almost all colonial articles have improved in price.

COFFEE looks very healthy, but the transactions are of no importance; they only include 2,064 bales Java, ex President Plate, at 35½c.; 1,000 b. Manila, ex Jubilee, at 34½c.; and 988 b. Java, ex County of Berwick. Total stock of Coffee in Holland, 680,300 b., against 552,800 b. in 1870.

RAW SUGAR.—The market is very firm. Important parcels have changed hands since my last at f.½ to f.¾ above November value. A lot of 1,051 kranjangs floating per Nyassa, fine white quality, was sold at prices that did not transpire, but which are believed to be very high. Stock in bond, 21,225,503 ko. The unsold stock of the Trading Company was, on the 1st inst. f 55,244 mats, against 65,727 mats in 1870.

RICE.—Without transactions. The unsold stock in Holland was, on the 1st inst., 10,100 b. Java table, 5,700 b. Sourabaya Cargo, and 4,800 b. Necransie.

SPICES.—There is a good demand for fine quality, and some transactions have taken place of Nutmegs No. 1. Pepper: The following parcels were sold: 1,100 b. per Albert Victor, 745 b. per Anna and Sophia, and 2,000 b. per Jason. Stock on warrants—Nutmegs, 3,312 casks; Mace, 208 casks; Cloves, 2,814 casks. Unsold stock—Nutmegs, 90 casks; Mace, 171 casks; Cloves, 180 casks; Pepper, 1,835 casks.

TEA.—There is a steady demand for consumption at unaltered prices. The unsold stock of Tea is 3,200/4 chests China, and 9,900/4 chests Java.

JAVA TOBACCO.—The market has been very animated. There is especially a good demand for fine quality for cigar purposes, but inferior quality has also been sold at higher prices. Some lots out of the new crop have arrived, but they are not yet stored. Manila Tobacco: The first parcels out of the crop of 1869 have arrived. The quality of secunda and tertia is satisfactory. The Cagayan is preferred above the Isabella. The prices are nominally 160c. to 170c. for secunda, and 92c. for tertia. Holders, however, decline to operate at these rates. Stock of Java 3,965 bales Java and Sumatra.

INDIGO.—In steady demand.

BANCA TIN.—Several transactions have taken place at f.77⅛, f.77, and f.76¾. Since there has been an upward tendency, and a few lots changed hands at f.77½. Holders, however, now decline to operate under f.77¾ to f.78. Stock on warrants of Banca, 60,500 slabs; unsold, 90,436 slabs; of Billiton on warrants, 100 slabs; unsold, 1,323 slabs.

SHIPPING.

ARRIVALS.—Feb. 1, at Texel, from Tjilatjap, Ferdinand and Louis; 5, at Brouwershaven, from Batavia, Anna and Johanna; from Rangoon, Emmanuel.

DEPARTURES.—None.

ROTTERDAM, Feb. 8.

The meeting of a committee of creditors of the Oost Indische Maatschappy van Lyfrenten with the managers of that company has not given any satisfactory result. The proposal of which I spoke in my last has not been approved of. The liabilities of the Hilversumsche Steam Spinning and Weaving Company are f.6113.483,38½ (inclusive of the capital, f.500,000), and the assets f.317,490.68.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 13, 1871.

THE TIENTSIN MASSACRE.

IN vivid contrast to Mr. HANBURY'S singular composition, appears the simple and affecting narrative of a visitor to the scene of the awful butchery at Tientsin, four months after its perpetration, which was published in *The London and China Telegraph* of the 6th. We need not pain our readers in the Far East by repeating in all their harrowing minuteness the details of an atrocity which we would not even remind them of but for the paramount necessity of preventing any repetition of similar crimes. We will content ourselves with giving a few quotations which may contain some new information, and which, we believe, even Mr. HANBURY will hardly be able to read without emotion. The correspondent of the *Telegraph* draws attention to certain "heaps of rubbish," which, "seeing that there are five Sisters yet *unaccounted for*, it may be well to have turned over"—to say nothing of "twenty or thirty girls and boys, who most "probably sought refuge in the vaults, and there perished in "the flames, clinging in death to their foster-sisters," the nuns. He tells how, while "vespers were being sung, "youth being educated, and the sick cured, a hellish plot "was being concocted under their very eaves for the exter-"mination of foreigners—the lanes in the vicinity being "barricaded the previous day to prevent their escape." The cause for which they suffered did not, however, expire with these victims of Chinese greed. The Catholic Cathedral, the French Consulate, and the London Mission-house, at Tientsin, we are told, are still in ruins; yet, already "several new priests are here for this and the neighbour-"hood, and, doubtless, also, Sisters will be at their post next "Spring, when the buildings are restored." Mr. HANBURY will do well to take this last fact to heart. It is not in his power to check the progress of Christianity, or stamp out religious liberty, in China; all that he can expect as the result of his pleading, and the compliments with which he would have CHUNG HOW overwhelmed, will be to accelerate the repetition of a similar outrage at the earliest opportunity when the mandarins can find foreign victims to sacrifice, "common people" to turn into martyrs for the crime, and English apologists, like himself, to "write their sins in water." All these but the last, we believe CHUNG HOW may find without difficulty—but the last he must not expect to meet again. Mr. HANBURY may rest assured that in his view of the present question he will be as completely without a successor as he is now without a sympathiser among his countrymen.

THE QUEEN'S SPEECH ON CHINA.

The clause in the QUEEN'S Speech in which mention is made of China is the most unsatisfactory paragraph in that vague and wordy composition. We have heard so much of the "conciliatory and forbearing spirit" in which our Government are disposed to deal with the Chinese that we feel that it is now more than time that the policy indicated should be put into some definite shape, and that we should be told decidedly what it is, and what it is to accomplish. So far as it has been explained already, it is a mere political euphuism for allowing injuries and insults to pass without redress, and for leaving our countrymen and their trade in a position of growing insecurity. Our energetic and thoughtful merchants cannot surely sit down patiently under the insulting disregard of their just claims, while every interest dear to them as men and citizens is menaced with ruin, and while all perceive that the inevitable consequence of the present vacillating policy will be to drift into a war, which can only be averted by the timely exhibition of a resolute determination to hold the Chinese Government to the strict terms of their engagements with us. Our own commercial community is so thoroughly unanimous, and has so long been agreed upon the course that ought to be pursued, that it would be impertinent and idle for us now to repeat arguments of which we have so long been the sincere exponents. Our only object now is to press upon our readers, and especially upon those of them who possess Parliamentary influence, that a few plain and well-directed questions to the Under-Secretary for Foreign Affairs will have the effect of clearing up the doubts that exist concerning the real animus of the Government in reference to the Tientsin Massacre, the mission of CHUNG HOW, and other pressing facts; and we hope that an opportunity so valuable will not be neglected, or postponed till a later period in the session.

THE DIPLOMATIC AND CONSULAR SERVICE.

WE understand that Sir HARRY PARKES has obtained leave of absence, and will leave Japan for England in the coming spring, Mr. ADAMS, the Secretary of Legation assuming temporarily the duties of Envoy and Minister Plenipotentiary. Baron VON SIEBOLD, late Japanese Secretary to the Legation, has resigned and taken service from the Japanese Government as a Special Commissioner in Europe. Mr. MITFORD, Second Secretary to the Legation, is at present in England on leave, but will, we believe, shortly return to his post.

Sir EDMUND HORNBY, Judge of the Supreme Court at Shanghai, is now in England, and, it is understood, will not return. Mr. GOODWIN, the Deputy-Judge, holds the appointment temporarily, but it is rumoured that Sir EDMUND'S post will be conferred on a Barrister now in the home ranks. Mr. HANNEN, brother of Sir JAMES HANNEN, now in practice in Shanghai as a Barrister, is, according to rumour, to have the appointment of Law Consul at Yokohama, but this also may ultimately fall to a home Barrister.

There is no doubt now as to Mr. WADE remaining at Peking so long as the present Government hold office, but on the arrival of Sir HARRY PARKES it is believed that both the Diplomatic and Consular appointments in China and Japan will undergo a revision. At present there is scarcely a Consul or Vice-Consul holding the appointment for which he stands in the official list. The post of Consul at Shanghai, held by Mr. MEDHURST, has not been confirmed, although Mr. WINCHESTER resigned a year since. It is certainly a piece of injustice to the Consular staff to keep these appointments so long in an unsettled state.

THE screw steamer *Lord of the Isles*, Captain ROBINSON, has made a fine run home, and clearly proved that her power is sufficient for the accomplishment of a rapid passage Leaving Shanghai on the 15th Dec., with about 1,400 ton. tea, 165 bales silk, and 132 boxes of silver, valued at Tls. 425,900, she touched at Hong Kong, taking on board 230 tons sundries, and left on the 19th, arriving at Singapore on the 26th, taking on board about 1,210 tons general cargo, and leaving on the 29th for Penang, at which port she took in 250 tons cargo, leaving on the 1st January for Suez, at which port she arrived on 22nd January, then thirty-eight days from Shanghai. Passing the Canal, she left Port Said on 25th, coaling at Malta, and arriving in the Downs on the 10th inst., thus completing the passage in fifty-seven days, including all stoppages. She brings about ten passengers, and, we believe, is to leave again for Shanghai and Hankow on 1st March, calling at Singapore only.

A PARAGRAPH which was quoted in our issue of the 6th inst., as part of the usual mail summary, from the *Daily Press*, bearing upon our Hong Kong contemporary's view of trade in Hong Kong, was transferred to the columns of

Digitized by Google

the *Pall Mall* on the 9th, with the following observations, evidently calculated to mislead its readers into the belief that the sentiments were our own :—"This entirely accords with "the article in the *Edinburgh*, as to the progress of trade "in China, which the *London and China Express* treated "as a libel, devoid of foundation, and merely evidencing "rancorous ill-will on the part of the writer against the "merchants." We only draw attention to this matter in order to show the desperate expedients to which the Philo-Chinese party must be reduced when, instead of meeting our editorial arguments, it endeavours to throw discredit on them by foisting on us the responsibility of the authorship of a paragraph which we duly quoted.

IT is a pitiable illustration of the utter want, either of information or candour, on the part of the Dutch Government, that the news of the plot to murder the Governor of Java, and take possession of the island, which we reported in the *London and China Telegraph* of January 9, should have been ignored by the Dutch Minister of the Colonies at the time when it was a fact patent to all the world besides. Now that the discovery of the plot has been verified beyond cavil, it will be instructive to observe how the Dutch authorities deal with an awkward fact which it is clear that they tried to suppress, and what reforms they propose for the prevention of similar revolutionary movements in the future. It seems to us a very distinct proof of the bad administration of affairs throughout Java.

WE understand that, on the recommendation of Sir RANALD MARTIN, M.D., the Rev. Canon BEACH, Colonial Chaplain at Hong Kong, has obtained an extension of leave from Jan. 14 to April 14, without salary, for the purpose of deciding whether it will be advisable for him at the expiration of that period to return to his duties. In the meantime, he has accepted the post of Principal Chaplain to the Forces in Dublin ; the appointment at Aldershot, which was offered him in June last, having been filled before the state of his health permitted him to resume active service.

THE steamer *Belgian*, with a portion of the cable to be laid from Singapore to Hong Kong, has sailed, *via* Suez Canal, and will be followed in a few days by the *Kangaroo* and *Minia*. It is expected that the cable will be completed and ready for use early in May, before which time the cable of the Great Northern Company will also be completed from Hong Kong to Shanghai, affording through communication from London to Shanghai. The question of landing a shore end for Saigon, *en route* to Hong Kong, is still undecided, owing to the unsettled condition of France.

THE Japanese Prince, HIGASHI FUSHIMI NO MIYA, who arrived by the P. and O. route from Yokohama, accompanied by Mr. W. G. ASTON, an interpreter of the British Legation, is, we believe, an uncle of the Mikado. His visit to England, with a numerous suite, is for the purpose of acquiring our language, arts, sciences, and mode of government. The Baron VON SIEBOLD, now in this country on a mission from the Japanese Government, will assist the Prince in carrying out these intentions.

A CORRESPONDENT, whose letter appeared in our last, called attention to the omission of the Shanghai Consular Report. We understand that the cause of this was owing to its late arrival in London from Shanghai. This was possibly caused by the custom of forwarding these returns first to the Minister at Peking.

THE reply to the Memorial of the merchants, &c., interested in the China trade, to the Postmaster-General will be found below. Of course the reduction in postage has not been granted, and it will be necessary to bring the matter before Parliament.

REPLY OF THE POSTMASTER-GENERAL TO THE MEMORIAL.

General Post-office, London, Feb. 7, 1871.

SIR,—The Postmaster-General has had under consideration the Memorial from bankers, merchants, brokers, newspaper proprietors, and others engaged in the trade of India, China, and Australia, which you presented to the Marquis of Hartington on the 27th December last, asking for a reduction of the charge at present made on newspapers, prices current, or similar publications forwarded to the East Indies, China, or Australia, *via* Brindisi.

In reply, I am directed to inform you that it has been a source of much regret to the Post-office that, while reducing the postage on letters to and from the East sent by the route of Brindisi, it was not possible to lower the charge on newspapers, books, and patterns, owing to the combined transit rates which this office has to pay to Belgium, Germany, and Italy.

When the Indian mails were sent *via* Marseilles only a French transit rate of postage was payable on the correspondence contained in such mails ; but, since the alteration of route, the mails have to be conveyed overland—a distance of 1,600 miles—passing through several foreign States, and the cost of transit has been more than doubled.

To defray the extra charge it has been found necessary to raise the postage on a newspaper of four ounces from threepence to fourpence ; and, even at this rate the British Post-office receives, for its inland and sea service combined, an average of less than a penny for each newspaper ; and, under these circumstances, the Postmaster-General regrets that he is unable to reduce the postage below its present amount.

Mr. Monsell desires me to state that if after this explanation you still wish for an interview, he will be happy to receive you.

With reference to the second paragraph of the Memorial which states that "By far the greatest part of the commercial correspondence of manufacturers and brokers is carried on by periodical publications or prices current, and that a charge of fourpence on such is a grievous tax upon their business," I am to point out that prices current, or other printed papers can be sent as book-packets, at a charge of twopence, if not exceeding one ounce in weight, and that many prices current do not exceed that weight.—I am, Sir, your most obedient servant, JOHN TILLEY.

Charles Magniac, Esq., M.P.

Literature.

The History of England from the Earliest to the Present Time. By Sir Edward S. Creasy, M.A., Vols. I. and II. London : James Walton.

Further reference to this history, of which we gave a short preliminary notice on its publication a few weeks ago, convinces us that it is recommended by one original and distinguishing excellence—it bears on its face the proof that it is written by a man who, living in the nineteenth century, ventures to judge of past events in the spirit of an enlightened period. Most of the compendious histories of bygone times that we have seen are generally vapid, dry, and barren records—wanting the graphic and minute fidelity of contemporary literature, and equally deficient of the spirit of the age of the modern writer. With this peculiar merit, which is conspicuous in the present work, Sir Edward Creasy has combined great industry of research, and he has enriched his narrative with much valuable and apparently original observation. We have strong temptation to extract from the chapters, "John and the Great Charter," and "Edward the First and the Constitution," but our limits compel us to resist the attractions of one of the most spirit-stirring histories we have yet read ; and we must content ourselves with recommending our readers to study it for themselves, convinced that the freshness of the style, and the evident candour of the writer, will more than compensate for occasional quaintness or rather crabbedness of diction. We are not sure, however, that this last-named peculiarity is not a recommendation to the book—it sometimes gives new zest to the reader when the subjects under narration might otherwise be uninteresting, or at least too familiar to be entered npou with much expectation of enjoyment. We shall look forward to the appearance of the next volumes, in which Sir Edward Creasy will have to treat of reigns nearer to our own time, with confidence that he will not only have something new to tell us about them, but that he will tell that something impartially and pithily.

Tales of old Japan. By A. B. Mitford. London : Macmillan and Co.—We must content ourselves with noticing the publication of this scholarly and valuable work on the present occasion, reserving criticism of its literary contents for a future opportunity. We may, however, say that the volumes before us, besides being well got up, are illustrated by engravings, which, besides being of native design, were cut on wood by a Japanese, and are therefore genuine and unique specimens of art, as well as conveying singularly suggestive impressions of the scenes they are supposed to depict.

The Colonial-office List and *the Foreign-office List for* 1871. London : Harrison, 59, Pall-mall.—These very valuable annuals fully maintain the reputation of their predecessors, and will be found full of valuable information to all who have friends in the services, or whose business brings them into contact with them. Both works are beautifully printed, and illustrated with new maps.

Art, Pictorial and Industrial. London : Sampson Low and Marston.—The February number of this journal fully sustains the reputation which it has earned by the excellences displayed in former issues. The illustrations include reproductions of a sketch by W. Cave Thomas of the bust of Cromwell in the National Portrait Gallery ; of Mr. J. Burgess's picture, "A Little bit of Scandal," which is being exhibited at the French Gallery for the benefit of the distressed French peasantry ; and of an engraving from "Philosophy," one of Raffaelle's frescoes at the Vatican. The literary contents are fully equal in merit to the artistic ; among them we must notice in particular an article by W. W. E., containing some bold suggestions for "Hausmannising" London. We should be glad to see the ideas expressed practically carried out.

The War Correspondence of the Daily News. London : Macmillan and Co.—This volume is a reprint of the graphic sketches which obtained for the journal to which they were contributed a marked pre-eminence during the progress of the campaign now closed. The present work, which is well printed, and illustrated with some useful maps, gives the history of the war from the origin of hostilities to the retreat of the Army of the Loire.

Digitized by Google

Monetary and Commercial.

The telegrams from China report a deficit of ten million pounds in the export of Tea as compared with the corresponding period last year, but according to special messages, it seems that a large quantity of common Tea was being bought up for shipment, which would bring the export up to 135 millions, or only four short of last year. According to general opinion, the present consumption does not require such an export, but with the termination of the war, considerable orders may be expected If the *common shipments*, however, include "Maloo Mixture," the result will be a heavy loss.

The export of shirtings to Shanghai is very large. The *Sea Gull* (str.) takes over eight million yards, and the *Agamemnon* (str.) nearly ten. This is the largest quantity on board of one vessel on record. The total export to Shanghai for January is about 42,000,000 yards. It is to be hoped that the trade at Tientsin will be in full play and the demand larger this season.

At the adjourned meeting of the creditors of Messrs. Lieber and Rogerson, India and China merchants, of Manchester and London, Mr. Halliday was appointed to investigate the accounts and report to a future meeting.

The liquidators of the China Steamship and Labuan Coal Company—Sir James Elphinstone and Mr. Gibbons (official)—propose a final dividend of 1s. 10d. on all claims bearing interest. The amount already paid, after collecting from each unfortunate shareholder the full liability of £20 per share, is only 19s. in the pound. The whole of the subscribed capital, amounting to about a quarter of a million, has therefore been lost.

At the meeting of the shareholders of the Universal Marine Insurance Company (Limited) the principal facts mentioned by the chairman were that the net premiums of the underwriting account amounted to £282,000, or within £1,000 of what they were for the same period last year; while the amount paid for loss was £22,000 less in the past twelve months than in the previous year, and showed a still more marked improvement on the year before. With respect to the position of the company in regard to past years, the underwriting account of 1867 showed a profit of £80,000; and the year 1868 would leave about £10,000 more. There was now more than £100,000 in hand on that account, and almost the whole of that would be profit to the company, and there was every probability that the year 1869 would leave as large a profit as 1867. The amount outstanding on the year 1870, when the books were made up at the end of the year, was £4,800,000. Since that time more than one million had run off, and the losses had been very moderate. The whole amount underwritten for the year 1870 was twenty-one millions, against twenty millions in 1869. The vacancy at the board was filled up by the election of Mr. W. J. Thompson, of the firm of Messrs. William James and Henry Thompson, well known in the China trade. We may mention that the shares of the company stand at over 100 per cent. premium.

Overtures have recently been made to Sir Daniel A. Lange, by persons of distinction in this country, with a view to induce him to form a Board of English Directors in London, in connection with the Suez Canal, in order to give them, in conjunction with himself, a voice in the management of the company's affairs, and at the same time an additional amount of capital. Reasons were urged to prove that such a combination would give greater security for the future efficient maintenance of the canal, in which the commerce of this country has by far the greatest stake. Although Sir D. Lange could not concur with all the reasons which were put forward, and maintained great reserve upon others, it is nevertheless with pleasure that we are enabled to state that he frankly expressed his readiness to assent to any legitimate arrangement as suggested, which would tend to benefit England and harmonise with the interests of the Suez Canal, adding that it would be premature to go further into the matter, in the absence of his friend M. de Lesseps (who is now shut up in Paris), and without whose full knowledge and consent he would not wish to take any steps or make any pledge. His views were received with general approbation, and seemed to give great satisfaction to all present.

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs' duties) remaining in the bonded warehouses of the United Kingdom on the 31st of Jan., 1871, compared with the quantities in warehouses on the 31st of Jan. 1869 and 1870:—

	1869.	1870.	1871.
Coffee (lbs.)	46,185,068	57,031,829	67,897,825
Sugar, refined (cwts.)	66,297	66,952	58,302
Ditto, unrefined (cwts.)	2,387,805	1,866,719	2,105,243
Molasses (cwts.)	57,263	206,306	252,626
Tea (lbs.)	104,960,979	99,594,936	93,674,742
Tobacco (lbs.)	64,994,062	60,832,295	56,279,038

The Board of Trade Returns, in a much improved form, have been issued for January, and they are henceforth to appear on the 7th of each month, or about three weeks earlier than hitherto. On the present occasion they afford striking evidence of the paralysis of trade consequent upon the Paris catastrophe, the total declared value of our exportations having been only £11,458,039, against £13,923,185 in the corresponding month of last year—a falling off of nearly 18 per cent. Compared with January, 1869, also, the reduction is 16 per cent. In nearly every department of business there seems to have been a suspension of operations. Among the articles of leading importance only two figure for an increase—haberdashery 1 per cent., and silk manufactures 55 per cent., owing in both cases chiefly to the American demand. The stoppage of foreign industry is shown by the diminution in the shipments of the various kinds of yarns. In linen yarn it has been 68 per cent., in woollen yarn 65 per cent., and in cotton yarn 40 per cent. As regards cotton manufactures, the result has been comparatively less unfavourable, owing to large consignments to China and Brazil, and in this case the falling off has been 9 per cent. in value, but only fractional in quantity. The other items of decrease are—coal, 24 per cent.; earthenware, 40 per cent.; hardware, 27 per cent.; iron manufactures, 30 per cent.; linen manufactures, 31 per cent.; machinery, 82 per cent.; woollen manufactures, 17 per cent.; and miscellaneous articles, 17 per cent. As regards the importations of the month, it appears that the receipts of cotton were 2,035,356 cwt., valued at £7,059,120, against only 794,102 cwt., valued at £4,411,463, in January, 1870. The usual summary of the figures referring to the trade with the Far East will appear in our next issue.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE, SHANGHAI, AMOY, and HONG KONG (via S.C.) to LONDON, per Alonso (str.), entered Feb. 6.—From Singapore: 1441 slabs tin, 2317 bags sago flour, 1146 bags pearl sago, 640 bags pearl tapioca, 250 bags flake tapioca, 3 cases tortoise-shell, 5 packages merchandise, 2831 bags teelseed, 1434 bags coffee, 126 baskets gutta-percha, 2320 bags pepper, 24 bales fishmaws, 32 bales silk waste, 200 bags 200 bales gambier, 25 cases cassia—Order; 44 bags pepper—Chalmers and Co.; 2 packages merchandise—A. Runge and Co. From Shanghai: 10 cases rhubarb, 59 casks cocoa, 148 bags corossos nuts, 15 cases preserves, 20 bales raw silk, 1689 boxes 1127 half-chests 1583 packages tea—Order; 79 bales silk—Benecke and Co.; 22 casks cocoa-nut oil—R. Charles; 32 cases merchandise—Forbes, Forbes and Co.; merchandise 1 package—F. Bower and Co.; 4 packages—J. Nicholls and Co.; 1 package—W. H. Aretz; 5 bales tobacco—Blow and Raecke; 1583 chests tea—D. Sassoon and Co. From Amoy: 2322 half-chests 630 packages tea, 1 package sundries—Order; 1 package tea—J. R. Robertson; 1 package tea, 1 package sundries—J. Pook. From Hong Kong: 25 boxes rhubarb, 49 boxes tea, 3 cases sundries, 25 cases cassia buds, 284 cases merchandise, 18 cases preserves, 3 cases silks, &c., 8 cases plants, 58 tons 74 bags cotton seed, 1 package tortoiseshell, 10 cases silk piece goods, 16 cases silk, 8 cases cigars—Order; 2 packages tea—Lawrence Clark and Co.; 27 cases merchandise—A. Tesdorff and Co.; 5 cases cigars—E. Boustead.

From SHANGHAI to LONDON, per City of Aberdeen, entered February 7.—2092 packages tea—Reis Bros. and Co.; 10 bales 107 packages silk, 26 packages waste silk, 3283 chests 2286 half-chests 1108 packages 552 boxes tea—Order.

From SINGAPORE, &c., to LONDON, per Sir Robert Sale, entered Feb. 7.—356 bags sago flour—Chalmers, Guthrie, and Co.; 3444 bales 703 bags gambier, 1380 bags black and 80 bags white pepper, 464 boxes 434 bags tapioca, 727 bags pearl sago, 110 bags tapioca flour, 537 pcs. buffalo hides, 18 baskets gutta-percha, 477 cases gum damar, 13 cases gum copal, 5328 bundles rattans, 7048 buffalo horns, 63 bundles Malacca canes—Order; remainder of cargo from Cape Town.

From SINGAPORE to LIVERPOOL, per Sidlaw, entered Feb. 6.—2081 bales gambier, 2407 bags sago flour, 1346 bags 100 boxes pearl sago, 100 bags tapioca, 2100 hides, 2 cases isinglass, 13,776 bundles rattans, 2 cases merchandise—Order.

From SHANGHAI to LONDON, per Clara, entered Feb. 8.—486 chests 1000 half-chests tea—Rodocanachi, Sons, and Co.; 1944 half-chests—R. and J. Henderson; 3 cases merchandise—H. C. Renshaw; 8224 chests 6159 half-chests 1419 boxes tea, 19 cases merchandise, 135 cases gall nuts, 99 cases wine—Order.

From SHANGHAI to LONDON, per Ornate, entered Feb. 10.—3 packages tea, 3 cases ginger—Master; 3077 packages tea—L. Reiss Bros. and Co.; 4196 packages 1899 chests 4976 half-chests 942 boxes tea, 32 bales raw silk—Order.

From HONG KONG, CANTON, and MACAO, to LONDON, per Cathaya, entered Feb 10.—From Hong Kong: 147 bales cocoons, 43 cases isinglass—Order. From Canton: 1 box copper ware—R. Buntinner; 250 cases ginger, 120 rolls matting, 225 rolls 80 packages canes, 28,753 boxes 20 chests 287 packages tea, 198 cases sundries, 564 bales silk, 90 bales curiosities, 126 packages merchandise, 228 bales cocoons, 53 cases preserves—Order; 1600 boxes tea (in transit)—Order. From Macao: 1294 packages 476 half-chests tea, 50 packages 60 bundles canes, 1 box cigars—Order.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£
Whinfell	Shanghai	London.	Jan. 12	454	7	1	58	...	1310	363	1152570 &£1070	16330	...	...	...	7585	...	...	65	...	81	...	...	874	1817	400	47	...	45	...	163& 300cs.	...	...	85	42
Eliza Shaw	Yokohama	,,	,, 13	30	...	2	40	...	...	56	2180434	8500	300	...	...	2750 £10cs.	...	303180	...	68	22	...	...	586	57	18	...	100	55	...	20	£50	...	162	98
Undine	Shanghai	,,	,, 16	175	...	...	200	...	...	365	2410899 &£5410	49962	...	...	...	3625	44	25120	62	...	125	120	70	778	210	...	...	188	347	310	290	...	...	292	129
Sea Gull, str., via S.C.	Hong Kong	,,	,, 20	...	...	...	...	...	...	269	331050	20730	600	...	...	1056	...	24030	...	...	...	...	...	44	...	...	...	180	...	...	...	...	...	...	11
Do. do.	Shanghai	,,	,, 20	...	...	...	...	...	...	59	8217600	118400	780	...	45	9580	...	...	...	...	...	...	7	...	106	...	...	396	...	...	35	...	...	...	75
Wm. Ritson	Hong Kong	,,	,, 21	402	23	15	109	25	...	729	253500 &£1459	8400	...	...	...	650	...	63360	...	97	94	407	...	54	71	500	85	...	171	102	359	4	...	220	...
Abbotsford, str., via S.C.	Singapore	,,	,, 23	...	...	...	...	...	...	567	380573	80153	695	1030	87	3300	...	...	...	...	...	...	...	20	...	...	80	333	...	...	12	...	...	130	97
Do. do.	Hong Kong	,,	,, 23	50	...	5	50	...	9018	260	1116552	9600	...	150	...	946	...	20990	...	...	...	5	...	146	310	...	60	420	430	...	...	...	1½	59	284
Do. do.	Shanghai	,,	,, 25	...	...	...	...	¼	...	53	1303812 &£1500	10490	...	...	...	8655	...	...	...	...	...	...	...	...	...	375	55	1497	...	...	476	...	...	...	...
Do. do.	Yokohama	,,	,, 25	...	...	...	...	...	...	...	...	...	...	...	...	282	...	...	...	...	...	...	...	...	...	...	...	65	...	...	...	...	...	...	50
Albatross, str., via S.C.	Singapore and Penang	Liverpool	,, 18	...	...	...	...	...	40	...	730956 &£30	140309	...	...	...	1025	211	38000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	...
Do. do.	Hong Kong	,,	,, 18	...	...	...	...	...	...	200	1253392	452589	...	244	170	2930	...	126000	...	...	...	...	...	...	...	111	25	218	185	64	...	...	...	...	...
Do. do.	Shanghai	,,	,, 18	...	...	...	...	...	...	...	3829977	10133	...	...	...	5412	...	6384	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	115	...
Scotland, str., via S.C.	Colombo	,,	,, 20	...	1	...	...	...	...	934	1031742 &£30	123970	...	...	...	175	...	25800	...	...	...	...	...	...	27	...	...	426	...	...	366	...	...	33	...
Agamemnon, str., via S.C.	Singapore and Penang	,,	,, 21	...	...	...	...	...	...	140	1392320 &£100	62000	...	...	...	745	...	48000	...	...	...	...	...	...	...	...	...	350	...	...	15	...	13	...	205
Do. do.	Hong Kong	,,	,, 21	...	...	...	...	...	...	30	3965458 &£313	495712	...	34	130	755	...	134010	...	...	...	...	...	...	...	...	...	246	...	...	...	...	4	...	...
Do. do.	Shanghai	,,	,, 21	...	...	...	...	...	...	200	9399579	145798	...	...	...	6900	...	4000	...	...	...	2	...	2	2	20	...	250	...	...	6	...	...	...	...
Do. do.	Japan	,,	,, 21	...	...	...	...	...	530	...	192559	...	...	...	60	...	...	6300	...	...	...	...	...	...	...	...	...	299 &22cs.	...	...	...	...	...	...	6cs.

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Whinfell	Shanghai	...	155	...	...	6	...	...	...	98	...	...	...	...	...
b Eliza Shaw	Yokohama	31	...	...	504	160	...	100	...	865	...	...	...	172	10
c Undine	Shanghai	...	48	12	131	115	...	91	36	10	50	...	83	...	...
d Sea Gull, str., via S.C.	Hong Kong	...	14	...	95	50	...	...	...	...	...	200	677	12	...
Do. do.	Shanghai	25	...	...	70	420	...	...	125	...	...	47	190	30	...
Wm. Ritson	Hong Kong	...	255	...	269	130	...	...	25	...	...	11	...	...	...
g Abbotsford, str., via S.C.	Singapore	145	...	17	40	250	35	...	20	20	109	32	130	...	...
h Do. do.	Hong Kong	15	156	27	309& 8cs.	176	16	...	...	...	...	75	235	...	...
i Do. do.	Shanghai	...	247	...	345	145	212	...	...	...	...	148	...	90	...
j Do. do.	Yokohama	...	133	...	...	81	...	...	...	...	...	...	...	...	...
Albatross, str., via S.C.	Singapore & Penang	...	...	...	36	...	...	...	...	...	...	25	540	...	...
k Do. do.	Hong Kong	...	...	84	...	375	...	...	...	...	...	...	1040	...	...
l Do. do.	Shanghai	...	...	...	...	...	...	...	...	...	...	...	...	...	...
m Scotland, str., via S.C.	Colombo	10	49	...	...	...	30	...	...	...	4	...	...	178	...
n Agamemnon, str., via S.C	Singapore & Penang	...	...	...	...	...	...	...	...	...	...	185	150	...	6
o Do. do.	Hong Kong	119	10	...	720	130& 3cs.	225	...	...	...	...	...	6cs.	...	...
p Do. do.	Shanghai	...	7	11	...	45	...	...	...	90	...	...	...	...	...
Do. do.	Japan	...	3cs.	...	...	1cs.	...	...	...	...	...	...	...	1cs.	...

SUNDRIES.

a Iron wire, 14 tons; Rabbit's metal, £31; refined sugar, 20 cwt.; effects, £50; absynthe, 100 gallons; old boiler plates, £110; lucifers, £929; mathematical instruments, £21; clocks, £15; soda-water, £40; rum, 260 gallons; geneva, 100 gallons; tar and pitch, 100¾ barrels.——*b* Effects, £57; cotton velvets, £278; refined sugar, 3 cwt.; coals and coke, 140 tons; pig iron, 100 tons; spelter, ½ ton.——*c* Galvanised iron, £346; alpaca, £120; brass wire, £24; soda-water, £120; chalk flints, 95 tons; scientific intruments, £10; cordials, 5 gallons; goods manufactured, £103; coals and coke, 185 tons; zinc, 8 tons; fruits, 2 cwt.——*d* Chignons, £22; felt, £20; silk, £320; elastic web, £30; goods manufactured, £35.——*e* India-rubber hose, £10; elastic web, £90; patent net, £20; goods manufactured, £10; marine stores and ships' tackle, £60; effects, £128.——*f* Matches, £517 and 90 cases; soda-water, £30; sheathing felt, £195; rosin, 200 cwt.; refined sugar, 1½ cwt.; goods manufactured, £50; tin plates, 500 boxes; fruits, 22 cwt.——*g* Silk manufactures, £183; gun flints, £19; beeswax, £150; phaeton, £40; effects, £174; goods manufactured, £51; buttons, £136.——*h* Barometer, £14; cochineal, £60; effects, £55; goods manufactured, £50; clay manufactures, £60; jute manufactures, £336; caoutchouc manufactures, £11.——*i* goods manufactured, £73; brass manufactures, £51; sponge, £10; prints, £12; caoutchouc manufactures, £50; carriage, £86; empty bags, £45; philosophical apparatus, £42.——*j* Silk velvet stuffs, £170; clocks, £30.——*k* Merchandise, £10.——*l* Engine, £6; geneva, 2 gallons.——*m* Missionary goods, £250; fuze, £5.——*n* Lighthouse apparatus, £60; clocks, £280; effects, £224.——*o* Needles, £150; velvet cottons, £156; silks, £230.——*p* Needles, £219.

NOTE.—Per Celestial Queen, from London to Shanghai, cleared Nov. 23.—(Short shipped) Rod iron, 250 tons. Per Cornuvia, from London to Hong Kong, cleared Dec. 23 (addl.).—Woollens, £200. Per Ambassador, from London to Hong Kong, cleared Jan. 7 (addl.).—Lead, 50 tons; hardware, £36; oilman's stores, £70; glass, 25 tons; rod iron, 190 tons. Per Sea Gull (str.), from London to Singapore *via* Suez Canal, cleared Jan. 20.—Plain cottons, 148,000 yards; coloured cottons, 24,000 yards; goods manufactured, £10; musical instruments, £150; effects, £32; yarn, 2,350 lbs.; stationery, £30. To Japan.—Coloured cottons, 1,500 yards; haberdashery, £149; woollens, £504; plain cottons, 216,500 yards; white wine, 108 gallons; yarn, 40,000 lbs. Per Eliza, from Liverpool to Manila, cleared Nov. 2 (addl.).—Copper, 13 tons; nails, £85. Per River Avon, from Liverpool to Yokohama, cleared Dec. 7 (addl.).—Coloured cottons, 33,600 yards. Per Gloria, from Liverpool to Manila, cleared Dec. 9 (addl.).—Earthenware, £433; paper, £13; plain cottons, 2,000 yards; sugar machinery, £65. Per Cornelia, from Liverpool to Batavia, cleared Dec. 23 (addl.).—Yarn, 22,400 lbs.; plain cottons, 62,610 yards; coloured cottons, 100,776 yards; hardware, £106. Per Petersburgh (str.), from Liverpool to Ceylon, cleared Jan. 3 (addl.).—Oilman's stores, £26; plain cottons, 305,000 yards; glass, £10; iron retorts, £300; musical instruments, £16; hardware, £665; stationery, £74; guns, £6; slates and tiles, £158; theodolite, £25; yellow metal, 13 tons. Per Albatross (str.), from Liverpool to Java, *via* Suez Canal, cleared Jan. 18.—Plain cottons, 79,200 yards; printed cottons, 90,177 yards; haberdashery, £537. To Amoy.—Coloured cottons, 10,800 yards. To Japan.—Worsteds, £240; printed cottons, 46,800 yards; grey cottons, 7,488 yards; apparel, £5; yarn, 14,000 lbs. Per Adam Sedgwick, from Liverpool to Singapore, cleared Jan. 21.—Coal, 650 tons; geneva, 33 gallons; brandy, 6 gallons; tea, 100 lbs.; tobacco, 175 lbs. Per Agamemnon (str.), from Liverpool to Java, *via* Suez Canal, cleared Jan. 21.—Haberdashery, £127; plain cottons, 76,000 yards; coloured cottons, 113,560 yards; worsteds, £45. Per Iberian, from Liverpool to Alexandria, for overland to Colombo, cleared Jan. 30.—Plain cottons, 14,600 yards. Per Lake Constance, from Glasgow to Hong Kong, cleared Jan. 20(addl.).—Cured fish, £30; British spirits, 387 gallons; sail cloth, £670; pig iron, 430 tons; bar iron, 148 tons; plate iron, 26 tons.

Digitized by Google

ARTICLES OF IMPORT.

TEA.

The market has been steady, but without much activity. There has been but little alteration in prices, common Teas remaining exceptionally dull, the demand chiefly running on fair to good medium kinds of Congou, of which there has been a fair quantity sold. The official returns for last year have been published, showing the total delivery for home consumption to have been 117,431,179 lbs., and for export and stores 30,838,768 lbs., making 148,269,947 lbs. in all.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—A moderate business has been transacted the past fortnight—during the early part at easier prices—but the market closes about on a par with opening rates, except for red-leaf of the grades inferior flavoury to Kaisow kinds, supplies the last few days being heavy, and some anxiety shown to be making sales. Common to fair black-leaf Congou has been in more request for shipping, and finest for home consumption, but business is curtailed by the strong views of holders. Latest telegrams from Hong Kong extend to 25th January, and give the export 119,000,000 lbs. Deliveries for the first month stand thus:—

	1871.	1870.
Home consumption for London from 1st to 31st Jan.	8,352,000	6,523,000
Export do. do.	1,244,000	1,520,000
Sent coastwise do.	3,395,000	4,180,000
Total	12,291,000	12,223,000

BLACK.—All grades of red leaf to Kaisow kinds have been in abundant supply at the following quotations: siftings and broken leaf kinds, 6d. to 8d., superior, 8½d. to 10½d., good common, 11d. to 11½d., flavoury and Kaisow kinds, 1s. to 1s. 1d. per lb.; above this figure there is little held by importers. Pakling kinds are scarce. Tayshan leaf has continued saleable, at full rates, especially fine and finest quality; strong and full malty Pekoe kinds, prices range from 1s. 8d. to 2s. per lb. Black-leaf: At public sale on 1st inst. good common touched 11d. per lb.; this attracted attention, and there has since been a general inquiry, leading to more competition, and a rally of ¼d. to ½d. per lb. has been established; preferable kinds remain as last quoted, say at 1s. to 1s. 1d. per lb., but fair to medium close a shade easier, good value being obtainable at 1s. 3½d. to 1s. 4½d. per lb. Fine and finest have commanded some attention, the latter selling at 1s. 11d. to 2s. 1d. per lb. Souchong: The bulk offered has been of the fair to medium grades at 1s. 1d. to 1s. 6d. per lb. Oolong: no change. Scented Tea: Canton Orange Pekoe, no alteration in good common to medium, supplies being small, but fine strong Scented has been sold at 1s. 5d. to 1s. 7d. per lb. Caper: there is little in first hands, and next arrivals will meet with ready sale. Foochow Orange Pekoe: The quality has been falling off, and sales are reported down to 1s. 4d. per lb.

GREEN.—There has not been the quantity offered as previously advised, but cheap parcels have been secured when importers have been desirous to close invoices. Small, but choice, lots of Moyune have come to hand, and the best grades of the various classes realise extreme and exceptionally high prices, as much as 4s. and 4s. 3d. for No. 1 Gunpowder, and 3s. and 3s. 3d. for No. 1 Young Hyson. Hysons all through the season have been selling very low, and during the fortnight parcels of growth 1869-70 were disposed of to close accounts at very cheap rates. Japan leaf, uncoloured, of good to medium quality, if imported in small quantities, would realise remunerative rates.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

Without at any moment displaying activity, the market has been steady and firm, with a very fair daily business. The demand has been chiefly for China and Canton Silk, and prices of both sorts have stiffened, and may be quoted, generally, 6d. higher. The capitulation of Paris, and the armistice which has succeeded that event, have had but little real effect upon the market, but there is little doubt that peace would greatly stimulate business; importers are very firm, and show every determination to secure the full quotations of the day. Japan Silk has, within the last few days, been more inquired for, but only at low rates. Deliveries continue good, and are far beyond what might have been expected under the disasters which have befallen France. They were in January, China, 2,288; Canton, 782; Bengal, 371; Japan, 301; Total, 3,742 bales. And from 1st to 8th inst. China, 655; Canton, 238; Bengal, 96; Japan, 132; Total, 1,121 bales.

LONDON QUOTATIONS, FEB. 10.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	28s. 6d. to 29s. 6d.
Red Peacock	26s. 0d. to 26s. 3d.
Yuenfas, Nos. 1, 2, and 3	23s. 0d. to 26s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 26s. 9d.
Long Reel	18s. 0d. to 21s. 0d.
Canton	13s. 0d. to 22s. 0d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 29s. 0d.
Idah, No. 2	26s. 0d. to 27s. 0d.
Sodai, Nos. 1 and 2	25s. 0d. to 26s. 6d.
Oshiu, Nos. 1, 2, and 3...	24s. 0d. to 32s. 0d.
Koshiu, No. 1 and 2	24s. 0d. to 26s. 0d.
Eichizen	22s. 0d. to 25s. 0d.
Mashta	22s. 0d. to 24s. 0d.
Hatchoji	None.

COFFEE.

For Plantation Ceylon a steady demand has been experienced throughout the interval, and fully previous rates have been paid. Native Ceylon is again dearer, with however less enquiry latterly. The transactions comprise 3,700 casks, 950 tierces and barrels, 3,100 bags Plantation Ceylon, small, 57s. 6d. to 60s., low middling palish to good bold ditto, 61s. to 70s., low middling to good bright coloury 63s. to 80s., fine, 82s. to 84s. 6d.; 2,500 bags Native Ceylon small, 52s., good ordinary, 56s. to 57s., good and fine bold, 58s. to 59s., chips, 40s. 6d.; and for arrival, 50 tons Native Ceylon at 58s. No other East India descriptions have been placed on offer.

The landings for the past week although relatively small are 300 tons in excess of last year's, and as deliveries are 200 tons less, the surplus in the stock is increased to 3,200 tons. Stock, Jan. 28, 25,005 tons, against 22,294; Feb. 4, 24,604 tons, against 21,416. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 183,735 cwt., against 150,570 cwt. at the corresponding date of 1870; Native, 18,739 cwt., against 13,699 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the five weeks ended Feb. 4, 1871, was, of Ceylon, 1,999 tons, against 2,713 tons during the corresponding period of 1870; of all descriptions, 4,190 tons, against 3,198 tons. The quantity entered for home consumption was, of Ceylon, 983 tons, against 974 tons; of all descriptions, 1,863 tons, against 1,751 tons. The quantity exported was, of Ceylon, 816 tons, against 2,339 tons; of all descriptions, 2,271 tons, against 4,103 tons. The stock on Feb. 4 was, of Ceylon, 13,805 tons, against 13,199 tons; of all descriptions, 24,604 tons, against 21,316 tons.

SUGAR.

A flat tone still prevails in this market, and transactions have again been extremely small, prices being occasionally lower. The entire sales for the week comprise only 700 tons on the spot, and 930 tons afloat to the United Kingdom. The only parcel of East India disposed of was 6,000 bags clayed Manila, by private contract, at 26s. to 26s. 6d.

The imports for the week, including 870 tons Beetroot, are 1,000 tons less than last year, the deliveries show some increase, those of Manila being 765 tons and Beetroot 1,100 tons, and the total 400 tons larger than in 1870, so that the deficiency in the stock is further increased to 14,400 tons. Stock, Jan. 28, 60,856 tons, against 73,925 tons; Feb. 4, 58,705 tons, against 73,167 tons. The quantity of Sugar landed in the five weeks ended Feb. 4, 1871, was, of Penang, 11 tons, against 67 tons in the corresponding period of 1870; of Manila, Java, and China 1,267 tons, against 3,469 tons; the quantity entered for home consumption was, of Penang, 450 tons, against 407 tons; of Manila, Java, and China, 2,524 tons, against 3,474 tons. The quantity exported was, of Penang, 1 ton, against 19 tons; of Manila, Java, and China, 254 tons, against 175 tons. The stock on Feb. 4 was, of Penang, 2,536 tons, against 1,917 tons; of Manila, Java, and China, 26,283 tons, against 35,610 tons.

COIR GOODS.—At the last sales a moderate supply of Yarn went off steadily for medium to good qualities, while common sold slowly at previous rates; 8 bales Ceylon sold—medium at £28 to £29, good to fine at £34 to £40; of 96 tons offered about 75 tons sold—low at £20, very common to common at £22 10s. to £24 15s., middling at £29, fair to good at £31 to £35 10s., fine to superior at £42 to £51 5s.; of 1,221 coils (21 tons) Ceylon Rope offered 990 coils (11 tons) sold—low, 1 to 3½-inch, £20 10s. to £22; middling, £25 10s. to £27 per ton.

CUTCH.—Privately 220 boxes fine Pegue from Penang, ex recent auctions, have been sold at 22s. 6d., and 1,000 boxes fine Rangoon Fish mark at 22s.

COCOA-NUT OIL.—The market continues steady, but is less buoyant. Of 231 casks Ceylon offered in public sale, 126 pipes sold at £40 to £40 5s., and 20 puncheons at £40 10s. to £40 15s., the remainder being bought in, pipes at £40 and hogsheads at £41. A sale for arrival is reported at £41.

CANTHARIDES.—An offer of 2 cases China small and bold mixed was bought in at 2s. 6d.

CUBEBS.—There is a good inquiry, and but small supply; private sales are being effected at 27s.

DRAGON'S-BLOOD.—Prices are firmly maintained in the face of a not over active demand; at public sale 6 cases were offered, of which 2 cases sold at £6 for medium lump.

GALLS.—Within the past few days prices have further advanced, 650 cases China having been sold, commencing at 45s., and closing at 47s.

HEMP.—The dull tone of the market for Manila continues, and no business is reported.

HIDES.—At the last sales the demand for East India was not quite so active as at the preceding two sales, but a considerable business was done without any quotable alteration in value, although in some instances the turn was slightly in favour of the buyer. Buffaloes were in limited demand. Singapore and Penang Cow Hides sold fairly. 11,454 Singapore and Penang Cow Hides offered, 10,100 sold—dry, light, and small, 8d. to 8½d.; heavy, 7d. to 7½d.; extra heavy, 7¼d.; thirds, 5½d. to 6d.; fourths, 4d. to 4½d.; brined, light and small, 8½d. to 9½d.; heavy, 7¾d.; extra heavy, 7¾d. to 8d. per lb. 1,020 Ceylon Hides offered and sold—light and small, 5½d.; heavy, 5½d.; thirds, &c., 4½d.; Buffalo, 4d. per lb. 6,444 Cochin Hides offered and sold—second light, 7½d. to 8¾d.; heavy, 6d. to 7½d.; small, 7¼d. to 7¾d.; thirds, 6d. to 6½d.; fourths, 4¾d.; Buffalo, 4½d. to 5d. per lb. 2,312 Singapore and Penang Buffalo Hides offered, 266 sold—best heavy, 5½d. per lb. 456 Siam Buffalo Hides offered, none sold.

INDIA-RUBBER.—There is a scarcity of East India kinds, especially of fine qualities, and these would meet with ready sale; at auction 17 baskets good Singapore have been sold at 10d. per lb., and 68 packages Borneo were withdrawn at 1s. 7d.

ISINGLASS.—At public sale on the 10th 16 cases Penang sold, fine pale leaf at 4s. 1d., ordinary to middling leaf at 2s. 9d. to 3s. 6d., good fair tongue at 3s. 8d., ordinary at 3s. 2d., Manila sort at 2s., low at 8d.

PLUMBAGO.—There is a firm market, and an advance of 1s. to 2s. per cwt. has been established. In auction the greater portion of 2,123 barrels offered found buyers at 20s. to 26s. per cwt. for fair to fine lump, with low at 12s.; chips, 12s. 3d. to 15s. 3d., good to superior bold; 6s. to 12s. 6d. low to very fine. There is a private trade to a fair extent doing at similar rates.

RICE.—The active demand continues; this week at public sale 1,500 bags damaged Rangoon from the Cape have been sold, first class at 9s. 9d., second class at 9s. 6d., damaged and repacked at 9s. to 9s. 3d.; privately on the spot 5,000 bags Bengal have been sold, ordinary white and Askoolie at 10s. 4½d. to 11s., 20,000 bags Rangoon (a landed cargo) at 10s. 9d., and a parcel of Bassein at

Digitized by Google

11s. 3d.; resales of 450 tons Askoolie have been made afloat at 10s. 10½d. ex quay, also 150 tons Casla at 8s. 6d. to 8s. 9d. ex quay. The cargo of 960 tons Rangoon, per Benares, arrived in dock, has been sold at 10s. 3d., ex ship, without guarantee of quality. The cargo of Rangoon, per Peveril of the Peak, 900 tons, just arrived, has been sold at 10s. 3d. ex quay.

ROOTS.—China: Nearly all placed on offer has been sold for export at 19s. to 20s. Colombo: Firm at advanced rates; 13 bags medium, rather wormy quality, sold at 35s. per cwt.

SAPANWOOD.—Considerable private trade has been done in this wood at decidedly advanced prices, as high as £9 having been paid for fine Siam, upon which the demand is chiefly apparent.

SOY.—There is little doing in the market; prices are steady at the range last quoted.

SPICES.—Cassia: At the last sale 22 cases bold coarse broken quill and pieces, but of excellent Lignea flavour, ex Ellenborough, from Hong Kong, were retired at 110s.; 69 cases good curly Japan, of fair flavour, ex Danube, were also retired at 45s. Buds: The important quantity of 173 cases was offered, but the highest bid being £9, were all retired—fine bold genuine undrawn at £9 10s., ordinary and very stalky at £8. Since the sale a few cases ex Diomed have been placed at £9, CB in diamond mark, very good quality; also 25 cases of fresh import at £8 12s. 6d. to £8 15s. Nutmegs: Are 1d. to 2d. lower. Of 20 cases offered only 6 cases sold—70 to 71 to the lb. at 3s. to 3s. 1d. per lb.; 68 retired at 3s. 8d.; 81 to the lb. retired at 2s. 7d. Privately a string of 70 to the lb. are reported sold at 3s. per lb.

TAPIOCA.—At the last auctions large supplies offered went off flatly, and were chiefly bought in; of 2,323 bags Penang only about 500 bags sold, good sound at 2¼d., chiefly damaged at 1½d. to 2d., the remainder being bought in at 2¼d. to 2¾d., also 515 bags Singapore at 2¼d. to 2½d., except a few lots which sold at 2¼d.

TIN.—The market continued dull for some days subsequent to our report of the 30th ult., and Straits receded to £131; during the past week the demand has improved, and prices have advanced, though they are still below our last quoted rates. The following is the current range:—Straits, on the spot, £133; afloat, £130; Banca, £164, Billiton, £134.

TURMERIC.—The market is without alteration.

VERMILION.—There is a fair private business doing in China at 3s. 6d. per lb.; no offers have been made at public sale.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Feb. 3	Glenara	Jones	Maulmain	London
— 5	Alonso (str.)	Wright	Hong Kong, &c.	Do
— 6	Palestine	Park	Colombo	Do.
— 9	City of Aberdeen	Clark	Shanghai	Deal
— 6	Clara	Power	Do.	Do.
— 5	Peveril of the Peak	Nichols	Rangoon	Off Scilly
— 5	Sidlaw	—	Singapore	Liverpool
— 7	Sir Robert Sale	Cales	Singapore, &c.	London
— 7	Benares	Anderson	Rangoon	Do.
— 7	Passover	Pearson	Colombo	Do.
—	John George	—	Manila	Havre Roads
Jan 30	Jean Pierre	Jouin	Batavia for Belle Isle	Off Ushant
Feb. 8	Star of Devon	Robilliard	Colombo	London
— 8	Cathaya	—	Canton	Back of Goodwin
—	Surprise	—	Shanghai	New York

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 3	Glendarrock (str.)	Edwin	Peng., Sing., &c.—S.C.	London
— 4	Belgian (str.)	Leighton	Sing., H.K., &c.—S.C.	Do.
— 6	Chinaman	Mackenzie	Hong Kong	Do.
— 6	Summer Cloud	Watson	Singapore	Do.
— 6	Tweed (str.)	Duff	Do., H.K., &c.—S.C.	Do.
— 3	Phillis and Mary	Baynes	Batavia	Newport
— 7	Emerald (str.)	Smith	Sing. & Japan, via S.C.	London
— 8	Enterprize (str.)	Lobnitz	Sing., H.K., &c.—S.C	Do.
— 8	Vimiera	Self	Cardiff and Galle	Do.
— 7	Daylight	Pearse	Shanghai	Cardiff
— 7	Myrtle	Munford	Siam	Antwerp
Jan 21	Alaska (str.)	Maury	Hong Kong, via S.C.	New York

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—For Yokohama: Alumina, Fiery Cross, Flying Spur. For Shanghai: Victoria Nyanza, Aracan, Weymouth, Everest, Kaisow. For Hong Kong: Burdwan, Windhover, Golden Spur, Leander, Melbrek. For Singapore: Haidee. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Erl King (str.), Vanguard (str.), Cheops (str.). For Singapore and Hong Kong, (via Suez Canal): Minia (str.), Kangaroo (str.). For Penang: Frances Milly. For Batavia and Sourabaya: Agra. For Colombo: Thames, Southern Belle, Palestine. For Colombo, &c. (via Suez Canal): Atholl (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Hong Kong: Queen's Own. For Manila: Estrella, Josefina. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Ulysses (str.), Diomed (str.). For Batavia and Sourabaya: Merse. For Singapore: Maiden Queen, Scawfell, and Blenheim. For Bordeaux and Saigon: Guipuzcoano. For Colombo (via S.C.): Paraguay (str.).

At GLASGOW.—For Yokohama: Erie. For Manila: Dona Feliciana. For Ilo Ilo: Monsoon. For Singapore: Bothwell Castle. For Batavia, Samarang, and Sourabaya: Loch Awe. For Batavia and Sourabaya: County of Berwick.

SPOKEN.

REFORM (Dutch barque), Newport to Singapore, Sept. 26, 28 N., 20 W.
CELESTIAL QUEEN, London to Shanghai, Dec. 29, 2 N., 23 W.
SALADO, Singapore to Liverpool, Dec. 30, 7 S., 15 W.
MARY FALCONER (bq.), Singapore to London, Nov. 8, in Straits of Sunda.
ORNATE (ship), Shanghai to London, Dec. 5, 28 S., 49 E.
ZUID HOLLAND (Dutch ship), Batavia to Rott., Dec. 19, off C. of G. H.
W. G. RUSSELL (ship), Manila to New York, Dec. 19, off Cape of G. H.
STEBONHEATH (ship), Shanghai to London, Dec. 28, 34 S., 17 E.
CLARA (Amer. brq.), Java to Ostend, Dec. 18, 31 S., 34 E.
AMATHEA (ship), Amoy to New York, Dec. 24, 35 S., 23 E.
STAFFA (ship), Cardiff to Manila, 10 days out, Sept. 4.
JOHN SCOTT, London to Batavia, Dec. 1. 2 S., 26 W.
DULEEP SINGH, Cardiff to Galle, Dec. 10, 26 S., 26 W.
ARABY MAID, Shanghai to London, 47 days out, 28 S., lon. 41.
WAVE QUEEN, Foochow to London, Dec. 17, 24 S., 4 E.
ONWARD, London to Shanghai, Jan. 2, 15 S., 30 W.
JANET FERGUSON, Singapore to Boston, Dec. 15, 31 S., 12 E.
SINGAPORE (str.), for China (via S.C.), Jan. 21, about 100 miles S. by W. of Cape Finisterre.

FREIGHTS AND CHARTERS.

The freight market shows some signs of improvement, occasioned, doubtless, by the probability of an early peace, which, if concluded cannot but have a beneficial effect, for although a large amount of foreign tonnage will be brought into competition, we may look for a corresponding increase in shipments.

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £42. For Hong Kong: £35. To Singapore: £28. For Galle: £27. From Newport, Cardiff, or Swansea, per ton—For Yokohama: — For Shanghai: £2 2s. 6d. For Hong Kong: £1 15s. For Java: 17s. 6d. For Singapore: £1 7s. 6d. For Galle: £1 7s. 6d. For Colombo: £1 7s.

CASUALTIES.

The Atalanta (str.), from London to Colombo, &c. (via S.C.), which put into Malta, Jan. 15, with damage to machinery, sailed thence Feb. 4 for her destination, after repairing the same.

Advices from Capetown, dated Jan. 4, state that the Elshout, Zepperman, from Sourabaya to Amsterdam, put into Table Bay, Dec. 30, for repairs.

The Anna and Johanna, at Brouwershaven, Feb. 5, from Batavia, threw overboard 300 bags of coffee.

The Xulla, Howes, from Singapore to Hamburg, which was in collision in Grimsby Roads Feb. 3, with the Victoria, had bulwarks, stanchions, chainplates, and rigging carried away, yawl stove, decks started, waterways, &c., cut through, and sustained other considerable damage; she has been docked.

The Hotspur, Corrigall, which sailed from Shields Feb. 5, for Galle, struck the ground in the Gull, Feb. 8, but sustained no perceptible damage; she would, however, proceed to Portsmouth to have her bottom examined by divers.

The Hock van Holland, Veersteg, which sailed from Sunderland Dec. 28, for Batavia, with coals, put into Falmouth Feb. 9, with two men killed.

The Enterprise (str.), from London to Singapore, China, &c. (via Suez Canal), was run into, whilst lying at her moorings at Gravesend Feb. 9, by the John McIntyre (str.), and put back to the docks to repair damage to her stem; she makes no water.

MISCELLANEOUS.

At PORT SAID.—Feb. 5, Scotland (str.), from Liverpool, for Colombo, &c., Sea Gull (str.), from London for China, &c.

At SUEZ.—Feb. 5, Achilles (str.), from Shanghai, &c.

At ADEN.—Jan. 19, Parana (str.), Wilkinson, sailed for China; Great Northern (str.), from Hong Kong, and left Feb. 6 for London.

At ST. HELENA.—Dec. 29, Helene, Behoteguy, from Saigon; 30, Alice Graham, Morgan, from Sarawak; 31, Eleanor, Maxwell, from Foochow, for London; Naval Brigade, Knight, from Manila for New York; Jan. 1, Staatsraad v. Ewyck, Ham, from Batavia, for Amsterdam; 5, Lizzie Iredale, Wilding, from Shanghai; 6, Union, Paine, from Shanghai, both for New York; 7, Cornelis Gips, Romyn, from Batavia, for Dordt; 8, Taffarette, Rocher, from Hong Kong, for Havre; Moorhill, Sterling, from Singapore, for Boston; 11, Corsica, Charron, from Batavia, for St. Nazaire; Dec. 30, H. W. M., Bruins, from Batavia, and sailed 31 for Amsterdam.

Off ST. HELENA.—Dec. 29, Grace Peile, from Japan, for New York; 31, Damietta, from Shanghai, for New York; Araby Maid, from Shanghai, for London.

At TABLE BAY.—Dec. 19, Kjobenhavn, Hohn, from Foochow, and sailed 23 for Falmouth; 27, Esperance, Boju, from Batavia, and sailed Jan. 1 for Havana; 30, Java (Dutch corvette), from Java; Witch of the Tees, Bartley, from Canton, and sailed Jan. 1 for New York; Jan. 1, Free, Warden, from Yokohama.

At ST. VINCENT, C.V.—Jan. 9, John Fought, Eriksen, sailed for Singapore.

The Alice Wilson, which sailed from Glasgow Jan. 31, for Galle, put back Feb. 8, to the Clyde.

The Catharina, Oldenburger, has been chartered to take from London to Amsterdam the balance of the cargo ex Estafette, Oepkes, from Tjilatjap, which vessel was condemned at Port Elizabeth.

DISAPPEARANCE OF ISLANDS.—The Clyde-built China clipper ship Ariel, Courtenay, at New York from Yokohama with tea, reports that in lat. 7 N., while passing through the Tonamoton Archipelago of Imray's chart, date 1867, did not see either of the islands named Puka Raso, or Puka Runga, although they passed directly over the position assigned to the former. Probably these are the Egmont Islands on

Digitized by Google

Noire's chart, date 1844, more to the eastward. The position of the islands named Fakama and Tereina, on Imray's chart, were correct by their chronometers, which subsequently proved to be right, both off Cape Horn.

Launch.—On the 6th inst. Messrs. W. Pile and Co., of Sunderland, launched from their North Sands Yard the Oriental (s.s.), of the following dimensions:—Length, 250 feet; beam, 32 feet; and hold, 22½ feet; 1,200 tons gross, with engines of 150-horse power. This vessel has been built for Mr. Kelso, of North Shields, is intended for the China trade, and will be commanded by Captain Couche.

Launch of the "Khedive."—There has been launched from the building-yard of Messrs. Caird and Co., Greenock, a magnificent screw steamship for the P. and O. Steamship Company. The new steamer's dimensions are as follows:—Length on main deck, 380 feet; breadth of beam (moulded), 42 feet; extreme depth, 36 feet; tonnage (B.M.), 3,829 tons. She will be propelled by compound high and low pressure engines of 600-horse power, which will be supplied by Messrs. Caird and Co. Passenger accommodation is to be provided on board for 175 first-class and 60 second-class passengers. This fine steamer was named the Khedive.

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST of the Best Quality, and upon the Most Favourable Terms.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

THE PHŒNIX.

A MONTHLY MAGAZINE FOR

CHINA, JAPAN, & EASTERN ASIA,

EDITED BY

THE REV. JAMES SUMMERS,

Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Ainos, the Tartar Languages, Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

PROTECTION FROM FIRE.

TRADE

MARK.

BRYANT AND MAY'S

PATENT SAFETY MATCHES

IN LARGE AND SMALL BOXES, ARE DAMP PROOF, FREE FROM SMELL, AND

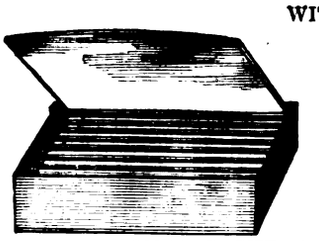
LIGHT ONLY ON THE BOX.

WARRANTED FOR ALL CLIMATES—INVALUABLE FOR SHIPMENT.

BRYANT AND MAY'S

NEW METAL POCKET VESTA BOX,

WITH PATENT SPRING COVER.


OPEN.

CLOSED.

COMPACT, CHEAP, ORNAMENTAL—INVALUABLE FOR EXPORT.

BRYANT AND MAY'S

RUBY, CROWN, VICTORIA, AND PEARL MATCHES,

IN LARGE AND SMALL BOXES.

BRYANT AND MAY,

FAIRFIELD WORKS, BOW, AND WHITECHAPEL-ROAD, LONDON. E.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for Dinneford's Magnesia.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home. References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 3, Cowper's-court, Cornhill, E.C.

HOLLOWAY'S OINTMENT

AND PILLS.—It is undeniable that early or late the majority of mankind is affected with bad health. Few persons are so favoured by circumstances, or so fortified by nature, as to enable them to pass unscathed the sore trials of an inclement season. With catarrhs, coughs, and influenza everywhere abounding, it should universally be known that Holloway's Ointment diligently rubbed upon the chest checks the worst assaults of these maladies, and securely wards off more dangerous and graver diseases of the throat and lungs. The truth of this assertion must remain unquestioned in the face of thousands of living attestors! Diphtheria, croup, enlarged tonsils, and relaxed uvulas, yield with readiness to this treatment.

Digitized by Google

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.

Established 1807.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited)

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s Le Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

FINE FLAVOURED STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

ROBERT COCKS AND CO.'S NEW MUSIC.

QUADRILLES FOR PIANO, well marked for dancing, most tuneful, and much in demand. All finely illustrated.

The Louise, 4s.	The Osborne, 4s.
The Gipsy, 4s.	The Canary, 4s.
The Scarboro', 3s.	The Royal Prussian, 4s.
La Seine, 4s.	The Globe, 4s.

THE LIGHTS FAR OUT AT SEA. Words by REA. Music by A. S. GATTY, composer of "O, Fair Dove; O, Fond Dove." Price 3s.

NEW COMIC SONGS. Composed by ALFRED S. GATTY. 3s. (These modern songs may be sung in any drawing-room.)

The Three Little Pigs.	I really am so Sleepy.
A Sneezing Song.	Medicine Jack.
*Bobbie! Bobbie! Bobbie!	Not so bad for me.
B. R. A. G. (a lady's song).	Put it down to me.
Cent. per Cent.	* I'll not try it again.

All with illustrated titles except the two with *.

O FAIR DOVE, O FOND DOVE. Song by A. S. GATTY. 4s. "We have seldom met with so much beauty concealed in so apparently simple a song."—Vide *Edinburgh Courant*. "A singularly touching and effective melody."—Vide *Examiner*. "Cannot fail to be a favourite."—Vide *Weekly Review*. N.B.—This is the most popular setting. Post free at half price.

TIRED. Sacred Song. Poetry by Miss BURNSIDE; Music by Miss M. LINDSAY (Mrs. J. W. Bliss). No. 1 in D flat, No. 2 in D. Each free by post for 24 stamps. "A smooth and graceful melody of the simplest type, and likely to become very popular."—Vide *Edinburgh Courant*.

REST. By Miss M. LINDSAY (Mrs. J. W. Bliss). Sacred Song. 3s. "This is a companion to the beautiful ballad 'Tired,' which has already found its way to the hearts of so many, and a popularity quite as great may fairly be predicted, for it is equally deserved."—Vide *Buxton Advertiser*. Post free for half-price.

FAR AWAY. Song by Miss M. LINDSAY (Mrs. J. W. Bliss). 4s. "There is great beauty in this melody."—Vide *Standard*. "The melody is so sweet and plaintive."—Vide *Brighton Gazette*. The same for pianoforte, by Carl Luini, 3s.; half-price, postage free.

London: Published only by ROBERT COCKS and Co., New Burlington-street. Order of all Musicsellers.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HUNTER, HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & C
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM)

T. W. JACKSON, COMMISSION AGENT. SAN FRANCISCO.

ART, PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	" " " " " "	Ever Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Feb. 4, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Feb. 14, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Feb. 18, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Feb. 28, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental. place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48 " "

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria fortnightly, from Saturday, the 4th February, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class Steam and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.	Erl King, s.s. via S.C.	B in A1	SWID	Feb. 17
Do.	Elgin, s.s. ...	A 100	SWID	To follow
Hong Kong..	Windover ...	A1 16 yr.	SWID	With des.
Hong Kong..	Veronica ...	A1 14 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Shanghai ...	Everest	A1 13 yr.	SWID	With des.
Tientsin and Newchwang	Taitsing.....	A1 14 yr.	SWID	With des.
Yokohama	Flying Spur.	A1 14 yr.	SWID	With des.
Yokohama	Devana	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, and JAPAN.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shng*	Vanguard, ss	90 A1	E.I.D.	Feb. 15
Hong Kong .	Leander... ...	A1 16 yr.	W.I.D.	With des.
Yokohama ..	Fiery Cross..	A1 13 yr.	E.I.D.	With des.

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang	Craigforth ...	AA1	1109	E.I.D.	Feb. 25

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

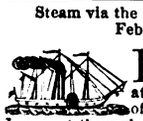
JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

Destination.	Ships.	Class.	Dock.	Date.
From LIVERPOOL.				
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
From LONDON.				
Batavia, Sourabaya, and Padang.....	Sophie Corbitz, in lieu of Medora ..	3-3rds 11	London	With des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam via the Suez Canal. To sail on the 15th February, full or not full.



FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, and taking goods for Java and Japan, at through rates, the splendid new full-powered screw steamer CHEOPS, 100 A1, 983 tons register, 150-horse power nominal, W. S. CROUDACE, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With immediate despatch.

FOR SHANGHAI, direct, the Clipper Ship WEYMOUTH, AA1, 829 tons register, S. W. GIBSON, Commander; loads in the East India Docks. This ship has made some of the fastest passages hence to Shanghai on record, and is noted for discharging her cargo without damage.

For Freight or Passage, apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 1st March, full or not full.

FOR SHANGHAI and HANKOW direct, calling at SINGAPORE, the splendid full-powered Screw Steamer, LORD OF THE ISLES, 100 A1, 1,846 tons register, 240-horse power nominal; RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for passengers, including Cabin Fittings, Bedding, and Linen. Carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Atholl	1,395	Feb. 13
Arcot (B.I.S.N.Co.) ...	1,600	Feb. 25
Galata	816	Mar. 5

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess if sufficient inducement offer. For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch.—First ship

DIRECT FOR COLOMBO, the splendid clipper ship SOUTHERN BELLE, A 1, 540 tons register. J. HILL, Commander; West India South Dock. This fine vessel, having just been newly metalled, offers a favourable opportunity to shippers of fine goods.

For Freight apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

CAUTION.

STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words 'John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each.

BASS & ALLSOPP'S INDIA PALE ALES.

GEORGE JONES, No. 8, Billiter-street. Present prices, 7s. 3d. per dozen quarts, and 1s. 9d. per dozen pints. Free on board. Protected by his own and the Brewer's Label and Patent Capules.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 13, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 390.] LONDON, MONDAY, FEB. 20, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Grant's Trans-Mongolian weekly service, *via* Kiachta, to Shanghai, will recommence for the season on Tuesday, the 21st inst. See advertisement for charges, &c.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Nov. 4	Dec. 25	Jan. 1
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	Dec. 30
Kiu-kiang			
Chin-kiang			
Shanghai	Nov. 4	Dec. 23	Jan. 4
Ningpo			
Foochow	—	—	" 2
Formosa			
Amoy			
Swatow			
Hong Kong	" 25	Jan. 7	" 11
Canton			
Macao			
PHILIPPINES— Manila	" 4	Dec. 22	" 3
COCHIN-CHINA— Saigon	" 25	Jan. 2	" 7
SIAM — Bangkok	" 25	Dec. 30	" 10
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 13
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Dec. 2	Jan. 6	" 18
Penang	—	—	" 20
CEYLON—Galle	" 23	" 16	" 26
Colombo	" 23	" 17	" 24

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning, its due date. The next inward mail (P. and O.) is due on the 4th March, with dates Shanghai, Jan. 19, Hong Kong Jan. 25.

Telegrams *via* Singapore, with dates Shanghai Feb. 2, Hong Kong Feb. 8, were received on the 15th inst. (seven days from Hong Kong). The line is working well, a message having been received from Penang in one hour, allowing for difference of time. A telegram from Peking, *via* Kiachta, dated Jan. 26, was received at the Foreign office on the 13th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Bangalore*, arrived Feb. 15.—From Yokohama: Mr. Macintosh, Mr. Bobneda. From Shanghai: Mr. Kiddillieu. From Hong Kong: Mr. Meyer, Mr. Gibb, Mr. Grossen and son. From Singapore: Mr. H. Smith and one second-class passenger.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive Feb. 24.—From Yokohama: Mrs. Purvis and two second-class passengers. From Hong Kong: Mr. Daniell and three second-class passengers. From Ceylon: Capt. Tweedie, R.A., Lieut. Doncaster, Lieut. Sherlack.

To Gibraltar.—From Singapore: Dr. Ferreya.

PASSENGERS OUTWARD.

Per P. and O. steamer *Salsette*, from Southampton, Feb. 18.—To Shanghai: Mr. E. Iveson, Mr. F. Potter, Mr. Broadbent. To Hong Kong: Mr. and Mrs. W. C. Johnston. To Singapore: Mr. and Mrs. J. B. Mackie. To Penang: Mr. F. H. Friedericks, Mr. A. Birch. To Ceylon: Miss M. Rumley.

Per P and O. steamer *Massilia*, from Brindisi, Feb. 28.—To Shanghai: Mr. E. T. Blair. To Hong Kong: Mr. A. L. Phipps, Mr. R. Anderson, Mr. Robert Nichol.

From Malta.—To Ceylon: Mr. Torin.

Per P. and O. steamer from Southampton, March 4.—To Yokohama: Mr. W. Benkema. To Hong Kong: Mr. Foster. To Ceylon: Mr. and Mrs. W. Rollo.

Per P. and O. steamer from Brindisi, March 14.—To Hong Kong: Mr. G. Hardy, Mr. F. B. Johnson.

Per steamer *Ulysses* (Holt's line), Capt. Penrice, sailed from Liverpool Feb. 11.—For Penang: Mr. James Wharrier. For Hong Kong: Ensign Lowth, 10th Foot.

Per steamer *Enterprize* (via S.C.).—For Singapore: Mrs. N. W. Etty, three Misses Etty, Master M. W. Etty, Mr. and Mrs. Charles Etty. For Galle: Mr. J. A. Rossiter and Mr. G. H. Bailey. For Hong Kong: Mr. Henry and Mrs. MacArthur (for Japan), Mr. Josh. Muffit. For Shanghai: Mr. J. F. W. Quekett, Mr. T. Gibb Williamson.

Per steamship *Erl King* (via S.C.).—For Singapore: Mr. J. E. de Meyier, Mr. J. A. Waldeck, Mr. W. F. de Bruynkops, Mr. J. A. Baart de la Faille. For Shanghai: Messrs. H. Pryer, J. Leichmann, E. Terry, Capt. Holyman.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates extend to the 1st Jan. The London mail of Nov. 4 arrived out on Dec. 25.

There is little news of importance. The small-pox, which has been raging more than a fortnight, was causing some anxiety, and the hospital was becoming overcrowded with patients. The *Japan Mail*, referring to this matter, says:—

We believe three men from the United States steamship *Benicia* were sent to the hospital; one of them has died, and, in order to prevent the disease spreading, the sailors of both the *Benicia* and *Idaho* are not allowed to go on shore, while the officers are under orders to return by ten P.M. It is said, on good authority, that a bungalow has been rented for a United States small-pox hospital; if so it will greatly relieve the hospital now in use, and will tend in no small measure to the ultimate recovery of the patients.

A correspondent confirms the statement in our last of the intended visit of Sir Harry Parkes to England. The Japanese Shipping Company will run their steamers to Shanghai, and eventually to San Francisco. "I have not heard that the Board of Works have commenced yet, but when they do we may look for great improvements. Dr. Newton has established a Lock Hospital at Nagasaki, and will visit Kobé in April to establish the same. Small-pox is raging here, and the Government intend to compel vaccination. Lieut. Hawes is now in the War Department, and commences his work on the 2nd proximo to instruct seamen and marines in gun and small-arm drill, shore drills, laboratory and other instructions; the very right man in the right place."

CHINA.

SHANGHAI.

Dates are down to the 4th Jan. The London mail of the 4th Nov., arrived out on the 23rd Dec.

We condense the following account of the burning of the British Consulate from the *North China Daily News*. The fire was discovered at midnight by the Consulate night watchman, who immediately gave the alarm to Mr. Medhurst and other residents in the neighbourhood. So cold was the night, however, and so ordinary the occurrence of Chinese fires, that in many cases it was not till the repeated and urgent ringing of the bell induced inquiries that a general knowledge of the catastrophe impending was arrived at. Many residents indeed remained in ignorance till next day that a fire had occurred—showing how inefficient, except for the immediate neighbourhood, the low position of the fire-bell at present renders it. The fire, it is conjectured, had been caused by cinders carelessly raked from the grate of the room dropping on the wood of the floor, which Chinese contractors generally place in dangerous proximity to fire places. When first discovered the fire only smouldered, and slight apprehension was entertained of its spreading beyond where it had originated. Water was to

Digitized by Google

be had with difficulty, but a couple of buckets were procured and used as effectively as possible. The flames, however, soon burst out fiercely, and seizing on everything inflammable, spread with lightning rapidity throughout the room, out by the windows, along the balustrades of the verandah, and with a roar like thunder passed round the building, outside and inside, fanned by the keen frosty wind. The gentlemen in the various departments of the Consulate who were on the spot, with the assistance of others who had come up, hastened to secure such property and papers as were deemed most valuable; and though much was lost, numerous important documents and registers were saved. The duty was one, however, involving considerable danger to those engaged in it, the smoke having densely permeated the whole building, and the rapidity with which the flames were spreading threatening to cut off the retreat of those who had entered the upper rooms. The Consul, for instance, who was endeavouring to save some papers from his own office, and several others, found their way with great difficulty from the dark and smoke-filled rooms; and a couple of Mi-ho-loongs, who had to abandon all hope of getting down by the now burning staircase, escaped from the verandah, also burning, by a ladder. Between the time the fire was first noticed and its passing beyond the room in which it broke out, nearly an hour and a-half elapsed, while a couple of minutes after it had done so the fate of the Consulate was sealed.

The fire-engines of the S.F.D. were more tardy than usual in coming up. The companies from No. 3 district did not arrive till the whole building was in a blaze. Hongkew engine No. 2, though on the ground early, was not properly officered, and did but feeble service. Shanghai No. 1 and deluge steamer No. 4 were, with the Mih-ho-loong Hook and Ladder Company, quickly on the spot, but by a strange fatality neither No. 1 nor No. 4 could bring a stream to play on the fire until too late to save property, and it remained for No. 5 French and No. 3 Kin-lee-yuen, which came up as soon as the general alarm sounded, to be of real service and save the newly erected portion of the Consular buildings. No. 4 Deluge, which promised so much, and had even hose laid and a pipe ready to play upon the flames, failed to take water at the critical moment. By the exertions of some of the officers of the S.F.D., and the police under Inspector Stripling, No. 2 was brought into the Consular compound, and placed to take the water from No. 1, but when the stream was brought to bear on the fire the whole building was ablaze. Fortunately the lately built portion of the Consulate, with its court of justice, &c., was connected by the wings only with the old building, and here the firemen did good service and saved that portion from destruction by cutting off the fire as it approached from either end. The Mih-ho-loongs, Kin-lee-quen No. 3, and French Company No. 5, after a gallant struggle with the flames, were finally masters of their ground, and kept the fire from spreading beyond the original building.

When the first alarm was given, as the office of the Judge's private secretary only was on fire, and the prospect of the rest of the building going seemed remote, the gentlemen on the spot confined their efforts for some time to this and the adjoining Supreme Court offices, confident that the Fire Brigade would be able to save the remainder of the building. Had it been otherwise, nearly everything might have been got out, so long was the fire confined to the south-east corner.

As it is—to begin with the worst losses—the records of Consular correspondence, from the foundation of the Consulate, have been lost, except a few stray volumes. The Chinese correspondence in the interpreter's office has been also lost. The title-deeds of foreign-owned property in the Vice-Consul's office have been saved. The deeds were enclosed in covers, which were in many cases charred; and the condition of the documents was not improved by a douche of water, to which they were subjected when the safe was opened, and they were seen to be smoking. Still, they are all legible. But the original Chinese title-deeds, which were locked in a safe not fire-proof, have been reduced to a heap of tinder. A word of explanation may be necessary to enable those unacquainted with the mysteries of land tenure in Shanghai to understand the distinction. The original Chinese title-deeds of land bought by foreigners are kept in the Consulate. The foreign purchaser merely gets and transfers a copy of the Consulate Register. It is these Registers which are safe—the Chinese deeds which are lost. Probably it will be no great disadvantage to get title-deeds made out afresh in the Taoutai's office, in the name of the real occupants, now so many changes have taken place.

Turning to the Shipping Office, we are glad to learn that all the ships' registers since 1864 have been saved, except one, which was overlooked, and which came to light among the rubbish, shrivelled into a remarkable likeness to a Japanese tobacco-pouch. Those before 1864, which were in another part of the building, have been lost. Ships' articles and papers, registries of entries and clearances, transfer books and bills of sale were also saved. In fact, we may safely say that nothing of serious importance from this office has been lost.

All the Consulate accounts of the current year were saved; but those of past years are burnt. It will be a lasting blot, too, on the intelligence of the Mih-ho-loongs and others concerned, that the registration lists of British subjects for the past two years have been saved. It behoved everyone entering this office, despite the excitement of the moment, to look carefully after these invidious documents and to pitch them into the hottest part of the flames. We believe one man did succeed in capturing a few stray ones, and dealt with them as they deserved. The registers of marriages and births were saved; that of deaths is burned. All the old accounts of deceased estates are burned; but those which are now current, in the hands of the Supreme Court, are saved. The property which was in hand is also believed to be all saved, except some minor items which could not be disposed of, and private papers which were waiting orders from relations as to their disposal. The current bankruptcy accounts have been also saved, though many of the old ones, which were comparatively valueless, are lost. The judges' note-books, judgments, originals of pleadings, &c., which were among the most important documents of the Court, were also saved, as was the greater part of the Law Library. The larger portion of the things in Mr. Goodwin's room, which was next that in which the fire broke out, was inevitably lost, amongst them Mr. Goodwin's despatch-box. We must also mention a loss sustained by the Volunteers. The new flag presented to them in October last was burned, and they will have now to fall back on the old record of 1854.

The British Consulate is now houseless, and will have, for some time to come, to be a tenant of some private hong. A telegram announcing the catastrophe was sent off by the steamer *Danube*, for transmission to England, and the words "purely accidental" were carefully added, to prevent Her Majesty's Government from sending off an army on the spot, under an impression that the fire was an incident in a Chinese rising.

A good deal has been said about the fire insurances on the building; and it is certainly remarkable that the policy expired on the 15th, only a week before the occurrence. No possible blame, however, can attach to the Government on this point, unless it be blamed for insuring at all. It is a recognised principle with large public companies that economy lies in taking their own risks; and certainly the British Government are sufficiently large owners of property in different parts of the world to make it worth their while to write insurance off in their own books. The fire broke out again on Sunday morning, at the northern junction of the new Supreme Court building with the Consulate, and was put out, under the direction, we believe, of Mr. Assiter, by destroying a portion of the connecting roof. It is a matter for sincere congratulation that this handsome wing, which has cost some Tls. 50,000, and is built with extravagant solidity, has been saved. Severely charred windows and doors on the side next the fire show how narrowly this portion escaped the fate of the main block. Subsequently coolies were still engaged extinguishing the last embers, which by their smoke betrayed the lingering presence of fire.

The following is from the *North China Herald*:—

In the absence of other local excitement, the late fire at H.M.'s Consulate has been much talked of, especially with reference to the delay in getting the fire engines to work; and the fact seems incontestable that, if a stream of water could have been brought to bear at any time within an hour or an hour and a quarter from the first discovery of the fire, the building might have been saved. But the cause of the delay is, we believe, much more attributable to the want of a proper fire-alarm than to inefficiency on the part of the Fire Brigade. As we have said before, not half the members of the Brigade heard the alarm, and engines are no use without men to work them. Two accidents, which materially delayed work on the present occasion, were caused by outsiders. One man who was asked to hold a connecting rod just as No. 1 was being got into working order, put it down against the Bund wall, where it was found next morning. Another man contrived to break the crank of No. 2 engine. These accidents were not caused by clumsiness of the Fire Brigade, but by the want of a proper alarm to call out the members of that Brigade who know their work. If the bell tower had been agreed to when it was first mooted, it might have been finished by this time. We hear that it has now been finally decided to give up the scheme, on account of the impracticable conditions which the church trustees wished to impose, and to order out a bell specially from England, which will be hung on a temporary wooden tower, to be erected for the purpose on the new municipal property in Honan-road. The opposition which was raised to the original scheme has therefore consigned the church bells and clock to a new period of oblivion—in a godown. It is a pity that a project which would have been for the general public benefit could not be carried out on the broad principle of general public advantage.

Another fire occurred near the East Gate of the city, involving the destruction of a josshouse. The fire was to be seen from a considerable distance, but of course its position prevented foreign assistance being rendered. A fire broke out in a part of the Central Police Station, caused by an over-heated stove-flue communicating with the wooden supports of the eaves. Fire-buckets and water were both on the premises, however, and the officers and others about extinguished it with a promptitude which allowed no time for serious consequences.

Various extravagant reports were abroad, originating, we believe, in a rumour among the Chinese that 2,700 bales of cotton had been burned in the Pao-shun godown at Hankow. We cannot find, however, that there is any foundation for it. It was said to have come down by a Chinese steamer; but no such vessel has arrived, nor did the Customs know anything of the matter.

Digitized by Google

A meeting of subscribers to Trinity Church was held. The report and statement of accounts show that the final position is fairly satisfactory. Messrs. Keswick, J. Dent, and R. Ferguson were elected trustees for the ensuing year. We learn that the Hobson memorial windows for Trinity Church, subscribed for by old residents now at home, have been already despatched. They are to be placed in the south transept.

The hong well known as Wha-shing, in the Peking Road, has been taken for the Supreme Court Offices. The Consulate is still located in Balfour-buildings.

At a meeting of members of Union Chapel it was unanimously resolved to ask the Rev. J. Thomas to resume the position as their pastor, which he resigned on the return of the Rev. W. Muirhead from England. Mr. Thomas has just left for England, so the invitation has reference, we presume, to his intended return.

One event of considerable interest to many was the drawing of new-year's gifts. This was virtually a lottery, though on a basis less formal and pretentious than such affairs are generally conducted. The total subscription was $15,000, highest prize $5,000, lowest $12.50. In order to secure the fullest publicity, it had been arranged that the drawing should take place at the Lyceum Theatre, and no sooner had the doors been opened at the appointed hour than a large number of expectants found their way in; and, though many went away during the course of the proceedings, still more came, and a full house of eager spectators watched the turning of fortune's wheel nearly the entire day. The mode of drawing was the ordinary one. In the front of the stage, at opposite sides, were placed two small barrels, each partly formed of wood and glass; and in these, respectively, the duplicate numbers to those sold and the sums apportioned as gifts. These vouchers were small squares of paper rolled up in cylindrical shape, so that with each twirl of the barrel they tumbled and rolled about inside, in the most impartial way. Careful arrangements had been made for drawing and checking the results, and it is needless to say that everything went off to the general satisfaction. The drawing during the early part of the day did not appease public expectation by settling the destination of the $5,000 prize, so that interest became rather heightened as it wore on. Between two and three o'clock, however, a thousand hopes, always rather shadowy, were ruthlessy dispelled by the calling out of No. 3,062 being followed by the declaration that to it appertained the big gift. Next in importance were prizes of $500, $250, and $125, which fell respectively to numbers 256, 2,950, and 38. About five o'clock the drawing ceased by the exhaustion of the gift barrel, from which 510 prizes had been taken; but, alas! 2,000 duplicate numbers still remained in the other, and their holders will have to be satisfied with the consideration that they have contributed to swell the New Year's happiness of 500 recipients, and most of all of the fortunate unknown, Mr. 3,062. For, strange as it may appear, the winner of the $5,000 gift has not yet come forward to claim his good fortune. Another prize-taker for a considerale sum is said to be a Chinese in foreign employ, who declines to draw his money till the excitement has passed away, lest he should become an object of too great solicitude to his friends and relatives.

The new Taoutai has arrived and taken up office at Ningpo. He is promoted, we believe, from Wenchow.

Two serious fires have occurred lately at the Imperial Palace at Peking. It is said that Mr. Hart intends to go home in the spring.

The new Soochow Creek bridge has arrived by the *Malacca*, and is likely to be erected and open for traffic about March.

The *Bobtail Nag* has, we hear, been sold under the recent order in the Admiralty Court for $2,000. It may be assumed, therefore that this is something near her actual value. Yet she was chartered as a lightship for Newchwang, at Tls.1,000 a month, for seven or eight months—say Tls.7,500 for a ship which could have been bought out and out for less than a third of the money. Tls.7,500 would have bought a really good vessel. Governments always seem to make a mess of the most ordinary business transactions.

HONG KONG.

Dates extend to Jan. 11. The London mail of Nov. 25 (French) arrived out on Jan. 7.

The Hon. W. H. Seward gave a public reception at the United States Consulate on January 2. A large number of Americans and many residents of other nationalities were present. The hon. gentleman was introduced to the meeting in an eulogistic speech by Mr. D. H. Bailey, United States Consul, who concluded by reminding the meeting that partly in consequence of injuries sustained from a carriage accident, and partly from a wound received on the sad, but memorable, occasion which resulted in the death of one of the Presidents of the United States. Mr. Seward was unable to address them standing.

In the course of his reply Mr. Seward said:—A glorious prospect appears before the survivors of the civil war which lately threatened to dismember the Republic. It is the spread of the civilisation of Western nations over the whole American continent, connecting with it by absolute necessity the regeneration of the Pacific Coast. This is the great work which is to be accomplished under the auspices of the United States of America, happily with the approbation of all the nations of Europe. In the conviction that this great problem directly concerns two of the great continents, and indirectly involves the interests of all mankind, I have attempted to study the probable working out of this problem of modern civilisation. I have heretofore travelled over the American Pacific Coast to mark its working, and with this simple object am now observing Asiatic countries. I will not fatigue you with political speaking, which would be out of place, but I may say two or three things without disloyalty to my own country, or to the Empire under which I stand, or unfriendly to any other nation. I would say briefly this, that I do not undervalue missionary labours in China, but I look for the practical advancement of civilisation in China chiefly to commerce—commerce across the Pacific Ocean; commerce by steam, across the American Continent and across the Atlantic Ocean, Notwithstanding all the doubts I see and hear expressed, I regard that commerce as now firmly established and secure. No foothold it has gained can ever be lost. It is continuous. It is guaranteed by the necessities of both continents, and by the enlightened policy of all Western nations. Say what they may, the whole world cannot prevent this commerce from regenerating China and Japan. There is no measure to its expansion and enlargement, because a trade that is firmly established must be destined to great increase. The free emigration of Chinese to the American and other foreign continents is the essential element of that trade and commerce. Chinese emigration to the American continent will tend to increase the strength and wealth of all Western nations, while at the same time the removal of the surplus population of China will tend much to take away the obstructions which now impede the introduction into China of Art, Science, Morality, Religion. No one wants permission in China to make or sell any fabric that can be produced cheaper here, and the making of which is necessary for the support of the Chinese people. This seems to be laid down in the policy of the United States, which it has been attempted to maintain on this foundation. It has one thing of its own—the practice of equal and exact justice towards China and the Chinese. When that shall have been complete, and we are able to show ourselves willing to render justice, it will be in our right to make increased demands for an extension of commercial facilities, the railroad, the telegraph, a free press—all may be attained by foreign nations who are just to China, and who leave mankind to decide. It is said that progress here seems slow; but I always find that events progress faster than we can keep up with them. I have just come from Japan, and say with confidence that the state of affairs in China to-day is not one whit more discouraging that it seemed to be in Japan eight years ago, and nobody now distrusts Japan.

Mr. Seward concluded by expressing his heartfelt acknowledgments of the kindness which he had received in Hong Kong and Canton, and his hope that he might have a share in the regeneration of China.

The *Daily Press* has the following:—

Attention has been recently called by a case which has come before the notice of the Police Court in Hong Kong, to the old grievance of the irregularities of Compradores. The facts of the case in question were extremely simple. The Compradore was entrusted by his employers with the duty of effecting sales of goods, and was also allowed to deliver them to the purchasers and to receive the money. Availing himself of his position, he reported fictitious sales, and under pretence of delivering the goods to the purchasers he took them to a bank and obtained advances upon them, and afterwards lost the money so obtained—the sum total being something like $16,000. Upon the affair being discovered he coolly suggested to his employers that he would make the matter right by purchasing other goods on credit.

The last of the unfortunate loss of the ship *Dunmail*, in Hong Kong harbour, has to be noted in the offer by auction, on the 6th inst., of the wreck, which was bought in on account of the underwriters for $550.

The discovery of a taxing-office in Hong Kong, at which squeezes have for a long time been levied upon the salt junks in the colony, has suggested the question whether the same thing is not going on in other directions in the colony with respect to cargo of much more immediate importance to the foreign merchants than salt, which is an article only of native trade.

The following items are from the *China Mail*, which remarks that nothing of any interest has transpired.

An important announcement appears in the Government *Gazette*, to the effect that "the gaming-house licenses will be put up to auction, in lieu of the drawing of lots, at two P.M. on the 12th Jan., at the Government Offices." The conditions are also given. They include a deposit of $10,000 previous to bidding; none but Chinese, and no one in Government employ, can bid; upset price is fixed at $13,000 per month, or $159,600 per year; and the successful bidder is bound to carry on the business under the regulations of the Governor.

Mr. Moorsom, our energetic surveyor-general, has to be congratulated. He has inaugurated the new year with one or two substantial improvements on our highways, and the amelioration of our roadways seems still to progress at a satisfactory pace. In addition to this the weight of the repairs to the Court House and the attendant stone-cutting nuisance is also being removed from his mind, and generally things architectural look pleasant, if we except the Pokfolum Reservoir, which we have not visited for some time past. It is not unworthy of notice, besides the above features, that labourers are now engaged, under Mr. Moorsom's

Digitized by Google

supervision, in digging for the bad smell at the Club corner. Possibly if the harbour mouth of that pestiferous drain (which has been choked for the last three years) were cleared, things would smell sweeter.

His Lordship the Chief Justice sat in Bankruptcy on the 4th, when Wm. Schmidt, bankrupt, was again brought up, on a motion for discharge. The discharge having been granted, and there being no other business, the Court rose.

A meeting of shareholders in the Union Insurance Society of Canton was held on Dec. 28, for the purpose of electing by ballot a Board of seven directors, in accordance with clause 98 of the Society's Articles of Association. Hon. H. B. Gibb occupied the chair; and there was an unusually large attendance. There were present—Messrs. Dhunjeebhoy, Arthur, H. C. Caldwell, E. R. Belilios, H. Hughes, R. Watmore, J. Whittall, J. Forbes, R. Cairns, Jukes, Kaye, Eimbcke, Ryrie, Pettit, Melchers, Joost, Ruttunjee, Lemann, Helland, Crichton, Agabeg, Pyke, Sassoon, Buxey, Hitchcock, Ede, Berwick, Overbeck, Heard, Hart, Lapraik, Park, Ezekiel, Burrows, Condit, Behre, Pallunjee, Landstein, Walsh, Maclean, Gubbay, and Karberg. The chairman having read the notice calling the meeting, intimated that the election of officers would be immediately proceeded with, and those present having filled the ballot hat with fifty-seven votes, the contents were next analysed. This operation occupied nearly an hour, and when the secretary got to the bottom of the ballot-box, the return showed itself to be the following:—Messrs. H. B. Gibb, S. D. Sassoon, H. B. Lemann, T. Pyke, A. Joost, J. Whittall, and G. J. Helland. Messrs. Ryrie, Heard, and others were also well up in the list of votes, the former being out by only two or three. There being no other business before the meeting, the Chairman recommended those present to give as much business as possible to the society; and the meeting separated.

The wreck of the ship *Guiding Star*, disabled in an attempted voyage from this to San Francisco, was disposed of at auction, by Mr. J. M. Armstrong, for the sum of $6,000.

HONG KONG AND WHAMPOA DOCK MEETING.

An extraordinary general meeting of shareholders in this Company was held on the 5th inst., at the office of the Company, for the purpose of taking into consideration the advisability of closing one of the Company's establishments. Present:—Hon. J. Whittall, chairman; Messrs. Helland, Heaton, Sassoon, Pyke, Joost, Bell, Overbury, Landstein, W. M. Morgan, Lapraik, Hart, Burrows, Crichton, Foster, Spratt, Deacon, Nicaise, Buxey, Crawford, Pestonjee, Ryrie, Sherwood, Tata, Arthur, Mellish, Coxon, Hitchcock, Beyer, Middleton and Park.

The Chairman said that during the last six months, estimating the present month, the receipts had been $215,000, against $291,600 during the previous six months, while there had been a nett gain of only $25,000, against $59,000. For the twelve months the nett profits had been barely $85,000, against a capital of $1,000,000 and the loan amounting to $400,000. The question then arose, what should they do? They did not see their way to reducing the expenditure if all the establishments were kept open. The future looked so cheerless that the directors had thought it was their duty to come before the shareholders to decide what was to be done. In this difficulty they had determined to submit the question of closing one of the establishments, in hopes that all the business now done by three might be done by two, and the expenses of the other saved. But, even by doing this they could not effect a saving of more than $1,000 a month, and as each of the docks had given a small share of the profits, the step might involve a loss instead of a gain to the company. The Whampoa Dock showed the worst result as to gross receipts, namely $5,000, against $9,000 at Aberdeen, and $15,500 at Kowloong. But it showed, on the other hand, a larger gain than at Kowloong, and much larger than the Aberdeen one.

The motion that the Aberdeen Dock should be temporarily closed was carried by 19 against 3.

COCHIN CHINA.

—o—

SAIGON.

The seventh list of the subscription for the French wounded brings the total sum raised in Saigon to f.64,313.

Advices from the neighbouring districts describe them as being generally undisturbed; but on Christmas-eve a party of rebels, four hundred strong, took advantage of the absence of the militia to attack the station of Cay-lai, where they burned some houses and killed one man. On the return of the militia the rebels were driven off.

SIAM.

—o—

BANGKOK.

We learn from the Siam *Weekly Advertiser* that his Excellency the Italian Ambassador has put himself in communication with his Excellency Chow Phya Bhanuwongse Maha Kosa Dhipati, the Minister for Foreign Affairs. He has had an audience with his Majesty the Supreme King of Siam, and one with his Majesty the Second King. The prospects are that the mission will be successful in negotiating an acceptable treaty of friendship and commerce with Siam. The Italian Ambassador and suite are now located in the brick building on the east side of the river, just below the Klong-padung-krung-krasem canal, the usual residence of John Bush, Esq., Harbour-master and Master Attendant of the Port of Bangkok. The facilities that will be afforded for trade, through the Suez Canal, will doubtless bring to our port in future many vessels from the great commercial ports of Southern Europe, and hereafter, Austria, Greece and Italy will have not only their representatives in Siam but a brisk and flourishing commerce with the country.

The 62nd birthday of the P'usamret Rajakan P'endin, the most distinguished nobleman of Siam, occurred on the 24th Dec., and was celebrated with great display. Their Majesties the First and Second Kings, the ladies of both palaces, and some of the Foreign residents of Bangkok visited his Highness on the occasion. Most of the Siamese ships in port were gaily decorated with flags, and many places on both sides of the river were gaily illuminated for several successive evenings to honour him who is the head of the Senabawdi, and is popularly styled by the natives, the P'ra prasat, the P'usamret Rajakan P'endin, and by most of the foreigners, courteously, "his Grace the Regent."

The new mill at Lak'aunch'Pisee was expected to commence manufacturing sugar in January.

On Christmas day an affray occurred on the British barque *Lochnagar*, when the chief mate was severely wounded by a stab in the abdomen.

The following is an account of the exports of Bangkok from Jan. 1 to Dec. 18, 1870; the figures, unless otherwise specified, indicate piculs:—Rice, 2,579,974; sapanwood, 80,147; sugar, 93,688; pepper, 24,238; hides, 18,169; horns, 3,183; cardamums, 2,213; teelseed, 56,240; tin, 7,315; sticklac, 3,029; silk, 695; paddy, 17,195; dried meats, 13,160; peas, 11,322; ivory, 37; nuxvomica, 39; lotus seed, 543; teak planks, 5,725 pieces and 259 tons; birds' nests, 13½; dried fish, 8,301; dried prawns, 30; coloured cotton, 6,748; tiger bones, 54; ebony, 250; tallow, 354; beancake, 4,600; uncleaned cotton, 2,115; hemp, 2,988; rosewood, 26,520; ray skins, 105; teak logs, 2,638; beeswax, 31; mangrove bark, 6,527; mussels, 5,896; turtle shells, 5; meats, 445; gamboge, 217; crook, 507; sandalwood, 10; salt fish, 160,401; raw silk, 548; iron pans, 850; green peas, 149; indigo, 292; salt, 24,650; tamarind, 51; gum benjamin, 162; onions, 568. These are the reported figures, the reality may possibly be much greater.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 18th January. On the 6th the P. and O. steamer *Behar* arrived with the London mail of Dec. 2.

We learn from the *Straits Times* that his Excellency the Governor still remained at Penang, but would leave there in a day or two for Malacca, making, we supppose, his farewell visits to the various settlements previous to his departure for home on leave of absence, which will be, we believe, in March next. The Criminal session continued until the 16th January. The session was one of the heaviest lately, though the cases were not of much general interest. The evidence in one of them, however, showed the inefficient working of our Post-office with regard to the delivery of Chinese letters.

The same paper says the telegraph cables between this and Madras, and also the Java cable, continue to work well. Reuter's messages, however, do not come to hand very quickly, the latest date received being the 13th inst., which occupied four days in transmission. This is owing, we believe, to the wires working badly between India and England.

Our contemporary appears to have arranged his differences with Mr. Reuter, and publishes his telegrams as usual.

The new steamer *Pluto*, having been docked and cleared, made a trip out to the Sultan shoal, round the Raffles light-house and back to Singapore, on which she attained fully ten knots per hour, so that there is no fault to find on the score of speed.

Among the passengers to this port by the French mail steamer from Hong Kong was the Hon. W. H. Seward, ex-United States Secretary of State, who has visited Japan and China by the Pacific mail route, and has spent a few days here. Mr. Seward is advanced in years, and is travelling principally for the benefit of his health. The press in China entertain hopes of good results from his visit, though he does not now hold office, owing to the weight that will be attached to his opinion on questions affecting the policy to be adopted towards China.

The British barque *Clarendon*, of Liverpool, 422 tons register, was wrecked on the 25th December by running on a rock near Soubié reef, in the China Sea. She was loaded with rice, and was on the voyage from Saigon to Hong Kong. The master and part of the crew reached Sarawak in the long-boat after fourteen days. The second officer and five men in the gig were lost sight of on the seventh day after the shipwreck, and, having no provisions, must have perished, unless picked up by some vessel. No court of inquiry into her loss has been held as yet.

The arrivals from England *via* the Suez Canal have been the *Priam* on the 14th and the *Oberon* on the 16th Jan. The departures for home by the same route have been the *Achilles* on the 10th and *Great Northern* on the 14th.

Digitized by Google

Commercial Report.

(For dates see First Page.)

IMPORTS.

YOKOHAMA.—The demand for Grey Shirtings reported in our last had continued, but owing to the arrival of considerable supplies, and the number of willing sellers, prices had slightly receded. Cotton Yarn remained neglected and consequently weak in value. Black Velvets and Turkey Reds were in some little request, but no other description of Cotton Goods call for remark; whilst Woollen and Worsteds of almost every kind were utterly unsaleable. Quotations: GE Grey Shirtings, 7lbs., $2.22 to 2.25 per piece; 8-4 to 8 lbs., $2.75 to 2.78; 9 lbs., $3.25; Turkey Red, $2.50 to 2.70; Velvets, Black, $6.50 to 8 25; Cotton Yarn, No. 16 to 24, $38.50 to 39.50 per picul; No. 28 to 32, $40.50 to 41.00 per picul, No. 38 to 42, $41.00 to 41.50 per picul.

HANKOW.—Transactions had been on a limited scale, owing to the anxiety of holders to clear off their stocks before the Chinese New Year, and to the dealers being unwilling to buy at gradually declining rates. Grey Shirtings: 7 lbs. pressed on the market, at a decline on last mail's closing rates of five candareens; quoted at Tls. 1.72 to 1.75 per piece. 8¼ lbs. had been forced down as low as Tls. 2.15 for best chops, but owing to more favourable advices from Shanghai, an advance had been obtained up to Tls. 2.18; very little inquiry for heavy weights. White Shirtings in limited request. T-Cloths: Few small sales at a decline, but stocks not being excessive, holders were not pressing their goods on the market. Drills: Owing to large arrivals and the closing of the season, prices had been weak. English worth Tls. 2.85 to 3.02; Dutch, Tls. 2.82 to 2.97 per piece. Woollens and Worsteds quiet, at former quotations.

SHANGHAI.—Inactivity was still the prevailing characteristic of the market. The business in manufactured goods since the departure of last mail had not been large, still enough had been done in the chief staples to establish quotations which differed but little from those last given. Grey Shirtings: The firmness of holders had established a slight advance in the value of 7 lb. fabrics. That weight had commanded most attention; but 8¼ lb. had also changed hands in small lots at last quotations, viz., Tls. 2.1.0 to 2.1.5 per piece for fair ordinary to best chops. Sales had transpired at lower rates, but under exceptional circumstances, and could hardly be taken as an index of the state of the trade. T-Cloths: The value had been fairly maintained. The transactions reported showed rather an irregular market; but, on the whole, holders were disposed to await the active resumption of business rather than give way further to buyers. In the market for other Cotton Goods there had been no change. Woollens: Considerable settlements of Crape Lastings at Tls. 5.25 per piece indicate a rather better feeling in the market for them. Long Ells Scarlet C.P.H. were dearer; importers refused to sell at under Tls. 5.30 per piece, but speculators were still willing to accept Tls. 5.15. Camlets and Figured Orleans saleable at last mail's rates, sales of Crape Lustres effected at Tls. 2.70 to 2.90 per piece. The market for Spanish Stripes, medium and other Woollen Cloths were dull, with prices weak and drooping. Coals: Market quieter. Cardiff: Sales made from godown at Tls. 10.10 per ton. English and American: No arrivals or transactions. Metals.—Lead: No sales worthy of note. One small lot of L. B. changed hands at Tls.4.48.

HONG KONG.—The tone of the market had been one of uniform depression, and prices, in many instances, showed a decline upon the low rates previously ruling. Cotton Yarn: Market very dull, stocks accumulating; demand almost nil, and confined only to very best spinnings. Grey Shirtings: A few sales made at quotations, but importers generally were not inclined to press business at current low values. White Shirtings: Low reeds in over supply and lower; some demand for 64 reed at quotations, and a few fine goods moved at previous rates. T-Cloths: A further decline in common 6lbs., stocks of which were very heavy. Ordinary 7lbs. quite neglected, and superior qualities only moved with difficulty; 36-inch very firm, with ready sale on the spot. Spotted Shirtings: Scarce and rather firmer. Brocades in moderate supply, and fairly saleable. Other Cotton Goods: No demand, and almost unsaleable. Woollens: Market much depressed, and scarcely any business doing. Metals.—Iron: No sales; quotations again lower. Lead in large stock, and rates lower. Coals: Prices for Cardiff and Australian as last quoted; English dull. Quotations:—Cotton Yarn, Nos. 16 to 24, $105 to 112 per bale; 28 to 32, $112.50 to 117.50; 38 to 42, $130 to 135; Grey Shirtings, 7 lbs., $2 10 to 2.12½ per piece; 8.4 lbs., $2.60 to 2.75; 9.12 to 10 lbs., $3.25 to 3.40; White Shirtings, $2 to 2.80; fine, $3.25 to 5.50; T-Cloths, 6 lbs., ordinary, $1.47½ to 1.52½; Mexicans, $1.70 to 1.75; 7 lbs., ordinary, $1.75 to 1.85; Mexicans, $2 to 2.25; 8 to 8-4 lbs., $2.45 to 2.55; Spotted Shirtings, $2.50 to 3.70; Turkey Red Shirtings, 3 lbs., $2.30 to 2.60; Brocades, Coloured, $3.60 to 3.80; Damasks, $5.75 to 6.10.

BATAVIA.—The following is from Messrs. Houghton and Co.'s Circular:—The demand has been very quiet, and considering the season of the year, we do not look for much doing till about March. As stocks, however, are light, and supplies as yet on but a moderate scale, we hope to see a fair amount of business done whenever our busy season sets in. Cambrics, 45-inch by 12 yards: 15/16's inquired for regularly, but no advance established; fine qualities, f.4.20 to f.4.30; medium, f.4.10 to f.4.15; and common, f.4 to f.4.05 per piece, short credit; 30's, f.3.25 to f.3.50; 36's, f.3.50 to f.3.75. White Shirtings, not much doing; 45-inch, f.9.75 to f.10 per piece; 40/41-inch, f.8.75; 36-inch, 64/66 reed, f.8 to f.8.25, all short credit. Grey Shirtings, 38½ yards, in but slight demand; 39-inch, 7 lb., f.6.25 per piece, one month; 8¼ lb., f.7.25 to f.7.50; 45-inch, 8 lb., f.7.75 to f.8. Maddapollams neglected. Grey Twist moves off slowly at f.370 per bale; short credit for No. 42's. Other numbers as follows: 30's, at f.340 to f.350; 24's, at f.325 to f.330; and 20's, at f.310 to f.315 per bale.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—Our market for Piece Goods has continued dull during the fortnight, and with the exception of 8¼ lbs. Grey Shirtings, which are in small supply, and have been in fair inquiry at slightly improved rates, business has been extremely limited. Turkey Red Cambrics have met with attention, and large sales made, but at lower prices. 39-inch Grey Shirtings: 8¼ lbs. stocks nearly cleared from first hands; sales reported at $2.57½ to 2.60, with a few of superior quality at $2.62½; 7 lbs. in no demand, and forced on the market at $2; 6 lbs. very dull, at $1.77½ to 1.82½. 45-inch: 9 lbs. in limited inquiry, at $2.85 to 2.87½; stocks moderate; other weights quite neglected. White Shirtings: Fine in less demand, and prices lower. In medium and low goods very little doing; 64 reed quoted $2.75 to 2.80; 45-inch worth $3.52½ to 3.55, but not in demand. White Spots very dull; quoted $2.52½ and 2.57½ for 14 by 14 and 15 by 14. 32-inch Grey T-Cloths: very limited transactions at rather lower rates. 4 lbs., $1.12½; 4½ lbs., $1.17½ to 1.20; 5 lbs., $1.30; 6 lbs., $1.50 to 1.52½; 7 lbs., $1.72½ to 1.80. Grey Maddapollams in no demand, stocks heavy. 32-inch Turkey Red Cambrics: Demand met at lower rates. Sales reported of 2 lbs. 1 oz. at $1.95; 2¼ to 2½ lbs. at $1.95 to 2.05; 2¾ lbs., $2.10 to 2.12½; 3 lbs. at $2.30, and 3¼ lbs. $2.35. Yarn of all counts very dull. A small sale of 18/24s inferior quality at $80. 30s quoted nominally $106½; 40s, sold to a moderate extent at $118½ to 120. Coloured Yarns very quiet. Turkey Red, 12 lbs. Glasgow dye, $140 to 147½, according to quality; demand very limited. A small sale of 10 lbs. at $130. Orange, $71 to 73½. Imperial Red, $69 to 70. Woollen Goods show no change.

EXPORTS.

TEA.

YOKOKAMA.—A large business had been done in all grades from Common to Fine for the American market, resulting in the settlement of about 6,000 piculs. Native dealers having shown a little more willingness to meet buyers, purchases had been made at slightly easier rates in some instances, but on the whole quotations were unchanged. Supplies continued to come forward on a fair scale, and stocks remained with little change. The G. T. Ray, Coulnakyle, Belted Will, Solent, 732 tons, and Royal Minstrel, 447 tons, were loading for New York. Quotations:—Common, $20 to 23 per picul; Good Common, $24 to 26; Medium, $28 to 30; Good Medium, $32 to 34; Fine, $35 to 38; Finest and Choice, nominal.

HANKOW.—Supplies had been moderate, and so long as Teamen could realise at about the equivalent of Shanghai rates they had preferred to sell upon this market. The quality had been very undesirable. The business for the four weeks had been 4,193 chests for London, or resale in Shanghai at Tls. 11½ to 14 per picul (10½d. to 12½d. per lb.), and shipments on native account about 2,127 chests.

SHANGHAI.—Black: Transactions had been of small extent, and showed little alteration in the market. Shuntaam Teas had been taken at previous prices. Low Teas, of the Hohow character, had been purchased at Tls. 14½ and upwards. Teas possessing a little flavour had been settled at Tls. 18 to 18¾. Supplies had not been large, but native reports stated that several thousand chests of low Hohow had yet to come forward from Kiukiang and Hankow. Settlements for the fortnight, 7,000 chests; Re-shipments on owners' account, nil; Stock, 30 chops, or 10,800 packages, 7,000 chests. Quotations (Duty paid, exchange at 5s. 10½d., freight at £2):—Hohow, low to common, Tls. 14.8.0 to 18; Oonam, common, Tls. 15.2.5; Ningchow, common, Tls. 18 to 18¾; Green: Settlements small, even for the time of year; purchases during the fortnight amounted to 19,560 half-chests. Prices had in some instances been lower, especially for the medium classes of Moyunes, which sold at a decline of from Tls. 1 to 2 from the prices previously demanded; Teamen were, however, firmer at the close, and purchases could not be made as cheaply as during the first part of the fortnight. Good medium to fine chops had continued firm, and all the best Teas on the market had been taken at very full rates. Settlements for the fortnight, 19,560 half-chests. Re-shipments on owners' account, 908 half-chests. Stock, 113 chops, or 49,000 packages of Teenkai, Fychow and Moyune Teas. 20,468 half-chests. 7 chops, or 3,700 packages of Shanghai-packed and Pingsuey Teas.

FOOCHOW.—A fair business had been in progress throughout the fortnight, both for England and America. Settlements, 30,216 chests Congou and Souchong, and 27,621 half-chests Oolong; arrivals from the country, 7,355 chests Congou and Souchong, and 800 half-chests Oolong. Congou: Demand had been for fair common and superior, which fully maintained their value, and in some instances realised a slight advance. Common Congous, from Tls. 12 to 14½, had also been in demand. The bulk of the Teas on offer were broken leaf kinds, which showed no decline, although neglected. Stock of dust and siftings large, and few purchases made at a decline of a quarter of a Tael. Quotations:—Dust and siftings, Tls. 4½ to 7; broken leaf to ordinary, Tls. 7½ to 12; fair to good common, Tls. 12½ to 15; flavoury to good flavoury, Tls. 16 to 20. Souchong: A small business at former rates, viz.: common, Tls. 12 to 15; medium, Tls. 16 to 20. Oolong: A large quantity shipped to London in the steamer Achilles. Quotations: common cargo, Tls. 15 to 17; fair to good cargo, Tls. 18 to 21. Scented Teas: Settlements 2,441 boxes common, at Tls. 15½ to 18. Flowery Pekoe: 258 chests found buyers at Tls. 20½ to 23, and Tls. 23 to 29½.

AMOY.—Season at this port closed.

CANTON.—The season was drawing to a close. A few settlements at previous prices reported from day to day out of the small remaining undesirable stock. Two chops of Country Congou taken for shipment to England, and some small parcels withdrawn from the market for repacking and shipment to India.

SILK.

YOKOHAMA.—The market had been rather dull, settlements only amounting to about 100 bales; quotations however remained unchanged, dealers being very firm in their demands. Settlements, hank sorts, 60 bales; other sorts, 40 bales; total, 100 bales; stocks, 3,200 bales.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—We have to report a very limited business for the fortnight; just as the last mail was closing, about 200 bales were bought. Since

Digitized by Google

then dealers have been slightly easier, and many are showing signs of anxiety to quit their stocks before the China New Year. Some few buyers have taken advantage of this, and the result is about 300 bales having been settled at very irregular prices. The inferiority of the Silk now on the market is very marked, and in some instances well-known chops have been put into inferior qualities. The purchases consist of Blue Flag, chop 3, Tls. 530 to 535; Green Dragon chop, Tls. 500; Medium, No. 4 to 5 Tsatlee, Tls. 470 to 500; re-reeled Haineen, Tls. 580 to 585; re-reeled Tsatlee, Tls. 560 to 580.

CANTON.—The latest London advices, containing discouraging intelligence from Europe, had quite put a stop to business. Holders, nevertheless were firm, and quotations were nominally the same as those last given. For America there was a steady demand, and high prices continue to be paid for anything fine and clean.

COCHIN CHINA PRODUCE.

SAIGON.—Messrs. Hale and Co. report as follows:—During the month under review an active demand for Rice has continued on the part of the Chinese for shipment to China, where prices have been ruling high. The new grain is now commencing to arrive at market freely. About 100,000 piculs were contracted for by Europeans for shipment to China and Japan, at $1.50 to 1.52½ per picul, and the last purchase (for Hong Kong) was at $1.56 per picul, f.o.b. The advices just to hand from China and Japan vary as regards the crops in those quarters, but prices there are sufficiently high to keep up the value here, and prevent shipments to Europe, the limits from whence are comparatively very low. The only exports to Europe during the month have been by three French vessels loaded home on owners' account, viz.:—December 13, Hippocampe, to Belle Isle, 8,567 piculs; 28, Admiral Gourbeyre, to Falmouth, 5,000 piculs; Pierre, to Belle Isle, 13,000 piculs. Inclusive of which, the total exports to Europe during last year is only 142,321 piculs; the close proximity of the China and Japan markets having kept prices here too high for European orders, and which we fear will again be the case this season.

SIAM PRODUCE.

BANGKOK.—Rice: Supplies of grain had been very moderate, whilst on the other hand an active demand had prevailed for shipment to China, in consequence of which prices had gradually advanced, and the market is now very firm. Stocks of old garden-paddy were almost entirely exhausted, and supplies of new grain were still small, the paddy having been cut later than is usual. Field rice of the new crop would probably not be on the market before the end of February. Quotations: Steam Mill Field Rice, $1.55 per picul f.o.b.; Steam Mill Garden Rice, $1.70 f.o.b.; Native Cleaned Garden Rice resifted, $1.70 f.o.b.; Native cleaned: White, No. 1, Tls. 70 per coyan f.o.b.; No. 2, Tls. 68 f.o.b. Black Pepper: None of the new crop expected before April. Cow Hides: Ticals 16 per picul f.o.b. Buffalo Hides: Ticals 10 per picul f.o.b. Buffalo Horns: Ticals 13½ per picul f.o.b. Deer Horns: Ticals 11½ per picul f.o.b. Gum Benjamin: No. 1, Tls. 110 per picul f.o.b.; inferior, Tls. 40 per picul f.o.b. Sapanwood: 3 to 5 pieces per picul, Ticals 3 per picul; 5 to 6 do., Ticals 2½; 6 to 7 do., Ticals 2. Teakwood, Ticals 10¾ per yoke f.o.b.

JAVA, SIAM, AND STRAITS PRODUCE.

BATAVIA.—Arrack: Advanced sales at f.75 to f.80 per Leaguer of 133 imperial gallons. Coffee Java: The Government sale on 17 Dec. resulted as follows: Ordinary Green: 10,000 piculs Preanger at f.33.47; 1,000 piculs Samarang at f.32.46, and 5,000 piculs Kadoe at f.32.87 per picul. W. I. Preparation: 2,000 piculs Kemoening at f.34.57 per picul. Padang: At the auction sale of 30th Dec. 56,400 piculs first quality averaged f.34.20, and 1,200 piculs second quality f.12.57 per picul. Gum Damar: Sales at f.27 to f.28 per picul. Indigo: First quality scarce and worth f.4.30 to f.4.50 per lb. India Rubber: Scarce at f.96 to f.110 per picul. Gutta Percha: In less request at f.100 to f.150 per picul. Nutmegs: In fair demand at f.90 to f.110 per picul. Mace: Advance being worth f.170 to f.205 per picul. Tin, Billiton: None in the market; an auction of 6,000 piculs is advertised for the beginning of February. Pepper, Black: Scarce and wanted, sales at f.25 to f.26 per picul. White: None procurable. Sugar: Improved accounts from Holland had further advanced prices, and for No. 14 and lower f.16 to f.16.50 per picul was paid.

SINGAPORE.—Tin had continued to advance, the closing quotation was $32¼ to 32⅜, very little in stock. Gambier had gradually declined, and was offered at $2.80. Black Pepper: Considerable contracts made at $9.50 to 9.65 and more offered, but dealers refused to sell. Sago Flour: Sales of Sarawak at $2.60 to 2.62½; Singapore $2.50. Pearl Sago: Large contracts at $3 to 3.05, and in demand. Coffee: Bontyne out of stock; last sale at $12½ to 12¼, since offered for a lot "to arrive." Tapioca: Obtainable at $3.30 to 3.35. Buffalo Hide: Good quality obtainable at $8.75 to 9 per picul, but for best $10¼ paid. Cow Hide: Sales of picked Rangoon at $14½ per picul. Buffalo Horns are very dull at $8¾ per picul. India Rubber: Scarce and worth $40 to 40½ per picul; Borneo, $32½, firm. Gutta Percha: Small sales of first quality at $65. Gum Damar in fair demand at $9¾; stock small.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company	500	500	132	6 p.c.
Shanghai Gas Company	100	100	128	12p.c.
Shanghai S.N. Company	100	100	110	12p.c.
S. Tug and Lighter Company	850	850	300	None.
French Gas Company	50	50	53	None.
Hong K. Fire Insurance Co.	$1,000	$200	$500	12p.c.
North China Insurance Co.	Tls.1,000	Tls.200	Tls.525	Trienl.
North China Steamer Company	500	500	110	20p.c.
Union S.N. Company	100	100	79	12p.c.
Yangtzee Ins. Association	500	500	715	15p.c.
Union Insurance Society	$5,000	$1,000	$2,200	—
China Traders Co. (Limited)	5,000	1,000	2,600	400p.sh

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Dec. 31, 1870	10826	64979146	38875781	349447	10081664	114296864	27286
Corresponding period last season	...	66695731	46726884	1349918	13045128	127892284	32478

Shipments Since:

Dec. 22	per Harrington	From Foochow	723,732*	
— 23	Evelyn	Do.	955,777*	
— 23	Corea	Canton	682,717*	
— 28	Emeu (ml. str.)	Shanghai, &c.	—	565*
— 28	Achilles (str.)	Do., & Foochow	1,409,989	106*
Jan. 2	Achilles	Canton	60,143	129
— 3	Jason	Shanghai, &c.	1,046,691	40
— 4	Great Northern	Canton	168,270	176

* Included in above total.

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1870	...	...	...	...	...	2061652	5449
Corresponding period last season	...	...	...	...	...	2049417	1133

Shipments Since: None.

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1870	...	...	...	...	...	33909788	1650
Corresponding period last season	...	...	...	...	...	27174903	834

Shipments Since:

Dec. 20	per Levi Stevens	From Shanghai	621,395*	
— 23	America (str.)	Yokohama	383,931*	
— 24	James Shepherd	Canton	66,838*	
— 28	Kingfisher	Do.	593,740*	

* Included in above total.

TO AUSTRALIA.

From June 1 to Dec. 31, 1870	9,730,293 lbs.
Corresponding period last year	11,112,339

Shipments Since:

Jan. 7	per William Clowes	From Hong Kong	29,240
— 8	Whirlwind	Do.	32,480

SHANGHAI SETTLEMENTS OF TEA.

From 1st June to 2nd January, Season 1870 *to* 1871.

(NORTH CHINA HERALD.)

BUYERS.	BLACK TEA. Chests.	½-Chests.	GREEN TEA. ½-Chests
Adamson, Bell, and Co.	30,180	10,193	27,957
Barnet, G. and Co.	—	2,024	—
Birley, Worthington, and Co.	34,339	15,351	18,226
Blain and Co.	11,582	16,833	2,830
Bourjau, Hubener, and Co.	1,055	804	—
Brand, Monro, and Co.	10,675	6,683	17,458
Bull, Purdon, and Co.	2,689	3,582	2,830
Butterfield and Swire	8,724	5,188	10,126
Chapman, King, and Co.	9,840	11,579	3,007
Cock, A.	37,952	8,392	—
Dent and Co.	4,583	2,081	—
Dent, Alfred and Co.	7,525	1,751	890
Dickinson and Co.	3,119	3,008	—
Drysdale, Ringer and Co.	2,564	6,591	2,089
Fogg and Co.	—	—	5,827
Gamwell, F. R., and Co.	440	802	2,963
Gibb, Livingston, and Co.	17,473	5,812	9,381
Gilman and Co.	21,523	26,087	10,197
Glover, Dow, and Co.	1,540	—	—
Heard, Augustine, and Co.	3,665	2,220	48,703
Hogg Brothers	7,528	4,256	9,269
Holliday, Wise and Co.	4,138	1,511	1,536
Jardine, Matheson, and Co.	17,103	4,986	12,988
Little and Co.	7,329	3,740	52,171
Olyphant and Co.	11,032	10,331	50,042
Overbeck and Co.	1,748	1,100	1,131
Overweg and Co.	11,775	4,668	1,084
Petrocochino and Co.	1,717	3,139	4,127
Pustau and Co.	2,368	4,100	—
Reid and Co.	8,794	8,486	8,616
Reiss and Co.	22,978	14,441	3,090
Rothwell and Co.	4,817	1,305	4,840
Russell and Co.	3,085	1,366	18,663
Sassoon, David, Sons, and Co.	3,453	—	—
Shaw Brothers and Co.	1,022	1,093	928
Smith, Archer and Co.	1,293	680	9,927
Tate and Hawes	13,809	8,691	12,341
Textor and Co.	215	1,539	—
Thorne Brothers and Co.	11,441	4,696	18,571
Turner and Co.	11,959	4,214	244
Weston and Co.	7,122	4,437	568
By Sundries	139	774	—
Total	264,273	218,909	372,620

Digitized by Google

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 31st December, 1870.

(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co. ...	770	Meynard and Co.	40
Balfour, F. H.	410	Milsom and Tod	1,015
Barnet and Co.	996	Nachtrieb, A., and Co. ...	513
Birley, Worthington, & Co.	508	Petrocochino and Co. ...	165
Birt and Co.	188	Pila and Co.	158
Bland, J.	150	Pustau, W., and Co. ...	85
Borntraeger and Co. ...	422	Reid and Co.	85
Bourjau, Hubener, and Co.	227	Reiss and Co.	88
Bovet, Brothers and Co. ...	220	J. S. Robison	58
Bower, Hanbury and Co....	1,666	Russell and Co.	1,281
Brand, Monro, and Co. ...	1,980	Remé, Wm., and Co. ...	895
Bull, Purdon and Co. ...	20	Sassoon, D., Sons, and Co.	150
Chapman, King, and Co....	186	Sassoon, E. D. and Co. ...	16
Chinese	165	Scheibler, Matthaei, and Co.	511
Cumine and Co.	56	Seare, Essex, and Co. ...	558
Dent and Co.	164	Shaw Brothers and Co. ...	578
Dickinson and Co. ...	5	Siemssen and Co.	623
Fogg and Co.	168	Skeggs and Co.	1,620
Gamwell, F. R.	562	Smith, Archer, and Co. ...	194
Gibb, Livingston, and Co...	374	Textor and Co.	862
Gilman and Co.	1,194	Thorne Brothers and Co. ...	289
Glover, Dow, and Co. ...	266	Trautmann and Co. ...	63
Heard, Augustine, and Co.	617	Turner and Co.	323
Helbling and Co.	44	Westall, Brand, and Co. ...	148
Hogg Brothers	860	Sundries	2,100
Jardine, Matheson, and Co.	815		
Jarvie, John, and Co. ...	1,343	Total bales... ...	27,067

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4d.	4s. 4½d.	4s. 4½d.
Shanghai ,, ,, ...	5s. 9¾d.	5s. 10d.	5s. 10¼d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 4d.	4s. 4¼d.	4s. 4½d.
Singapore ,, ,, ...	4s. 5d.	4s. 5½d.	4s. 6d
Manila ,, ,, ...	4s 1½d.	4s. 2d.	4s. 2d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	303 to 303½	226½
,, Hong Kong	25½ to 26 dis.	—
Bar silver	111.5.0	8 prem.
Mexican dollars	75.1.0	½ to 1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20½; Old, 27 per cent. prem.
Hong Kong Gas Company, 50 dols. per share.
Hong Kong and Whampoa Dock, 27½ per cent. discount.
China Traders' Insurance, 1,800 dols. premium, ex dividend.
Hotel shares, 75 to 80 per cent. discount.
Hong Kong and Macao Steamboat Company, 36 dols. to 37 dols. premium.
Hong Kong Fire Insurance Company, 288 dols. premium, ex interest.
Union Insurance Company, 1,200 dols. premium.
China and Japan Marine Insurance Company, Tls. 80 to Tls. 85 premium.
China Fire Insurance Company, 60 dols. premium, ex interest.
Victoria Fire Insurance Company, 34 dols. premium, ex interest.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par to 1 dol. premium.
North China Insurance Company, Tls. 325 premium.
Shanghai Steam Navigation Company, Tls. 16 premium.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

UNDER THE COMMAND OF VICE-ADMIRAL SIR HENRY KELLETT, K.C.B.

Vessel's Name.	Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
		JAPAN.			
Adventure screw	400	Capt. H. J. Raby, V.C. ...	1794	2	162
Barrosa ... ,,	400	Capt. L. J. Moore	1469	17	275
Cockchafer ,,	60	Lieut. S. S. Smith	236	1	40
Elk dble. screw	120	Commander A. G. Wootton	465	4	71
Havock ... screw	60	Lieut. Y. O'Keefe	283	2	40
Ringdove ... ,,	160	Commander T. M. Maquay	580	3	130
Sylvia ... ,,	150	Commdr. H. C. St. John ...	695	5	107
		NORTH CHINA.			
Avon ... ,,	120	Commander R. E. Tracey...	467	4	71
Banterer ... ,,	60	Lieut. J. E. Pringle ...	238	2	40
Dove ... ,,	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf dble. screw	120	Commander C. F. Walker .	465	4	71
Firm ... screw	60	Lieut. J. Hext	235	1	40
Grasshopper ,,	60	Lieut. L. C. Keppel... ...	232	3	40
Hornet dble. screw	120	Commander D. G. Davidson	464	4	71
Leven ... screw	80	Lieut. H. H. Edwards ...	300	3	50
Midge dble. screw	120	Commander C. C. Rising...	464	4	71
Zebra ... screw	200	Commdr. H. A. Trollope ...	951	7	175
		SOUTH CHINA.			
Algerine ... ,,	80	Lieut. H. R. E. Grey ...	299	3	50
Bouncer ... ,,	60	Lieut. R. M. Lloyd ...	236	2	40
Icarus ... ,,	150	Commander Lord C. Scott .	580	3	130
Melville* dble. screw	—	—	1768	—	—
Ocean† screw	1000	Capt. C. S. Stanhope ...	4047	24	615
Opossum... ..	60	Lieut. A. C. May	235	1	40
Porcupine‡ paddle	132	Staff Commander Calver ..	382	3	45
Princess Charlotte	—	Commodore Jno. A. P. Price	2443	12	195
Rinaldo ... screw	200	Commander T. S. Dickinson	951	7	175
Salamis ... paddle	250	Commdr. H. M. Miller ...	835	2	75
Starling ... screw	60	Lieut. C. Crowdy	236	2	40

* Hospital ship. † Flag ship. ‡ Tender for surveying service.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Liverpool, Dec. 29, British Empire; from London, Lothair (reported by telegram).

At SHANGHAI.—From Liverpool, Dec. 20, Malacca; from Cardiff, Palawan, John Nicholson (reported by telegram).

At HONG KONG and CANTON.—From Liverpool, Jan. 9, Nestor (str.); from Hamburgh, Dec. 30, Esmeralda; from Liverpool, Ajax (str.) (reported by telegram).

At MANILA.—From Cardiff, Dec. 27, Caroline Coventry; From Cadiz, 22, Alavesa (str.).

At SINGAPORE.—From London, Jan. 16, Oberon (str.); from Glasgow, from Liverpool, 13, Priam (str.); from Cardiff, 14, Polly Lewis; 15, Ocean Chief; from London, British Crown, Havelock; from Clyde, Negota (str.) (reported by telegram).

At PENANG.—From Liverpool, Parana (reported by telegram).

At BANGKOK.—From Liverpool, Dec. 1, Una (str.).

At BATAVIA.—From Rotterdam, Jan. 3, Lichtstraal.

DEPARTURES.

From SHANGHAI.—For London, Jan. 2, Jason; for New York Dec. 21, Levi Stevens; 25, Annie Gray.

From FOOCHOW.—For London, Dec. 23, Harrington; 27, Evelyn; for Falmouth, f. o., 31, M. M. Jones, Windermere.

From HONG KONG and CANTON.—For London, Jan. 2, Achilles (str.); 4, Great Northern (str.).

From MANILA.—For London, Dec. 24, St. Peter; 31, Angela; for Boston, 22, White Swallow; for New York, 31, Aberdeen.

From SINGAPORE.—For London, Jan. 14, Great Northern (str.); for Boston via Penang, Rainbow; 12, Jungfrau; for New York, 16, Sally Brown; for London, previous to Jan. 13, Nestor (str), (reported by telegram).

From BANGKOK.—For Marseilles, Dec. 8, Island Queen; Jan. 4, Speedwell.

From BATAVIA.—For Holland, Jan. 8, Jedo.

From SAIGON.—For Falmouth, Dec. 28, Pierre.

VESSELS LOADING.

At YOKOHAMA.—For New York, C. T. Ray, Belted Will, Coulnakyle.

At HIOGO.—For New York, Vigil.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded, and Rollo.

At SHANGHAI.—For London, J. S. Stone, Sydenham.

At FOOCHOW.—For London, Beemah, Gresham; for New York, Caernavonshire, Glamorganshire.

At HONG KONG and CANTON.—For London, Deerfoot; for New York, Maori, James Shepherd.

At MANILA.—For London, Catalina; for Cadiz, Nueva Lautaro, Alavesa, Concita; for New York, Golden Fleece, Chattanooga, S. D. Carleton, Monte Rosa; for Copenhagen, Havfruen.

At BATAVIA.—The following vessels are reported by this mail as chartered:—For Greenock, Cochin, Corsair, Premier; for Channel, Callisto; for New York, Alcoyne.

At SINGAPORE.—For London, Heather Bell, Lochleven Castle; for Liverpool, Knight Templar; for Boston, Victor; for Marseilles, Imaro.

At PENANG.—For London, La Plata.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London there is some enquiry for suitable sized vessels, at £2 per ton; to New York £2 10s. to £3.

At FOOCHOW.—The rate to London is £2 to £2 10s. per ton of 50 feet, and to New York £3 per ton of 40 feet.

At HONG KONG AND CANTON.—To London, £2 per ton of 50 cubic feet; to New York, £1 15s. to £2 per ton of 40 feet.

At MANILA.—To London, £2 5s. Sugar, £3 5s. Hemp.

At SINGAPORE.—To London, £2 5s. to £2 15s.

At BATAVIA.—To Holland, sugar f.85, coffee f.80.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Dec. 14	Hedwig	London	Batavia
,, —	Argonaut	Shanghai	New York
,, 15	Empress of India	Singapore	Liverpool
,, —	Queen of the Age	Shanghai	London
,, 16	Elizabeth A. Oliever	Manila	New York
,, 18	Belle	Amoy	,,
,, —	Walton	Manila	London
,, 19	Nereus	Newcastle	Samarang
,, 20	Fair Leader	Macao	London
,, —	Vistula	,,	Callao
,, 21	Mindora	Manila	Boston
,, —	Alphington	Ilo Ilo	London
,, —	Horatio	Yokohama	New York
,, 22	Broekham	Foochow	London
,, —	Noranside	Manila	Channel
,, —	Island Queen	Bangkok	Marseilles
,, 24	Top Gallant	Falmouth	Batavia
,, 25	Neine Abbot	Shanghai	New York
,, —	Corea	Zebu	Liverpool
,, 26	Bankes Hill	,,	Boston
,, 29	Mionic	Foochow	London
,, —	Hera	Hong Kong	Boston
Jan. —	St. Louis	Batavia	Amsterdam
,, 6	Euphrosynre	Hong Kong	London
,, —	Hong Kong	Macao	Callao
,, —	Annie Gray	Shanghai	New York
,, —	White Swallow	Manila	Boston
,, 8	Twee Cornelissen	Rotterdam	Singapore
,, —	Wilhelmina Clara	Nieuwediep	Batavia

Digitized by Google

REPORTS AND CASUALITIES.

The M. M. Jones, which left Foochow Dec. 31, put into Singapore Jan. 14.

The Esmeralda, Hamburg to Hong Kong, reports that in lat. 26.38 S., and lon. 30.26 W., Sep. 18, fell in with the wreck of a large ship, about 1,000 tons burthen, bowsprit standing, no other spars, iron hull, gutted by fire, and still smoking; on passing about two cables' length to leeward experienced a very strong smell as if from coal gas; there were no signs of life or anything to warrant detention.

LATEST TELEGRAMS.

THE NORTH OF CHINA.

FOREIGN-OFFICE, FEB. 13.—A telegraphic despatch has been received from Her Majesty's Chargé d'Affaires in China, dated Peking, January 26th, stating that all was perfectly quiet in the North of China.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, FEB. 15.)

SHANGHAI, FEB. 2.—Cotton: Shanghai, Tls. 13¼. Grey Shirtings, 6½ catties 8¼ lbs., Tls. 2.12; better demand. Tea: Black, business limited; Green, fair demand. Silk: Little doing; No 3 Tsatlee, Tls. 590; settlements since departure of last mail, 1,100 bales; stock, 2,500 bales Shanghai, 2,000 bales Japan; total export to date (China and Japan), from commencement of season, 40,000 bales. Freights, £2. Exchange on London, bank bills, six m.s., 5s. 10½d. Latest London date, Jan. 28.

HONG KONG, FEB. 8.—Grey Shirtings, 6½ catties 8¼ lbs., $2.62, more doing; Water Twist, 16·24, $106. Tea: Quiet; total export (China and Japan) since commencement of season, 123,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4d. Latest London date, Jan. 28.

STRAITS SETTLEMENTS.

(RECEIVED FEB. 17.)

SINGAPORE, FEB. 15.—Grey Shirtings, 8¼ lbs., $2.65; 7 lbs., $2.07½; T-Cloths, 6 lbs., $1.50; Exchange on London: Bank bills, six m.s., 4s. 5d.

SHIPPING POSTSCRIPT.

ARRIVALS.

Feb. 16, at London, from Sarawak, Alice Graham; at Falmouth, from Batavia, Gurtje and Maria (not "Maria," as reported in tables); from Foochow, Kjobenhavn; at Queenstown, from Bassein, Foni; 17, at Deal, from Foochow, Guinevere. Feb. 2, off New York, from Shanghai, Lady Elizabeth; 15, at Brouwershaven, from Batavia, &c., Gutenberg; —, at Boston, from Singapore, Janet Ferguson; 18, at Deal, from Shanghai, Nestor (str.); from Ilo Ilo, Martin; from Shanghai (via S.C.), Star of China; from Singapore, Mary Falconer; 8, at Boston, from Singapore, Dewa Gungadhur; 18, at London, from Foochow Whiteadder; from Macao, Tamesa; from Shanghai, Elgin (str.).

DEPARTURES.

Feb. 17, from London, for Hong Kong, Golden Spur; for Singapore and Hong Kong (via S.C.), Minia (str.), for Cardiff, Hong Kong and Shanghai, Kaisow; 16, from Cardiff, for Singapore, Huntley Castle; 18, from London, for Singapore, Hong Kong, and Shanghai (via S.C.), Cheops (str.); for Shanghai, Weymouth; for Singapore, China, &c. (via S.C.), Enterprize (str.), after repairing; 15, from Shields, for Galle, Alfred the Great.

CASUALTIES.

The Hotspur, Corrigall, from Shields to Galle, which put into Plymouth, Feb. 11, to have her bottom examined, has gone into the harbour to discharge part of cargo and be docked.

The H. W. M., Bruyns, from Batavia, arrived at Texel Feb. 13, with loss of anchor and chain.

MISCELLANEOUS.

At SUEZ.—Feb. 16, Great Northern (str.), from China, for London.

At ADEN.—Jan. 27, Leith (str.), Barnetson, from London, and left, 29, for Singapore, China, &c.; Feb. 2, Lumley Castle (str.), from London, and left, 3, for Singapore, China, &c.; 3, Sanspareil (steam-tug); Robertson, from Sunderland, for Singapore.

At GIBRALTAR.—Feb. 19, from London, for Singapore, &c., Emerald (str.).

LOSS OF THE CAROBEL—On Jan. 14, the British barque Carobel, for Hong Kong, was lost on the Rocas, on the Pernambuco coast. After trying for three days to get her off, the crew abandoned her and made their course to Rio Grande do Norte, in the longboat.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BIRD—On the 26th Dec., at Shanghai, the wife of R. W. M. Bird, Esq., of a son.

CASWELL—On the 3rd Feb. (by telegram), at Saigon, Cochin China, the wife of James George Caswell, Esq., H.B.M.'s Consul, of a son.

CHRISTY—On the 17th Feb., the wife of Thomas Christy, jun., of a son.

FERGUSSON—On the 21st Dec., at Shanghai, Mrs. Robert Fergusson, of a son.

HUMPHREYS—On the 8th Jan., at Hong Kong, the wife of J. D. Humphreys, of a son.

HUNT—On the 5th Jan., at Singapore, the wife of S. B. Hunt, Esq., 7th Regiment M.N.I., of a son.

KING—On the 15th Feb., at 45, Pall-mall, Mrs. Henry S. King, the Manor House, Chigwell, of a son.

LEAVESLEY—On the 10th Jan., at 8, Hollywood-road, Hong Kong, Mrs. Henry Leavesley, of a daughter.

DEATHS.

D'SOUZA—On the 16th Jan., at Singapore, Robert, the eldest son of Mr. Ricardo D'Souza, aged 18 years and 3 months.

GALTON—On the 2nd Jan., at Foochow, Edwin Petre Galton, youngest son of Edmund John Galton, Esq., Brixton Rise, Surrey, aged 21 years.

LEGGATT—On the 2nd Feb., at Malabar-hill, Bombay, at the residence of his brother, John R. P. Leggatt, Esq., Charles Edward Leggatt, Esq., of Yokohama, Japan, in his 25th year, the youngest son of Colonel Leggatt, H.M.'s Indian Army, Claremont, Ootacamund, Madras.

TRUELSEN—On the 27th Dec., at Ningpo, Mr. J. Truelsen, native of Flensburg, aged 34 years.

THE TOUR OF MR. TROUP IN JAPAN.

Mr. Troup's report of his tour through the eastern parts of Nee-e-gata, and parts of the neighbouring provinces of Iwashiro and Uzen, last summer, has just been published in the form of a Blue-book. Mr. Troup appears to have been very well received both by the local authorities and the people, and the information he has collected shows the scene of his investigations to be very rich in minerals, as well as in silk, and other agricultural productions.

The following are the most important facts ascertained in the course of the tour:—

The important copper mines of Kusagura, about seven miles from Tsugawa, have been brought into working order since the close of the civil war, but they are greatly hindered by the collection of water. At present none of the workings can be carried on at a level much lower than that of the lowest outer openings by reason of this difficulty. No pumps are employed, and the manager of the mines was ignorant of the principle of the syphon until informed of it by Mr. Troup. The ore obtained is of a very superior nature, what is termed by miners "solid ore." All the process of crushing, washing, &c., are carried on by manual labour without the assistance of any other power, although there is a stream of water which might easily be turned to advantage close by. The metal as finally prepared in slabs is so impure that it has been offered for sale at Nee-e-gata to foreigners without inducing them to purchase. There are at present 200 persons employed in the mines; but, notwithstanding the great richness of the ore and the productiveness of the mine, until improved means of working are introduced, not much profit is likely to attend the operations of this most important of the Aidzu copper mines.

On the side of the ridge, on the other side of the arm from the copper-mine, a seam of coal of good quality, but as yet unworked, crops out on the surface. Coal is also found in another locality, a little over a mile from Tsugawa, and there is a smaller copper-mine in the same neighbourhood.

The silver mine of Shimo-Nojiri, has not been worked since the civil war, but it is intended to resume working at an early date. Mr. Troup was shown a specimen of its silver ore.

Large numbers of emigrants were observed by Mr. Troup at this place. These people were the last of the Aidzu clan, who were leaving their country to be shipped to the territories granted them in the far north. All appeared to have been allowed to retain fire-arms, as well as swords.

There are some remains of a former gold working in the range of hills between the plain of Wakamatou and the lake of Maswashiro, but not evidences of any great productiveness.

There are several sulphur springs issuing from different places on the sides of the mountain stream at Numajiri. One of these is a stream of hot sulphur water two or three yards wide. The herbage of the adjacent pastures is very rich.

At Oshiwo the manufacture of salt is carried on from two salt springs of tepid water. This salt is almost as white as English table salt. In all these valleys the silk culture is carried on. The manufacture of wooden utensils is also conducted near Oshiwo.

The town of Yonezawa is large, but not well built, and the inhabitants do not seem so well to do as those of the country villages, which, where the silk culture is the staple occupation of the people, appear very prosperous and comfortable. Yonezawa seed having obtained some reputation for superiority, cocoons already formed are brought from Soshiu to Koide, to be hatched and lay their eggs there, and these eggs will thus come into the market as Yonezawa seed. Empty cards, prepared for this fraud by the impression of the Yonezawa stamp, were shown to Mr. Troup. The machine for reeling the cocoons is very rude.

Altogether Mr. Troup and his party were absent on this interesting journey sixteen days from Nee-e-gata, and travelled a distance of probably over 290 miles.

THE CEYLON RAILWAYS.

Our latest excitement has been the discussion of the proposed railway extension to Nawalapittya, the point of approach to the new planting districts of Dimboola and Dickoya, as well as to the older districts of Kotmalie, Ambefamma, Yacdessa, and Dourbagie. In opening the present session of the Legislative Council, the Governor expressed the hope that he would be able in this session to propose a vote for the extension of the present railway to Nawalapittya or its neighbourhood, and thought that future railways should be on the narrow gauge principle, which was better adapted to our mountain country than that on which the line from Colombo to Kandy was constructed, viz., 5 feet 6 inches, whereas a three-feet-six line would compass all the traffic that would be provided by the districts to be tapped by the proposed extension. Meantime he could say nothing definite till the line was surveyed, which would not be long, the distance being only seventeen miles. And the report of the engineer, Mr. Sharp, was in favour of the line being carried out on the present gauge to Newalapittya. He considered that by adopting the narrow gauge there would only be a saving of £24,000, while there were carriages and rolling stock sufficient for double the traffic on the present line. There would, therefore, be the saving of an entire set of new rolling stock. The workshops at Colombo would accommodate the whole

Digitized by Google

when requiring repairs. There would be a saving of about £1,400 a year in loading and unloading at the point where break of gauge occurred, while other advantages, which he pointed out in continuing the present gauge would be more than commensurate with the difference in cost of construction. The Governor also calculated the traffic that would be carried on the extended line at enough to pay 8½ per cent. interest on the whole outlay, estimated at £250,000, and showed that £100,000 of this amount was already in hand, and that £150,000 more could be borrowed in the colony. Thus advised, scientifically and financially, his Excellency laid his scheme of broad gauge continuation to Nawalapittya before the Legislative Council, telling them at the same time that if it met their approval the work could be immediately begun, while if opposed he would not take the responsibility of initiating any other line or gauge without a reference home. Mr. Harrison, M.L.C., the head of the firm of Keir, Dundas, and Co., who is also an engineer, opposed in his place in Council the Government plan of broad gauge, asserting that for double the money a line on the narrow gauge could be carried forty-four miles, and into the centre of the districts which the Nawalapittya line would only tap. He found only one supporter, however, and in the vote he was opposed by 13 to 2. Mr. Harrison still persisted in his opposition, and laid on the Council table a number of valuable statistics and calculations in support of his position. He was joined by Mr. Mercer, also an engineer, and manager of the Ceylon Company, in his narrow gauge project, and these gentlemen placed before the Chamber of Commerce a memorandum recommending that the line should not go beyond Gampola on the present gauge, nor be continued till surveys of other routes be made. This resolution was carried in a Chamber of eight; but a protest against this being considered the opinion of the Chamber was signed by ten members, who supported the Governor's scheme of broad gauge to Nawalapittya. Meantime the planters in Dimboola, Dickoya, and the other districts whose roads converge in Nawalapittya, memorialised the Governor to the effect that they did not want a line into the heart of their districts—that they doubted its being practicable, or that it would pay if practicable—and that their requirements would be sufficiently met by the Governor's proposed line to Nawalapitya. At this point of the discussion the ranks of the opposition were joined by Mr. George Wall, also an engineer and head of the firm of George Wall and Co., who represent a great number of coffee properties. This gentleman called a meeting, which was numerously attended, but, after an animated discussion, the resolution he proposed, which recommended an official inquiry into the question, was negatived by 182 votes against 36, and the following amendment, moved by Mr. A. Brown, was carried:—"That, in the opinion of this meeting, the railway should be continued to Nawalapittya without break of gauge." This was received with great applause, which was repeated several times during his speech. Mr. Brown described Mr. Wall's resolution as a plea for delay—a shelving of the question—and showed how, during the construction of our first railway, we had listened to timid counsels and stopped the work, which was not recommenced for five years. He showed that during that time a million sterling had been lost to the island, warned the meeting against a repetition of that barren waste of time, and showed that the people of the districts most interested would be satisfied with the railway to Nawalapittya at £250,000, while their friends would force upon them a doubtful possibility of a line at £500,000 to a point which he believed it could never reach.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 14.

The new Minister of the Colonial Department has given his first sign of political life in an address to the Chambers of Commerce upon the revision of the Java Customs tariff, which shows that he holds to Liberal principles. We know that Mr. van Bosse is a positive free-trader, and he says in this circular that his intention is to maintain the lowest import duties now levied, and to double the duty on spirits exported to Java, the duty now being f.20 per hectolitre. That, further, the differential duties will be abolished, which is, according to his—certainly very correct—opinion, highly necessary; their maintenance to the prejudice of the natives cannot be defended, and it is more than time that they should be abolished, because no other State levies them in their colonies. The Minister has a project to establish an export duty of 3 per cent.—say 50c. on the picul of sugar, and f.1 on the picul of coffee. The export of rice will be free. He hopes to receive suggestions for any alterations and improvements in the new tariff which the Chambers might think desirable, but his leading principles he will maintain. He wishes to know whether it would not be desirable to levy the duties, not according to value, but according to weight or measure, and to be especially informed whether it would be objectionable if duties were levied upon cotton manufactures and yarns according to weight, he being of opinion that this would be the best course. The Chambers are asked for a prompt answer, because the new tariff, which will come into force on the 1st of January, 1872, must be voted this session. This circular was only published yesterday, so that the papers have not yet had time to give an opinion about it. Without doubt the Liberal papers will support it as loudly and as earnestly as the Conservative journals will condemn.

I hear with the greatest satisfaction that all the creditors of the important ironworks of Messrs. Paul van Vlissingen and Dudok van Heel, who stopped payment some months ago, have agreed to the proposal for a settlement. New managers will be appointed, and the business will go on. It is also rumoured that the demand for *surséance* made by the "Oost Indische Maatschappy van Lyfrenten" will be granted by the High Council. Of the thirty persons interested only two voted against the demand. One of the principal shareholders, Mr. Rueb, died some days ago.

The Minister of the Department of Justice has issued a circular instructing judicial corporations to make imprisonment before trial as short as possible. I hope that this will induce the Minister of the Colonial Department to follow the example in Java. The facts published by the *Java Bode* about Chinese who have remained upwards of a year in confinement without being tried are scandalous illustrations of our bad system.

The small-pox is committing fearful ravages throughout the whole country, and the general anxiety is augmented by the dangerous state of the dykes in some parts from the great accumulation of ice in the rivers. Attempts to destroy the ice-dams by means of torpedoes have only been partially successful; and if the water continues rising—a thaw having set in—a good many places along the river banks will be threatened by dangerous inundations. Active measures are being taken by the local and Government authorities for the preservation of life and property. Bois-le-Duc is partially, but not dangerously, flooded.

SHIPPING.

ARRIVALS.—Feb. 8, at Texel, from Batavia, Ortelius; 9, at Brouwershaven, from Batavia, Nestor; 13, at Brouwershaven, from Batavia, Vyf Vrienden; at Texel, from Batavia, Bastaan Pot, H.W.M.; Feb. 14, at Brouwershaven, from Batavia, Sattara; Feb. 15, at Brouwershaven, from Batavia, Gutenberg.

DEPARTURES.—Feb. 7, from Texel, for Batavia, Zaanstroom.

PASSENGERS INWARD.—From Java, per Nestor: Mr. A. S. M. L. T. Kruit; Miss Kats. Per H.W.M., Messrs. F. Becker and T. Schuwrman.

PASSENGERS OUTWARD.—For Java, per Zaanstroom: Messrs. H. Bloemen and family; E. Young and family; J. F. H. Winterberg and family; B. Pas and family; H. G. Maks and family; Mrs. S. de Haardt-Saussaye, Hofland; Mr. S. L. Polak.

ROTTERDAM, Feb. 17.

The Chamber of Commerce of Twenthe have held a meeting to discuss the message of the Minister of the Colonial Department respecting the revision of the East India tariff. There was much controversy between the free-traders and the protectionists, but all agreed that the import duty of 10 per cent. on cotton goods, which the Minister wished to maintain, was too high, and that 5 per cent. should be regarded as a maximum, whether the differential duties on foreign manufactures be maintained or otherwise. They agreed, also, that the duties should continue to be levied according to the present system, *i. e.*, upon the values.

The calls on the shares of the Oost Indische Maatschappy van Lyfrenten have been responded to very regularly. The managers are of opinion that the High Court will grant the demand for *surséance*. A second manager for Java, to assist Mr. de Vogel, will shortly be appointed.

A rumour is current that Mr. de Waal, the ex-Minister of the Colonial Department, has been severely wounded in the railway disaster which took place last week between Marseilles and Toulon. There are hopes that his life will be saved.

It is now reported that the Second Chamber will meet on the 1st of March.

TEA IN CALIFORNIA.—LOSS OF THE "ONEIDA."

With reference to tea culture in California, a Bill was brought into the House of Representatives on the 31st ult., to authorise Mr. J. H. Schnell, of California, to enter, at the proper United States Land Office, six hundred and forty acres of land, at the minimum price, according to the lines of his improvements, tea gardens and other culture, and to which there may not be any adverse claim except that of the United States. Mr. Sargent, who introduced the Bill, explained that Mr. Schnell was making a successful experiment in establishing a colony of Japanese and in cultivating tea, raising silkworms, &c., and wanted more land than he could enter under the pre-emption laws, one hundred and sixty acres. The Bill was passed. On the same day a Bill was reported from the Committee of Ways and Means, authorising the Secretary of the Navy, after consultation with the Attorney General, to institute proceedings at law or otherwise to obtain full damages and indemnification for the destruction and loss of the sloop-of-war *Oneida* in the Bay of Jeddo, Japan, in January, 1870, by collision with the steamship *Bombay*. This Bill was also passed.

THE TEA MARKET.—The arrival of the steamer *Elgin*, the *White, adder*, and *Guinevere*, from Foochow, the *Glenavon*, from Shanghai the *Tamesa*, from Canton, and the *Star of China*, from Shanghai, have placed a good assortment of teas on the market. Importers maintain the rates in the face of a short export and the large demands expected on the declaration of peace.

Our advices from Washington state that it has been decided to proceed against the P. and O. Company, as owners of the *Bombay*, for the loss of the *Oneida*.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & CO., Homœopathic Chemists, London.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 20, 1871.

ROAD STEAMERS FOR CHINA.

As there seems little or no prospect of introducing railways into China for some time to come, the suggestion is gaining ground that THOMSON's locomotives for traffic on ordinary roads would prove an efficient and profitable substitute. Our attention has been drawn to the subject by a paragraph in Mr. Consul MONGAN's admirable trade report from Tientsin, wherein he alludes to it as follows :—"THOMSON's road steamer, or traction engine, seems well adapted for the plains of North China ; and if a foreign merchant at this port would import one of these engines. . . to run at first over the thirty odd miles between Taku and Tientsin, for the carriage of goods and passengers between these two places at moderate rates, the speculation would in all probability not only pay, but it might be productive of important ulterior results." In this opinion we cordially coincide. Not only would the road steamer be available on the level lands, but from what has been reported of its operations in Java and India, it is peculiarly adapted for steep ascents where railway traffic could only be established at heavy cost. Already the Indian Government have tested the advantages and economy of this new mode of traffic, and have ordered four large engines for a hilly district where it would not pay to lay down even tramways. Such a district is that between Tientsin and the Chaitang coal mines, which we infer Mr. Consul MONGAN had in view when he alluded to "important ulterior results," that might accrue from the introduction of a road engine on the plain of Taku. But what about the *Feng shuey* objections by the natives? Will this superstition apply to road steamers, as it is said by the authorities to do against the introduction of railways and telegraphs? On this head Mr. MONGAN makes no remark ; from which we infer that he thinks no objection would be made to a land steamer, as none has been brought against steamers plying on China waters. The mysterious *Feng-shuey* superstition, it would appear, applies to innovations in *fixed* and not *moving* objects, and there is every reason to conclude that the first enterprising foreigner who introduces a road steamer, with a train of waggons and omnibuses for goods and passenger traffic along one of the leading thoroughfares in China, will in the end find it a remunerative speculation, and in all probability open up the way to the construction of railways in China.

AMERICAN VIEWS ON OUR CHINA POLICY.

To all the American writers whose works we ever read belongs the honourable distinction of being either enlightened and ardent philanthropists, or persons animated by warm and enthusiastic national feeling. Differ as they may in views and in talents, they are united in one common object, the honour and welfare of their country. This praise—and it is neither slight nor meant to be slight—we can fairly extend to Mr. ROSS BROWNE, the ex-Minister of the United States in Peking, whose recent literary productions (noticed in another column) are sufficiently copious to give him a title to be enrolled among American "authors," and, we might add, sufficiently effusive to gain him a high place among sensational writers of every nationality. As we have stated in our notice of the contributions with which Mr. BROWNE has just enriched the San Francisco press, we fully agree with the conclusions at which he arrives in regard to the vexed question of our attitude towards China. Our only regret is that a gentleman who has so clear a faculty of perception should have forgotten the importance and gravity of his subject so far as to press into the cause of right and justice what Lord BROUGHAM called "the degrading accomplishment of sarcasm." There is this essential difference between Mr. BROWNE and ourselves—and we may rank on our side the mercantile communities of China generally—that, while we have always endeavoured to skilfully apply those lenitives and balsams which may best promote the healing of an old sore, he, though from motives that are above suspicion, seems to have tried to employ all the alkalis and corrosives in his verbal dispensary, as if to exasperate the national raw. If the calm, thoughtful, and firm counsels of those most experienced in Chinese affairs—of which we have always endeavoured to be the exponents—had been acted upon by our Government, in how different a condition might British interests in China now have been found! It is not, however, from comments like Mr. BROWNE's that the cause of progress in the Far East is likely to derive assistance. In fact, the very tone of his arguments is enough to create a prejudice against them ; and the taste of his compositions is so questionable that we feel sure our friends in China will repudiate advocacy offered in such a spirit, and couched in such terms. But of this our readers have now the opportunity of judging for themselves from the extracts in the present number. Besides the production from which these quotations are made, Mr. BROWNE has contributed a paper on "The Chinese Embassy to the West" to the *Overland Monthly*, which our limits compel us to postpone noticing till next week.

WE have received details of the destruction by fire of the British Consulate at Shanghai. This calamity is so serious in itself, involving as it does the destruction of the archives, and many other interesting documents, and occurring under such peculiar circumstances, that it excited great attention here. We much regret to find the reports in the local journals written in a style of levity quite out of keeping with the importance of the event. If residents in the Far East would have their interests regarded as matters of importance at home, they should at least appear to treat occurrences like the present as worthy of serious reflection.

OUR Dutch correspondent informs us that an important circular has been issued from the Colonial Department to the Chambers of Commerce in Holland, promising the abolition of differential duties as soon as the new East India tariff shall be voted by the Chambers, and requesting information concerning the best means of levying the new duties—by weight or measurement, or *ad valorem*. The new tariff will place our Manchester manufacturers on an equal footing with the Dutch as soon as it is carried, which, our correspondent says, there is no reason to doubt.

WE understand that Mr. ARTHUR BIRCH, of the Colonial office, will shortly proceed to Penang to relieve Colonel ANSON, who will act as Governor of the Straits Settlements in the absence of Sir HARRY ORD, expected home on leave.

ROSS BROWNE ON CHINA.

Under the general heading of "Incidents of a Diplomatic Career in China," Mr. J. Ross Browne, late United States Minister at Peking, has contributed a series of articles, of which the first half-dozen are before us, to a San Francisco paper. Making allowance for the sensational element apparently required of all transatlantic newspaper critics, exciting cross lines, and an under-current of egotism so strong that it seems never to have been in danger of being extinguished even under the greatest official discouragement, it cannot be denied that these papers exhibit a certain shrewdness, which might, we think, have been turned to much better and more practical purpose, than discussing so grave and important a question in so flippant a tone. Even where we most agree with Mr. Browne's inferences, we shrink from the style and manner of his argument, and cannot disguise the feeling that much of what he has said will go to strengthen the prejudices of the opponents of sober and steady-going progress. Indeed, Mr.

Digitized by Google

Browne's facts are so overlaid with suggestive imagery, ridicule, and other extraneous matter, that we are scarcely surprised to learn, from his own account, that his reports have been entirely ignored by his Government. "After having furnished them with all the essential facts which I deemed it necessary for them to know," Mr. Browne tells us: "I will do the President and the Secretary of State the justice to say that I have never to this day discovered the slightest evidence that either of them has ever read a single line of my correspondence or that of anybody else on the subject of China. I believe the President has a vague idea that there is an Empire somewhere called China, but I have grave doubts whether Mr. Fish has gone so deeply into the study of geography. Ignorance is the only plea that I think would justify their course on the Chinese question."

So far as our space will allow us, we will give Mr. Browne the opportunity of speaking for himself, selecting a few extracts from the most important parts of his work, and leaving our readers to form their own judgment of its bearing. We entirely agree with the following remarks on the effects of the so-called policy of conciliation:—

Not long since it was authoritatively announced that our Government was determined to give a fair trial to the policy of conciliation. The new Treaty was to be the basis. If the Government would give some attention to the subject so as to understand what it was doing, it would discover that the policy of conciliation, as applied to semi-barbarian races, is a war policy. It has been tried for nearly ten years in China, and has finally produced the following results—bitter hostility on the part of the official classes, practical nullification of every important treaty right that had been secured, and personal outrages and assaults on foreigners.

This is Mr. Browne's account of the causes of his mission coming to an end:—

WHY SUPERSEDED.

Because I scorned to sustain a policy so imbecile and so degrading; because I could not see progress in retrogression and barbarism; because foreign merchants and missionaries, without distinction of nationality, recognising the sincerity of my efforts to better their condition, rose up in generous enthusiasm and gave me their unanimous support; because self-respect forbid me to misrepresent the facts in order that I might make favour with the authorities in Washington, it became necessa – to send a Minister to Peking who could see and believe in accordance with the dictates of the President and the Secretary of State, under the guidance of the Chinese Embassy.

I trust the legitimate fruits of the course pursued will be found satisfactory. The late massacre at Tientsin will undoubtedly be followed by others equally atrocious. Would it not be well to instruct our Minister not to join with the French or British representatives at Peking in asking for satisfaction or demanding guarantees for the future? What satisfaction do we want? None of our citizens were killed, and what guarantees do we need when we are guaranteed the friendship of the Chinese nation?

We have nothing to complain of in all this except the tone of levity and sarcasm which seems to us ill-suited to the subject Again:—

A LITTLE COMMON SENSE WANTED.

Can we never have any intelligent discussion of this question? Is the press to be for ever filled with puerile and senseless quibbles and silly personalities? Is the destiny of three hundred millions of human beings so small a matter that a reasonable share of thought and common sense cannot be devoted to the consideration of the subject?

Mr. Wade, the British Charge d'Affaires, who had been absent for three years in England, recently announced, on his return to China, that wonderful progress had been made by that Empire under the stimulus of the new policy: "She has already established Foreign Affairs." John Phœnix held down the fighting editor at San Diego by inserting his nose between the teeth of his furious antagonist. The Foreign Affairs of China are like the ornament which some of us accasionally establish on our houses—far better than the cupula built by the other boy's father—a beautiful and imposing mortgage.

ANOTHER INFLUENCE,

not less potential, was at work in Consular service. It was important that every officer of the Government in China should understand the peculiar sort of facts and exact complexion of the views required of him. Mr. George F. Seward, U. S. Consul General at Shanghai, a gentleman of ability and experience, devoted himself with great zeal to the elucidation of American policy in China. There were many reasons, in addition to a natural love of justice, why Mr. Seward should espouse the cause of the Chinese Embassy to the West. First, he was promised the influence of the Embassy to procure him the appointment of Minister to China. A similar promise had been made to Dr. Williams; so that each of these gentlemen had reason to entertain sanguine hopes of preferment in case his views on the China question should faithfully sustain the cause of civilisation, as represented by the agents of the Chinese Government. After the reception in Washington, it could not be doubted that this was the only safe course for an American representative in China.

Mr. President Johnson very naturally manifested his respect for the diplomatic sagacity of the Secretary of State (Mr. Seward) by adopting that gentleman's views on the Chinese question.

MR. PRESIDENT GRANT

determined, at all hazards, to make the new policy a success. He determined to do it in defiance of the protests of nearly every American citizen in China. It was represented that the merchants were prejudiced by self-interest; that they were seeking their own selfish ends, regardless of the rights of China; that they were advocates of the throat-policy; that they were unscrupulous and mercenary. It was urged that the missionaries were interested in making converts; that they were constantly creating trouble; that they were even more daring, and quite as unscrupulous, as the merchants. These things, I say, were represented publicly and privately by foreign *employes* of the Chinese Government, and reiterated by the press of the United States.

HOW IT OPERATED.

Undoubtedly the policy is a success. It has produced its legitimate results. It has done precisely what I notified the Department of State it was doing, soon after my arrival in Peking—it has nullified nearly every advantage gained by the Treaty of Tientsin in 1858; it has made the foreign Powers contemptible in the eyes of the Chinese; it has culminated in the recent massacre of Christians at Tientsin, and the gathering of the foreign squadrons in anticipation of war; this is precisely what has been done "through the agency of a more enlightened policy than has hitherto been pursued towards China." "The blazing day of international millennium" has nearly reached its meridian, and the emissaries of Christianity in Pagan nations have reason to be grateful to those ardent champions of international justice who have made the new policy a success.

But why, after such a flourish of the trumpets about the cheering effects of "a more enlightened policy," does the President perpetrate such

A SLANDER UPON CHINA

as that contained in his last message? If the world is about to commence "largely increased relations with that populous and hitherto exclusive nation," how was it that a "massacre of French and Prussian residents at Tientsin" was "perpetrated under circumstances of great barbarity," and that the evidence "shows a complicity between the local authorities and the mob?" How was it that the news of the war in Europe had inspired the popular mind with the hope of being now enabled to "expel all foreigners and restore Mandarin influence?" Why should a friendly people, under the inspiration of an enlightened policy, "initiated by the United States," commence "largely increased relations" by committing horrible atrocities upon foreigners, killing French, Prussians, Russians, and English; cutting women and children to pieces, mutilating their bodies, and casting the unfortunate victims of their friendship into ditches and canals? What possible necessity can the President have, under the inspiration of the new policy of conciliation, for inviting "France and North Germany to make an authorised suspension of hostilities in the East," and to "act together for the future protection in China of the lives and property of Americans and Europeans?" What do Americans and Europeans want with protection in a country where, "through the agency of a more enlightened policy than has hitherto been pursued, the world is about to commence largely increased relations. Is this showing "good faith on the part of the United States?" Is this making the new policy of conciliation a success?

All this has been often said, and better said, before. Here is something more original:—

FOREIGN MERCHANTS IN CHINA.

Doubtless there is sufficient foundation for the charges made against foreign merchants in China—that they are devoted to their own interests and not over scrupulous about the consequences of their acts; doubtless the dissemination by Christian missionaries of doctrines antagonistical to Paganism has a tendency to overthrow the political institutions of the country.

But practically such charges as these amount to little more than a general assertion that there is vice in the world, that the best of us are not exempt from it, and that Christianity is not Paganism. Foreign merchants in China are no worse than merchants anywhere else, and quite as good as politicians, lawyers, doctors, or any other class, either in the United States or Europe. *I am sure I would trust any one of them with my reputation or my fortune, small as either may be, as soon as I would a Cabinet Minister, a Senator, or member of Congress in Washington, or even a broker or a newspaper editor in New York or San Francisco.* So far as my knowledge of them goes, they are an enterprising and intelligent class of men; fair and honourable in their dealings, and quite as sincere in their devotion to human progress and the elevation of the human race as the philosophers and humanitarians who are now making such a bother about human rights—as if every race upon earth had rights except the American people.

We do not know how our friends in the Far East will relish the singular encomium which Mr. Browne has thus passed upon them; but we think this last extract will give us a good excuse for dismissing, without further quotation, a hasty farrago, which, if any illdisposed person had produced it, might have fallen flat; but which, coming from a man who has filled the high position of Mr. Ross Browne, is certain to do as much injury to the cause of enlightenment and progress in China as it was possible for the most presuming and mistaken of its "friends" to inflict.

THE SHANGHAI CONSULATE.

(GLOBE.)

The destruction by fire of the British Consulate at Shanghai was the second great misfortune which has happened to the property of the Foreign-office within a few months, the other being the destruction of the Embassy at Pera last June. With respect to the more recent loss, the first thing that will strike every one who reads this narrative will be the absence from the scenes of both water and fire engines until the conflagration had gained such sway as to be inextinguishable; and doubtless wonder will be felt that there should be any difficulty in obtaining the first at a shipping port, and that a place of such commercial importance as we have lately been repeatedly told Shanghai has become should be without efficient fire-engines and a well-trained body of firemen. As regards the water, the delay in obtaining an abundant supply is quite unaccountable. The Consular buildings stand in an angle at the junction of two rivers, known as the Soochow Creek, and the Wongpoo River, neither of which is more than a few yards from the building which was destroyed. Water, therefore, in any quantity was ready to hand, and it can only have

Digitized by Google

been through the most culpable negligence that the means of turning to account, when the emergency arose, such an exhaustless supply were wanting. Two buckets were, apparently, the only aids possessed by the Consul for the protection of a building which cost the nation many thousands of pounds, and which contained documentary property of the utmost value. Comment on such a state of things is needless. The delay in the arrival of the fire-engines is equally to be regretted. Although the foreign settlements are of limited extent, and the fire stations, therefore, within easy distance of the Consulate, the first engine did not arrive on the spot until an hour and a half had elapsed from the time that the alarm was first given, and out of the seven which eventually came two only were in a condition to render any assistance. This state of general inefficiency is the more astonishing since fires in the native houses, especially in the winter, when all wood-work has been rendered more than usually inflammable by the long continuance of dry weather which characterises the autumn in China, are of almost daily occurrence, and the great quantity of timber employed in the construction of foreign as well as native buildings in the East renders it doubly important that means should always be at hand to extinguish fire at the very first symptom of danger. The Consulate which has now been destroyed was built when Shanghai was first opened to foreign trade, and was an exceedingly handsome and spacious building. One curious incident is connected with the date of its destruction. Just one week before the occurrence of the fire, the insurance policy had been allowed to expire, and thus the entire loss incurred falls on the Foreign-office.

LEGAL.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

THE APPEAL CASE OF THE CHARTERED MERCANTILE BANK OF INDIA V. DICKSON AND TATHAM.

The following is an abstract of the judgment of the Lords of the Judicial Committee of the Privy Council on the appeal of the Chartered Mercantile Bank of India, London, and China *v.* Dickson and Tatham, from the Supreme Court of the Island of Ceylon. Present:—Lord Cairns, Sir James W. Colvile, the Judge of the Admiralty Court, and Sir Joseph Napier.

The action was based upon a claim by the appellants, the Chartered Mercantile Bank of India, as holders of a promissory note for £5,000, against Dickson and Tatham as payees and endorsers of the note. Various defences were pleaded by the present respondent, Thomas Dickson; the result was that with regard to the inception of the note and its validity at the time of the making of it, all the defences which denied its validity or qualified its effect according to what the law would impute to it upon the face of it were found against the respondents, and it must now be taken that the note at its original making was a valid note

One plea, which states "That there was undue delay in presenting the said note, and the defendant is thereby released from his obligation thereunder," raises a question which has been called a mixed question of law and fact, and this issue has been found in favour of the respondents by the Primary Court in Ceylon, and, upon appeal, by the Appellate Court.

Their Lordships consider that the result of the evidence both of Mr. Le Marchand, the manager of the bank, and of Mr. Tatham, the partner in Dickson, Tatham, and Company,—judging of that evidence by the findings of the Court, to which reference has already been made,—shows that the position of the parties, with regard to this note, was really that position which the law itself would imply from the appearance of the note itself; namely, that Sinne Lebbe Brothers were the principal debtors; that Dickson, Tatham, and Company were sureties; and they are of opinion that it is perfectly made out that the bank were aware of that fact. Their Lordships think it also clear that, although the note is payable on demand, no payment of the note by the makers at any immediate or specific date was contemplated, and therefore the note was meant to be, to a greater or less extent, a continuing security.

Their Lordships are of opinion that with the disputes between Mr. Tatham and his partner they have nothing to do.

Having returned to the Colony, Mr. Tatham, on the 22nd September, 1864, wrote a letter to the firm of Sinne Lebbe and Company, in the name of the firm of Dickson, Tatham, and Company. On the 22nd September, therefore, it must have been the opinion of Dickson, Tatham, and Company that there had been no delay in presenting this note for payment.

We find, next, two facts of importance in the evidence of the case. Mr. Tatham says, "He first told me—that is, Le Marchand first told me—that he intended to hold me liable for the note, in October or November, 1864." It is possible that may be so, but it is equally consistent with the case of the bank that no doubt was entertained on their part of the liability of Dickson, Tatham, and Company; and it is certainly consistent with the letter of Mr. Tatham, of the 22nd September, which assumes the liability.

If then, on the 22nd of September, it was the opinion of Dickson, Tatham, and Company, and if it was the fact that there had been no undue delay in presenting this note, certainly the lapse of time afterwards, under the circumstances to which I have referred, cannot, in their Lordships' opinion, constitute an unreasonable delay.

Their Lordships, therefore, if this matter were *res integra* before them, and if they were addressing themselves to the inquiry which I have assumed to be the proper one—whether the note was presented in reasonable time—would be prepared to hold that, having regard to all the circumstances of this case, there was no unreasonable delay in presenting the note. And they have now to consider the view that has been taken by the Court below; and the course taken by the Primary Court was this. The learned Judge (in Colombo), after disposing of all the other issues, says: "The partnership between the first and second defendants was dissolved on the 30th June, 1864, and the manager of the bank in London was aware of the dissolution. The manager of the Colombo branch must, therefore, have been aware of it early in August, probably about the 4th or 5th. The business of the firm, after the dissolution, continued to be carried on by the second defendant, and the plaintiffs were employed by first defendant to receive from the second the proceeds of his share in the partnership assets, as the same were, from time to time realised, and to remit them to him, and from August to December the bank was in constant correspondence with the first defendant as to these recoveries and remittances. During the whole of this period, the position of Sinne Lebbe Brothers, the makers of the note, was known to the managers of the bank, both in London and Colombo, to be most critical. The manager in Colombo was also aware that the negotiation between the defendants and Messrs. Sinne Lebbe Brothers respecting the advance by the former to the latter of a sum of £50,000, of which this £5,000, raised by means of the note, formed part, had been broken off. The dangerous position in which the maker of the note stood throughout the year 1864, the failure of the consideration which had induced second defendant to endorse the note, and the anxiety of the first defendant to close all his accounts with his late firm, were all reasons which should have induced the plaintiffs to lose no time in presenting the note." Now, if the learned Judge means to say that the knowledge that the contemplated loan of £50,000, out of which this £5,000 was to be repaid, had gone off, should have made the bank lose no time in presenting the note, his view must go to this, that it was the duty of the bank, immediately upon that loan going off, to have presented and insisted on payment of the note. It is sufficient to say that with any such idea the letter of the 22nd September is altogether irreconcilable, and it is unnecessary to observe further upon it. If the learned Judge means to say that the fact of the dissolution of the firm, the fact that Mr. Dickson was employing the bank to get in the proceeds of his share of the partnership assets and to remit them to him, ought at that time to have caused some greater celerity in presenting the note than otherwise would have been the duty of the holders of it—their Lordships consider that, although it may be proper to look at the dissolution as a fact in the history of the case, that must be taken in connection with the management of the liquidation of the affairs of the house of Dickson, Tatham, and Company, in the colony, by Mr. Tatham, and they have already adverted to that which the learned Judge here appears to have overlooked—the conduct of Mr. Tatham in the colony with reference to that liquidation.

Their Lordships, therefore, find with regard to the first Judge in this case that he appears to have attached weight to circumstances in the case which are not, as their Lordships conceive, the circumstances which really must govern the decision, and to have overlooked altogether those material considerations to which reference has already been made.

It may be very true that the affairs of Sinne Lebbe were going from bad to worse, but, on the other hand, it may have been the very worst possible thing for the endorser to have precipitated that downward course of the firm of Sinne Lebbe Brothers. And, when we look at the facts of the case, to which reference has already been made, their Lordships are of opinion that it was not merely for the interests, but that it was the wish of both parties, both the bank and the partner of Dickson, Tatham, and Company in the colony, that no undue pressure should take place against Sinne Lebbe Brothers.

Their Lordships, therefore, find that, not upon a dispute of facts, but upon the application of the law to the facts of the case, they are unable to concur in the reasoning of the first Court or of the Court of Appeal in the colony. They are of opinion that the decision in the colony cannot be supported. They will humbly advise Her Majesty that the appeal ought to be allowed, that judgment should be entered for the appellants for the amount of the note, with interest at the rate of the colony, 9 per cent., with costs in the Court below, and that the appellants should have the costs of this appeal.

COURT OF QUEEN'S BENCH.

WILLIS V. MAUDSLEY, FIELD AND CO.

This was an action tried on the 15th inst. for breach of contract in building a ship, the *Blackadder*, according to the specifications and plans to the satisfaction of the owner's surveyors, and also for delay in completion. Sir J. Karslake and Mr. A. L. Smith were for the plaintiff; Mr. Milward for the defendants. The plaintiff's object was to get an extra fast clipper for the China trade, and the complaint was that the vessel was not so built, and that by delay a voyage was lost. The verdict went for the plaintiff for £760.

On the 17th a cross action was brought, the defendants in the previous case being the plaintiffs. They claimed a balance of £4,199 for building the vessel, in satisfaction of which the defendant paid £3,000 into Court. The question in dispute was the mode of reckoning the tonnage, and it was ultimately arranged that this should be referred to an arbitrator, who will state a case for the decision of the Court.

MISCELLANEOUS.

MR. SEWARD IN CHINA.

The *Globe* has the following upon Mr. Seward's visit to China:—Mr. Secretary Seward has been stoned by beggar boys at Hankow, has been received with great courtesy by the officials of the Peking Foreign-office, and has penetrated as far north as the Great Wall. With true American instincts, he chose this last-named historic position whereon to write a letter (which has since been published) to the American Admiral, thanking him for his civility in having "gallantly attended" him "over the stormy Yellow Sea, up the tortuous Peiho River, and over the plains, through the city of Peking, to the Great Wall, from which," he adds, "I have been able to look down southward upon the decaying power of China, and northward upon the aboriginal region of the North Pacific coast of the Asiatic continent." This would do honour to the pen of Mr. Jefferson Brick himself.

Digitized by Google

What is the meaning of an aboriginal region? Are not all regions aboriginal? And how in the name of all that is geographical could Mr. Seward, facing northward from the longitude of Peking, look upon the aboriginal or any other region of the North Pacific coast? We can forgive a man, and especially an American, for being stirred into grandiloquence by finding himself face to face with such a monument of antiquity as the Great Wall of China, and a Foreign Secretary for displaying ignorance of geography, but we cannot accept any position as an excuse for the production of such intricate English as the above. Mr. Seward concludes his letter by saying:—"I shall come short of my duty if I shall not be able to improve this great experience for the benefit of our country and mankind," from which we gather that he is going to write a book. We hope that before doing so he will have recovered his English, and will have enlarged his somewhat limited stock of geographical knowledge.

SUPPLEMENTARY to the Army Estimates a statement has been issued showing that the following amounts are included in the estimates for military purposes in the colonies, viz.:—Western Australian, £21,810; Canada, £13,302; Nova Scotia, £114,684; Bermuda, £196,630; Cape of Hope (including Natal), £135,601; St. Helena, 22,767; Mauritius, £59,105; China, £162,001; Ceylon, £152,428; Straits Settlements, £77,908; Gibraltar, £248,227; Malta, £382,076; Sierra Leone, £17,562; Gold Coast and Lagos, £16.513; Bahamas, £11,896; Honduras, £12,798; Jamaica, £70,908; Windward and Leeward Islands, £103,490; total, £1,855,706. This is £49,832 less than last year's estimates. The following amounts will be repaid, viz.:—The Cape of Good Hope, £10,000; Natal, £3,500: Ceylon, £160,000; Straits Settlements, £59,300; Hong Kong, £20,000; Malta, £6,200; Mauritius, £27,000; Windward and Leeward Islands, £4,000; total colonial contributions to be paid into the Exchequer, £290,000.

IN consequence of Admiral Mends having reported that in his opinion Her Majesty's troopships will be able with safety to pass through the Suez Canal next year, it is the intention of the authorities to avail themselves of this direct route, which will prevent the necessity of keeping up a supply of transports on both sides of the Isthmus, and also afford an opportunity for reducing the staff officers at present employed on special duty in Egypt.

WE understand that Vice-Admiral Kellett has applied to the Admiralty for his squadron to be augmented in China and Japan. With the view of complying with his request, we believe that it is the intention of the Admiralty to commission one, or may be two, vessels for service on that station.

CONSULAR APPOINTMENTS.—FOREIGN-OFFICE, FEB. 7.—The Queen has been pleased to approve of Mr. Hippolyte Nicaise as Vice-Consul at Hong Kong for his Majesty the King of the Belgians.

Monetary and Commercial.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £344,200; to Bombay, £50,000; and to Madras, £5,800. The minimum price was fixed as before at 1s. 10d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 10⅜d. will receive about 76 per cent., and on Bombay at that price in full. These results show a further increase in the demand for means of remittance to the East.

It is announced that arrangements have been made between the Falmouth, Gibraltar, and Malta Telegraph Company, the Indian Government Telegraph Department, and the Indo-European Company, for the adoption of a remunerative tariff for messages to India. On and after Feb. 15 a telegram to Bombay, Calcutta, and stations west of Chittagong, containing twenty words, will cost £4 10s., and one of ten words, £3 10s. To Ceylon, Rangoon, and places in India east of Chittagong, the rates will be 4s. additional. This revision of tariff will cause a temporary increase of the rates to places beyond India, but negotiations are in progress for shortly effecting a considerable reduction of the charges to Penang, Singapore, and Java.

Messrs. Leveson, Lewis, and Co. have issued a table showing the quantities of produce exported from Penang and Singapore during the past ten years.

Messrs. Lebeau and Co., of Billiter-street, agents for the Italian Railways, have at last published a very useful Hand-book of Information for passenger and goods traffic by the Brindisi mail route. It is furnished with complete time-tables, and accompanied with a mass of valuable hints concerning hotels, omnibuses, Custom-house regulations, &c., at various points on the route. It is an excellent travelling companion and guide for all who pass over this new highway to the Far East.

The Eastern Steamship Company (Limited), recently registered, purpose establishing a line of screw steamers to trade between London and Calcutta, and have already contracted with the Barrow Shipbuilding Company for four steamers of 3,500 tons each.

The annual general meeting of shareholders of the Telegraph Construction and Maintenance Company (Limited) will be held on the 28th inst., at which the directors will propose a cash dividend of 24s. in addition to the *ad interim* dividend, and a bonus of £3 per share out of the Submarine Telegraph share property held by the company, to be realised under the supervision of trustees.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton, on the 18th inst., was, in gold, to Gibraltar, £50,000; to Alexandria, £5,000; to Madras, £228; in silver, to Singapore, £20,000; to Shanghai, £16,080; total in gold, £55,228; in silver, £36,080.

THE AMERICAN TEA TRADE.

(New York Shipping and Commercial List.)

The following statistics afford not only a tolerably accurate indication of the progress of trade in Tea during the past year, but also a guide to the future. The total imports at this port in 1870, compared with the previous years, may be thus summarised:—

Imports.	1868. lbs.	1869. lbs.	1870. lbs.
Green	16,389,732	20,609,168	22,382,333
Japan	7,575,606	10,413,335	10,728,935
Souchong	1,286,070	2,102,847	3,518,117
Oolong	11,860,360	10,461,739	9,973,601
Sorts (including Powchong)	259,083	419,333	232,930
Total	37,370,851	44,006,422	46,835,916
Stock, Jan. 1	8,425,985	9,577,014	9,866,167
Total supply ...	45,796,836	53,583,436	56,702,083
Deduct export ...	1,913,924	5,022,767	5,989,326
	43,882,912	48,560,669	50,712,757
Deduct stock Dec. 31 .	9,577,014	9,866,167	16,748,661
Taken for consumption	34,305,898	38,694,502	33,964,096

The foregoing figures seem to indicate a decrease of nearly four and three quarter millions of pounds in the consumption last year, as compared with the preceding year. But this decrease is more apparent than real, and was occasioned, as we shall presently see, by the enactment of the new tariff last July, which became operative at the beginning of the present year. As a matter of interest, we now give the stocks in bond January 1st, of the leading descriptions:—

Imports.	1869. lbs.	1870. lbs.	1871. lbs.
Green	2,593,129	3,417,918	6,526,825
Japan	2,049,293	1,575,322	3,287,386
Souchong and Congou.	261,001	461,024	1,966.512
Oolong...	4,463,018	3,963,975	4,406,342
Sorts (including Powchong)	210,573	447,928	561,596
Total	9,577,014	9,866,167	16,748,661

The comparatively large stock at the beginning of the present year is explained by the large quantities in bond, purchased by dealers and the trade during the latter part of 1870, in order to reap the advantage of the reduction of 10 cents per pound duty after the turn of the year. The comparatively small withdrawals from bond during the closing months of 1870, however, is now being compensated by a much more than usually active movement. It will be seen by the following figures that the withdrawals from the 1st to the 27th of January are more than 442 per cent. in excess of the corresponding period last year (lacking one day in 1870), the aggregate reaching nearly eight and a quarter millions of pounds, with the probability that by March 1st the quantity will closely approximate fourteen millions.

Withdrawn from bond Jan. 1 to 27—	1870. lbs.	1871. lbs.
Green	569,403	3,227,391
Japan	266,116	1,705,668
Souchong and Congou	93,891	670,321
Oolong	549.303	2,631,567
Sorts (including Powchong)	39,300	—
Total	1,518,013	8,234,947

Boston is the only outport which receives Tea direct (except San Francisco), and by adding the statistics of that port, we have a reliable index of the total supply for the Atlantic States and Territories:—

Imports.	1868. lbs.	1869. lbs.	1870. lbs.
Green	75,392	268,594	195,162
Japan	—	274,454	660,750
Souchong	399,774	705,130	961,913
Oolong...	679,425	1,132,103	758,377
Total	1,154,591	2,380,281	2,576,202

The stock in bond at that port, Jan. 1, was as follows:—

Imports.	1869. lbs.	1870. lbs.	1871. lbs.
Green	—	124,860	150.799
Japan	—	—	198,908
Souchong	6,805	42,007	335,412
Oolong...	138,240	285,324	45,645
Total	145,045	452,191	730,764

These statistics are a sufficient indication of the progress of the trade in one of the most important staples of import, without calling for any extended remarks of an elucidatory character. We may remark, however, that despite the economical tendency of the times, the market is in a healthy condition, and trade since the commencement of the new year, for obvious reasons, has been remarkably active. Owing to scarcity, consequent upon the delay in receipts, bond prices of good new crop Oolong have been appreciated, while to consumers, the article has been afforded at a decline nearly or quite equal to the reduction of

Digitized by Google

duty. And the same may be said of other kinds of Black Tea. In Greens and Japans there has been no appreciable change, the price of these, it is claimed, having been about down to the cost of importation before the duty was reduced.

Most of the finer grades of Oolong have hitherto come from Foochow, but this season's crop being comparatively poor, the tea from Amoy, which has usually been sold at relatively lower prices, is this year of better quality, and consequently meets with greater favour. We may mention, as a comparatively new feature, the receipt of black tea from the Island of Formosa, which being of full body, strong, of uniform colour, and moderate in price withal, meets with favour among consumers. Japan tea is steadily working its way into popular favour, its relative cheapness, and its constant appreciation in the estimation of the masses, leading to its substitution, to a considerable extent, for some other kinds, notably Oolong.

The experiment of bringing tea *via* the Suez Canal cannot be regarded as an unqualified success, though the experience had this season may lead to better results in future. The results by the overland route *via* California have been far more satisfactory, though the cost of transportation is too high to warrant the conclusion that any very extensive diversion from the water routes is to follow immediately. In periods of absolute scarcity, or when it shall seem desirable to introduce the new crop promptly, the overland route will of course be availed of.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	8½ to 9
25	Bank of Egypt	All	40 to 42 x.d.
20	Chartered Bank Ind., Aust., and China	All	13½ to 14½
25	Chartered Merc. of India and China ...	All	24 to 26
20	City Bank	10	11½ to 11¾
100	Colonial Bank	25	49 to 51
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	32 to 34
28½	Do. Do. new	16¾	3 to 4 pm.
100	Imperial Bank	20	17 to 18
50	London and County	20	50 to 51
50	London Joint Stock	15	37½ to 38½
100	London and Westminster	20	62 to 63
25	Oriental Bank Corporation	All	41½ to 42½
50	Union of London	15	39 to 40
	Telegraph Companies.		
100	Anglo-Mediterranean	All	124 to 126
10	British Indian Submarine	All	7½ to 7¾
10	British Indian Extension	All	7½ to 7¾
10	British Australian...	8	3¾ to 3½ dis.
10	China Submarine	9	4¾ to 4½ dis.
10	Falmouth, Malta, and Gibraltar ...	All	9½ to 9¾
10	Great Northern	All	11½ to 12
10	Do. China and Japan Extension	All	8 to 8½
25	Indo-European	All	12 to 14
10	Mediterranean Extension	All	4½ to 5½
12	Telegraph Construction Company ..	All	26 to 26½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	51 to 52
	Miscellaneous		
20	British India Tea Company	All	2½ to 3½
20	Brit. and Foreign Marine Insurance Co.	4	4½ to 4⅝ pm.
—	Ceylon Deb., 6 percent., May & Nov. 1878	100	107 to 109
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	3¾ to 3½ dis.
20	Do. A shares	5	3½ to 3 dis.
50	Colonial Company	20	3 to 1 dis.
10	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount Company	7½	¼ to ½ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2½ to 2 dis.
—	Japan Loan, 9 per cent.	All	98 to 100
20	London and Prov. Marine Insurance Co.	2	¾ to 1 pm.
25	National Discount Company	5	11¾ to 12½
25	Ocean Marine Insurance Company ...	5	13¾ to 14½ pm.
500fr.	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	44 to 46
50	Do. Do. 1867	10	4 to 3 dis.
100	Royal Mail Steam Company	60	60 to 62
20	Thames and Mersey Marine Insur. Co.	2	3¾ to 4 pm.
20	Universal Marine Insurance Company	5	6½ to 6¾ pm. xd.

BOARD OF TRADE RETURNS.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East during the month ended the 31st January :—

COTTON YARN.

To		1869.	1870.	1871.
China and Hong Kong	lbs.	90,400 ...	179,569 ...	556,600
Japan	,,	244,922 ...	333,600 ...	490,700
Straits Settlements ...	,,	68,215 ...	313,200 ...	275,830
Ceylon	,,	8,700 ...	10,500 ...	81,300

COTTON MANUFACTURES.

To		1869.	1870.	1871.
China and Hong Kong	yds.	23,163,963 ...	14,166,629 ...	41,099,600
Japan	,,	1,528,862 ...	1,361,580 ...	406,600
Philippine Islands ...	,,	3,145,700 ...	2,475,800 ...	1,763,500
Java	,,	1,950,100 ...	— ...	1,097,100
Straits Settlements ...	,,	3,248,444 ...	5,050,805 ...	4,025,700
Ceylon	,,	1,191,691 ...	1,714,756 ...	4,205,100

WORSTED STUFFS.

To		1869.	1870.	1871.
China and Hong Kong	yds.	1,548,493 ...	1,004,668 ...	756,350
Japan	,,	257,407 ...	33,840 ...	66,210

WOOLLEN AND WORSTED CLOTHS.

To		1869.	1870.	1871.
China and Hong Kong	yds.	149,508 ...	52,816 ...	172,710

LEAD.

To		1869.	1870.	1871.
China and Hong Kong	tons	1,051 ...	1,560	746

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Shanghai to London, per Veronica, entered Feb. 11.—1956 chests, 2758 ½-chests, 4 boxes tea, 2 cases ginger, 1 case vases—Order. 941 chests tea—R. and J. Henderson.

From Shanghai, Hong Kong, Singapore, and Penang (via S.C.) to London, per Lord of the Isles (str.), entered Feb. 13.—From Shanghai: 293 half-chests tea—Bower and Co.; 3 packages merchandise—J. P. Hertz; 10 packages merchandise—W. E. King; 1 package merchandise, 5 boxes tea—J. Mackenzie; 6245 chests 5855 half-chests 17 packages 1083 boxes tea, 5 packages merchandise, 154 bales silk, 113 packages oil, 3 packages preserves, 120 bales wool, 2 cases china ink, 126 chests rhubarb, 35 packages paper—Order. From Hong Kong: Merchandise 223 packages—J. Meyer; 11 packages—R. C. Lambert; 18 packages—J. J. Murray; 3 packages—D. Sassoon and Co.; 4 packages—A. Towell and Co.; 5 packages—Hewett and Co; 116 boxes tea—Bremner and Laycock; 1919 boxes tea—Reiss Bros. and Co.; 167 packages merchandise, 25 boxes essential oil, 729 half-chests, 73 boxes tea, 50 cassia, 2 cases preserves 457 boxes camphor—Order; 2 packages tea, 1 case preserves—Master. From Singapore: 1 package merchandise—Shaw, Maxton and Co.; 1 package merchandise, 3 bags coffee, 1 bag Sago, 1 bag tapioca, 3 boxes ginger—W. W. Ker and Co.; 3727 slabs tin, 1384 bales gambier, 1948 bags sago flour, 548 bags tapioca, 1941 bags coffee, 1975 bags pepper, 35 baskets gutta-percha, 115 baskets india-rubber, 1939 buffalo horns, 4 cases tortoise-shell, 3 cases isinglass, 1 package merchandise—Order; 548 bags coffee, in transit—Order. From Penang: 1 case preserves—H. S. Smith; 2768 slabs tin, 41 case nutmegs, 74 cases fish maws, 799 bags tapioca, 941 bales tobacco, 200 bags pepper, 8 cases nutmeg oil, 3 cases essential oil—Order.

From Shanghai to London, per Araby Maid, entered Feb. 13.—52 bales silk—Benecke, Souchay and Co.; tea 1243 chests—F. Huth and Co.; 2665 packages—L. Reiss Bros. and Co.; 5527 chests 3391 half-chests 4493 packages tea, 140 bales silk—Order.

From Singapore, to London, per Atma, entered Feb. 13.—2306 hides, 728 bags pepper, 2 cases stuffed birds, 3506 bales 1099 bags gambier, 135 cases essential oil, 17 cases patchlie oil, 21 baskets 21 cases shells, 364 cases gum damar, 6252 bundles rattans, 48 baskets india-rubber, 325 bags pearl tapioca, 21 casks tallow, 412 bundles malacca canes, 141 baskets gutta-percha—Order.

From Manila to London, per the Sir Jamsetjee Family, entered Feb. 14.—252 bales tobacco—Drake, Kleinwort, and Co.; 5 bales fibre, 46 cases gum almaciga, 1 bag coffee—Parr, Hermann, and Co.; 1 case cigars—J. H. Cheverton; 1 case merchandise—G. Holding; 1 case preserves—W. H. K. Smith; 4 cases preserves, 2 bags coffee, 8 boxes tea, 3 barrels sugar, 1 case cigars—Master; 10 cases cigars, 1 case merchandise, in transit, 24,071 bags sugar, 1512 bales tobacco, 960 bales hemp, 10 cases pitch, 480 cases mother-o'-pearl shells, 82 cases gum almaciga, a quantity of sapanwood, 270 bags cowries, 14 cases copal, 76 cases cigars, 1 case merchandise, 2 cases Hollands, 3 cases essence—Order.

From Zebu to Liverpool, per Tetuan, entered Feb. 11.—1200 bales hemp—Brown and Co.; 727 bales hemp, 7229 bags sugar—Order; 56 bags coffee, 7 cases 1 basket 3 bags cigars—Captain.

From Singapore to Glasgow, per Salado, entered Feb. 14.—5774 bundles rattans, 923 buffalo hides, 250 cow hides, 894 bales gambier, 7323 bags sago flour—Order.

From Shanghai to London, per Glenavon, entered Feb. 17.—2844 packages tea—L. Reis Brothers and Co.; 12 boxes tea, 1 box china, 4 boxes curiosities, 3 boxes ginger—Master; 5 bales waste, 166 bales silk, — packages tea—Order.

From Sarawak to London, per Alice Graham, entered Feb. 17.—4936 bags 99 tins ore, 2488 bags sago flour, 543 bags pearl sago, 190 bundles rattans, 328 bundles Borneo canes, 55 baskets india-rubber, 282 baskets gum—R. and J. Henderson; 1 case merchandise, 3 packages specimens natural history—The Borneo Company.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Feb., 1871, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Feb., 1871, 8,913,105 yards; for the twelve months, 87,122,376 yards; for the twelve months, 1870, 43,921,279 yards; for the twelve months 1869, 50,465,278 yards. Increase for 1871 against 1870, 43,201,097 yards.

Coloured Cottons.—Export for the month ended 16th Feb., 1871, 1,188,289 yards; for the twelve months, 11,932,927 yards; for the twelve months, 1870, 1,933,681 yards; for the twelve months, 1869, 1,305,929 yards. Increase for 1871 against 1870, 9,999,246 yards.

Printed Cottons.—Export for the month ended 16th Feb., 1871, 165,333 yards; for the twelve months, 2,574,760 yards; for the twelve months 1870, 961,021 yards; for the twelve months, 1869, 2,219,724 yards. Increase for 1871 against 1870, 1,613,739 yards.

Cotton Yarn.—Export for the month ended 16th Feb., 1871, 519,430 lbs.; for the twelve months, 10,717,449 lbs.; for the twelve months 1870, 5,364,209 lbs.; for the twelve months 1869, 5,623,800 lbs. Increase for 1871 against 1870, 5,353,240 lbs.

Value.—For the month ended 16th Feb., 1871, £178,495; for the twelve months, £2,278,868; for the twelve months 1870, £1,276,465; for the twelve months 1869, £1,332,254. Increase for 1871 against 1870, £1,002,403.

Digitized by Google

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1871, 38,265,244 yards; for the twelve months, 297,596,950 yards; for the twelve months 1870, 219,852,944 yards; for the twelve months 1869, 235,111,410 yards. Increase for 1871 against 1870, 77,744,006 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1871, 428,390 yards; for the twelve months, 11,354,622 yards; for the twelve months 1870, 14,857,209 yards; for the twelve months 1869, 6,214,726 yards. Decrease for 1871 against 1870, 3,502,587 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1871, 142,456 yards; for the twelve months, 4,296,730 yards; for the twelve months 1870, 5,604,128 yards; for the twelve months 1869, 2,875,857 yards. Decrease for 1871 against 1870, 1,307,398 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1871, 49,084 lbs.; for the twelve months, 551,636 lbs.; for the twelve months 1870, 512,863 lbs.; for the twelve months 1869, 313,700 lbs. Increase for 1871 against 1870, 38,773 lbs.

VALUE.—For the month ended 16th Feb., 1871, £534,697; for the twelve months, £4,705,757; for the twelve months 1870, £4,357,342; for the twelve months 1869, £4,031,029. Increase for 1871 against 1870, £348,415.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1871, 4,298,531 yards; for the twelve months, 33,669,005 yards; for the twelve months 1870, 16,522,866 yards; for the twelve months 1869, 18,407,045 yards. Increase for 1871 against 1870, 17,146,139 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1871, 140,700 yards; for the twelve months, 2,975,723 yards; for the twelve months 1870, 1,991,530 yards; for the twelve months 1869, 1,145,984 yards. Increase for 1871 against 1870, 984,193 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1871, 15,000 yards; for the twelve months, 1,084,937 yards; for the twelve months 1870, 580,624 yards; for the twelve months 1869, 846,029 yards. Increase for 1871 against 1870, 504,313 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1871, 466,780 lbs.; for the twelve months, 10,263,572 lbs.; for the twelve months 1870, 6,206,085 lbs.; for the twelve months 1869, 4,423,492 lbs. Increase for 1871 against 1870, 4,057,487 lbs.

VALUE.—For the month ended 16th Feb., 1871, £90,036; for the twelve months, £1,242,249; for the twelve months 1870, £767,941; for the twelve months 1869, £621,975. Increase for 1871 against 1870, £474,308.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1871, 4,754,334 yards; for the twelve months, 80,876,723 yards; for the twelve months 1870, 51,493,306 yards; for the twelve months 1869, 44,084,099 yards. Increase for 1871 against 1870, 29,383,417 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1871, 635,958 yards; for the twelve months, 9,991,257 yards; for the twelve months 1870, 5,699,378 yards; for the twelve months 1869, 4,440,552 yards. Increase for 1871 against 1870, 4,291,879 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1871, 425,844 yards; for the twelve months, 5,018,377 yards; for the twelve months 1870, 5,347,567 yards; for the twelve months 1869, 2,091,040 yards. Decrease for 1871 against 1870, 329,190 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1871, 266,119 lbs.; for the twelve months, 2,991,300 lbs.; for the twelve months 1870, 2,154,283 lbs.; for the twelve months 1869, 1,409,234 lbs. Increase for 1871 against 1870, 837,017 lbs.

VALUE.—For the month ended 16th Feb., 1871, £101,507; for the twelve months, £1,700,354; for the twelve months 1870, £1,208,089; for the twelve months 1869, £957,521. Increase for 1871 against 1870 £492,265.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1871, 1,476,962 yards; for the twelve months, 16,457,303 yards; for the twelve months 1870, 8,934,388 yards; for the twelve months 1869, 18,073,762 yards. Increase for 1871 against 1870, 7,522,915 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1871, 2,232,119 yards; for the twelve months, 10,224,826 yards; for the twelve month 1870, 8,130,697 yards; for the twelve months 1869, 7,174,160 yards. Increase for 1871 against 1870, 2,094,129 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1871, 2,275,940 yards; for the twelve months, 11,081,328 yards; for the twelve months 1870, 4,801,470 yards; for the twelve months 1869, 4,766,980 yards. Increase for 1871 against 1870, 6,279,858 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1871, 41,159 lbs.; for the twelve months, 382,978 lbs.; for the twelve months 1870, 310,070, lbs.; for the twelve months 1869, 571,950 lbs. Increase for 1871 against 1870, 72,908 lbs.

VALUE.—For the month ended 16th Feb., 1871, £128,466; for the twelve months, £672,168; for the twelve months, 1870, £464,433; for the twelve months 1870, £532,730. Increase for 1871 against 1870, £207,785.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1871, 1,423,504 yards; for the twelve months, 20,296,876 yards; for the twelve months 1870, 15,815,906 yards; for the twelve months 1869, 19,144,429 yards. Increase for 1871 against 1870, 4,480,970 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1871, 284,586 yards; for the twelve months, 8,222,726 yards; for the twelve months 1870, 10,510,265 yards; for the twelve months 1869, 16,199,522 yards. Decrease for 1871 against 1870, 2,287,539 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1871, 74,090 yards; for the twelve months, 1,363,440 yards; for the twelve months 1870, 1,030,337 yards; for the twelve months 1869, 1,400,408 yards. Increase for 1871 against 1870, 333,103 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1871, 44,137 lbs.; for the twelve months, 493,054 lbs.; for the twelve months 1870, 220,703 lbs.; for the twelve months 1869, 316,307 lbs. Increase for 1871 against 1870, 272,351 lbs.

VALUE.—For the month ended 16th Feb., 1871, £82,481; for the twelve months, £557,625; for the twelve months 1870, £567,596; for the twelve months 1869, £789,360. Decrease for 1871 against 1870 £19,971.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Feb., 1871, 2,826,728 yards; for the twelve months, 28,206,949 yards; for the twelve months 1870, 22,709,183 yards; for the twelve months 1869, 24,472,567 yards. Increase for 1871 against 1870, 5,497,766 yards.

COLOURED COTTONS.—Export for the month ended 16th Feb., 1871, 176,283 yards; for the twelve months, 2,907,066 yards; for the twelve months 1870, 1,333,111 yards; for the twelve months 1869, 781,105 yards. Increase for 1871 against 1870, 1,573,955 yards.

PRINTED COTTONS.—Export for the month ended 16th Feb., 1871, 136,231 yards; for the twelve months, 1,884,974 yards; for the twelve months 1870 3,429,311 yards; for the twelve months 1869, 2,747,040 yards. Decrease for 1871 against 1870, 1,544,337 yards.

COTTON YARN.—Export for the month ended 16th Feb., 1871, 53,300 lbs., for the twelve months, 307,770 lbs.; for the twelve months 1870, 486,477 lbs.; for the twelve months 1869, 427,087 lbs. Decrease for 1871 against 1870, 178,707 lbs.

VALUE.—For the month ended 16th Feb., 1871, £50,848; for the twelve months, £578,071; for the twelve months 1870, £541,569; for the twelve months 1869, £495,251. Increase for 1871 against 1870, £36,472.

ARTICLES OF IMPORT.

—o—

TEA.

There has been but little change in the market. On the 13th inst. a public sale of 2,142 packages China went off without material alteration, Congou selling at about private contract rates. Another small public sale was held on the 15th, amounting to 1,757 packages, of which 1,250 packages found buyers. The bulk consisted of Green teas, which sold at easier rates for common qualities. A parcel of Gunpowder of good quality brought 2s. 9½d.; medium kinds, 1s. 6¾d. to 1s. 9d.; low medium, 1s. 2d. to 1s. 4d.; common, 1s. 1d. to 1s. 1½d.; very common, 9½d. to 11¾d.; low, 7d. to 8½d.; low to very common Imperial sold at 7d. to 9½d.; fair common, 1s. 0½d.; low qualities of Young Hyson brought 8½d. to 9d.; common, 10¾d. to 1s.; medium, 1s. 4½d. to 1s. 5d., good 2s. 1d. to 2s. 1½d. per lb.

Duty paid on tea in London for the week ending	lbs.
Feb. 11	1,879,046
Export to ditto	136,068
Coastwise	785,930
Ditto for immediate export...	106,858
Total	2,907,902

SILK.

The market is without any change this week; if anything, the tone is perhaps quieter. Still, prices are very firm, and consumers pay the full quotations, believing that the general tendency of prices is upward. Deliveries are good, and quotations unchanged.

Deliveries from 1st to 15th inst.: China, 1,307 bales, against 1,590 bales in 1870; Canton, 394, against 243; Japan, 255, against 379; Bengal, 196, against 278; total, 2,152, against 2,490 bales.

COFFEE.

The market generally is inactive, but supplies placed on offer having been moderate, previous prices have been maintained. Of Ceylon Native has been most in demand, and has realised a slight advance, Plantation being disposed of at the last quoted rates. The prices paid have been:—Plantation: Triage, 50s. to 54s.; small, 58s. to 59s. 6d.; middling, 66s. 6d. to 70s.; good middling, 73s. to 77s.; good bold, 81s. 6d.; pea-berry, 78s. 6d. to 81s. Native (casks): Small, 48s. 6d.; real good ordinary, 56s. 6d.; fine ordinary yellowish, 58s. 6d.; fine bold yellow, 62s. to 64s.; pea-berry, 58s. to 61s. 6d.; small, 51s.; real good ordinary, 57s.; good bold, 61s. 6d.; pea-berry, 62s. 6d. For arrival 70 tons Native Ceylon have been sold at 56s. 6d. without guarantee. In other East India no business has been done.

The deliveries for the week show some improvement, and as in the corresponding week last year a falling off was apparent, they are 230 tons in excess, the landings are again small, but 140 tons larger than in 1870, and the stock is reduced to 23,700 tons, still showing a surplus of 3,100 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 183,735 cwt., against 150,570 cwt. at the corresponding date of 1870; Native, 18,739 cwt., against 13,699 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the six weeks ended Feb. 11, 1871, was, of Ceylon, 2,093 tons, against 2,719 tons during the corresponding period of 1870; of all descriptions, 4,452 tons, against 3,321 tons. The quantity entered for home consumption was, of Ceylon, 1,224 tons, against 1,129 tons; of all descriptions, 2,293 tons, against 2,024 tons The quantity exported was, of Ceylon, 1,155 tons, against 2,695 tons. of all descriptions, 3,030 tons, against 4,789 tons. The stock on Feb; 11, was, of Ceylon, 13,319 tons, against 12,694 tons; of all descriptions, 23,677 tons, against 20,580 tons.

SUGAR.

A flat tone still prevails in this market, and transactions have again been extremely small, prices being occasionally lower. The sales have been very limited. The only parcels of East India disposed of was by private contract 3,000 bags clayed Manila (duty 4s. 9d.) at auction at 28s.

The landings for the week are 650 tons less than last year; the deliveries for home use are 400 tons less; but, as exports are 422 tons against 61 tons, the total deliveries are nearly on a par, and the stock shows a deficiency of 15,000 tons. Stock, Feb. 4, 58,705 tons, against 73,167 tons; Feb. 11, 56,476 tons, against 71,552 tons. The quantity of Sugar landed in the six weeks ended Feb. 11, 1871, was, of Penang, 11 tons, against 269 tons in the corresponding period of 1870; of Manila, Java,

Digitized by Google

and China, 1,267 tons, against 3,469 tons; the quantity entered for home consumption was, of Penang, 520 tons, against 502 tons; of Manila, Java, and China, 3,067 tons, against 4,248 tons. The quantity exported was, of Penang, 28 tons, against 24 tons; of Manila, Java, and China, 490 tons, against 175 tons. The stock on Feb. 4 was, of Penang, 2,439 tons, against 2,073 tons; of Manila, Java, and China, 25,504 tons, against 34,836 tons.

CHINA GRASS.—At public sale 293 bales were offered and all bought in, sound at £52 to £56, chiefly sea damaged at £46, also 25 bales Rhea fibre at £48.

EBONY.—An offer of 103 logs (20 tons) Ceylon at auction was sold at £8 5s.

GAMBIER.—The market on the spot has been dull, the chief inquiry having been for floating parcels; at auction 790 bales good block sold at easier rates, viz., at 15s. 3d. to 15s. 6d., three lots at 15s. 9d.; and 226 bales fine pale pressed Cubes at 18s. to 18s. 3d.; privately, on the spot, 250 bales good in double packages have been sold at 16s., and 400 bales at 15s. 6d.; afloat considerable sales have been effected, including 300 tons near at hand at 15s. 3d., 50 tons at 15s. 4½d., 100 tons at 15s. 6d., and 200 tons at 15s. 9d., ex ship with all faults.

HEMP.—The market for Manila continues dull, and the late declining tendency has become stronger, the transactions showing a reduction of about 20s. for good and £4 for common quality; at public sale of 1,677 bales offered 842 bales were withdrawn, the remainder being nearly all sold; Bolusan at £52 to £53, good roping at £51 10s., fully fair at £50 10s., good common at £45 10s., fair brown at £41 to £41 5s., first class sea-damaged, good roping at £51 10s. to £51 15s., inferior at £44 to £46 15s., Capiz at £20 10s.

PEPPER.—The business done during the week has been small, and has been entirely by public sale, no private transactions having been effected. Black: At auction 3,158 bags met a limited demand, and only about 500 bags sold at easy rates; of 2,612 bags Singapore, 300 bags sold—low grey 5¾d., fair 6d., the remainder being bought in at 6d. to 6¼d.; of 546 bags Penang, 200 bags sold at 5 13-16d. White: 432 bags offered by auction were chiefly sold at about previous rates; of 222 bags Singapore, one-half sold at 7⅝d. to 7¾d.; 210 bags Penang sold at 7⅝d.

PLUMBAGO.—Of 123 barrels Ceylon offered at auction, 40 barrels middling first-class sea-damaged sold at 19s. 3d.; second-class, 17s.

RICE.—A good steady demand has prevailed throughout the week, but business has been checked by the extreme rates required by sellers; the public sales have consisted exclusively of Bengal; privately the cargo of Rangoon, per Peveril of the Peak, 900 tons, just arrived, has been sold at 10s. 3d. ex quay, the cargo 1,000 tons Rangoon, per Kenilworth, just arrived, at 10s. 9d. landed terms, and a cargo of 1,300 tons new Rangoon February shipment at 10s. 6d. open charter, and the cargo per Toni, 5,560 bags old Bassein, at 10s. 3d. ex ship.

SPICES.—Mace: Of 6 cases Penang offered at auction one-half sold at 3s. 4d. to 3s. 5d.; 8 cases red Singapore sold at 3s. to 3s. 2d., and 1 box ordinary at 2s. 9d.; 3 casks Java were bought in at 2s. 9d. to 2s. 10d., and 1 case indirect at 2s. 9d. per lb. Nutmegs: The demand is not active, and easier rates have been accepted; of 27 cases Penang offered at auction 17 cases sold, average 81 nuts to the lb., at 2s. 5d. to 2s. 6d., 100's at 2s. 3d., 104's at 2s. 2d.; 33 cases Singapore all sold—82's at 2s. 5d., 112's at 2s. 2d., wormy and defective, 8d. to 10d.; 6 cases wild withdrawn, also 267 bags Singapore wild at 4d.

SAGO.—At public sale 1,384 bags met little demand, and were nearly all bought in, 934 bags small pearl at 18s. to 18s. 6d., except 100 bags, which sold at 18s.; 450 bags large were bought in at 18s. 6d. to 20s. Flour: 700 bags landing have been sold at 15s. 3d.

TAPIOCA.—There is still only a limited demand; at public sale of 779 bags Penang offered the sound portion was bough in at 2¼d. to 2½d., but 340 bags sea-damaged sold, first class at 1¾d. to 2d., second at 1½d. to 1¾d.; of 756 bags Singapore offered 360 bags sold, fine at 2½d., middling at 2d. Pearl Tapioca: 291 bags Singapore sold, small at 17s. 6d. to 18s., medium at 19s. 6d. to 20s.; 133 boxes extra large bought in at 18s.

TIN.—The market for Straits continues depressed; only about 25 tons have changed hands during the week, chiefly ex Lord of the Isles and Sea Queen, at £130 to £132 per ton; no business has been done for future delivery.

MANCHESTER GOODS.

The amount of business transacted in this market during the past week has been below the average. Although quotations are nominally unchanged, buyers are generally able to do a trifle better, and a much larger trade could be done if any sensible reduction upon current rates could be obtained.

NEW YORK MARKET REPORT.

TEA.

The indications of an improving demand noted in our last report have been fully realised, and the market has presented a very active appearance, the demand being chiefly for Oolong, in which a large business has been consummated. The sales comprise the bulk of the cargo of the barque M'Gilvery, to arrive, and several large parcels per Yanz Tze, Mindet, &c., on the spot, including one invoice per Mindet, for export to London. Oolong, at current prices, appears to be very popular with the distributing trade, as may be inferred from heavy withdrawals from bond, indicating a material increase in the consumption, owing to the reduction of duty. Other sales of Oolong have been made, but chiefly from second hands, among which we note 1,100 half-chests fine Formosa per Yanz Tze. The sales are estimated to be fully 100,000 half-chests. Green have also been in active request, and there has been considerable inquiry for Japan, but as there are very few desirable parcels offering, business is restricted, though prices are very firm. With regard to prices previous values have as a rule seemed acceptable to both buyers and sellers, and the range shows no important variation, though the tone is on the whole firm.

Imports have included 853,717 lbs. Japan, per Black Prince, from Yokokama; 21,110 lbs. Black, and 4,080 lbs. Green, per Game Cock, from Whampoa; 422,468 lbs. Black, per Excelsior, from Amoy; 667,543 lbs. Japan, per Laju, from Yokohama; 38,696 lbs. Black, and 601,882 lbs. Green, per Amie, from Shanghai; and 1,762 packages.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 26c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c. The market for Brazil has become dull, but prices show no material change, owing to firmness on the part of holders, supported by a small supply. A fairly active inquiry has been shown for East India kinds, and the following sales are reported:—5,048 bags Native Ceylon, ex Blencathra, and 4,780 Native Ceylon, ex Amos, on private terms; 37 barrels Plantation Ceylon also on private terms, 1,000 mats stained Java at 18c., 4,839 mats Java, and 500 bags Government Java at the above quoted rates; in addition to these transactions a considerable amount of business has been done in small lots of Java from second hands at 19c. to 22½c. gold.

CORDAGE.—The market has continued dull, at low prices.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.35; Cassia, $1.10 gold (in bond).

FIRE CRACKERS.—We notice the sale of 2,000 boxes, No. 1, for export, at a private price.

GAMBIER.—The current quotation is 3½c. to 4c. gold (duty paid).

HEMP.—The market for Manila continues quiet, and the only sales have been 2,430 bales superior quality, ex Golden State, at 10½c. gold, and 500 bales (in bond) on private terms.

	1871. Bales.	1870. Bales.	1869. Bales.
Manila Hemp imported into the United States from Jan. 1 to Feb. 4	13,729	6,870	15,829
On the way to the United States, from Manila, Jan. 31	46,128	34,614	18,968
Stock in importers' and speculators' hands in Boston, Jan. 31	12,347	8,050	1,700
Stock in importers' and speculators' hands in New York, Jan. 31	20,507	16,390	6,500

INDIGO.—A somewhat improved demand has been manifested for Manila, resulting in the establishment of a slight advance; sales have been effected of about 40 cases at $1.10 to $1.28 currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $1.25 currency (duty paid).

RICE.—Owing to Carolina Rice having ruled at somewhat high prices, the market for Rangoon has been fairly active, and a good amount of business has been done at about our last-quoted rates—viz., $7 to $7.12½ currency, duty paid, and $3.12½ to $3.30 gold, in bond.

SPICES.—There has been little doing in invoices; several parcels China Cassia, say 12,000 piculs, have arrived, but remain unsold, with the exception of 100 piculs taken previous to arrival. There continues a good trade demand; the market remains steady, and, for most descriptions, firm. Sales have been made in lots of Mace at $1.15; Nutmegs, 82½c. to 85c.; Cassia, 34c. to 35c.; Pepper, 16½c. to 16¾c.; small lots Singapore, 17c.; and Cloves, 12½c.

SUGAR.—The market has presented a very quiet appearance, and though as a rule holders are firm and only offer their goods at full prices, there is evidently a dull feeling, though previous quotations are supported. The demand is chiefly from refiners, who buy sparingly in view of the incoming new crop and a lower range for their product. No transactions have been effected in East India kinds since our last report.

TIN.—There has been less activity, owing to the receipts of London telegrams reporting Straits declined to £132, but holders are not disposed to any considerable concession, and at the close Straits on the spot is firm at $33¾c. to 34c. gold; Banca is nominally quoted at 39c. gold.

SHIPPING.

ARRIVALS.—Jan. —, at New York, from Manila, W. G. Russell; 30, from Yokohama, Black Prince; 31, from Macao and Canton, Gamecock; at Portland, from Batavia, James Duncan; Feb. 1, at New York, from Yokohama, Laju; from Shanghai, Amie; from Amoy, Excelsior; 3, from Shanghai, Lady Elizabeth; from Batavia, Wallace.

DEPARTURES.—Feb. 3, from Boston, for Hong Kong, Sooloo.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 9	Ornate	Sampson	Shanghai	London
9	Araby Maid	Potter	Do.	Off Prawle Point
10	Veronica	Evans	Do.	London
10	Sea Belle	Taylor	Ceylon	Do.
9	Ortelius	Schol	Batavia, for Amstdm.	Off Dungeness
10	Tetuan	—	Manila	Liverpool
3	Nicolas	Larrazabal	Do.	Santander
11	Lord of the Isles (str)	Robinson	Shanghai, via S.C.	London
11	Southern Cross	M'Donald	Rangoon	Off Queenstown
12	Atma	Watson	Singapore	London
13	The Sir Jamsetjee Family	Cobb	Manila	Do.
11	H. W. M.	Bruyns	Batavia, for Amstdm.	Off Dungeness
12	Salado	—	Singapore	Clyde
Dec 26	Ephrem	—	Macao	Callao
Jan 12	Ferdinand Meric	—	Hong Kong	Do.
Feb 15	Martin	Dall	Ilo Ilo	Scilly
14	Undine	Nicholson	Rangoon	Shields
14	Paradies	Popp	Hg. Kg., for Hamburg	Grimsby Roads
13	Vyf Vrienden	Verwey	Batavia	Brouwershaven
16	Glenavon	—	Shanghai	Deal
16	Maria	—	Batavia	Falmouth

Digitized by Google

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 9	Thames	Arnold	Colombo	London
5	Hotspur	Corrigall	Galle	Shields
9	Polyxena	McQuinnery	Do.	Sunderland
9	Ajax	Alexander	Do.	Do.
2	Chica	Leucullo	Manila	Cadiz
—	Zaanstroom	Oepkes	Batavia	Amsterdam
11	Ulysses (str.)	—	Shanghai, &c., via S.C	Liverpool
10	Erie	Duncan	Yokohama	Clyde
14	Atholl (str.)	Asplett	Colombo, &c., via S. C	London
14	Kenilworth	—	Cardiff & Trincomalee	Do.
12	Kingdo n of Belgium	Smith	Colombo	Newport
12	Maitland	Reed	Hong Kong	Cardiff
13	Romulus	Greaves	Galle	Do.
13	Selim	Raeburn	Hong Kong	Do.
11	Emerald (str.)	Smith	Sing. & Japan, via S. C.	Plymouth

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Jan. 31—Feb. 6	Arizona	New York	Yokohama
" "	Olga	London	Colombo, &c.
" "	Aveyron (Fr. tpt.)	Toulon	Cochin China
" "	Scotland	Liverpool	Colombo, &c.
" "	Sea Gull	London	China, &c.
" "	Achilles	Shanghai	Liverpool

LOADING.

At LONDON.—For Yokohama: Devana, Alumina, Fiery Cross, Flying Spur. For Shanghai, Hankow, and Singapore (via Suez Canal): Lord of the Isles (str.). For Shanghai: Victoria Nyanza, Aracan, Weymouth, Everest, Kaisow. For Hong Kong: Burdwan, Windhover, Golden Spur, Leander, Melbrek, Veronica. For Singapore: Haidee. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Erl King (str.), Vanguard (str.), Cheops (str.). For Singapore and Hong Kong (via Suez Canal): Minia (str.), Kangaroo (str.). For Penang: Frances Milly. For Singapore and Manila: The Sir Jamsetjee Family. For Batavia and Sourabaya: Agra, Sonhie Gorbitz. For Colombo: Southern Belle, Palestine. For Colombo, &c. (via Suez Canal): Nile (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred, Bertha Marion. For Manila: Estrella, Josefina. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Diomed (str.). For Batavia and Sourabaya: Merse. For Singapore: Maiden Queen, Scawfell, Blenheim. For Bordeaux and Saigon: Guipuzcoano. For Colombo, &c. (via S.C.): Paraguay (str.), Historian (str.).

At GLASGOW.—For Manila: Dona Feliciana. For Ilo Ilo: Monsoon. For Singapore: Bothwell Castle. For Batavia, Samarang, and Sourabaya: Loch Awe. For Batavia and Sourabaya: County of Berwick. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glensannox.

At PORT GLASGOW.—For Galle: Madras.

SPOKEN.

ÆROLITE (ship), Rotterdam to Singapore, Jan. 18, 9 S., 33 W.
CORINGA, Singapore to London, Nov. 13, in Princess Channel.
BLENCATHRA, Liverpool to Singapore, Jan. 15, 5 N., 25 W.
SOUTHERN QUEEN (ship), Cardiff to Galle, Nov. 27, 5 N., 28 W.
SIR LANCELOT (ship), London to Shanghai, Jan. 7, on the line, 23 W.
HENDRIK IDO AMBACHT (Dut. brq.), Rotterdam to Batavia.
LANDBOUW, Rotterdam to Batavia, Jan 3 (!), 4 N., 23 W.
ROBERTUS HENDRIKA, Rotterdam to Batavia.
JOHANNA MARGARETHA, Rottrdm. to Batavia, Jan. 21, on the line, 30 W.
CLARA, Sourabaya to Boston, Dec. 24, 35 S., 23 E.
BELTED WILL (ship), London to Hong Kong, Jan. 1, 6 N., 27 W.
NIEWLAND (Dut. brq.), Batavia to Rotterdam, Dec. 29. 26 S., 58 E.
VALKYRIEN (brq.), Singapore to London, Dec. 23, 24 S., 61 E.

FREIGHTS AND CHARTERS.

Berth freights to the East are inactive, with a good supply of tonnage; coal freights from the North are dull, at the undermentioned quotations:—

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £42. For Hong Kong: £30. To Singapore: £27. For Galle: £25. From Newport, Cardiff, or Swansea, per ton—For Yokohama: — For Shanghai: £2 2s. 6d. For Hong Kong: £1 8s. For Java: 17s. 6d. For Singapore: £1 8s. For Galle: £1 6s. For Colombo: £1 7s.

CASUALTIES.

The Waverley (str.), from Manila to Falmouth, which was towed into Lisbon Jan. 30, with propeller broken, was discharging her cargo in quarantine.

The Alice Wilson, from Glasgow to Galle, which put back to the Clyde Feb. 8, returned with her crew refusing to proceed, the vessel being leaky, having encountered a gale on the night of the 4th of Feb., during which she laboured very heavily and shipped great quantities of water; she would discharge and dock for repairs.

The Elgin (str.), from Shanghai to London (via S.C.), put into Lisbon, Feb. 9, with damage reported to her machinery.

A telegram from Batavia, dated Feb. 8, states that the Dageraad (Dutch brq.), van Striemen, from Liverpool to Sourabaya, with coals, had been stranded off Madura, and would probably be a total loss; crew saved, assistance had been sent.

The Sea Gull (str.), from London to Straits and China, was towed into Suez, Feb. 12, by the Niger (str.) from Calcutta, with machinery damaged.

MISCELLANEOUS.

At GIBRALTAR STRAITS.—Passed through, Marie Laure, Brechois, from Marseilles for Pelapion (China).

At PORT SAID.—Jan. 25, Narvaez (str.), Serra, from Manila, for Carthagena; Feb. 10, Atalanta (str.), from London, for Colombo, &c.; Jan. 26, Arizona (str.), Seaburg, from New York, and left, 27, for Yokohama.

At ALEXANDRIA.—Feb. 10, Agnes (str.), from London, for Singapore, &c.

At ADEN.—Feb. 11, Petersburg (str.), from Liverpool, for Colombo, &c.; Jan. 24, Ferdinand de Lesseps (str.), Johnstone, from London, and left 25, for Colombo, &c.; 26, Provence (str.), from China.

The San Francisco (str.), at Bermuda, was advertised to sail for New York, Jan. 28, with the cargo ex Balnaguith, from Padang, which put into St. George's Nov. 28, leaky.

At MAURITIUS.—Jan. 1, Anne Marie, Eudel, from Galle; 3, Antrevida, Kindred, from Colombo; St. Kilda, Gill, from Colombo; Dec. 31, Talbot, Oughton, sailed for Singapore; Jan. 11, Northumberland, Ford, sailed for Galle.

The Ornate, from Shanghai to London, picked up the captain and eighteen crew of the Rockcliffe, lost in the China Sea, and conveyed them to Anjer. They were in a very exhausted state.

NOTICES TO MARINERS.

The following notices have been issued from the Admiralty:—

Japan—Gulf of Yedo.—Buoy in Yokohama Bay.—The Japanese Government has given notice that a red buoy with staff and cage has been placed at the point of the spit extending from Kanagawa Fort to the northern side of Yokohama anchorage. The buoy is moored in four fathoms at low water springs, and lies S.E. by E. easterly, one mile from the centre of Kanagawa Fort. All bearings are magnetic. Variation 3½ deg. westerly in 1871.

China—East Coast.—Exhibition of Light on North Saddle Island. With reference to Notice to Mariners, No. 110, dated 21st October, 1870, respecting the establishment of a revolving light on the north-east extreme of North Saddle Island, information has been published in the *London and China Telegraph* that the light is now exhibited. The light is a revolving white light, attaining its greatest brilliancy every minute, elevated 265 feet above the sea, and in clear weather should be seen from a distance of twenty-three miles. The illuminating apparatus is dioptric or by lenses, of the first order. The tower is twenty-five feet high. Position, lat. 30 deg. 50 min. 20 sec. N., long. 122 deg. 40 min. E.

THE P. and O. Company have announced their store ship, the Haddington, for sale.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.
SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

HOLLOWAY'S PILLS

WEAK STOMACHS.—The wisest cannot enumerate the quarter of the distressing symptoms arising from enfeebled digestion, all of which might be readily dispelled by these admirable Pills. They remove all unpleasant tastes from the mouth, flatulency, and constipation. Holloway's Pills rouse the stomach, liver, and every other organ, helping digestion to that healthy tone which fully enables it to convert all we eat and drink to the nourishment of our bodies. Hence these Pills are the surest strengtheners and the best restorers in nervousness, wasting, and chronic debility. Holloway's Pills are infallible remedies for impaired appetite, eructations, and a multitude of other disagreeable symptoms which render miserable the lives of thousands. These Pills are approved by all classes.

CHING CHONG,
SHIPCHANDLER & GENERAL STOREKEEPER,
HONG QUE,
SHANGHAI.

Digitized by Google

A.D. 1871.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

I beg to inform you that I have made contracts for this year by which Telegrams between Kiachta and Tientsin will be delivered in Ten Days, being a still further reduction in time of Twelve Hours.

TELEGRAMS FROM EUROPE.

Telegrams for China or Japan may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 21st February, to Tuesday, the 28th November, inclusive.

Telegrams must be addressed "Grant, Kiachta." If Express, "Grant, Kiachta, Express."

Express Telegrams may be despatched on any day. They are forwarded by Special Couriers within Half-an-Hour of their delivery at Kiachta.

CHARGES FROM KIACHTA.

Twenty Words or under ... ... Tls. 12 | And for every additional Ten Words or under... Tls. 4

Express Telegrams—Tls. 150 plus Tls. 2 for every Ten Words.

The Charges are payable by the Receiver to the Agents within Three Days of delivery; otherwise Twenty per Cent will be added to the above rates.

The Sender is responsible for the payment if the Receiver does not pay.

The above rates show a considerable reduction on the tariff of the Indian Companies.

Agents at	Shanghai	Messrs. HALL & HOLTZ.
„	Tientsin	„ J. LIVINGSTON & CO.
„	Yokohama	Mr. E. L. B. McMAHON.
„	Kalgan	Messrs. MATRINSKI & KAZANTZOFF.

Telegrams for Ports South of Shanghai are forwarded by Messrs. Hall & Holtz.

Head Office: KIACHTA, ORIENTAL SIBERIA.

C. MITCHELL GRANT, Proprietor.
WM. HAGEMANN, Secretary.

London Agency—Messrs. MORGAN BROTHERS, 42, Cannon-street.

PROTECTION FROM FIRE.

TRADE

MARK.

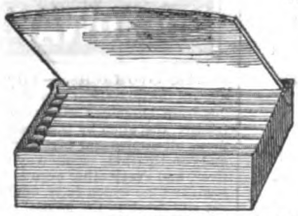
BRYANT AND MAY'S
PATENT SAFETY MATCHES

IN LARGE AND SMALL BOXES, ARE DAMP PROOF, FREE FROM SMELL, AND
LIGHT ONLY ON THE BOX.

WARRANTED FOR ALL CLIMATES—INVALUABLE FOR SHIPMENT.

BRYANT AND MAY'S
NEW METAL POCKET VESTA BOX,

WITH PATENT SPRING COVER.



OPEN.

CLOSED.

COMPACT, CHEAP, ORNAMENTAL—INVALUABLE FOR EXPORT.

BRYANT AND MAY'S
RUBY, CROWN, VICTORIA, AND PEARL MATCHES,

IN LARGE AND SMALL BOXES.

BRYANT AND MAY,

FAIRFIELD WORKS, BOW, AND WHITECHAPEL-ROAD, LONDON. E.

Digitized by Google

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.
Established 1807.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—G. Pietsch.
SUB-MANAGER.—Theed. Dromel.
The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.
The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.
Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.
J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.
They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.
They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.
Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-stree.
BANKERS—London and County Bank.
BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—
1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.
WM. PUSTAU and Co.
Hong Kong and Shanghai.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.
JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfume.
JOHN GOSNELL and Co.'s Princess Alexandra Perfume.
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.
Orders executed on receipt of 10 per cent of the amount in cash, the balance being drawn for through a Banker.

MESSRS. ROBERT COCKS and CO. beg to announce that they have THIS DAY ISSUED their LIST of NOVELTIES for 1871, containing all the newest and most popular songs, duets, piano solos, dances, &c. Will be forwarded post free on application.
A WEDDING MARCH, founded on National Melodies, by W. H. CALLCOTT. A contribution to an approaching ceremony. Beautifully illustrated. Piano Solo, 3s.; duet 4s.
THE LOUISE QUADRILLE. For the Pianoforte. By C. H. MARRIOTT. Price 4s. "Thousands will purchase this quadrille for the sake of the frontispiece, which is one of the most elegant we have ever seen."—Vide *Worcester Herald*. Nov. 12.
HAMILTON'S MODERN INSTRUCTIONS for the PIANOFORTE, 769th EDITION. 4s. "It is unapproached by anything of the kind that has hitherto been produced."—*Oriental Circular*. "It is, par excellence, the book for beginners."—*Scholastic Register*.
GEO. F. WEST'S APPENDIX to HAMILTON'S MODERN INSTRUCTION for the PIANOFORTE, consisting of thirty-seven elegant preludes and favourite pieces. 5s.
HAMILTON'S MODERN INSTRUCTIONS for SINGING. Forty-first Edition, 5s.
TIRED. Sacred Song. Poetry by Miss BURNSIDE. Music by Miss M. LINDSAY (Mrs. J. W. Bliss). No. 1 in D flat; No. 2 in D. 4s. each. "A smooth and graceful melody of the simplest type, and likely to become very popular."—Vide *Edinburgh Courant*. Ditto for Piano, Solo, by Brinley Richards, free by post, same price.
REST. By Miss M. LINDSAY (Mrs. J. W. Bliss). Sacred Song. 3s. "This is a companion to the beautiful Sacred Song 'Tired,' which has already found its way to the hearts of so many, and a popularity quite as great may fairly be predicted, for it is equally deserved."—Vide *Burton Advertiser*.
FAR AWAY. Song by Miss M. LINDSAY (Mrs. J. W. Bliss). 4s. "There is great beauty in this melody."—Vide *Standard*. "The melody is so sweet and plaintive."—Vide *Brighton Gazette*. The same for pianoforte, by Carl Lumi, 3s.
London: Published only by ROBERT COCKS and Co., New Burlington-street. Order of all Musicsellers.
All the above Music may be had, post free, at half-price.

TELEGRAPH CONSTRUCTION AND MAINTENANCE COMPANY (Limited).

Notice is hereby Given, that the SEVENTH ORDINARY MEETING of the Shareholders of the TELEGRAPH CONSTRUCTION and MAINTENANCE COMPANY (Limited) will be held at the London Tavern, Bishopsgate-street-within, on Tuesday, the 28th February, 1871, at One o'clock in the afternoon precisely, to receive a Report from the Directors, and for the ordinary business of the Company.
And Notice is hereby also given, that at the conclusion of the business of the Ordinary Meeting, an Extraordinary meeting of the Shareholders will be held at the same place, for the purpose of passing a Special Resolution authorising the transfer to trustees of certain Submarine Telegraph Companies' Shares, now held by the Company, and to consider, and, if approved, to authorise the execution of a deed declaring the trusts of the said Shares.
The Register of the Transfers will be closed from the 18th inst. to the 28th inst., both inclusive.
By order, WM. SHUTER, Secretary.
38, Old Broad-street, E.C., Feb. 17, 1871.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.
PARENTS
residing abroad would find this a most desirable home. References can be given for England, India, China and Japan.
For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

THE PHŒNIX.
A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA,
EDITED BY
THE REV. JAMES SUMMERS,
Professor of Chinese in King's College, London.
Free to INDIA, CHINA, or JAPAN, £1 3s.
Contributors to the PHŒNIX:—
Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.
Articles have appeared on—
The Ainos, the Tartar Languages, Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.
OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.
An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.
Orders must be accompanied by remittances or references, and letters must be addressed to
C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.
Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HOUGHTON, & Co.
Samarang	JACOBSON & Co.
Sourabaya	HUNTER, HOUGHTON, & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & C
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. SALLERMAN.
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA. VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW EALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	from	England.
Japan	in 38	"	"
China	in 44	"	"
New Zealand	in 45	"	"
Australia	in 48	"	"

Passengers for California and intermediate points on this road are now booked hrough from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria fortnightly, from Saturday, the 4th February, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

With immediate despatch.

FOR SHANGHAI, direct, the fine Aberdeen Clipper Ship CITY OF ABERDEEN, A1 14 years, 551 tons register, ALEXANDER CLARK, Commander; loading in the East India Docks.

For Freight or Passage, apply to CRUICKSHANK and RING, 26, Leadenhall-street, E.C.; or to NORRIS and OYNER, 60, Cornhill, E.C.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	" "	Ever Tuesday, at 2 A.M.
ADEN	" "	
BOMBAY	" "	

GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Feb. 4, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Feb. 14, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Feb. 18, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Feb 28, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class Steam and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang..	Elgin, s.s. ... via S.C.	A 100	SWID	With des.
Hong Kong..	Windover ...	A1 16 yr.	SWID	With des.
Hong Kong..	Veronica ...	A1 14 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Shanghai ...	Everest	A1 13 yr.	SWID	With des.
Tientsin and Newchwang	Taitsing.....	A1 14 yr.	SWID	With des.
Yokohama	Flying Spur.	A1 14 yr.	SWID	With des.
Yokohama	Devana	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.

From LONDON.

Batavia, Sourabaya, and Padang.....	Sophie Corbitz, in lieu of Medora ..	3-3rds 11	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

SINGAPORE, CHINA, JAPAN, and MANILA.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., and Shng*	Vanguard, ss	90 A1	E.I.D.	Feb. 20
Hong Kong .	Leander.....	A1 16 yr.	W.I.D.	With des.
Yokohama...	Fiery Cross..	A1 13 yr.	E.I.D.	With des.
Singapore & Manila ...	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	With des.

* Via Suez Canal.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang	Craigforth ...	AA1	1109	E.I.D.	Mar. 1

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Steam via the Suez Canal. To sail on the 1st March, full or not full.

FOR SHANGHAI and HANKOW direct, calling at SINGAPORE, and taking goods for Java and Japan at through rates, the splendid full-powered Screw Steamer, LORD OF THE ISLES, 100 A1, 1,846 tons register, 240-horse power nominal; RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for passengers, including Cabin Fittings, Bedding, and Linen. Carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the splendid Clipper Ship, GLANCE, AA 1, 887 tons register, ALFRED MESSERVY, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Arcot (B.I.S.N.Co.) ...	1,600	Feb. 28
Galata	816	Mar. 10

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess if sufficient inducement offer For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 2, York-street, Manchester, or 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch.—First ship.

DIRECT FOR COLOMBO, the splendid clipper ship SOUTHERN BELLE, A 1, 540 tons register. J. HILL, Commander; West India South Dock. This fine vessel, having just been newly metalled, offers a favourable opportunity to shippers of fine goods.

For Freight apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 20, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 391.] LONDON, MONDAY, FEB. 27, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

No mail has been received this day, owing to the interruption in the French mail service caused by the war. We give in its place much interesting matter in connection with the Far East, including the official correspondence on the TIENTSIN MASSACRE, published by the Foreign-office this day.

Latest Advices.

—o—

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received 20th inst.
JAPAN — Yokohama	Nov. 4	Dec. 25	Jan. 1
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	—	—	Dec. 30
Kiu-kiang			
Chin-kiang			
Shanghai	Nov. 4	Dec. 23	Jan. 4
Ningpo			
Foochow	—	—	" 2
Formosa			
Amoy			
Swatow			
Hong Kong	" 25	Jan. 7	" 11
Canton			
Macao			
PHILIPPINES—			
Manila	" 4	Dec. 22	" 3
COCHIN-CHINA—			
Saigon	" 25	Jan. 2	" 7
SIAM — Bangkok	" 25	Dec. 30	" 10
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 13
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	Dec. 2	Jan. 6	" 18
Penang	—	—	" 20
CEYLON —Galle	" 23	" 16	" 26
Colombo	" 23	" 17	" 24

List of Passengers.

—o—

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Feb. 18.—To Yokohama: Mr. and Mrs. Simpkins. To Shanghai: Mr. T. Potter, Mr. Broadbent. To Hong Kong: Mr. and Mrs. W. C. Johnston, servant, and two second-class passengers. To Singapore: Mr. and Mrs. J. B. Mackie, and one second-class passenger. To Penang: Mr. F. H. Friedericks, Mr. A. Birch. To Ceylon: Miss M. Rumley, Mr. Torin, and four second-class passengers.

Per P and O. steamer *Massilia*, from Brindisi, Feb. 28.—To Shanghai: Mr. E. T. Blair. To Hong Kong: Mr. R. Anderson, Mr. Robert Nichol.

Per P. and O. steamer *Candia*, from Southampton, March 4.—To Yokohama: Mr. W. Benkema To Shanghai: Mr. E. Iveson. To Hong Kong: Mr. Foster. To Batavia: Mr. London. To Ceylon: Mr and Mrs. W. Rollo.

Per P. and O steamer *Bangalore*, from Brindisi, March 14.—To Hong Kong: Mr. G. Hardy, Mr. F. B. Johnson, Commander Magnay, R.N.

Per P. and O. steamer *Nubia*, from Southampton, March 18.—To Shanghai: Mrs Lyall Grant, Mr. J. March, Mr. Bernhard. To Hong Kong: Mr. and Mrs. T. Smith and child, Mr. Veitch, Mr. W. Christy. To Batavia: Mr. and Mrs. T. Wassink. To Ceylon: Mr. P. Cummins.

Per P. and O. steamer *Delta*, from Brindisi, March 28.—To Shanghai: Mr. and Mrs. W. Pugh.

Per P. and O. steamer, from Suez, April 2.—To Shanghai: Mrs. Clark. To Singapore: Mr. L. Clark

Per Pacific mail steamer *America*, from San Francisco, Feb. 1.—For China and Japan: Rev. C. H. Wolf and wife, F. D. Hitch, Dr. Alfred Weiller, Miss Rosa Freeman, J. Woodside, E. C. Gungenich, Henry Hitchcock, H. T. Hare, A. C. Moore, Mrs. S. Clark, Miss Georgia Costar, R. Ewassaya, Mrs. Nacobanna, J. Faulkner and wife, Rev. C. H. Gullich and wife, C. H. Sullick, J. Gilchrist, E. G. Low, Nagar Iwoske, F. D. Iffanger.

THE TIENTSIN MASSACRE.

A BLUE-BOOK on the subject of the Tientsin Massacre was distributed this day. The correspondence it contains is very voluminous, and with much of it our readers have been made acquainted time to time by the statements issued from the Foreign-office. Some new light is, however, thrown upon the proceedings by the letters of Earl GRANVILLE, which we have now, for the first time, the opportunity of seeing. Lord GRANVILLE's first letter is addressed to M. DE LAVALETTE, the French Ambassador :—

Foreign-office, August 25, 1870.

M. l'AMBASSADEUR,—I have the honour to acknowledge the receipt of your Excellency's letter of the 18th instant, referring to the late unfortunate massacre of French subjects at Tientsin, and requesting that the support of Her Majesty's Representative may be afforded to M. Rochechouart in his demands for the punishment of the malefactors.

In reply, I have the honour to inform your Excellency that Her Majesty's Government have not as yet received any details of the events in China to which your Excellency refers; but that they cannot hesitate to instruct Her Majesty's Representative in China to co-operate with the Legation of the Emperor in order to obtain the punishment of the parties who were concerned in the outrages of which French subjects have been the victims.—I am, &c. (Signed) GRANVILLE.

The next letter is addressed to Mr. WADE :—

Foreign-office, Sept. 15, 1870.

SIR,—I have received your despatches from June 26 to July 3, giving details of the shocking massacre of Europeans at Tientsin on June 21.

The accounts of that transaction which had been previously received from the outports, and which are now officially confirmed by your reports, have been received by Her Majesty's Government with the deepest concern; and though only one British subject connected with the French missionary establishments was a victim, their sorrow and their sympathy apply to all who suffered on the occasion, and who appear in many cases to have been put to death with the most revolting cruelty.

Still it has been a relief to Her Majesty's Government to find that, with the exception which I have alluded to, they have not to lament the loss of any British life or property; and they highly appreciate the judgment, firmness, and temper shown by Mr. Acting Consul Lay under circumstances of so trying a character, and to which they do not doubt the safety of the British community is, in a great degree, to be attributed.

Her Majesty's Government would fain hope, and they are encouraged to do so by your telegram of the 16th of August, that there has been no serious disturbance since the date of the original massacre. They can perfectly understand the alarm and anxiety which that calamity excited in the minds of all foreigners located in China, and the excitement which it must have caused amongst the Chinese authorities and people. The presence, however, of Her Majesty's ships of war on the coasts of China will, it is to be hoped, have reassured Her Majesty's subjects and those of foreign Powers, and have served to keep in check any disposition on the part of the Chinese to attempt similar outrages in other quarters.

The question of the responsibility of the Chinese Government and its provincial authorities for what has occurred, as well as that of preventing similar outrages hereafter, are, however, beset with peculiar difficulty at the present moment, in consequence of the present state of things in France, where the attention of the Government administering the country since the dethronement of the Emperor Napoleon is engrossed by the difficulties of a war which has no parallel in modern times, and which convulses the country from one end of it to the other.

True it is that British interests in China must be placed more or less in jeopardy by disturbances, from whatever cause arising; but in dealing with such a question as that now before Her Majesty's Government, it cannot be denied that the grievance to be redressed is not in its origin a British grievance, and that the demand for redress, however justly it may be insisted on, should proceed in the first instance from the nation to whom the wrong has been done.

Her Majesty's Government would exert whatever moral influence it

Digitized by Google

may possess to induce the Chinese Government to satisfy any reasonable demand which France may make; but they cannot conceal from themselves that the calamity has been the result of a system which they have always deprecated as dangerous and impolitic, and which they have long foreseen might lead to events such as they now deplore.

It is for the reasons such as these, it is from knowing that missionary zeal might lead to consequences not only fatal to those devoted persons who apply themselves to spread Christianity in China, but calculated to put in jeopardy the lives and interests of the whole foreign community, that Her Majesty's Government have felt it their duty to discountenance missionary operations which seemed likely to give rise to difficulties with the Chinese Government and people; and Her Majesty's Government trust most sincerely that British missionaries will take warning from what has befallen the Roman Catholic missionaries at Tientsin, and conduct their operations with the utmost prudence, and with a steady purpose to abstain from exciting suspicion or animosity among the Chinese, and to insist upon their proselytes not looking upon their conversion to Christianity as releasing them from their general duties as subjects of China.

I have not yet heard what impression has been made on the Government of the United States by these late events, or what course they propose to follow, both for the protection of their general interests and for that of their missionaries, who, I believe, are also engaged in proselytising in China.

But, as matters stand, it is quite clear that the only policy which can be pursued is one of an expectant character, though that should not preclude every attempt that can be made, without compromising future liberty of action, to impress upon the Chinese Government the necessity of anticipating demands that may possibly be made upon them for redress, and for security against the recurrence of outbreaks against the foreign community which may involve China most seriously with other Powers.

The Chinese Government, indeed, seem to be alive to the necessity of acting in this manner; and the despatch of a special envoy with a deprecatory mission to France may be taken as an indication of apprehension. It will be your duty to keep alive and take advantage of such apprehension, and not to allow them to suppose that the present embarrassments under which France labours hold out to China a prospect of impunity for what has passed, or of security against the consequences of any repetition of offence towards foreigners.

The Chinese Government has the power to restrain its provincial authorities, and to make them feel that they are responsible for the safety of all foreigners residing in the country and engaged in their lawful pursuits; and you will press this point on the Chinese Ministers, as necessary to be borne in mind if they desire to avoid embarrassing questions with foreign Powers.—I am, &c.,

(Signed) GRANVILLE.

The next letter to the same is dated October 6th:—

Foreign-office, October 6, 1870.

SIR,—Since the date of my despatch of the 15th of September I have received your despatches of the 16th of July to the 17th of July, reporting proceedings up to that date, with reference to the massacre at Tientsin; and I have also received your telegram despatched from Kiachta on the 26th of September, stating that all was quiet at Peking and the ports, though a feeling of uneasiness still prevailed at Tientsin.

I stated to you by telegraph, on the 26th of September, three days after the receipt of your despatches, but before that of your telegram, that it was the desire of Her Majesty's Government that you should urge on the Chinese Government, if they wished to avoid serious difference with England, that it was absolutely necessary that they should provide for the protection, during the winter, of British subjects and their property at Tientsin and other places after the necessary withdrawal, in consequence of the season, of the British naval forces. I informed you that Her Majesty's Government relied upon you for insisting with firmness on this demand, while avoiding any language which might be unnecessarily irritating; and I desired you, if you should entertain a doubt as to the sufficiency of Chinese protection, to warn British subjects that it was not to be relied on, and to offer them, with the concurrence of the Admiral, means of withdrawing to some place of safety. But I told you at the same time that you should hold the Chinese Government responsible for any damage done to British property during the absence of its owners. In order, however, that you might feel no doubt as to the extent of discretion imputed to you, and that it did not imply authority to adopt measures of direct hostility against China, I enjoined you on no account to sanction a British occupation of the Taku forts without orders from home.

It was a great satisfaction to Her Majesty's Government to learn by your telegram just received, that in the three months that had elapsed between its date and the date of the massacre nothing had occurred calculated to show that that tragedy was likely to be repeated in other parts of China, or to warrant the opinion, perhaps not unnaturally entertained on the spot in the first moments of alarm, that it indicated a determination on the part of the Chinese authorities and people to exterminate foreigners in general.

Doubtless the news of what had occurred at Tientsin has been much canvassed throughout China, and in judging of the present demeanour of the Chinese, which appears to have caused much anxiety to foreigners, it may perhaps not be unreasonable to attribute it, in some degree at least, to apprehension on the part of the former as to the consequences which may ensue from the massacre.

Such an outrage, indeed, can admit of neither excuse nor palliation; but perhaps some explanation of it, viewed as an isolated measure, which it would appear to have been, may be found in the fact, sufficiently notorious to all persons connected with China, that both the authorities and the people have thought that they had reason to complain of foreign missionary establishments; and some catastrophe has long been anticipated as not unlikely to result from the interference of foreign missionaries in support of their converts, who have, it is alleged, been taught to look upon conversion to Christianity as releasing them from their obligations of submission to the local authorities.

The late attack appears to have been directed chiefly against Roman Catholic missionary establishments under French protection, and when the fury of the mob was expended on them, the Protestant missionary establishments, with few exceptions, and those being in the immediate vicinity of the French, appear to have been left unmolested, and to have continued so up to the present time.

As the case stands, Great Britain, then, is not the party principally concerned; she has no wrong to avenge as deliberately done to her own subjects, although it is much to be lamented that one of Her Majesty's subjects, associated with the French Sisterhood, in an institution under the protection of the French authorities, shared their fate. Whatever course, in the common and general interest, it might have been advisable to take in concert with France, if France had invited her co-operation, Great Britain is under no moral or international obligation to stand forth alone as the redresser of wrongs done to the subjects of a foreign Power, and for the purpose of defending and upholding missionary proceedings in a foreign country, carried on without the sanction of Parliament, and by which no general national interest can be subserved.

I have already instructed you to give your moral support to any reasonable application for redress which the French Government may make. If that redress is refused, it will be matter of further consideration for Her Majesty's Government, whether any, and if at all how far, material assistance may be given to the French Government to obtain it.

In any case Her Majesty's Government fully recognise the duty of affording efficient protection to British subjects in China; and, with this view, of providing in the ports of China an amount of naval force adequate for the protection of British interests, though not sufficient to warrant the assumption that an intention exists on the part of Her Majesty's Government that it should be employed in active hostility against the Chinese Empire. Vice-Admiral Sir Henry Kellett appears to have already at his disposal a sufficient naval force to admit of his providing for the safety of British interests at the several Treaty ports, and when the approach of winter compels him to withdraw the ships from the Northern ports he will have still larger naval means available for the protection of the rest. Her Majesty's Government have, moreover, considered whether a detachment of marines could be stationed on shore at Tientsin and Taku during the winter, but it appears that such a measure would be attended with great difficulty, and would involve little short of military occupation with a considerable force of those places.

Such a measure is out of the question. We have no sure ground for anticipating, either on the part of the Government or people of China, measures of outrage against British subjects; and we have no complaint to urge against China which would justify an act of direct hostility against her. The only course therefore open to us is that which has already been prescribed to you by telegraph, and which I have recapitulated at the commencement of this despatch, namely, the withdrawal during the winter months from the frozen-up ports of British subjects who might be unwilling to remain there.

Her Majesty's Government have recourse to such a measure with much reluctance, and are not insensible that it is attended with a certain degree of risk, namely, that of leading the Chinese Government to draw conclusions from it, which, however unwarranted, might prove dangerous to the maintenance of amicable relations with China.

On the other hand, however, the measure may not be unattended with good results. There is no reason to suppose that the Chinese Government have any deliberate purpose to quarrel with this country, and, to judge from your report, they are looking forward with no small apprehension as to the course which the Western Powers may be induced by the massacre at Tientsin to take; and in this state of feelings on their part no better test can be applied to their ability to control the local authorities and populace throughout China than the course which they may pursue when it is distinctly brought before them that, if they do not control both, they will be held responsible when the return of spring reopens the Gulf of Pechili and the Peiho River to the British naval forces.

You will learn from the inclosed copies of letters to the Board of Admiralty that measures will at once be taken to place at Vice-Admiral Sir Henry Kellett's disposal a body of marines intended eventually to replace the regiment of infantry now stationed in Japan, and also the cautionary instructions which will be given to the Admiral for his general guidance. These are in substance the same as those which were long since issued for the guidance of naval officers in the Chinese seas; and I have only to state to you, in conclusion, that Her Majesty's Government rely not only on your prudence and firmness when communicating with the Chinese authorities, but also on your earnest co-operation with the Admiral for the support of the great British interests which have grown up in China.—I am, &c., (Signed) GRANVILLE.

In his next letter Lord GRANVILLE mentions Miss O'SULLIVAN's name for the first time:—

Foreign-office, October 7, 1870.

SIR,—In your despatch of the 3rd July you mention that a British subject named Alice O'Sullivan, born at Clonmel on the 1st Dec., 1836, was among the Sisters of Mercy murdered at Tientsin on the 21st June, being designated among the Sisterhood, according to your despatch of the 16th July, as Sister Louise. You appear from your letter to Prince Kung of the 9th July, inclosed in that despatch, to have been acquainted with her, and to have seen her but a short time before her departure from Peking for Tientsin.

You did perfectly right in calling Prince Kung's attention specifically to the case of Alice O'Sullivan, and in taking advantage of the opportunity to impress upon the Prince in strong terms the gross injustice and absurdity of imputing to this Sisterhood, zealously engaged in works of charity, crimes of such an odious character as those which served as a rallying cry for their murderers.

Digitized by Google

Her Majesty's Government entirely approve of your having pointed out to him that not only would the Chinese Government be held bound to mete out a full measure of justice to the criminals, but that it would also, if it sincerely desired to maintain friendly relations with foreign nations, set itself in all earnestness about disabusing the popular mind of the false impressions which it had conceived, and take most decided measures for the personal security of all foreigners residing in China.

As regards Alice O'Sullivan herself, I should wish to be informed as soon as possible whether she was registered as a British subject, or whether she held herself to be exclusively under French protection while associated with the French Sisterhood.—I am, &c.,

(Signed) GRANVILLE.

On the 19th October Lord GRANVILLE wrote to Mr. WADE :—

I have to acquaint you that if, on communication with Vice-Admiral Kellett, you should be jointly of opinion that the naval force which he can station at Shanghai is not sufficient for the defence of British interests at that place, you are authorised to apply to the commanding officer of Her Majesty's military forces at Hong Kong, or in Japan, for a detachment of infantry, which, on its arrival at Shanghai might be held in readiness on board ship, to be landed in case of disturbances affecting British life or property.

Again on the 26th :—

Her Majesty's Government approve of your proceedings as therein reported, in urging on the Yamen the necessity of taking steps with a view to disabuse the public mind of the truth of the charges brought against Christians, whether native or foreign, in regard to the bewitchment of children, their abduction, or the mutilation of their corpses.

The outbreak of war between France and Prussia became known at Tientsin in the third week in July. On the 24th October Lord GRANVILLE wrote to Lord LYONS, Her MAJESTY'S Ambassador at Tours :—

M. Tissot has been directed by the French Government to ask me what Her Majesty's Government thought of the present state of affairs in China, with reference to the refusal of the Chinese Government to comply with the demands of M. Rochechouart, the French Chargé d'Affaires.

I explained to him generally the nature of the instructions given to Mr. Wade, with which your Excellency is acquainted; that he was authorised to facilitate the withdrawal of any British subjects from Tientsin and other places which, during the winter, could not be approached by water, if they desired to depart; that we had, moreover, arranged for sending out as a reinforcement to the British squadron a body of 300 marines, and that Mr. Wade and the British admiral had been authorised to apply to the commanding officers in Japan and at Hong Kong for a detachment of infantry if they should jointly be of opinion that such a measure was required for the defence of Shanghai. These measures, I said, had been taken with a view to protection against any pressing and immediate danger, but we reserved any further instructions with reference to what had taken place at Tientsin until we learned the result of the diplomatic negotiations in progress.

I further said that during the three months that had elapsed since the massacre, merchants and missionaries had continually expressed great alarm for the safety of foreigners in China, but that Her Majesty's Representative and Admiral, although alive to the possibility of danger, were not equally alarmed; and that it would seem that the French Chargé d'Affaires, who at first acted with great calmness and judgment, had at a later period been somewhat precipitate in his demands.

A private telegram had, however, arrived, which seemed to show that reparation had been made by the Chinese Government.—I am, &c.,

(Signed) GRANVILLE.

On the 12th December Lord GRANVILLE wrote again to Mr. WADE :—

I have received from Mr. Consul Hughes a copy of his despatch to you respecting the imprisonment of unoffending native Christians at Wooching, and I have to instruct you to call the serious attention of the Chinese Government to the matter.

In reply to the communication from the Shanghai Chamber of Commerce, the following letter was addressed to the chairman :—

Foreign Office, December 28, 1870.

SIR,—In reply to your letter of the 30th of September, I am directed by Earl Granville to state to you that the instructions as to the course to be observed by British naval officers in China, for the protection of British interests, have been misapprehended.

The general purport of those instructions was that Her Majesty's naval forces are only actively to be employed in China for the protection of British life and property, when actually imperilled by acts directed against them by Chinese authorities, or by the violence of the Chinese populace, which those authorities might be unable or unwilling to control; and although it is not expressly stated, yet it is clearly to be inferred from the tenour of the instructions that it would be consistent with their spirit and with the policy of Her Majesty's Government, that the Senior Naval Officer on the spot, if satisfied that an attack on the British Settlement at any of the ports, and especially at Shanghai was imminent, should disembark and maintain on shore, till the danger was passed, a body of marines, which, however, it would be desirable, if possible, to relieve daily or frequently from the ships.

I am to add that it appears from despatches received from Mr. Wade that he had arranged with Vice-Admiral Sir H. Kellett, on the 25th of September last, for marines to be landed from Her Majesty's ships, should occasion require it, in accordance with these views of Her Majesty's Government. The Admiral will dispose the force under his orders in the manner best calculated, in his judgment, to afford adequate protection at the several ports; and if the reinforcement of marines which has been sent to him should not be considered by him sufficient, he is authorised, in concert with Mr. Wade, to apply to the commanding officers of Her Majesty's forces at Hong Kong and in Japan for a detachment of troops.

Her Majesty's Government, however, cannot too earnestly caution all Her Majesty' subjects in China, and more especially those connected with religious societies, scrupulously to abstain at this period of excitement from any proceedings which may be calculated to bring them into collision with the Chinese authorities or people, or to encourage them by the manifestation of suspicion or alarm, to overt acts of disorder and violence. Her Majesty's subjects may be assured of the interest taken by their Government in the security of their persons and their property; but, on the other hand, Her Majesty's Government feel that they may require of British subjects to refrain from any proceedings likely to be misunderstood by the Chinese, and so imperil both.—I am, &c.,

(Signed) E. HAMMOND.

On the following day Lord GRANVILLE wrote to Mr. WADE :—

Although the immediate danger by which the maintenance of friendly relations between foreign nations and China was threatened may, it is to be hoped, be considered to be removed by the satisfaction tendered to, and accepted by, the French Chargé d'Affaires in atonement of the massacre of French subjects at Tientsin in the month of June last, yet it is impossible for Her Majesty's Government to accept the tardy and reluctant consent of the Chinese Government to do justice in a case in which the feelings of all Christian nations were so enlisted, as sufficient to efface the displeasure which they have felt in regard to these matters.

You will state to Prince Kung that Her Majesty's Government are anxious to maintain friendly relations with China, but that it will be impossible for them to do so unless the same anxiety is shown on the part of the Chinese Government. For Her Majesty's Government cannot shut their eyes to the serious consequences which any interruption of friendship between the two countries would involve, and they would earnestly press the Chinese Government to co-operate with them in averting them.

They do so with the more confidence because they feel assured that if the Chinese Government will only exert the power and influence which it possesses, there will be no difficulty in preventing the recurrence of such disasters as those which have lately caused so much irritation in the minds of foreigners, and which have twice threatened to render the continuance of the foreign Legation at Peking incompatible with the honour and interests of their Governments. But you will explain to the Chinese Government the full importance of their withdrawal, and the consequences to which such a state of things would be but too likely to lead; and you will deduce from such explanation the importance of watching over the safety of the foreign community, repressing the illegal conduct of local authorities, and punishing disorder committed by the lower classes; of strictly observing the provisions of Treaties and promptly redressing wrongs done in violation of them, as affording the surest and most effectual guarantee for peace between China and foreign nations, and the development, to their common advantage, of a healthy and lucrative commerce.—I am, &c., (Signed) GRANVILLE.

Prince KUNG's letter to M. de ROCHECHOUART, recapitulating the terms of indemnity, runs thus :—

October 18, 1870.

I have had the honour to receive from your Excellency, with reference to the events at Tientsin, a despatch expressing the indignation and pain which they had produced. To this document was appended a list of victims.

The news of misfortunes so unexpected was for us a cause of great affliction.

For many years China and France have been on friendly terms; no one expected such a catastrophe. Even now we are overwhelmed with confusion and sorrow.

It has been decided that a sum of Tls. 25,000 shall be paid as indemnity, which, in pursuance of the decisions of the Department of Finance, your Excellency will receive from the Administration of the Customs of Kiang-nan and Koang-Tong for subsequent division, in conformity with the appended account, among the families of the Consul Fontanier, of the other officials, and of the merchants. The Church will receive what is due to it.

On the 12th inst. your despatch reached me, informing me that the material losses sustained by the religious establishments and others amounted to the sum of Tls. 210,000. The Hou-pou has already decided that the payment of this reimbursement shall be made by the Maritime Customs of Tientsin.

Such is the object of the present communication.

DIVISION OF INDEMNITIES GRANTED.

	Taels.	Taels.
Consul Fontanier	30,000	
The Chancelier S. Simon	20,000	
The Chancelier J. and M. Thomassin ...	50,000	
M. de Challemaison, merchant	10,000	
M. de Challemaison...	10,000	
		120,000
For the Church		130,000
Total		250,000

The book concludes with a note, in which Lord GRANVILLE expresses his approbation of Mr. WADE'S conduct throughout the circumstances consequent on the massacre in the following terms :—

The full accounts which have been received from you of the lamentable massacre at Tientsin and of the subsequent state of affairs in China, have enabled Her Majesty's Government thoroughly to appreciate the

Digitized by Google

gravity of the situation, and the exceptional difficulties of your position as Her Majesty's Chargé d'Affaires during such a crisis in the relations between China and foreign Powers.

I have now, therefore, the greatest satisfaction in informing you of the entire approval by Her Majesty's Government of the tact and discretion which have marked your proceedings, and of your efforts to allay the apprehensions and secure the safety of the British community in China, as well as to impress upon the Chinese Government the necessity of such a strict observance of their Treaty engagements as may insure the future maintenance of the friendly intercourse with other countries in which the political and commercial interests of the Empire are so greatly concerned.

"UNDER THE DRAGON'S FOOTSTOOL."

Such is the title under which Mr. Ross Browne has contributed to the *Overland Monthly Magazine* the narrative of his diplomatic "experiences" at the Court of Peking, alluded to in our last issue, while noticing the same gentleman's "manifestations" in a San Francisco paper. How we have been disappointed with this effusion may be guessed from this extract from Mr. Browne's exordium in his new medium :—

Never was the public mind better prepared for a new sensation than during the winter of 1867-8. The foreign market had apparently been exhausted of its novelties. Mr. Phineas Barnum was resting upon his laurels. The Japanese jugglers had completed their performances. Mr. George Francis Train was in prison. Another visit from the Prince of Wales was not anticipated. No new Kossuth was advertised; and no popular vent seemed available for the pent-up hospitality of a generous nation. . . . . In the midst of this depressing quietude, a thrilling rumour reached us; strange and doubtful at first, but soon swelling into a sublime diapason of exultant strains. The ancient Empire of China had risen from its dead sleep of ages, brushed away the cobwebs from its eyes, yawned in dreary wonder at the mushroom growth of nations around it, and now, under the inspiration of a generous policy, was tapping at the doors of Chistendom, and asking to be admitted into the cheerful family of adolescent Powers.

Having entered on his subject in this style (which wants nothing of Artemus Ward's except his peculiar humour and his odd spelling), Mr. Browne proceeds to describe his countrymen's idea of the duties to which he was appointed :—

An American Minister to China may write or speak what he pleases, when or where he pleases, provided it be what the popular voice at home pleases. It need not necessarily be true, but it must be acceptable. No Minister who desires to retain his position, or the approval of his Government, is permitted to see any facts not expressly prepared by Providence under the supervision of the Department of State, entertain any opinions not endorsed and warranted by the party in power, or arrive at any conclusions which do not pander to the self-conceit or subserve the pecuniary interest of a sensational press, or the blind assumptions of an unreasoning public.

The little bit about "a sensational press" and an "unreasoning public" comes with a strange grace from the author of the following rhapsody :—

Addressed to a people surcharged with humanity and overflowing with brotherly love, mercurial and sympathetic, yearning to fold all mankind in a fraternal embrace, the affectionate assurances of regard given by the Embassy at San Francisco were received with acclamations of approval.

The reception given to the Chinese Embassadors (as Mr. Browne calls them) in New York must certainly have somewhat startled the propriety of the Oriental mind, when, as Mr. Browne tells us—

Several hundred bewitching females, under the charge of General Spinner, rushed from their desks and surrounded the dazzled and bewildered mandarins, who had never seen such a display of gushing beauty, untrammelled by conventional prejudices, in all their experience at the city of Peking.

But the great event of the times was the introduction of the Embassy to the President of the United States. Mr. Secretary Seward, in virtue of his office, was supposed to have contrived all the diplomatic paraphernalia. It is even hinted that he had prepared the President's speech. Certainly that production bears the peculiar impress of his genius. The Embassy was fortunate in seeing the President at all.

The *entree* of the mission was a success. Forth flashed the inspiring intelligence over the electric wires. Streams of champagne and sentiment had scarcely ceased to flow on the Pacific Coast, when the Atlantic States caught up the glorious hosanna of fraternity, and reprogressing with railroad speed, and young America sat on top, waving the star-spangled banner, and shouting, in exultant tones, Hail Columbia.

. . . . . .

But a treaty was necessary. The public clamoured for some tangible results. The fraternal relations so happily established between the Dragon and the Eagle must be cemented according to international usage. So a new treaty was made—or rather new articles containing old principles were added to the old treaty. What mattered it that nobody understood the object or the meaning? Commonplace diplomacy could make commonplace treaties intelligible to the ordinary understanding; but it required very uncommon diplomacy to make a treaty which might mean anything or nothing as occasion might require.

. . . . . .

Diplomacy has been explained as the art of concealing the truth. If there was anything concealed in these articles of the least practical value either to China or the United States, it was done with marvellous skill, for the fact has not yet been discovered. . . . . .

Almost simultaneously with the treaty came those sumptuous banquets at New York and Boston, in which the bewildered mandarins were submerged in rivers of wine, wit, and sentiment. . . . .

Ample justice was done to the memory of that unfortunate Boston lunatic, who, assuming that the earth revolved daily on its axis, proposed to go to China by going up in a balloon and waiting till China came round, then letting off the gas and dropping gently down; for had not this grand conception been realised? Had not China come round to us? . . . . . .

Even beauty and innocence paid homage to the native emissaries of the Imperial Dragon; they were ogled, and flattered, and flirted with, in a manner that must have gratified their vanity if it did not move their hearts; and the sentiments expressed on many a festive occasion were smelted through the glowing crucibles of fancy into treasures of amatory verse.

Here is Mr. Browne's account of the causes of his appointment to the Court at Peking, and what it led to :—

Peculiar qualifications were needed for the position of American Minister. It required profound statesmanship and skilful diplomacy. The representative of American interests at that brilliant Court should be a man of imposing personal appearance, enlarged and liberal views, of profound research in ethical philosophy; but, above all, he should be thoroughly permeated with the new policy of conciliation.

. . . . . .

The President, incapable of appreciating the humanitarian aspect of the question, nominated for the vacant position a citizen of California, whose chief recommendation was that he was utterly unknown in the political world. So far as common repute went, he had never been convicted of any infamous crime. The only serious charge against him was, that he had contributed some sketchy articles to the periodicals of the day. Had he belonged to the honourable fraternity of hod-carriers, he might have escaped censure because of his calling, but it was urged with some show of reason that there were ex-Senators, Governors, and members of Congress enough to fill the vacancy without descending into the ranks of literature. Our national representatives, it must be confessed, were exempt from this species of degradation. Nobody could fairly suspect them of being addicted to literary pursuits.

Mr. Browne's account of his recall is equally graphic :—

Scarcely had a year elapsed when it was announced that our erratic Minister had once more landed on the shores of America. Like a bad penny, he was back again. A furious tempest was brewing; ominous clouds were gathering on the public brow; from every point reverberated deep mutterings of the coming storm. Willingly would the victim of popular dissatisfaction have sought refuge in the haven of private life, but an outraged and indignant press dragged him forth, and held him up to universal execration. "No sooner was he pitchforked by some strange chance into a diplomatic Mission" (to use the language of a religious journal), than he reversed the enlightened policy of his predecessor; clapped a pistol to Prince Kung's head; called upon that functionary to hurry up with his improvements; put a torpedo under the projected telegraphs and railways, and blew them all sky-high; rebuilt the ponderous walls of China, which had been so adroitly levelled; sold himself to the British, bargained with the French, and then performed the one gratifying act of his official career—came home.

OUR NAVAL FORCES IN CHINA.

(ARMY AND NAVY GAZETTE.)

We last week alluded to the circumstance that our naval forces on the coast of China were deficient in gunboats. This is a fact which cannot be gainsaid, and which is sadly to be lamented when we take into consideration the great interests we have at stake, not only on the large seaboard which extends from Hong Kong to the mouth of the Peiho, but in Japan and among the cluster of islands which constitute the Eastern Archipelago. The matter is really worse than we were at first led to expect. The greater part of the small craft now under the orders of Vice-Admiral Sir Henry Kellett consists of the *Starling* and *Woodcock* class, built in a hurry when we had the prospect of a lengthened war with Russia before us. They were despatched to China, not without some forebodings on the part of those who took upon themselves the responsibility of sending them upon so long and so perilous a voyage. They, however, by good luck, and, we must add, by good management, arrived out in safety, after touching at many intermediate ports on the way. They have, however, from that time to the present moment been a source of anxiety to commanding officers, and the relatives and friends of the *Starling's* crew were lately in a state of grievous anxiety, which was only relieved by intelligence received by the last overland mail. Then, as if to shame us into doing something more creditable to us as the first naval nation in the world, the Russians have on the station a powerful force to which we cannot hold a candle. Who is to blame for this state of matters? Naturally, if the attention of the Board of Admiralty be not directed to the subject by the senior officers who should carry out the behests of their lordships, the latter cannot well be blamed for not recklessly disbursing the public money in opposition to the views of those who should be better informed than themselves, or in the face of returns which appear to be satisfactory; but if, on the other hand, reasonable complaints have been made and passed over unheeded, fault must lie at the door of some one. We are not among those who think odium should be attached to the executive portion of the Admiralty for any shortcomings which may exist on this head. The sea lords, as a rule, are perhaps too much inclined to err on the other side. Their experience has taught them that if we wish our flag to be respected, and if we are ambitious to maintain our supremacy on the ocean, we must have both ships and men, and, as they have not passed an apprenticeship in a manufactory or in a workshop, they are not apt to place that value on money which the thrifty trader does. They are not likely, therefore, to have turned a deaf ear upon remonstrances emanating from a brother officer with whose troubles they can well sympathise. It cannot be denied that under the rule, and especially under the latter part of it, of the late Controller of the Navy there existed a tendency to be satisfied with makeshifts; in short, patch-work, from the moment that Mr.

Digitized by Google

Baxter took office, was in the ascendant, and is still in favour. The public have a right to fix upon the honourable member for Montrose for the beggarly state to which, under his auspices, the naval service of England has been reduced, as he boldly announced the other night in his place in Parliament that he was no storekeeper; but we will allow him to speak for himself:—"Further, he would tell the hon. member for Portsmouth that he had mistaken his (Mr. Baxter's) position when he compared it to that of a storekeeper in the Navy. He was responsible for the buying and selling of all naval stores; but that was only a small portion of his duty. He deemed himself responsible to the First Lord for the naval administration of the country." These are big words; and while Mr. Baxter remains at Whitehall, we shall not be at a loss for a scapegoat. The absence of Mr. Childers from his office for a sufficient space of time to give him a fair chance of recovering his health cannot materially affect the well-being of the navy, and when he is enabled once more vigorously to discharge the duties of his office, we shall be much surprised if the state of our flotilla in the China seas be not immediately taken into consideration irrespectively of any opposition which may be raised by the Financial Secretary and his civilian assistants. In the meantime, we would beg leave again to impress upon the new Controller of the Navy that we have nothing in China wherewith to oppose the five heavily-armed and swift Russian gunboats, unless we except the flagship *Ocean* and the despatch vessel *Salamis*. We have performed our duty in opening up the question, and we feel persuaded that Captain Hall will not allow it to drop until he is satisfied in his own mind that we have an efficient force where to be without one would be both neglectful and criminal.

JAPAN—YOKOHAMA.

COMPARATIVE TABLE OF TOTAL EXPORT OF TEA.

	1869-70.	1868-9.	1867-8.
England	100,003	489,387	1,253,171
New York	8,804,284	8,665,727	6,663,414
San Francisco	1,762,848	1,517,525	1,021,947
China	—	1,800	73,436
Total	10,667,135	10,674,439	9,011,968
	1866-7.	**1865-6.**	**1864-5.**
England	667,061	988,742	2,506,927
New York	5,305,207	5,644,512	1,540,157
San Francisco	1,417,396	888,721	935,047
China	—	4,586	257,349
Total	7,389,664	7,526,561	5,239,480

COMPARATIVE TABLE OF TOTAL EXPORT OF RAW SILK.

	1869-70.	1868-9.	1867-8.
England	8,372	8,010	5,463
France	5,804	6,156	6,195
America	260	799	647
Other Countries	—	19	1
Total	14,436	14,984	12,306
	1866-7.	**1865-6.**	**1864-5.**
England	8,656	7,300	9,492
France	4,684	4,082	4,479
America	123	55	—
Other Countries	91	149	2,256
Total	13,554	11,586	16,527

THE EXPORT TRADE OF SINGAPORE.

	1869. Piculs.	1870. Piculs.
Tin	41,365	54,244
Gambier	476,639	56,612
Pearl Sago	79,261	108,216
Black Pepper	98,336	138,463
Sago Flour	148,011	161,097
Gutta-percha	13,339	33,998
White Pepper	25,582	19,088
Coffee	31,852	38,909
Sapanwood	7,716	5,041
Sugar	11,755	1,153
Buffalo Hides	13,081	29,888
Mother O'Pearl Shells	480	319
Nutmegs	1,226	1,698
Mace	84	100
Tortoiseshell	48	35
Gum Benjamin	987	1,196
Gambouge	224	232
Sticklac	2,778	957
Cocoanut Oil	365	116
Rattans	60,517	78,880
Cowhides	1,468	3,898
Buffalo Horns	3,982	3,877
Tallow	947	1,182
Cutch	3,061	10,943
India-rubber	7,064	5,554
Dragon's Blood	150	120
Camphor	3,448	876
Cubebs	1,217	1,241
Rice	29,897	59,511
Tea	—	2,211
Cassia	549	2,430
Dammar	4,326	6,649
Teelseed	6,728	8,936
Cloves	257	44

EXPORTS FROM MANILA, CEBU, AND ILO ILO FOR 1870.

Produce.		Great Britain.	United States.	Continent.	Australia.	China and Japan.	Sing. Strts. India & Cpe.	San Francisco.	Total.	Same time in 1869.
Sugar	Manila... Pls.	376,701	287,887	36,915	45,307	11,623	—	65,603	824,036	705,056
	Cebu ... "	114,409	—	—	400	—	—	—	114,809	118,517
	Ilo Ilo ... "	157,649	16,750	—	68,781	69,190	—	—	312,370	277,508
Total	Pls.	648,759	304,637	36,915	114,488	80,813	—	65,603	1,251,215	1,101,081
	Tons	40,547	19,040	2,307	7,156	5,051	—	4,100	78,201	68,818
Hemp	Manila... Pls.	88,718	293,418	244	5,488	882	1,202	15,900	405,852	334,934
	Cebu ... "	40,966	34,300	—	5,798	—	—	—	81,062	90,266
	Ilo Ilo... "	1,496	—	—	150	—	—	—	1,646	1,148
Total	Pls.	131,180	327,718	244	11,434	882	1,202	15,900	488,560	426,348
	Tons	8,199	20,482	15	715	55	75	994	30,535	26,647
Coffee	Pls.	19,183	34	9,354	284	2,303	58	2,902	34,118	42,310
Cordage	"	29	21	—	49	8,265	2,347	389	11,312	9,553
Sapanwood	"	11,642	4,972	1,050	—	158,300	744	—	176,908	195,110
Buffalo Hides	"	348	2,418	29	—	762	300	—	4,857	8,233
Do. Cuttins	"	193	3,590	—	—	325	—	—	4,108	2,141
M. O. P. Shell	"	2,296	727	—	—	—	—	—	3,023	3,076
Gum Mastic	"	10,683	—	—	—	—	350	—	11,033	6,204
Indigo	Qls.	994	4,419	214	—	—	35	—	5,662	4,203
Tobacco Leaf	"	21,000	—	115,680	—	—	—	—	136,680	178,519
Cigars	Mil.	5,769	1,331	1,163	5,663	27,113	32,685	315	75,839	86,148
Tortoise Shell	Catties	986	—	—	—	60	—	—	1,046	1,180
Rice and Paddy	Cavans	—	—	—	—	53,678	—	—	53,678	9,481

EXPORTS FROM BANGKOK IN 1868, 1869, AND 1870

TO CHINA AND JAPAN.

	Benjamin. Pls.	Cardamums. Pls.	Hides. Pls.	Horns. Pls.
Total to Dec. 31, 1870	—	1777	3922	262
Do. do. 1869	—	1378	9521	223
Do. do. 1868	—	1056	4021	264
	Pepper. Pls.	**Rice. Pls.**	**Sapan Wood. Pls.**	**Sticklac. Pls.**
Total to Dec. 31, 1870	21243	1926283	74130	10
Do. do. 1869	17490	987404	69645	249
Do. do. 1868	19538	917316	51727	—
	Sugar. Pls.	**Teel Seed. Pls.**	**Paddy. Pls.**	
Total to Dec. 31, 1870	51130	22719	13882	—
Do. do. 1869	44156	14276	17846	—
Do. do. 1868	65390	17677	7354	—

TO SINGAPORE, INDIA, AND JAVA.

	Benjamin. Pls.	Cardamums. Pls.	Hides. Pls.	Horns. Pls.
Total to Dec. 31, 1870	163	484	14639	1955
Do. do. 1869	97	1114	6509	875
Do. do. 1868	200	546	1758	1636
	Pepper. Pls.	**Rice. Pls.**	**Sapan Wood. Pls.**	**Sticklac Pls.**
Total to Dec. 31, 1870	3457	505545	4185	3256
Do. do. 1869	—	809880	5661	8408
Do. do. 1868	—	383309	5680	5957
	Sugar. Pls.	**Teel Seed. Pls.**	**Paddy. Pls.**	
Total to Dec. 31, 1870	42735	18289	7119	—
Do. do. 1869	44018	11890	1249	—
Do. do. 1868	33092	17956	8176	—

TO EUROPE AND AUSTRALIA.

	Benjamin. Pls.	Cardamums. Pls.	Hides. Pls.	Horns. Pls.
Total to Dec. 31, 1870	22	—	495	1318
Do. do. 1869	44	—	196	355
Do. do. 1868	194	—	—	90
	Pepper. Pls.	**Rice. Pls.**	**Sapan Wood. Pls.**	**Sticklac. Pls.**
tal to Dec. 31, 1870	5	142492	1628	—
Do. do. 1869	1452	891063	9787	93
Do. do. 1868	201	760711	14062	668
	Sugar. Pls.	**Teel Seed. Pls.**	**Paddy. Pls.**	
Total to Dec. 31, 1870	7431	18733	1593	—
Do. do. 1869	10449	25104	4242	—
Do. do. 1868	6631	17718	—	—

Digitized by Google

TO AMERICA.

	Hides. Pls.	Rice. Pls.	Sapan Wood. Pls.	Sugar. Pls.	Paddy. Pls.
Total to Dec. 31, 1870	—	—	—	—	—
Do. do. 1869	70	24518	100	5704	600
Do. do. 1868	—	19093	—	1180	—

EXPORTS FROM PENANG IN 1869 AND 1870.

	1869.	1870.
	Piculs.	Piculs.
Tin	52,311	32,807
Sugar	78,750	51,123
Black Pepper	78,330	75,918
White Pepper	2,177	2,179
Cutch	4,038	6,753
Gutta-percha	81	1,696
India-rubber	1,364	96
Hides	13,120	12,970
Horns	946	727
Nutmegs	866	971
Mace	1,038	149
Cloves	306	205
Gum Benjamin	1,364	1,132
Cassava Flour	1,448	5,704
Tapioca	20,128	13,439
Rattans	12,109	410
Rice	19,939	—
	Gallons.	Gallons.
Rum	100,023	5,889
	Piculs.	Piculs.
Tobacco	2,317	778
Coffee	315	13
Fish Maws	568	1,079
	Cattles.	Cattles.
Tortoiseshell	168	178
	Piculs.	Piculs.
Dragon's Blood	49	8
Essential Oil	816	822
Sticklac	40	—
Green Snail Shells	86,531	108,013

TEA CARGOES EXPECTED.

Date.	Ship.	From	Cargo. lbs.
1871.			
Jan. 4	Great Northern (s.)	Hankow	168,300
1870.			
Aug. 15	Jas. Wishart	Shanghai	1,064,862
" 20	Juanpore	"	586,707
Oct. 22	Carricks	"	1,190,700
" 23	Alice	"	874,700
" 28	Tamerlane	"	1,089,400
" —	Jumna	"	1,098,200
Nov. 9	Hindustan	"	1,142,200
" 24	Tyburnia	"	1,183,900
" 28	Queen of the Age	"	1,020,900
" 30	Dundonald	"	665,300
Dec. 30	Jason	"	1,046,700
Oct. 24	Margaret Falconer	Foochow	493,000
Nov. 2	Taitsing	"	1,069,800
" 15	Aurora Australis	"	652,900
" 17	Borealis	"	1,260,500
Dec. 8	Brockham	"	1,421,100
" 14	Minnie	"	544,800
" 22	Harrington	"	723,700
" 23	Evelyn	"	955,800
" 31	M. M. Jones	"	868,000
" 31	Windermere	"	654,900
Nov. 24	John Lidgett	Canton	971,600
" —	Seabird	"	10,000
Dec. 8	Fair Leader	"	500,900
" 24	Corea	"	682,700
" 25	Kate Carnie	"	764,000

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

GWYTHER—On the 18th Feb., at Meadowcroft, Lower Sydenham, the wife of I. Howard Gwyther, Esq., of a son.

LAYCOCK—On the 20th Feb., at Kenley, Surrey, the wife of Henry Laycock, of a son.

VAN POLSBROEK—On the 16th Feb., at the Hague, the wife of de Graeff van Polsbroek Royer, of a daughter.

MARRIAGES.

CARROLL—WARD.—On the 15th Feb., at St. James's Church, Gravesend, by the Rev. J. Joynes, Charles Carroll, Her Majesty's Vice-Consul, Foochow, China, to Eleanor, eldest daughter of John R. N. Ward, of Gravesend.

DEATHS.

DONOVAN—On the 9th Jan., at Hong Kong, Edward Cooke, third son of Dr. Donovan, of 44, Manor-road, New-Cross, aged 30.

HIRSCHFELD—On the 11th Feb., at Hamburg, Mr. Ferdinand Hirschfeld, aged 41.

WOOLLEY—On the 9th Dec., 1870, at Yokohama, Japan, after a few hours' illness of virulent smallpox, Sidney, third son of George Boyle Woolley, The Eagles, Hackney, aged 36.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Feb. 20, off Dungeness, from Java, Nicolaas Witsen; 21, in Brouwershaven Roads, from Padang, Magdalena. 24, from China, Achilles (str.); 22, at Zierikzee, from Batavia, Zuid Holland; 23, at Brouwershaven, from Batavia, Henrietta Adriana; 24, at London, from Colombo, General Caulfield.

LAID ON.—London, for Singapore, Star of the South; at Liverpool, for Singapore, Fort Regent, Peruvian.

CASUALTIES.—Advices from Rotterdam, dated Feb. 24, state that the Duisburg (Germ. ship), from Java, was aground between Brouwershaven and Helvoet; the cargo was being transhipped into lighters.

DEPARTURES.—Feb. 22, from Cardiff, for Hong Kong, Glamorganshire; 23, from Shields, for Ceylon, Stockbridge; 24, from London, for Singapore, Hong Kong, and Shanghai (via Suez Canal), Vanguard (str.); 20, from Sunderland, for Singapore, Imogene; 23, from Cardiff, for Shanghai, Red Deer; for Hong Kong, Joseph Clark, Rosalie, 22, from Texel, for Batavia, Admiral v. Wassenaer, Dutch man-of-war; 25, from London, for Singapore and Hong Kong (via Suez Canal), Kangaroo (str.); 22, from Glasgow, for Ilo Ilo, Monsoon; 24; from Liverpool, for Hiogo, Bertha Marion; 21, from Shields, for Singapore, Jacoba Helena; 25, from Liverpool, for Colombo, &c. (via Suez Canal), Historian.

SPOKEN.—P. W. T. N. (Dutch), Bali to Amsterdam, 86 days out, Jan. 15, 13 S., 9 W.; Becherdass Ambaidass, from Batavia, Dec. 25, 30 S., 37 E.; Tycoon, Singapore to London, Jan. 19, 7 S., 16 E.; Fowler (?) (Eng.), bound to Hong Kong, Dec. 15, 32 N., 22 W.; Min, Japan to London (?), Jan. 8, 21 S., 4 E.; Panic, Liverpool to Singapore, Jan. 21, 1 N., 20 W.; Jas. Wishart, Shanghai to London, Jan. 25, 4 N., 21 W.; Norham Castle, Clyde to Singapore, Feb. 9, 40 N., 15 W.; Golden Spray (ship), London to Shanghai, Feb. 22, 49 N., 5 W.; Johannes, Java to Amsterdam, Dec. 13.

MISCELLANEOUS.—At Aden, Feb. 9, Sanspareil (str.), Robertson, sailed for Singapore. The arrival of the Nestor (str.), from Shanghai, &c., (via S.C.), reported in our last issue, was incorrect.

PARLIAMENT.

—o—

HOUSE OF COMMONS.

THE CHINA AND JAPAN CONSULAR REPORTS.

Mr. WHITE asked the Under-Secretary of State for Foreign Affairs when the remaining portion of the China and Japan Consular Reports for the year 1869 would be issued, and if arrangements could be made for their earlier publication; and when the Consular Reports from Saigon, Batavia, Sarawak, Bangkok, and Manila would be issued.

Lord ENFIELD (Under-Secretary for Foreign Affairs): The only China returns for 1869 which have not yet been published are those from Shanghai and Taiwan, which were received after the close of the Session, in September and December. They are now in the printer's hands. (See "China," No. 12, 1870.) All the Japan reports and returns have been published. (See "Japan," No. 4, 1870.) The returns and report from Bangkok (our only station in Siam) were also laid last Session. (See "China," No. 7, 1870.) The reason of the delay in publishing some reports is that it has been the custom to lay them before Parliament first, and to keep over those which arrive too late to be laid till the next Session. No Consular reports for the last two years have been received either from Saigon or Batavia; the former is an unpaid post, and at the latter there is a trading consul, and their communications with the Home Government are not quite so punctual as would be expected from salaried officers. The last commercial report from Sarawak was printed in September, 1869, and from Manila, in April, 1870. There has been hardly time to receive last year's report from the Manila Consulate.

POSTAGE VIA BRINDISI.

Mr. MAGNIAC asked the Postmaster-General whether he would endeavour to procure from the foreign Governments through whose territory the mails for the East *via* Brindisi have to pass a reduction in the present heavy postal charges.

Mr. MONSELL (the Postmaster-General) said the transit rates referred to were payable to the Governments of Belgium, North Germany, and Italy. Those payable to the North German Post-office were fixed by a convention concluded as recently as last April, and those payable to the Italian Government were settled only the other day. None of the rates charged were considered excessive, and as they had been so recently fixed he feared nothing would be gained by asking for a reduction at present. (Hear, hear.)

THE GULF OF MANAAR.—ADAM'S BRIDGE.

(24th.) Sir J. ELPHINSTONE rose to call the attention of the House to the necessity of cutting through Adam's Bridge and thereby obviating the necessity of circumnavigating the Island of Ceylon. The subject was one of the greatest commercial importance, and it had been brought several times under the notice of the Indian Government. A committee, over which he had had the honour to preside, which sat in 1863, had recommended that the Indian Government should cut a navigable canal through Adam's Bridge, with a view of shortening the present route to the Bay of Bengal by 363 miles, but, from that time to the present, no steps had been taken in the matter. That the trade which would be benefited by the execution of the proposed works was not an unimportant one was shown from the fact that it had increased from 70,000 tons in 1829 to 200,000 in last year. Having twice visited the locality he was in a position to say that no difficulty whatever would have to be encountered in executing the proposed works. The opening of the Suez Canal had occasioned the Indian trade to be carried on almost entirely by steam vessels, and in the course of two or three years not a single sailing vessel would be engaged in the traffic. The Colonial Government at Ceylon had determinated to make a large and deep-water harbour at Colombo, and if the proposed canal were cut there would be a saving of 250 miles

Digitized by Google

between that port and Madras. The navigation of Gulf Manaar was the safest in the world, and it appeared from the annual reports of the India Presidencies, which, from the clear and ample manner in which they treated all Indian questions, he should be glad to see in the library of the House, that in the course of last year 2,222 vessels passed through the existing channel, through Adam's Bridge, of which, although they were navigated by natives, only two were lost. What he now proposed was that the Indian Government should cut a canal 500 yards in width through a promontory in the Madras Presidency, for a distance of two miles and a half, the height of the land being twelve feet, at an estimated expense of £91,000, whereby a magnificent harbour, containing sixteen miles of smooth and deep water, would be obtained. Last year 117,000 bales of cotton were shipped at very great risk and expense, whereas if the harbour to which he was referring were constructed the ships could load at jetties along the shore, to which the cotton could be conveyed by means of a short branch line of railway. The province of Madura, in the Madras Presidency, was extremely rich in cattle, sheep, and other produce, but the harbour at Point de Galle, by which it must at present be approached, was one of the most incommodious that could be found on any coast. The Madras Presidency had already eighty-nine miles of canals, one, of nine miles in length, having been recently constructed for the purpose of connecting Madras with the great rice producing district of Pennair, but the Indian Government would not incur the expense of making the two and a half miles of which he was speaking, because the opening of such a canal would be an Imperial question, and ought, in their opinion, to be defrayed out of the Imperial funds. As the making of the canal would save vessels making the voyage to Calcutta 730 miles of sailing, shipowners would be willing to pay a very handsome toll for the privilege of passing through the canal, and so the work would be self-supporting. He desired further to say a few words in regard to another question connected with maritime matters on the coast of India. It had been stated that there were forty lighthouses on the coast of India, extending from the Persian boundary at Beloochistan to the limits of the kingdom of Siam at Tenasserim, a distance of 4,000 miles, but to his own knowledge there were thirty points between Bombay and Cape Comorin where lighthouses were so much wanted that ships had to make much longer passages and to run far greater risks than would be the case if the shore was properly lighted. Having sailed along 1,200 miles of the coast of India in the course of last year, he could say that there was no civilised country in the world worse off for necessary coast light and harbour accommodation. If the channel had been in the hands of M. de Lesseps, he would have done in nine months what the Government of India has taken as many years to accomplish. By means of the dredges used by M. de Lesseps on the Suez Canal, the great rivers of India might be rendered navigable and useful for the purposes of carrying the inland produce to the coast for shipment during the whole year, instead of during a part of it only, as was the case at present. The business of making harbours in India was in so backward a state that there were not to be found on the whole Continent harbour works of equal magnitude with those which had been constructed by private enterprise at Grimsby, on our own coast. (Hear, hear.) To sum up his object in bringing this question forward, it was to save the mercantile marine of Great Britain from the expense of 700 miles more of sailing than was necessary in making the voyage to Calcutta, and from the risk of sailing round one of the most stormy and disagreeable promontories in the world. (Hear, hear.)

Mr. J. B. SMITH supported the view taken by the hon. member, and said the question was one of so great importance that the Indian Government could not much longer avoid the necessity of looking into it.

Mr. EASTWICK was surprised that so little had been done by the Government to carry out the recommendations of the Committee of 1862 in reference to this among other Indian questions. One of the great advantages of carrying out the recommendations of the hon. baronet was that it would encourage the coasting trade, and a still greater advantage would be found in the fact that the scheme would involve and include the construction of a new harbour near the coast, which harbour would be found of almost incalculable advantage in case of war breaking out in that part of the Queen's dominions.

Colonel SYKES, in face of the very great advantage which would be secured at a comparatively small cost by carrying out the plan which had been laid before the House, hoped Her Majesty's Government would take the matter in hand.

Mr. GRANT DUFF (Under-Secretary for India) did not doubt the advantage which would be gained by having a deep water channel between Ceylon and the coast of India, but the first question was who was to construct it. (Hear.) The Government of Ceylon had not hitherto considered its subjects sufficiently interested in the matter to make it any part of its duty to expend the very considerable sum of money that would be necessary in order to carry out the work. If any channel were to be made for the purposes to which the hon. baronet alluded, was it to be made by the Imperial Government? The Imperial Government had refused to have anything to do with the matter. Its Admiralty said it was possible that some advantage would be derived to large ships by the making out of the route suggested by the hon. baronet, but with regard to ships of war, it was perfectly clear that route would have no value, because they had always been accustomed to touch at Trincomalee. The hon. baronet, perhaps, was aware that for the last forty-two years the Indian authorities had been paying considerable sums for deepening the channel through the Straits. The hon. gentleman was aware, he believed, that a very large amount of Indian shipping now went through that channel. He was further aware that if the Government were to alter their plans, and adopt the plan which he now proposed, the whole of the money that had been spent in deepening that channel would be completely thrown away. The Government, as at present advised, had no intention of throwing over the plans upon which they had hitherto been working. Passing from that subject to the much larger subject to which the hon. baronet referred—the question of lighthouses and other maritime improvements on the Indian coast—Mr. Grant Duff was very far from denying that there was an immense deal to do on the Indian coast with reference to that subject. But when the hon. baronet compared the harbour works in India with the harbour works in this country, he should remember the different amount of capital that was expendable for such purposes in India and in England. He could not give the hon. baronet much hope, but he could assure him that the Indian Government would devote their attention as much as possible to the improvement of the harbours and lighthouses around the shores of India.

DIPLOMATIC AND CONSULAR SERVICES.

On the motion of Mr. BOUVERIE, a select committee was appointed to inquire into the Diplomatic and Consular services and their maintenance on the efficient policy required by the political and commercial interests of the country.

NAVAL AND MILITARY.

—o—

Commander T. M. Maquay (1867) has been appointed to the command of the Ringdove, vacant by the accidental drowning of Commander Brooks. Commander Maquay proceeded to China by the last mail. The Lords of the Admiralty have approved of the promotion (by Sir Henry Kellett) of Lieutenant R. L. Byng and Sub-Lieutenant E. Chichester, of Her Majesty's ship Ocean, to the rank of Commander and Lieutenant respectively.

We believe the first step towards increasing the China squadron will be the commissioning, in a few weeks, of the Endymion, screw frigate, 21 guns, 2,486 tons burthen, 500-horse power, for that station. The Endymion is now at Portsmouth.

A paragraph in the Army Estimates states that the Ceylon Rifle Corps will be reduced by two companies on the withdrawal of the troops from Labuan, which are to be replaced by a police force.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

UNDER THE COMMAND OF VICE-ADMIRAL SIR HENRY KELLETT, K.C.B.

Vessel's Name.		Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
			JAPAN.			
Barrossa ...	screw	400	Capt. L. J. Moore	1469	17	275
Cockchafer	,,	60	Lieut. S S Smith	236	1	40
Elk	dble. screw	120	Commander A. G. Wootton	465	4	71
Ringdove ...	screw	160	Commander T. M. Maquay	580	3	130
Sylvia ...	,,	150	Commdr. H. C. St. John ...	695	5	107
			NORTH CHINA.			
Avon ...	,,	120	Commander R. E. Tracey...	467	4	71
Banterer ...	,,	60	Lieut. Cecil F. W. Johnson.	238	2	40
Dove ...	,,	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf	dble. screw	120	Commander C. F. Walker .	465	4	71
Firm ...	screw	60	Lieut. J. Hext	235	1	40
Grasshopper	,,	60	Lieut. H. L. Ryder... ...	232	3	40
Hornet	dble. screw	120	Commander D. G. Davidson	464	4	71
Leven ...	screw	80	Lieut. Arthur Whish ...	300	3	50
Midge	dble. screw	120	Commander C. C. Rising...	464	4	71
Zebra ...	screw	200	Cmdr. Hon. A. D. S. Denison	951	7	175
			SOUTH CHINA.			
Algerine ...	,,	80	Lieut. Hon. F. G. Crofton .	299	3	50
Bouncer ...	,,	60	Lieut. R. M. Lloyd ...	236	2	40
Icarus ...	,,	150	Commander Lord C. Scott .	580	3	130
Melville*	dble. screw	—	—	1768	—	—
Nassau†	screw	150	Commdr. William Chimmo.	695	4	98
Ocean‡	,,	1000	Capt. W. N. W Hewitt, V.C.	4047	24	615
Opossum...	,,	60	Lieut. John Hope	235	1	40
Princess Charlotte		—	Commodore F. H. Shortt ...	2443	12	195
Rinaldo ...	screw	200	Capt. Geo. Robinson ...	951	7	175
Salamis ...	paddle	250	Lieut. Herbert Dolphin ...	835	2	75
Teazer	dble. screw	120	Commander R. M. Bloomfield	464	4	71
Thistle ,,	,,	120	Commander H. K. Laet ...	465	4	73

* Hospital ship. † Tender for surveying service. ‡ Flag ship.

MISCELLANEOUS.

—o—

THE REV. JOHN SCARTH, formerly of China, has been presented by the Crown to the vicarage of Holy Trinity, Milton next Gravesend, where for three years he was curate. Connected with the parish the St. Andrew's Waterside Mission has become well known as a great boon to many of the sailors and emigrants who leave the Thames, supplying them with books, &c., gratuitously. No doubt this work will be carried on with full force under the new vicar, and we wish him all success.

IN the American Senate on the 6th instant a Bill was introduced by Mr. Corbett, of Michigan, the object of which is to obtain a charter for the incorporation of a steamship company to trade in Japan waters, and the name of which is to be the "Japan Steam Navigation Company." After some discussion, the Bill was referred to the Committee of Commerce.

THE *Daily Telegraph* says that great pressure has been put upon Count Bismark from Germany with respect to a demand for Cochin China, but it may be reasonably hoped that the Chancellor will not yield to popular feeling so as to materially alter any part of his programme.

MR. J. F. LOWDER, H.M.'s Consul at Ne-e-gata, was presented by the Secretary of State at the levee held on Saturday by the Prince of Wales on behalf of the Queen.

A VERY handsome testimonial has been presented to Mr. Paddle, the assistant manager of the Jerusalem, in the shape of a purse, valued at over £500.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 27, 1871.

THE DESPATCHES ON THE TIENTSIN MASSACRE.

THE extracts from the "Correspondence Relating to the Massacre of Europeans at Tientsin," just issued in the form of a Blue-book, which we publish in another column, will be read with painful interest, and, we think we may add, with general disappointment at the position which our Government assumed from the commencement of the proceedings which followed on that catastrophe. Up to the publication of the present volume it was the general impression that the indecisive and undemonstrative conduct of Her MAJESTY'S Minister at Peking after the commission of the outrage was entirely due to Mr. WADE'S own ideas of "policy." We must own that we shared in that impression, and that we fully expected that the Government had acceded to the representations of the foreign merchants, who met in London, at least so far as to have instructed Mr. WADE to assume a position more consistent with the character of an English Minister, and better calculated to secure the safety of our countrymen in China. But so far from urging Mr. WADE to a more straightforward and dignified course, Lord GRANVILLE appears to have praised him the most when he was doing the least, while the feeble interest which the Foreign Secretary exhibited in the inquiries he instituted concerning Miss O'SULLIVAN, and the utter failure of anything like definite information—as if the subject were merely touched on as a matter of form—will excite a feeling of indignation among all who can sympathise with the survivors of the butchery at Tientsin.

THE SUBMARINE CABLES FOR CHINA.

THE Great Northern Extension Telegraph Company have chartered the steamer *Africa*, of about 2,500 tons, for the purpose of conveying the section of the submarine cable to be laid from Vladiwastok (Possiette) to Nagasaki, while the *Great Northern*, expected from China in a fortnight, will take on board the section to connect Nagasaki and Shanghai, about 1,200 miles of cable in all. It is expected that these vessels will be despatched about the 15th April, *via* Suez Canal, calling at Singapore and Hong Kong *en route*. Under favourable circumstances, the cable will be laid down and communication established about the 15th July. As already announced, the land lines through Russia to Vladiwastok are now in operation, thus affording a direct chain of communication from London to Shanghai. This Company are also laying a cable from Shanghai to Hong Kong, which will probably be completed on the turn of the monsoon in April.

The Telegraph Construction Company, under contract to the China Submarine Company, have despatched the vessels named in a late number with the cable to connect Singapore and Hong Kong, and this line will, barring accidents, be completed in April. The cable to connect Australia and Java will also be despatched in a few months.

The project started in Hong Kong for connecting Siam, Saigon, Manila, and Hong Kong, the land lines for which were last year despatched to Singapore, is, we believe, likely to be carried out, either on its original footing, or by an amalgamation with another company.

THE GULF OF MANAAR NAVIGATION.

CEYLON, whether we regard its extent, geographical position, or natural advantages, may be regarded as one of the finest islands in the world. If the truth must, however, be told—and it seems as if that time had arrived—the Government and the public of Ceylon seem to be the only people in existence who are insensible of the great natural advantages of their situation. They are so taken up with the cultivation of their fertile soil, and so much divided about the merits of various schemes of projected railways, which are to connect their estates and double the value of very many of them, that they have apparently no time for the development of those of their advantages in which all the rest of the world have an equal interest with themselves. Public works which prove their own necessity by the certainty that they would pay their cost in a few years, besides adding largely to the commercial activity of the island—works which would have been undertaken and carried through by almost every other community as soon as they were pointed out—have been neglected or put aside from considerations of the most timid economy, from time to time, until the demand for them has become imperative, and what the good people of Ceylon cannot be persuaded to perform for themselves, it seems pretty certain that the Imperial Government will feel called upon to do for them. Of course we refer to the long-talked-of navigable canal, which, by a cutting of two or three miles, will shorten the voyage to the Bay of Bengal by 730 miles, and the projected improvements of the harbour at Galle. Both these works, the former especially, can be carried out at a cost in itself trifling compared with the advantages they will confer; but there is no further connection between the two schemes than the illustration they both supply of the chronic apathy of the residents in Ceylon. The Canal claims precedence over the harbour, and we were therefore glad to find that Sir JAMES ELPHINSTONE brought this matter before the House of Commons in the emphatic manner reported in another column; and, from the feeling exhibited by the House on this occasion, we trust that our friends in Ceylon will at length rouse themselves to a sense of the responsibility they incur in shutting out, even for a time, their countrymen from the employment of a short cut which is imperatively demanded by the commerce of the East. It is not to be tolerated that Ceylon should "stop the way" in a matter of so much urgency; and the public of Ceylon will show as little regard for their dignity as for their interests if they allow such a petty amount as £90,000, which is all that is required to make the canal navigable for steamers, to be raised by direct taxation for the purpose, or relegated to the tender mercies of joint-stock enterprise at home, instead of carrying out the work themselves by means of a loan, which, it has been proved beyond doubt, must repay itself in the course of a few years by sheer toll, to say nothing of the collateral advantages the increased traffic would bring.

MAILS *VIA* BRINDISI.

WITH reference to complaints which have been made of correspondence from China by French mail steamers, marked and stamped *via* Brindisi, reaching this country *via* France, the following reply has been received to a remonstrance addressed to the Postmaster-General. This proves that the delay has been occasioned by the method in which the mails are made up in the Post-office at Hong Kong.

"In reply to your letter of the 15th instant, I have to acquaint you that the newspapers of which you enclosed the covers were received *via* France in a mail from China conveyed by French packet, which arrived on the morning of the 15th instant, and they have, therefore, so far as this office is concerned, sustained no delay.—I am, Sir, your obedient servant, "F. HILL."

OUR readers will be glad to learn that the long-talked-of railway between the town of Singapore and new harbour is about to be accomplished. The scheme will shortly be brought forward as a company, under the auspices of the directors of the P. and O. Company and other influential parties connected with tha different wharves and docks at Singapore. The necessity for this railway has become more manifest since the opening of the Suez Canal. It is intended that the railway, starting from the town, should have its first station at the Tanjong Pagar Dock; the second, at the Wharf of the Borneo Company; and thence be continued through the premises of the P. and O. Company to those of the Patent Slip and Dock Company. It is expected that the work will be completed in twelve months.

Digitized by Google

WE are happy to announce that the Prince HIGASHI FUSHIMI NO MIYA, uncle to the MIKADO, and at present the heir apparent to the Throne, has been courteously treated by our Foreign-office. Lord GRANVILLE called upon the PRINCE, and subsequently arranged for his presentation to Her MAJESTY on the 21st inst., together with the Baron VON SIEBOLD, who has been engaged in the preliminary arrangements for the PRINCE'S studies. The PRINCE and his attendants will shortly leave London for this purpose, and it is probable that his stay in Europe will extend to five years. The Japanese Minister of Finance, ITO, who is now in the United States, with the view of gathering information as to the mode of conducting financial matters in America, has been presented to the PRESIDENT. It is expected that he will visit Europe before returning to Japan.

IT will be observed in our Parliamentary intelligence that Mr. WHITE has called the attention of the Foreign-office to the delay in the publication of the Consular Reports from China, &c. These reports are becoming more interesting every year. Our Consuls really seem to vie with each other in giving information which their position enables them to obtain, but which loses half its value by the present system of first forwarding them to Peking, and then being kept at the Foreign-office for months before publication. Mr. MAGNIAC has mooted the question of postage, and we trust the Chambers of Commerce have forwarded Memorials, as we suggested.

IN consequence of the favourable reports of the tranquil condition of the China ports received in the recent telegrams from Mr. WADE to the Foreign-office, we understand that orders have been forwarded from the Admiralty to the Naval Commander-in-Chief on the China station to despatch the detachment of Marines, which sailed on board the *Juno* some months since, direct to Yokohama, on the arrival of that vessel at Hong Kong.

THE members of the Delegate Government at Bordeaux have received CHUNG HOW in a favourable manner, and have ordered apartments for him and his suite. Mr. H. O. BROWN, M. NOVION, and M. IMBERT are still with the Mission. The Comte KLESKOWSKI—whom our readers will remember as Chargé d'Affaires at Macao—has also extended his good offices to the Mission.

WE understand that Mr. THOMAS DUNMAN, Commissioner of Police, Straits Settlements, and Mr. F. H. GOTTLIEB, Magistrate of Police at Singapore, have each had a further extension of leave granted, until September next, by the Right Hon. the Secretary of State for the Colonies.

THE *Prince Alfred* will sail from Liverpool for Yokohama to-morrow, and will convey thirty railway carriages in addition to the material we have detailed in previous numbers. Further shipments are now in progress, including locomotives and carriages.

WE understand that it is intended to make Shanghai a port of registry for British shipping. This will be of considerable service, and add much to the increase of our flag in the North of China, the Yangtsze, and Japan.

ANOTHER very valuable report on silk, from the pen of Mr. ADAMS, the Secretary of Legation in Japan, has been issued by the Foreign-office, which we shall notice in our next.

SIR RICHARD GRAVES MACDONNELL, K.C.B., Governor of Hong Kong, at present in England on leave, has been appointed a Knight Commander of the Order of St. Michael and St. George.

Monetary and Commercial.

The report of the Telegraph Construction and Maintenance Company (Limited), to be submitted to-morrow, shows an available balance of £170,646, proposed to be divided as follows:—£44,820, being £1 4s. per share, in cash; and £112,050, being £3 per share, represented by fully paid-up shares in submarine telegraph companies at par, at which they have hitherto been credited to profit and loss account, leaving a balance of £13,776 to be carried forward, credited to profit and loss account. The contracts in hand for the year 1871 consist of the China Submarine Telegraph Company's cable, to be laid between Singapore and Hong Kong, and the British Australian Telegraph Company's cable, between Java and Port Darwin, Australia. The China cable is all embarked, and the ships are on their way out to submerge it during the month of May. The Australian cable will be duly despatched in time to complete the laying by Christmas next. The shares to be put into trust are understood to consist of French Atlantic, British Indian, Marseilles and Algiers, and British Indian Extension, and the following plan of arrangemement is described, which seems well calculated to facilitate the realisation of them on the best terms:—

"With a view to enable a *pro rata* dividend to be made of the share property held by this company now available for distribution, and also to secure by gradual realisation the best price obtainable for the shares, the directors propose to constitute a trust for the benefit of the shareholders now entitled to dividend, and to transfer to trustees on their behalf the £112,050 in fully paid shares above mentioned, each shareholder receiving a certificate to the amount of £3 on each of his shares in this company, and which will entitle the holder of the certificate to a rateable proportion of the produce realised by sale and dividends of the trust shares until all those shares are disposed of. It is proposed that the trustees be restricted for three years from selling any shares under par; the other provisions of the trust deed will be fully stated at the meeting."

The directors of the Indo-European Telegraph Company (Limited) have issued their report preparatory to the meeting on the 28th inst. It states that the gross revenue of the company amounts to £25,268, and the expenses, including maintenance, to £25,268.

An adjourned meeting of the creditors of Messrs. Liebert and Rogerson, India and China merchants, London and Manchester has been held. Mr. Halliday made a full report of his inspection of the books, and liquidation of the estate was then resolved upon, Mr. Halliday being appointed trustee, with a committee of inspection. According to this decision the estate will be taken out of bankruptcy.

The 1st of March has been appointed by Lord Justice James for hearing the case of the Albert Life Office Reconstruction Plan, prepared by the committee, of which Mr. James Thompson is chairman.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From HIOGO and FOOCHOW to LONDON, per Guinevere, entered Feb. 13.—From Hiogo: 5 packages merchandise, 31 bales waste silk—Order; 5 packages merchandise—H. S. King and Co.; 29 packages merchandise—L. Joseph and Co.; 4 packages merchandise—H. Hernson. From Foochow: 6 packages merchandise, 2744 chests 5358 half-chests 10,779 packages tea—Order; 48 packages tea, 6 cases ginger, 20 packages curiosities—Captain.

From FOOCHOW to LONDON, per Whiteadder, entered Feb. 20.—3523 chests 11,036 half-chests 631 boxes tea—Order.

From SINGAPORE, to LONDON, per Mary Falconer, entered Feb. 20.—1330 bales 2497 bags gambier, 1239 bags tapioca, 116 bags tapioca flour, 663 bags sago, 687 bags coffee, 918 buffalo hides, 61 cases shells, 551 bundles Malacca canes, 84 bundles ground rattans, 7159 bundles rattans—Order.

From ILO ILO to LONDON, per Martin, entered Feb. 20.—26,185 bags sugar, 338 bales hemp, 1 case cigars—Order.

From SHANGHAI to LONDON, per Star of China, entered Feb. 20.—175 half-chests tea—Forbes, Forbes and Co.; 3164 packages tea—L. Reis Brothers and Co.; 11 boxes tea, 2 boxes cigars, 3 boxes ginger—Master; 7120 chests 4574 half-chests 710 boxes 534 packages tea, 4 boxes chinaware, 304 packages merchandise—Order.

From CANTON, MACAO and HONG KONG to LONDON, per Tamesa, entered Feb. 20.—From Canton: 24,186 boxes, 9 packages tea, 6 packages merchandise, 15 cases preserves, 4 cases, 100 casks ginger, 2 cases 2 boxes lychees, 400 bales cocoons, 80 packages canes—Order; 12 cases preserves—Captain. From Macao: Tea—1000 half-chests 293 boxes 7007 packages—Order. From Hong Kong: 100 casks ginger—Order.

From SHANGHAI and SINGAPORE (via S.C.) to LONDON, per Elgin, (str.), entered Feb. 20.—From Shanghai: Tea—2641 chests 59 boxes 712 packages—D. Sassoon and Co.; 4 boxes—Brown; 1 chest 5 packages tea, 2 cases ginger—Captain; 4 cases ginger, 2 packages merchandise—A. Cheyn; 6 cases ginger, 1 package merchandise—H. S. King and Co.; merchandise—28 packages—R. de Montigny; 2 packages—R. A. Houston; 1 package—H. C. Bachelor; 1 chest tea, 3 packages merchandise—F. B. Johnson; 2 packages merchandise—J. and W. Styan and Co.; 1 package merchandise—J. B. Hallam; 5350 chests 4101 half-chests 1733 boxes 2700 packages tea, 4 cases ginger, 9 packages merchandise, 98 chests shells, 372 bales silk, 22 chests rhubarb—Order; 32 bales silk—Elias and Co. From Singapore: 1200 bags teelseed, 660 slabs tin—Order; 1 package merchandise—Borneo Company.

From FOOCHOW to LONDON, per Douglas Castle, entered Feb. 22.—3141 chests 2769 half-chests 8814 packages tea, 3 packages ginger—Order.

From FOOCHOW to LONDON, per Magellan, entered Feb. 22.—Tea: 1675 chests 2891 half-chests 8472 packages—Order; 116 chests—Baring Bros. and Co.

Digitized by Google

From SINGAPORE to LONDON, per Twilight, entered Feb. 22.—2312 bags pearl sago, 367 bags tapioca, 2972 bags 1999 bales gambier, 1194 cases cutch, 90 baskets india-rubber, 475 cases gum damar, 164 bags pearl tapioca, 42 cases 57 baskets green snail shells, 486 cases pearl sago, 698 bags coffee, 12 cases gutta-percha, 2829 buffalo horns, 1531 buffalo hides, 18 cases gamboge, 17 cases gum copal, 10 kegs flints, 6666 bundles rattans—Order.

From MANILA to LIVERPOOL, per Jessie, entered Feb. 21.—21,394 bags sugar—Drake, Kleinworth, and Co.; 235 bags cowries—Order.

ARTICLES OF IMPORT.

—o—

TEA.

Latterly the market has become very quiet, the trade having supplied their wants for the present. Common to good common black leaf kinds have arrived in large quantities, but they have met with little demand in the absence of export orders. Red-leaf Congou siftings have sold from 5d. to 6½d. per lb., being about former prices. Broken-leaf kinds from 8d. to 10d. per lb. show no change. Fair to good common have been rather more in request at previous prices. Common to fair Kaisows from 1s. to 1s. 2d. per lb. have met with a moderate demand. Good to fine and finest Kaisows, from their comparative scarcity, have been firmly maintained. Pak Lin kinds show no material alteration. Black-leaf kinds: Low to common qualities remain difficult of sale at a reduction in price. Fair to good common have been in over supply at the moment, the demand being limited; a few sales have been made at ½d. to ½d. per lb. decline. Fair to good medium kinds from 1s. 1d. to 1s. 4d. have been sold ½d. per lb. lower, good to fine have been firm, as also finest, but transactions have been limited. In Amoy kinds some few sales have been made from 8d. to 10d. per lb. for common to fair quality, prices being a shade in favour of buyers. New-make Canton kinds have been sold freely from 1s. 2d. to 1s. 6d. per lb., being ½d. per lb. lower. Oolongs have not been so readily taken, and prices must be quoted 1d. to 2d. per lb. lower; some parcels have arrived from America. Souchongs show but little change; sales have been to a fair extent at about previous rates. Flowery Pekoes remain as before. Scented Teas: Canton Capers, common to fair kinds, have been sold at full prices; the good to fine kinds have been less in request, and prices are rather lower. Foochow Capers show no material alteration. Canton Orange Pekoes have been rather more saleable at previous prices. Foochow kinds show no changeable quotation. In Uncoloured Japans there is nothing new to report. Green: The market continues much depressed. Invoices continue to be offered at public auction without reserve, the result in nearly all cases being lower prices. Privately sales have been difficult to make at a decline of 1d. to 2d. per lb. The common to fair kinds have been sold from 7d. to 10d. per lb., showing heavy losses to importers. At public sale, on the 20th inst., 1,409 packages were offered, and all sold without reserve; on the 21st inst. 9,617 packages were brought forward, of which 7,602 packages were sold, all being without reserve.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—Since our report of 8th inst. there has been an improved inquiry, leading to considerable transactions, but at prices favouring the buyer, except for finest Teas, for which extreme value is demanded. The bulk of the late heavy imports have consisted of ordinary to good common Congou, and a portion have been withdrawn from the market, pending the usual Continental demand. Last advices from China relative to the total export point to a deficiency of about 10,000,000 lbs., which, we trust, will prove correct, as it will enable the weight of common teas arriving to be worked off at saving prices to importers. The export trade to all quarters continues quiet; a few orders at low rates for green teas occasionally come in from Canada.

SILK.

There is no alteration to notice in the market; the public sales, which were held on the 22nd and 23rd, passed off with even less business than usual from the hammer, while transactions both before and after the sales have been limited. Prices remain firm but unchanged; the present uncertainty overhanging politics seems to be the only drawback to business.

Messrs. Durant and Co.'s Circular says:—The market is quiet, but rather the quiet of suspense as to politics than any diminished inclination on the part of manufacturers and throwsters to continue the full employment of mills and looms. On the other hand, importers have been more or less sanguine as to the immediate future, hence prices are fully supported. The deliveries are good. Canton Silk continues at the improved rate of last month, and even Japan Silk shows considerably increased figures.

LONDON QUOTATIONS, FEB. 24.

CHINA.	
Tsatlee, No. 1	31s. 0d. to 31s. 6d.
,, ,, 2	30s. 0d. to 30s. 6d.
,, ,, 3	28s. 6d. to 29s. 6d.
Red Peacock	26s. 0d. to 26s. 3d.
Yuenfaa, Nos. 1, 2, and 3	23s. 0d. to 26s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 26s. 9d.
Long Reel	18s. 0d to 21s. 0d.
Canton	13s. 0d. to 22s. 0d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 29s. 0d.
Idah, No. 2	26s. 0d to 27s. 0d.
Sodai, Nos. 1 and 2	25s. 0d. to 26s. 6d.
Oshiu, Nos. 1, 2, and 3...	24s. 0d. to 32s. 0d.
Koshiu, No. 1 and 2	24s. 0d. to 26s. 0d.
Eichizen	22s. 0d. to 25s. 0d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.

There has been little change in the market for Ceylon since our last report; any slight alteration observable has been for the better. Only moderate quantities have been brought forward during the week, and these have been taken off at about the rates previously current. The result of the Dutch sale does not appear to have exercised any effect upon the market here. The ruling rates are:—Plantation Ceylon, triage, 52s. to 57s.; small, 60s. to 61s. 6d.; low middling, 64s. to 65s. 6d.; middling, 67s. to 70s; good middling, 73s. to 77s. 6d.; peaberry, 79s. 6d. to 82s. 6d.; Native casks, fine ordinary, 57s. to 57s. 6d.; good bold, 60s.; bags, small, 47s.; real good ordinary, 57s. For arrival about 400 tons and 1,000 bags Native have been sold, commencing at 57s. and advancing to 59s., with guarantee of quality. In other East India sales are reported of 317 bags Singapore at 55s. 6d. to 58s. 6d., and 521 bags pale Manila sort from Singapore at 60s. The Dutch Trading Company's February public sale of 124,000 bags Java, &c., held on the 22nd, went off favourably, the bulk sell- at ¼c. to 1c. above the valuations, good ordinary, 36¾c. to 37c., and better qualities rather more.

As against the extremely small landings of 1870, those in the present year show an increase of 500 tons, but as the deliveries are 560 tons in excess, the surplus in the stock is not materially altered. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 183,735 cwt., against 150,570 cwt. at the corresponding date of 1870; Native, 18,739 cwt., against 13,699 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the seven weeks ended Feb. 18, 1871, was, of Ceylon, 2,370 tons, against 2,730 tons during the corresponding period of 1870; of all descriptions, 4,982 tons, against 3,334 tons. The quantity entered for home consumption was, of Ceylon, 1,405 tons, against 1,286 tons; of all descriptions, 2,667 tons, against 2,271 tons. The quantity exported was, of Ceylon, 1,404 tons, against 2,768 tons; of all descriptions, 3,649 tons, against 4,973 tons. The stock on Feb. 18, was, of Ceylon, 13,166 tons, against 12,875 tons; of all descriptions, 23,214 tons, against 20,365 tons.

SUGAR.

Extraordinary dulness has prevailed during the week, and there is not a single transaction to report either in public sale or by private contract.

As the landings for the week, which include 1,300 tons of British West India, are 1,800 tons in excess of last year, and the deliveries are only 800 tons more, the surplus in the stock is greatly reduced. Stock, Feb. 11, 56,476 tons, against 71,552 tons; Feb. 18, 55,418 tons, against 69,955 tons. The quantity of Sugar landed in the six weeks ended Feb. 18, 1871, was, of Penang, 11 tons, against 269 tons in the corresponding period of 1870; of Manila, Java, and China, 1,567 tons, against 3,469 tons; the quantity entered for home consumption was, of Penang, 595 tons, against 582 tons; of Manila, Java, and China, 3,744 tons, against 4,694 tons. The quantity exported was, of Penang, 28 tons, against 24 tons; of Manila, Java, and China, 490 tons, against 175 tons. The stock on Feb. 18 was, of Penang, 2,364 tons, against 1,993 tons; of Manila, Java, and China, 25,127 tons, against 34,390 tons.

CAMPHOR.—The market is dull, and there have been no transactions worth recording; a parcel of 721 tubs Japan, of fresh import, was bought in at 75s. per cwt.

CANES.—The offers of the past week have been quitted as follows:—Of 148,450 Tonkin about one-half sold at ½d. to ¾d., chiefly the latter price; of 60,500 Partridge 40,000 sold at 2¼d., first lot 2¼d.; 10,000 Whangee bought in at 2¼d.; of 94,638 Borneo 18,000 sold at 1d. to 1½d.; 26,839 Malacca bought in at 1¾d. to 4¼d. per cane.

CINNAMON.—Pending the quartely sales, which take place to-day, there is but little inquiry. The quantity advertised is 2,500 bales, part of which is of a low rough description.

COCOA NUT OIL.—The market for Ceylon is steady at previous rates; any great activity has been checked by the closing of the Continental ports, but the ice having now for the most part disappeared, an improvement may safely be anticipated. The current rates on the spot are £40 to £40 10s.; afloat about 300 tons distant shipment have been sold at £41.

CUTCH.—The large business done last week has been followed by an interval of quietude, but prices are firm; in public sale 2,370 boxes good Pegu, fish mark, were offered and bought in at 22s. 6d.; privately there have been no transactions.

DRAGON'S-BLOOD.—The market is firm; of 13 cases lump in public sale, half sold at £5 17s. 6d. to £7 2s. 6d. per cwt. for middling to very fine lump, and 31 cases good Reed also offered, and sold at and after the sale at £9 per cwt., being lower.

GALLS.—The late advance has been maintained; of China 174 cases offered at auction were sold at 47s. to 47s. 6d., privately about 500 cases have found buyers at 47s. per cwt.; there is a good inquiry for Japan also, but none have been placed on offer.

GAMBIER.—The dull tone of the market continues, and prices have exhibited a declining tendency; at auction 925 bales were offered and bought in at 15s. 9d. to 16s.; half-bales and broken, 15s. 3d.; and 4 tons loose at 14s. 6d.; 44 baskets Rhio stripts were sold at 19s. 6d. to 19s. 9d.; and 420 bags good Cubes at 20s. 3d.; privately 150 bales fine block have been sold at 15s. 7½d.

GUMS.—Benjamin: Sumatra, steady: good and fine seconds scarce, and wanted, thirds dull; in auction 38 cases retired; Siam is neglected, stocks large. Copal: some parcels of Singapore have been pressed for sale, and prices show a decline of 2s. to 4s. per cwt., 691 cases at auction mostly sold at 30s. to 38s. 6d. per cwt. for middling to good, part rather drossy and coated, 26s. to 28s. rougher and more drossy hard, and 15s. 6d. to 17s. inferior drossy and dark block soft. Damar, higher, and fair private trade done at better prices, with stock of fine reduced, 54s. to 56s. paid for fine Batavia; no auctions. Gamboge, firm; of 26 cases in auction, 17 sold at £14 10s. per cwt. for very good pipe, and £11 7s. 6d. to £12 10s. fair, part run, and a little dark.

HEMP.—The market for Manila continues dull, with a supply considerably in excess of the demand; there have been no transactions during the past week.

HIDES.—At the periodical sales held on the 23rd there was a good demand, and the best descriptions of East India Kips brought full prices, whilst middling and ordinary sold at ¼d. decline. Buffalo met

Digitized by Google

a better demand, and sold at rather higher prices. Of 9.246 Singapore and Penang Kips offered 9,160 sold, light 6 to 6½ lbs. at 7¼d. to 8½d., heavy 8¾ to 9¾ lbs. at 6¾d. to 7¾d., extra 12⅜ to 23 lbs. at 6d. to 7½d., small 6d. to 8d., thirds and fourths 4½d. to 5¾d., one lot extra heavy brined 8½d.; 2,490 Singapore and Penang Buffalo Hides sold, light 11⅛ to 14¾ lbs. at 6¼d. to 6½d., first heavy 31 to 38⅜ lbs. at 5¼d. to 5¾d., second heavy 35 lbs. at 4½d.

INDIA RUBBER.—Fine East India is scarce, and would sell readily; privately fair ball Singapore has been sold at 1s. 9d. per lb.; Borneo is dull at 1s. 6½d.

JAPAN WAX.—There has been more inquiry, and as some old lots are cleared off, a slight improvement is manifest; private sales of fine at 73s. to 74s., and of middling and fair at 69s. to 71s. 6d. are reported; at auction 162 boxes saucer sold, middling rather soft at 67s., one lot 67s. 6d.

MUSK.—The market is firm, and fine brings very high figures; the greater portion of 38 caddies at auction sold at 13s. 6d. to 21s. 6d. per oz. very inferior to fair bally and rough, 1 caddy of middling quality grain brought 44s.; 12 caddies fair Cabardine also offered and partly sold at 17s.; grain is much wanted.

OILS.—Aniseed, with new arrivals is lower; privately 15 cases were sold at 9s., and subsequently, 10 cases landing, 8s. 9d., at which there are further sellers. Cassia, firm, and moderate trade at 4s. 6d. Nutmeg, steady, but stock rather large; none of either kind at auction. Cinnamon; very scarce, and wanted; 2 cases leaf at auction retired. Citronelle: quiet; 121 cases at auction mostly sold at 2d. to 2⅛d. per oz. Lemon Grass: steady; 25 cases at auction sold at 2¾d. to 3d. per oz. for good.

PEPPER.—Black: The inquiry has continued on a limited scale, and the tendency of prices has been in favour of buyers; the sales have been small, comprising at public sale 250 bags Penang at 5¾d. cash, and short prompt about 600 bags Singapore low at 5⅜d. to 5⅝d., fair 6d., and afloat 500 bags Singapore new crop at 5¾d.; privately 100 bags Singapore have been sold at 6d., and 400 bags Penang at 5 13-16d. White: Only small quantities have been placed on offer, and these have sold readily at previous rates; 500 bags Singapore sold at 7¾d. to 7⅞d., and 60 bags Penang at 7⅝d. to 7¾d.

PLUMBAGO.—Market for Ceylon steady, but rather less doing. Public sales confined to 488 barrels, three-fourths being placed at 22s. 6d. to 26s. per cwt. for fair to fine small medium lump, 15s. 3d. to 15s. 6d. fine chips, 9s. 9d. to 12s. 3d. middling to superior dust, and 2s. to 4s. inferior very low dust.

RATTANS.—Unchanged in value; 8,000 bundles sea-damaged Singapore at auction sold, the first class at 2s. 6d. to 4s. 6d. per 100 canes for middling to good; other classes in proportion.

RHUBARB.—Large supplies of China have been offered at auction, and have sold rather lower; of 146 cases offered barely one-third sold—fairly trimmed root, a little dark pale and fair pinky fracture, at 2s. 3d. to 2s. 4d.; more rough and paler, 2s. 1d. to 2s. 2d.; inferior rough dark root, 5d. to 10d.

RICE.—Although holders have ceased to demand the extreme rates which were lately current, not much business has been done, the demand having become much less active. The sales have been 2,000 bags Rangoon at 11s., and 550 bags damaged Rangoon (from the Cape) at 8s. 6d. to 9s. 3d., also the following floating cargoes:—A cargo of 500 tons new Rangoon, February shipment, at 10s. 10½d. Continental terms; a cargo of 600 tons new Rangoon, February shipment, at 10s. 9d, open charter; and a large cargo of Rangoon, consisting of about 1,700 tons, per Corra Linn, to be shipped in March, at 10s. 6d., Continental terms.

ROOTS, CHINA.—At public sale 80 bags ordinary quality sold at 17s. to 18s. per cwt., and private business has been done in good quality at 19s. Colombo: Lower; 139 bags mostly sold at auction at 25s. 6d. to 39s. per cwt. for fair, partly dark and wormy to superior clean.

SAGO.—Prices are fairly maintained, but the demand is dull, and parcels offer afloat. Of 1,879 boxes and bags at auction, a few sold at 19s. 6d. per cwt. for good, and 18s. middling yellow. Flour quiet; only small business in Singapore to arrive at 15s. 3d.; 953 bags at auction retired.

SAPANWOOD.—With present scarcity of Siam wood, extreme prices are paid, and in aution, 9¼ tons sold at £8 to £9. Manila is still too plentiful, and only sells at low prices; 18 tons at auction retired, 11 tons of Ceylon have been sold at £8 15s. to £9.

SHELLS.—The public sales are fixed to take place this week.

SPICES.—Nutmegs: medium sizes are rather lower; 80 cases partly sold—112 to 104 to the lb., 2s. 2d., 100, 2s. 3d., 82, 2s. 5d., and 81, 2s. 5d. to 2s. 6d.; 267 bags wild, in shell, bought in at 4d. per lb. Mace is steady; 14 cases Penang and Singapore mostly found buyers, middling red to fair palish, 3s. to 3s. 4d. per lb. Cloves bring previous rates; 5,293 bags partly selling at 2⅞d. to 3⅛d. for middling to good fair, and 3⅜d. for good bright; 750 bales mother cloves partly sold at 2d. per lb. Of stems, 813 packages sold at 1¼d. to 1½d. per lb. Cassia: 250 bales wild Bombay sold at 17s. to 17s. 6d. per cwt. Cassia buds: 65 cases good partly sold at £8 7s. 6d. to £8 12s. 6d. per cwt.

SOY.—Scarcely any business doing.

STAR ANISEEDS.—The market is dull; of 80 cases offered in public sale only one lot was taken at £5 12s. 6d.; small private sales are reported at £5 10s. to £5 15s. for fair quality.

STICKLAC.—Holders are very firm; there have been small sales of good Siam at £3 10s. per cwt.

TAPIOCA.—The market continues quiet, and lower prices are accepted, but little business has been done privately. Public sales embraced 1,106 bags Singapore, of which half sold at 2d. to 2½d. for good to fine; 585 bags Pearl sold at 17d. to 19s. 6d. for fair very small to fine bright small; and 110 bags Flour also sold at 2⅛d. to 2¾d. for good.

TIN.—There is still a dull market, and Straits is again lower, the current quotations being £131 on the spot, and £128 to £130 afloat.

TOBACCO.—Java: This Tobacco continues to lead the way wherever activity is noticeable, and buyers evince increasing desire to operate in this favourite growth. Stocks are nearly exhausted, and for what remains holders are rather stiff in their notions of value. This view has been favoured by the exceedingly severe winter, for the principal shipping ports have been fast bound by ice, and imports have, therefore, been rendered impossible. Japan: There is no change in this growth beyond the arrival of a small lot by the Eldon. Prices remain firm in proportion to the scarcity of the article. Manila: Attention has been directed chiefly to the character of the crop of 1869, of which the cargo received per the Estrella afforded cigar manufacturers an opportunity of judging. Other cargoes are on the way, which may modify the opinions already formed, but so far the crop of 1869 is pronounced to be deficient in most of those qualities which render this Tobacco desirable to the manufacturer. Manila Cigars and Cheroots have been dull, though less from the indisposition of buyers to purchase than from the difficulty of finding lots worthy of attention; at public sale on the 23rd 35 bales Japan leaf sold at 10d., 67 do. damaged at 9½d., one lot at 4d.; 2 bales Manila leaf Cagaan 2a at 7½d. to 8d.; 11 bales Manila leaf repacked, 8d. to 1s. 7d.; 1 bale cuttings, 8d.

TURMERIC.—Market without change since our report of the 13th inst.

VERMILION.—China is held firmly for advanced rates, and scarcely any business has been done.

NEW YORK MARKET REPORT.

TEA.

The feature of the week has been the occurrence of two auction sales, Green and Japan. At the first the offering was disposed of, but at the second a small portion only was sold, prices being unsatisfactory to the owners, and at both there was a softer market, prices showing some decline. The attention of the trade and dealers has also been occupied by the receipt of parcels sold some time since, which has to some extent interfered with present demand; yet a fair business has been done, part of which is not yet made public, and negotiations are still going forward for considerable parcels Black, &c. Oolongs have moved freely, and Blacks as a rule are quite firm, with more general inquiry. Japan are quiet, and have a softening tendency. Desirable invoices Green are wanted, but other grades are less inquired for, and a little irregular in price.

The following is the current range of prices:—Hyson, common to fair, 45c. to 55c.; superior to fine, 61c. to 75c.; extra fine to finest, 85c. to 115c.; Young Hyson, Canton-made, nominal; common to fair, 50c. to 55c.; superior to fine, 60c. to 90c.; extra fine to finest, 105c. to 130c.; Gunpowder and Imperial, Canton-made, nominal; common to fair, 65c. to 75c.; superior to fine, 85c. to 100c.; extra fine to finest, 115c. to 150c.; Hyson Skin and Twankay, Canton-made, nominal; common to fair, 40c. to 45c.; superior to fine, 48c. to 52c.; extra fine to finest, 55c. to 60c.; Uncoloured Japan, common to fair, 60c. to 65c.; superior to fine, 70c. to 75c.; extra fine to finest, 80c. to 105c.; Oolong, common to fair, 52c. to 60c.; superior to fine, 65c. to 85c.; extra fine to finest, 95c. to 130c.; Souchong and Congou, common to fair, 50c. to 60c.; superior to fine, 65c. to 80c.; extra fine to finest, 90c. to 120c.; Orange Pekoe, common to fine, 70c. to 100c.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c. There is a very fair and steady inquiry for Brazil from the Trade, but the stock is so reduced that no important transactions can be made. The prospective arrivals are also moderate, and the market closes firmly, holders offering sparingly, and only at full previous rates. The market for other kinds has shown no great activity, but there is a fair demand at firm prices; in addition to jobbing sales of Java from second hands we note the disposal of 15,125 mats, ex Cymbeline, on private terms.

CAMPHOR.—China is quoted 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.35; Cassia, $1.10 gold (in bond).

GAMBIER.—The current quotation is 3⅞c. to 4c. gold (duty paid).

HEMP.—There have been no transactions in Manila; the nominal quotations are 10¼c. to 10½c. gold.

INDIGO.—The market for Manila has assumed a quieter tone, but prices are well maintained; the transactions comprise about 33 cases at $1.20 to 1.25 currency.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $1.25 currency (duty paid).

RICE.—Carolina has been in improved demand at an advance. Rangoon continues in fair request at steady rates; the sales have been about 1,200 bags at $7 to $7.12½ currency (duty paid), and 2,470 bags in bond at $3.25 gold.

SUGAR.—The market presents no new features. The demand continues quite light, and the business is small, refiners buying only as their necessities require from day to day, in view of the new crop now steadily coming forward and the declining tendency of the refined article. Holders, as a rule, are firm, but some are occasionally found disposed to meet the views of buyers, and the consequence is, a slow, dull market. There has been no business in East India.

SPICES.—With the exception of Cassia there are but few spices in first hands, and the market is necessarily quiet. There continues a steady fair demand for lots from store, and last quotations are firmly sustained.

TIN.—Holders being still indisposed to a concession in prices, while buyers decline operating at the ruling rates, there has consequently been but little business doing; the nominal quotations are Straits, 33½c. to 33¾c., Banca, 39c. gold.

SHIPPING.

ARRIVALS.—Feb. —, at New York, from Yokohama, Min; —, at Boston, from Singapore, Janet Ferguson; 3, at New York, from Batavia and Padang, Wallace; at Boston, from Singapore, Dewa Gungadhur; from Foochow, Louise; 4, at New York, from Batavia and Padang, Knight of Snowdon; from Batavia, J. S. Pontoppidian; from Shanghai, Dilpussund; from Hiogo, Grace Peile.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Ham, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£
Orient	Batavia	London.	Jan. 21	227	16	35	...	3	20	1477 &1cs.	417293	219982	...	641	...	591	25	15790	20	18	72	...	...	58	54	...	171	...	...	...	300	...	...	83 &10cs.	70
Amigos	Manila	Livrpool	„ 23	...	31	...	...	...	...	2067	1413062 &£165	341396	...	290	1724 &2cs.	507	69	38934 &£100	...	...	...	...	...	200 &£40	1000c	1000	325	125 &2cs.	...	...	511 &39cs.	...	4cs.	...	...
Argonaut	Shanghai	London.	„ 27	294	27	2	50	...	28	208	1874125 &£2500	105300	...	...	...	8007	16	560	...	15	68	248	4	60	726	...	234	61	...	...	92	...	9	99 &22cs.	271
Cresswell	Colombo	„	„ 28	118	14	8	3	11	...	1299	226552	...	...	...	...	125	18	...	80	60	161	362	46	174	407	£38	30	366	...	...	375 &48cs.	£35	...	...	34
Trent, str., via S.C.	Do.	„	„ 30	...	...	...	...	...	90	372	921434	60316	...	...	...	...	...	17000	...	...	...	986	...	100	188	...	...	404	...	...	24	...	£51	186	449
Glendarroch, str., via S.C.	Sing. & Penang	„	Feb. 3	...	...	12	...	½	70	270	883565	2400	...	...	80	940	...	...	...	...	...	...	...	...	...	...	20	94	...	...	...	...	...	...	...
Do. do.	Hong Kong	„	„ 3	...	...	...	...	...	...	216	1147125 &£136	21200	...	...	...	3764	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38	166
Do. do.	Shanghai	„	„ 3	...	...	...	...	...	...	90	4783641	16800	...	...	...	15080	...	...	...	...	...	3	...	...	244	...	...	...	...	...	...	...	...	...	...
Summer Cloud	Singapore	„	„ 6	...	7	31	20	...	...	478	205700	50150	...	...	...	...	...	20000	50	93	31	270	...	700	824	500	...	174	...	180c	159	...	...	194	28
Tweed, str., via S.C.	Hong Kong	„	„ 6	...	...	...	...	...	10	413	891495	18000	...	...	...	660	...	...	60	...	...	...	...	...	...	200	57	98	...	...	150	...	£5	...	190
Do. do.	Shanghai	„	„ 6	...	...	...	...	...	...	326	4090956 &£2933	108000	3845	...	496	8721	...	...	...	...	...	...	...	42	24	...	...	434	...	..	119	...	5½	...	48
Do. do.	Japan	„	„ 6	...	...	...	...	...	...	41	£4539	...	...	...	...	5583	55	...	...	...	...	...	...	...	...	...	165	142	...	...	22	...	5½	...	...
Emerald, str., via S.C.	Singapore	„	„ 7	...	...	8	...	...	...	395	388090	...	...	...	...	50	...	26000	...	...	...	...	...	83	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Japan	„	„ 7	...	...	...	...	...	446	526	527148 &£4118	25500	...	...	...	4971	...	72000	12	...	...	...	11	...	77	400	...	1312	...	...	50	£45	...	122	16
Prince Arthur	Singapore	„	Jan. 27	120	...	...	...	...	10	605	761731 &£540	176840	...	...	...	269	537	120150	...	...	...	...	...	...	140	...	560	...	...	340	1169	238	...	...	...
Ulysses, str., via S.C.	Singapore and Penang	Livrpool	Feb. 10	...	...	...	...	...	...	315	835730 &£150	187900	...	...	...	662	...	16000	20	...	...	...	...	...	...	...	8	394	90	...	...	...	3½	2	53
Do. do.	Hong Kong	„	„ 10	...	...	11	...	...	...	314	2323868 &£150	837205	1cs.	80	1980	1717	...	387200	...	...	...	...	...	...	...	...	10	172 &1cs.	...	39	...	50	5	...	19
Do. do.	Shanghai	„	„ 10	...	...	...	...	...	...	28	6503854	56500	...	...	...	4312	65	8400	...	...	...	...	...	...	152	...	...	260	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

	Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
			£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a	Orient	Batavia	...	120	...	50	...	29	...	201	...	75	25	...	...	...
b	Amigos	Manila	...	288& 34cs.	10gls.	104& 39cs.	...	370	108	...	50& 4cs.	...	...	9cs.	...	1cs.
c	Argonaut	Shanghai	...	73	...	99	81	...	...	...	...	45	...	...	...	...
d	Cresswell	Colombo	230	60	30	...	...	...	...	63	32	...	27	...	...	100
e	Trent, str., via S.C.	Do.	85	525	50	296	273	7	...	...	...	48	46	...	...	34
f	Glendarroch, str., via S.C.	Singapore & Penang	...	...	...	...	...	...	...	...	15	12cs.	110& 12cs.	240	...	...
g	Do. do.	Hong Kong	...	20	...	...	...	153	...	...	...	...	...	33	...	...
	Do. do.	Shanghai	...	10	...	...	...	...	...	...	...	...	...	360	...	...
h	Summer Cloud	Singapore	...	7& 26cs.	112 gls	59	...	...	100	34	17	119& 15cs.	92& 10cs.	...	...	...
i	Tweed, str., via S.C.	Hong Kong	...	30	...	11cs.	...	126	20	10	30	60	75	291	...	...
j	Do. do.	Shanghai	...	59	...	60	...	26	...	23	...	...	...	...	...	10
k	Do. do.	Japan	...	6	...	120	130	...	...	..	...	...	...	...	...	...
l	Emerald, str., via S.C.	Singapore	...	8	...	...	17	...	...	...	...	...	...	...	...	...
m	Do. do.	Japan	100	186	...	516& 6cs.	624	50	35	11	237	...	26	180& 1cs.	...	...
n	Prince Arthur	Singapore	...	...	...	...	...	1cs.	...	...	...	...	45	...	...	...
o	Ulysses, str., via S.C.	Singapore & Penang	...	...	..	21	89	...	...	...	...	...	...	400	131	...
p	Do. do.	Hong Kong	145	30	...	...	161	188	...	...	...	...	...	1605	...	...
q	Do do.	Shanghai	59	50	12	...	...	60	20	...	...	...	30	122	...	...

SUNDRIES.

a Galvanised iron manufactures, £471; brass wire, £100; cement, £172; matches, £890 and 8 cases; framed pictures, £38; goods, manufactured, £132; shot, 3 tons; gunpowder, 4,980 lbs.; fruits, 13 cwt.——*b* Coloured prints, £32; tissues, 1 case; india-rubber manufactures, £116; marble work, £50; buttons, £60; cottons, 7 cases; pig iron, 100 tons.——*c* Caoutchouc, £25; goods, manufactured, £45; boiler plates and tubes, £278; galvanised iron, £8; cordials, 42 gallons; mineral water, £109; effects, £17; canvas hose, £80; coals and coke, 567 tons; fruits, £96.——*d* Refined sugar, 20 cwt.; cordials, 49 gallons; galvanised iron manufactures, £500; cement, £43; fuze, £78; goods, manufactured, £12; slates, £24; rub stones, £17; tin plates, £7; spelter, 2 tons; zinc, 2 tons and £14; gunpowder, 11,343 lbs.——*e* Sign board, £7; effects, £349; filtering cloth, £58; goods manufactured, £200; refined sugar, 54 cwt.; freezing mixture, £8; caoutchouc manufactures, £45; engravings, £60.——*f* Watches, £54; caoutchouc manufactures, £12——*g* Elastic webbing, £79; fruits, 8 cwt.——*h* Creosote, £14; vermouth, 400 gallons; lucifers, £100 and 20 cases; galvanised hoop iron, ½ ton; brass wire manufactures, £273; iron railway chairs, £52; mineral waters, £85; framed pictures, £700; sponge, £10; steam engines, £95; goods manufactured, £550; perambulators, £14; coals and coke, 388 tons; pig iron, 50 tons; zinc, 13 tons; tar and pitch, 154 barrels.——*i* Marble chimney pieces, £22; buttons, £50; silk velvet, £14; india-rubber manufactures, £434; goods, manufactured, £20.—*j* India-rubber manufactures, £30; quicksilver, 150 bottles.——*k* Silk stuffs, £175; unicorns teeth, 2 cases.——*l* Fire-engine fitting s, £55.——*m* Black hair list, £725; effects, £112; horse-hair, £26; optical instruments, £56; goods, manufactured, £1,715; brass manufactures, £169; photographs, £20; silk manufactures, £26; framed slates, £28; lucifers, £135; fruits, 1 cwt ——*n* Cork fenders, £10; sheathing felt, £45; brassware, £436; coals and coke, 283 tons; tar and pitch, 40 barrels; beef and pork, £300.——*o* Combs, £37.——*p* Silks, £70; effects, £25 and 1 box; brass tubes, £230; combs, £26.——*q* Effects, £6; soda-water, £60.

NOTE.—Per River Indus, from London to Colombo, cleared Jan. 5 (addl).—Coke, 48 tons; oil, 200 gallons. Per Undine, from London to Shanghai, cleared Jan. 16.—(Short shipped) Zinc, 4½ tons; galvanised iron, 5½ tons; hardware, £18. Per Glendarroch (str.), from London to Java, *via* Suez Canal, cleared Feb. 3.—Printed cottons, 37,885 yards; woollens, £120; plain cottons, 148,310 yards; wax, 140 cwt. To Macassar.—Printed cottons, 7,200 yards. To Manila.—Printed cottons, 14,350 yards. To Yokohama.—Plain cottons, 142,978 yards; woollens, £740; printed cottons, 15,000 yards; cottons and worsteds, £660. Per Belgian (str.), from London to Singapore, *via* Suez Canal, cleared Feb. 4.—542 miles telegraph cable, £102,600; effects, £104. Per Ulysses (str.), from Liverpool to Batavia, *via* Suez Canal, cleared Feb. 10.—Plain cottons, 437,100 yards; coloured cottons, 550,366 yards. To Yokohama.—Haberdashery, £273; hats, £30; linens, £33; coloured cottons, 5,960 yards; worsteds, £220; plain cottons, 80,650 yards. Per Glendarroch (str.), from Glasgow to Penang, *via* London and Suez Canal, cleared Jan. 11.—Paper, £7; naval stores, £11; yarn, 20,000 lbs.; coloured cottons, 261,259 yards; linens, £2,202; haberdashery, £690. To Shanghai.—Sailcloth, £50; hardware, £20; printed cottons, 98,000 yards; linens, £220; mixed goods, £444. Per Erie, from Glasgow to Yokohama, cleared Feb. 8.—Beer in glass, 14 barrels; canvas, £128; rod iron, 25 tons; cement, £122.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Feb 16	Alice Graham	Morgan	Sarawak	London
16	Gurtje and Maria	Flens	Batavia	Falmouth
16	Kjobenhavn	Holm	Foochow	Do.
16	Toni	Petersen	Bassein	Queenstown
17	Guinevere	Spowart	Hiogo	Deal
15	Gutenberg	Frericks	Batavia, &c.	Brouwershaven
18	Martin	Dall	Ilo Ilo	Deal
18	Star of China	Angus	Shanghai	Do.
18	Mary Falconer	Carlisle	Singapore	Do.
18	Whiteadder	Tiptaft	Foochow	London
20	Tamesa	Phillips	Macao, &c.	Do.
20	Elgin (str.)	Hutton	Shanghai, via S.C.	Do.
20	Twilight	Angel	Singapore	Do.
18	Staatsraad v. Ewyck	Ham	Java	Off Dungess
20	Taffarette	Rocher	Hong Kong	Dartmouth
20	John Peacock	Finlay	Maulmain	Falmouth
21	Douglas Castle	McKitchie	China	London
21	Magellan	Crosbie	Foochow	Deal
20	Schoonderloo	v. Leeuwen	Java, for Rotterdam	Brouwershaven
21	Douglass	McGuffie	Rangoon	Falmouth
21	Jessie	—	Manila	Liverpool
20	Imogen	Mathews	Singapore	Sunderland
18	Laura and Gertrude	Poppelbaum	Akyab	Bremerhaven
20	Cornelia Adolphina	Roever	Batavia	Texel

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 16	Alumina	Bruce	Yokohama	London
16	Alice Wilson	—	Galle	Clyde*
17	Golden Spur	Farrell	Hong Kong	London
17	Minia (str.)	Martin	Sing. & H. K., via S.C.	Do.
17	Kaisow	Adams	Cardiff, H.K., & Shang	Do.
16	Huntley Castle	McCanley	Singapore	Cardiff
18	Cheops (str.)	Crondace	Do., H.K., &c.—S.C.	London
18	Weymouth	Gibson	Shanghai	Do.
18	Enterprise (str.)	Lobnitz	Sing., China, &c.—S.C	Do.*
15	Alfred the Great	Purdy	Galle	Shields
20	Erl King (str.)	Steele	Sing., H.K., &c.—S.C.	London
18	Avon	Scott	Shanghai	Cardiff
18	Avon	Owens	Hong Kong	Do.
21	Agra	Tozer	Batavia & Sourabaya	London
21	Haidee	Dick	Singapore	Do.
17	Janet Court	Wilson	Do.	Penarth
19	Butterworth	Read	Do.	Shields
21	Joseph Haydn	Haupt	Hong Kong	Cardiff
21	Seawfell	—	Singapore	Liverpool
18	Resolution	Stabel	River Amoor	Sunderland

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Since Feb. 9	Atalanta	London	Colombo, &c.
" "	Albatross	Liverpool	Do.
" "	Agnes	London	Singapore

LOADING.

At LONDON.—For Yokohama: Devana, Fiery Cross, Flying Spur. For Shanghai, Hankow, and Singapore (via Suez Canal): Lord of the Isles (str.). For Shanghai: Victoria Nyanza, Aracan, Everest, City of Aberdeen, Guinevere. For Hong Kong: Burdwan, Windhover, Leander, Melbrek, Veronica, Glance. For Singapore: Benares. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Vanguard (str.), Craigforth (str.), Elgin (str.). For Singapore and Hong Kong (via Suez Canal): Kangaroo (str.). For Penang: Frances Milly. For Singapore and Manila: The Sir Jamsetjee Family. For Batavia and Sourabaya: Sophie Gorbitz. For Colombo: Southern Belle, Palestine, Peveril of the Peak. For Colombo, &c. (via Suez Canal): Nile (str.), Europe (str.), Arcot (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred. For Manila: Estrella, Josefina. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Diomed (str.). For Batavia and Sourabaya: Merse. For Singapore: Maiden Queen, Blenheim. For Colombo, &c. (via S.C.): Paraguay (str.), Historian (str.). For Galle: Hylton Castle.

At GLASGOW.—For Manila: Dona Feliciana. For Ilo Ilo: Monsoon. For Singapore: Bothwell Castle. For Batavia, Samarang, and Sourabaya: Loch Awe. For Batavia and Sourabaya: County of Berwick. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glensannox (str.).

At PORT GLASGOW.—For Galle: Madras.

SPOKEN.

JANET FERGUSON, Singapore to Boston, 18 N., 55 W.
DEWA GUNGADHUR, Singapore to Boston, Jan. 21, 24 N., 57 W.
PRINCESS OF WALES, London to Chefoo, Nov. 6, in the Gilolo passage.
LIBERATOR, Sunderland to Galle, Jan. 10, 23 S., 29 W.
ANGLO SAXON, Shanghai to London, Nov. 25, in the Straits of Sunda.
LANDBOUW, Rotterdam to Batavia, Jan. 14, 4 N., 27 W.
BLENCATHRA, Liverpool to Singapore, Jan. 18, 2 N., 24 W.
BOYNE, London to Colombo, Jan. 15, 5 N., 25 W.
CORNELIS GIPS, Batavia to Rotterdam, Jan. 25, 3 N., 25 W.
NAPIER, Liverpool to Galle, Jan. 19, 2 N., 25 W.
SIR LANCELOT, London to Shanghai, Jan. 18, 30 S. 26 W.
LUCERNE, from Colombo, Dec. 31, 6 N., 91 E.
SEA QUEEN, Penang to London, Dec. 2, 19 S., 84 E.
SCOTTISH CHIEF, Macao to London, Feb. 14, 48 N., 10 W.
BECHERDASS AMBAIDASS, Batavia to Boston, Dec. 14, 25 S., 61 E.
DOROTHEA (Dut. ship), Cardiff to Singapore, Jan. 20, 1 N., 28 W.
SOOLOO, Singapore to Liverpool, Jan. 10, 28 S., 8 E.
HINDOSTAN, Shanghai to London, Jan. 4, 33 S., 29 E.
RATTLER, Manila to New York, Jan. 10, 35 S., 17 E.
PETCHELEE, Singapore to Liverpool, Jan. 12, of the Cape of G. Hope.
OCEOLA, Macao to New York, Jan. 5, 32 S., 32 E.
N. B. PALMER, Shanghai to New York, Dec. 31, 35 S., 23 E.
MORO CASTLE, Shanghai to New York, Jan. 2, 35 S., 20 E.
AKILBURN (?), Amoy to New York, 75 days out, Dec. 28, 27 S., 50 E.
HELENA (Dutch ship), Java to Rotterdam, Dec. 29, 35 S., 21 E.
ART UNION (ship), London to Batavia, Jan. 21, on the line, 23 W.
MCGILVERY, Macao to New York, Nov. 16, 5 S., 107 E.
VREDE, Java to Amsterdam, Jan. 20, 4 S., 18 W.
MARIA (Span. barq.), Lpool. to Manila, 40 days out, Jan. 22, 1 S., 21 W.
NICOLAAS WITSEN (Dut. brq.), Btvia. to Amstdm. Feb. 3, 24 N., 40 W.
JOHN KIMBERLEY, Cardiff to Manila, Jan. 17, 10 S., 26 W.
RIVER AVON (barq.), Liverpool to Japan, Jan. 7, 4 N., 27 W.

FREIGHTS AND CHARTERS.

We have no change to note in freights to the East.

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. to 60s. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £42. For Hong Kong: £30. To Singapore: £27. For Galle: £25. From Newport, Cardiff, or Swansea, per ton—For Yokohama: — For Shanghai: £2 2s. 6d. For Hong Kong: £1 8s. For Java: 17s. 6d. For Singapore: £1 8s. For Galle: £1 6s. For Colombo: £1 7s.

CASUALTIES.

The Tamesa, Phillips, from Macao, &c., which arrived at London Feb. 20, was in collision Feb. 18, in the Northfleet Hope, with a brig; the brig sank, crew saved.

The Elshout, Zepperman, from Sourabaya to Amsterdam, which put into Table Bay, Dec. 30, for repairs, was in a leaky state, and had sustained damage to topsides. She proceeded for her destination on the 7th Jan.

The Free, Vardon, from Yokohama to London, put into Table Bay Jan. 1, making five inches water per hour, and had been coppered on the patent slip.

On Jan. 14 the British barque Carobel, for Hong Kong, was lost on the Rocas, on the Pernambuco coast. After trying for three days to get her off, the crew abandoned her and made their course to Rio Grande do Norte, in the longboat.

The Kenilworth (of Liverpool), which sailed from London, Feb. 14, for Cardiff and Trincomalee, was off the North Foreland, with crew refractory, and spars in a defective state; she had been ordered back to London in tow.

The Schoonderloo, v. Leeuwen, from Java to Rotterdam, grounded on Dwars-in-den weg, at Brouwershaven, but was assisted off by four tugs.

A telegram dated Galle, Feb. 22, received 23rd, states that the Palmerston, 894 tons, for Colombo, stranded twenty-five miles east of Galle, and is likely to prove a total loss.

The Joseph Sprott (barque), of Liverpool, from Manila, with sugar and dyewood, was totally wrecked in Rosscarberry Bay, on the Irish coast, during a thick fog on the morning of the 19th Feb. It is feared the crew were lost; nothing has been saved yet except some papers and a few broken spars and other debris.

A telegram received, dated Penang, Feb. 23, states that the Amazon, Macleod, from Cardiff, for Singapore, was aground Feb. 20, on the South Sands, Straits of Malacca, with five feet water in her hold; assistance sent.

The Grace Peile, Tyson, which arrived at New York, Feb. 5, from Hiogo, had lost an anchor and chain off the Highlands, Feb. 4.

MISCELLANEOUS.

At GIBRALTAR.—Feb. 19, from London, for Singapore, &c., Emerald (str.).

Off CAPE TRAFALGAR.— —, Achilles (str.), from China, &c., for London.

At SUEZ.—Feb. 16, Great Northern (str.), from China, for London; —, Abbotsford (str.), from London, and proceeded, Feb. 17, for Singapore, China, &c.; Feb. 11, Atalanta (str.), from London, and proceeded for Colombo, &c.

At PORT SAID.—Glendarroch (str.), Berryman, from London, for Singapore, China, &c.

At ADEN.—Jan. 27, Leith (str.), Barnetson, from London, and left, 29, for Singapore, China, &c.; Feb. 2, Lumley Castle (str.), from London, and left, 3, for Singapore, China, &c.; 3, Sanspareil (steam-tug); Robertson, from Sunderland, for Singapore.

At ST. HELENA.—Jan. 12, Tycoon, Bond, from Singapore, for London; Marie Gabrielle, from Saigon; 13, Coringa, Watson, from Singapore, for London; Haamstede, Geerling, from Batavia, for Zierikzee; Juanpore, Haldane, from Shanghai, for London; 14, Dordrecht II., Rotgan, from Batavia, for Dordt; 15, Margaret Falconer, Scot, from Foochow, for Plymouth; Emilie Marie, Jessin, from Saigon, for Belle Isle; 20, Taitsing, Bloomfield, from Foochow, for London; 21, Viajante, Calves, from Bangkok, for Lisbon; 22, Pride of England, Taylor from Batavia, for Amsterdam; 25, Lord Macaulay, Care, from Manila, for Queenstown; 26, Espiegle, Waif, from Foochow, for New York; Diane, from Saigon, for Bordeaux; Tonbridge, Pizzey, from Manila, for London.

Off ST. HELENA.—Jan. 13, A.M.E., from Java, for Rotterdam; 25, Racer, from Manila, for Falmouth.

At TABLE BAY.—Jan. 4, Aurora, Basterrechs, from Manila, and

Digitized by Google

sailed 5 for Cadiz; 5, Freia, Nielson, from Copenhagen, and sailed 10 for the River Amoor; 13, Fairy (str.), sailed for Shanghai.

At Algoa Bay.—Jan. 12, John Milton, Boutillier, from Canton, for New York, put in for medical aid.

Part of a ship's head board, marked "Summer Cloud" in large gilt letters, has come ashore in Pevensey Bay. The Summer Cloud, Watson, sailed from London, Feb. 6, for Singapore.

Launch of a P. and O. Steamer.—On the 20th inst. Messrs. William Denny and Brothers, of Dumbarton, launched an iron screw steamship for the Peninsular and Oriental Steamship Company, forming one of the new class of large vessels with which that company are augmenting their fleet, and the seventh supplied by the same builders. This vessel, the Indus, was named on leaving the ways by Miss M'Clure, daughter of Mr. J. H. M'Clure, of Glasgow. She is 360 feet long and 40 by 35 feet in beam, 3,400 tons gross register, and will be supplied with compound surface condensation direct-acting engines of 450-horse power nominal by the builders. In the equipment of the ship the latest improvements have been introduced, and nothing appears to be overlooked that will facilitate the various movements, while the passenger accommodation and fittings are of the same high class of work and finish for which this company's ships are famed.

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST of the Best Quality, and upon the Most Favourable Terms.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

THE PHŒNIX.

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA,

EDITED BY

THE REV. JAMES SUMMERS,

Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Ainos, the Tartar Languages, Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB, YOKOHAMA.

A.D. 1871.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

I beg to inform you that I have made contracts for this year by which Telegrams between Kiachta and Tientsin will be delivered in Ten Days, being a still further reduction in time of Twelve Hours.

TELEGRAMS FROM EUROPE.

Telegrams for China or Japan may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 21st February, to Tuesday, the 28th November, inclusive.

Telegrams must be addressed "Grant, Kiachta." If Express, "Grant, Kiachta, Express."

Express Telegrams may be despatched on any day. They are forwarded by Special Couriers within Half-an-Hour of their delivery at Kiachta.

CHARGES FROM KIACHTA.

Twenty Words or under ... ... Tls. 12 | And for every additional Ten Words or under... Tls. 4

Express Telegrams—Tls. 150 plus Tls. 2 for every Ten Words.

The Charges are payable by the Receiver to the Agents within Three Days of delivery; otherwise Twenty per Cent will be added to the above rates.

The Sender is responsible for the payment if the Receiver does not pay.

The above rates show a considerable reduction on the tariff of the Indian Companies.

Agents at Shanghai ... ... Messrs. HALL & HOLTZ.
" Tientsin ... ... " J. LIVINGSTON & CO.
" Yokohama ... ... Mr. E. L. B. McMAHON.
" Kalgan ... ... Messrs. MATRINSKI & KAZANTZOFF.

Telegrams for Ports South of Shanghai are forwarded by Messrs. Hall & Holtz.

Head Office: KIACHTA, ORIENTAL SIBERIA.

C. MITCHELL GRANT, Proprietor.
WM. HAGEMANN, Secretary.

London Agency—Messrs. MORGAN BROTHERS, 42, Cannon-street.

Digitized by Google

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA, TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.

Established 1807.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

T. W. JACKSON, COMMISSION AGENT. SAN FRANCISCO.

ROBERT COCKS AND CO.'S NEW VOCAL MUSIC.

SONGS AND BALLADS.

O FAIR DOVE! O FOND DOVE! (The most popular setting of the Poem.) Song. A. S. GATTY. 4s. "We have seldom met with so much beauty concealed in so apparently simple a song."—Vide *Edinburgh Courant.* "A singularly touching and effective melody."—Vide *Examiner.* "Cannot fail to be a favourite."—Vide *Weekly Review.*

HER BRIGHT SMILE HAUNTS ME STILL. Ballad. Words by Dr. CARPENTER. Music By W. T. WRIGHTON. The same arranged for the Pianoforte by BRINLEY RICHARDS. 4s. "There is an elegance and charm about this lovely song which is quite captivating."—Vide *Wesleyan Times.*

THE LIQUID GEM. Song. By W. T. WRIGHTON. 4s. "One of Mr. Wrighton's lightest and happiest inspirations. The composer is one of the surest and most fertile of those who supply our drawing-rooms."—Vide *Liverpool Journal.* The same for Pianoforte by BRINLEY RICHARDS, 4s.'

TO HEADS OF SCHOOLS.—A New and much Enlarged Edition of the highly useful GREEN CATALOGUE OF VOCAL AND PIANO MUSIC is now ready, and may be had on application, post free.

FLOWERS OF THE GARDEN AND FLOWERS OF THE WILDWOOD. New Vocal Duet. By the Author and Composer of "What are the Wild Waves Saying?" 4s.

I PRITHEE SEND ME BACK MY HEART. Words by Sir JOHN SUCKLING; Music by A. S. GATTY. 3s.

OUR DEAR OLD CHURCH OF ENGLAND. National Song. By J. L. HATTON. 3s. The same for four voices, 2s. The same transcribed for the Pianoforte, by J. PRIDHAM, 3s.

GIVE US THY REST. New Sacred Song. Words by Miss BURNSIDE; Music by Miss M. LINDSAY (Mrs. J. W. Bliss). Post free for 18 stamps. Also, by the same Author and Composer, TIRED, Sacred Song; No. 1 in D flat, No. 2 in D. 4s. each.

THE LIGHTS FAR OUT AT SEA. Words by REA; Music by A. S. GATTY, Composer of "O Fair Dove, O Fond Dove." Price 3s.

MR. ALFRED SCOTT GATTY'S NEW SONGS AND BALLADS.

I Prithee Send me Back my Heart. 3s.
Tell him I Love him yet. 3s.
O Fair Dove, O Fond Dove. 4s.
The Mother's Visit. 3s.
Oh, doubting heart. 3s.
Six Songs for Children. 3s. each.
The Northern Star. 3s.
Long, long, ago. 3s.
Heartless. 3s.
Six Songs for our little ones. 2s. 6d. each.
For Two Voices.
O That we two were Maying. 4s.

London: Published only by ROBERT COCKS and Co., New Burlington-street. Order of all Musicsellers.

All the above Music may be had, post-free, at half-price.

HOLLOWAY'S OINTMENT

AND PILLS.—GRATIFYING RESULTS.—No phase of external ailments can present itself which is irremediable by the early and diligent use of the above-named remedies. The merest blotch upon the skin, and the deepest ulcerations of the flesh, yield with the same certainty to the detergent and healing properties of this celebrated Ointment. Bad legs, burns, eruptions of the skin, and scrofulous sores can be cured with facility by the use of this Ointment, aided by Holloway's purifying Pills. Under this treatment the foulest ulcers become clean, and in a few days florid granulations appear, which gradually grow and fill up the cavity with firm and healthy flesh. No drawback nor relapse need be feared.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HOUGHTON & Co.
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel
Manila	
Hong Kong, Cahton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	" "

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA. VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	,,	,,
China ..... in 44	,,	,,
New Zealand in 45	,,	,,
Australia ..... in 48	,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan. China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 — For Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria fortnightly, from Saturday, the 4th February, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

With immediate despatch.

FOR SHANGHAI, direct, the fine Aberdeen Clipper Ship CITY OF ABERDEEN, A1 14 years, 551 tons register, ALEXANDER CLARK, Commander; loading in the East India Docks.

For Freight or Passage, apply to CRUICKSHANK and RING, 26, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR, MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA	,, ,,	Ever Tuesday, at 2 A.M.
ADEN	,, ,,	
BOMBAY	,, ,,	
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Feb. 4, 2 P.M. And every alternate Saturday thereafter.	Tuesday, Feb. 14, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Feb. 18, 2 P.M. And every fourth Saturday thereafter.	Tuesday, Feb. 28, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

For the convenience of Country Shippers, Messrs. Pickford and Co.'s Agents receive Goods and Parcels on the Company's account.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class Steam and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.	Elgin, s.s. ... via S.C.	A 100	SWID	March 15
Hong Kong	Veronica ...	A1 14 yr.	SWID	With des.
Shanghai ...	Everest	A1 13 yr.	SWID	With des.
Tientsin, Newchwang & Chefoo ...	Taitsing.....	A1 14 yr	SWID	With des.
Yokohama	Flying Spur.	A1 14 yr.	SWID	With des.
Yokohama	Devana	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, JAPAN, and MANILA.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Leander	A1 16 yr.	W.I.D.	With des.
Yokohama ..	Fiery Cross..	A1 13 yr.	E.I.D.	With des.
Singapore & Manila ...	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang	Craigforth ...	AA1	1109	E.I.D.	Mar. 4

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.

From LONDON.

Batavia, Sourabava, and Padang.....	Sophie Corbitz, in lieu of Medora ..	3-3rds 11	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam via the Suez Canal. To sail on the 4th March.

FOR SHANGHAI and HANKOW direct, calling at SINGAPORE, and taking goods for Java and Japan at through rates, the splendid full-powered Screw Steamer, LORD OF THE ISLES, 100 A1, 1,846 tons register, 240-horse power nominal; RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for passengers, including Cabin Fittings, Bedding, and Linen. Carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the splendid Clipper Ship, GLANCE. AA 1, 887 tons register, ALFRED MESSERVY, Commander; East India Docks.

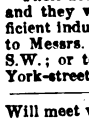
For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Arcot (B.I.S.N.Co.) ...	1,600	Mar. 4
Galata	816	Mar. 15

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess if sufficient inducement offer For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 3, York-street, Manchester, or 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch. First ship



DIRECT FOR COLOMBO, the splendid clipper ship SOUTHERN BELLE, A 1, 540 tons register. J. HILL, Commander; West India South Dock. This fine vessel, having just been newly metalled, offers a favourable opportunity to shippers of fine goods.

For Freight apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Feb. 27, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 392.] LONDON, MONDAY, MARCH 6, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Nov. 18	Jan. 10	Jan. 14
Yedo			
Osaka and Hiogo	—	—	„ 10
Hakodadi			
Nagasaki	—	—	„ 9
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Nov. 4	Dec. 27	Jan. 11
Kiu-kiang			
Chin-kiang			
Shanghai	„ 25	Jan. 13	Jan. 18
Ningpo			
Foochow	—	—	No mail.
Formosa			
Amoy	—	—	Jan. 23
Swatow			
Hong Kong	Dec. 3	Jan. 14	„ 24
Canton			
Macao			
PHILIPPINES— Manila	Nov. 25	„ 16	„ 17
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	„ 20
BORNEO—Labuan			
Sarawak	—	—	„ 24
JAVA — Batavia	—	—	„ 24
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Dec. 23	Jan. 24	Feb. 1
Penang	—	—	„ 3
CEYLON—Galle	—	—	„ 9
Colombo	—	—	„ 7

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning, its due date. The next inward mail (French) is due on the 13th inst., with dates Shanghai Jan. 25, Hong Kong Jan. 31. Correspondence from Yokohama to the 24th Jan., *via* San Francisco, may be expected on the 10th inst.

Telegrams *via* Singapore, with dates Shanghai Feb. 16, Hong Kong Feb. 22, were received on the 28th ult. (six days from Hong Kong). These announce that the Manila mail of 16th Feb. had not arrived.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nyanza*, arrived March 1.—From Shanghai: Mr. A. Lind. From Singapore: Mr. Kumpera, Mr. Kerr.

To Southampton, per P. and O. steamer *Malta*, expected to arrive March 10.—From Shanghai: Mr. and Mrs. Bell, three children, and servant, and two second-class passengers. From Singapore: Mr. J. C. Cumming, Miss Jackson. From Galle: Mrs. Jones and child, Mr. and Mrs. Forsyth, two children, and servant, Mr. Schreiber.

To Gibraltar.—From Hong Kong: Senor Pedro Osa.

By last Bombay mail, to Brindisi, per P. and O. steamer *Mantua*, arrived Feb. 21.—From Galle: Colonel Cox.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, March 4.—To Yokohama: Mr. W. Beakema To Shanghai: Mr. E. Iveson, Mr. Evans. To Hong Kong: Mr Foster. To Singapore: Mr. Gibson, Mr. London. To Batavia: Mr. London. To Ceylon: Mr and Mrs. W. Rollo.

Per P. and O. steamer *Bangalore*, from Brindisi, March 14.—To Shanghai: Mr. F S. Deacon. To Hong Kong: Mr. G. Hardy, Commander Magnay, R.N.

From Malta.—To Shanghai: Rev. A. R. Morris.

Per P. and O. steamer *Nubia*, from Southampton, March 18.—To Shanghai: Mrs Lyall Grant, Mr. J. Marah, Mr. Bernhard. To Hong Kong: Mr. and Mrs. T. Smith and child, Mr. Veitch, Mr. W. Christy. To Batavia: Mr. and Mrs. T. Wassink. To Ceylon: Mr. P. Cummins, Ensign Scott.

Per P. and O. steamer *Delta*, from Brindisi, March 28.—To Shanghai: Mr. and Mrs. W. Pugh. To Rangoon: Mr. M. R. Cowie. To Hong Kong: Mr. and Mrs. E. Deacon, Mr. F. B. Johnson. To Ceylon: Mr D. W. H. Skrine.

Per P. and O. steamer, from Suez April 2.—To Shanghai: Mrs. Clark. To Singapore: Mr. L. Clark. To Hong Kong: Mr. F. Clause.

Per steamer *Diomed* (Holt's line), Capt. R. S. Crompton, sailed from Liverpool 28th Feb.—To Singapore: Mr. and Mrs. A. W. V. Cousins. To Hong Kong: Mr. Wang Yong Ching, Miss Louisa J. Sampson. To Shanghai: Mr. J. M Harrison.

Per *Lord of the Isles* (s.s.), sailed March 5.—To Singapore: Mr. M. Wastmacker. To Shanghai: Messrs. M. R. Edwards, W. Rae, J. Telford, A. Bayley, J. Stokes, S. Price.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The mail this morning brings dates to the 15th Jan., and we regret that another assassination case is reported, but the energetic steps taken by the Government contrast favourably with former cases. The victims were employed by the Mikado's Government:—

It appears that on the 13th Jan., at about half-past eight, Mr. C. H. Dallas and Capt. Ring were returning to their quarters at the Kaiseijo from a stroll, and when near the Niponbashi (the bridge whence all distances in Japan are measured) were attacked by one or two Japanese two-sworded assassins—as usual, from behind. Mr. Ring received a wound on the back of the head, and another cut from the shoulder to the hip, eighteen inches in length, and in some places three inches deep.

Word was sent to the Kaiseijo of what had happened, and very many of the students came down to the hut where they lay, bringing with them native physicians, who, after examination of their wounds, pronounced them to be mortal. Dr. Wheeler, of the English Legation, however, on his arrival, pronounced them not to be necessarily so, though of a dangerous nature. The wounds have been sewed up.

On the news of the attack the Government officials here immediately issued the following notification:—

NOTIFICATION.

"To the Editor of the *Daily Japan Herald*.

"KANAGAWA, KENCHO, Jan. 14, 1871.

"SIR,—We regret to have to inform you that a telegram has been received by this department from Tokeio (Yedo) this morning, communicating intelligence of an attack made at about 8.30 P.M. yesterday by Japanese upon two foreigners, supposed to be British subjects, while passing through Nebacho. The foreigners, whose names are announced as Messrs. C. H. Dallas and Ring, and who are in the employ of the Japanese Government as teachers at the Nanko, are both severely, though not dangerously wounded.

"The Japanese who made the attack escaped, and vigorous measures have been taken to secure their capture. For this purpose all gateways and roads in and about Tokeio are closed and under the control of the military; detectives are busily engaged in searching for the criminals, who will undoubtedly be caught and promptly brought to justice.

"KANAWAWA KENCHO, Government Officer."

Just before going to press we have received a telegram from the English Legation at Yedo, stating that the wounded men are progressing favourably, and are anxious that no exaggerated accounts of their condition should be sent home by telegraph.

Pigs are still in the ascendant, and the other day two thousand dollars were paid for a boar and a sow with a litter. Every steamer from China is full of them, and it is rumoured that several men, who have more "time" on their hands than anything else, have gone to San Francisco and Hong Kong to collect good animals. The Japanese, too, have ordered pigs from England to be sent out, through the Suez Canal. The reason given for all this is, that the native Government have issued an edict to the effect that all farmers must keep and breed pigs. As the native troops are being fed on beef now, possibly pork may be in the mind's eye of the purveyors.

Sir Harry and Lady Parkes, with Mr. Consul Robertson and a Japanese officer of high rank, have gone in the lighthouse steamer *Thabor* to Rock Island, to inaugurate the opening of the new lighthouse there.

TEN DAYS LATER VIA SAN FRANCISCO.

The steamship *Great Republic* arrived at San Francisco Feb. 16, from China and Japan. She brings nine Japanese students for

Digitized by Google

San Francisco, seven for New York, and thirteen for Europe. Lord Howard de Walden, Mr. N. P. Kingdon, and Mr. Schoyer were among the European bound passengers; for New York, P. Railee, W. H. Lefferts, John Middleton, W. C. Low, J. Podorias, R. B. Smith, Colgate Baker, and C. Deinhard. She also brings 164 Chinese, and has 5,700 packages of tea to be shipped overland to Chicago, 1,140 packages for Boston, 1,000 packages of tea and a quantity of silk for New York, also a list of freight *via* Panama.

Small-pox was very prevalent at Yokohama. A number of the crew of the United States steamer *Benicia* had been attacked, and several had died. No officers had been attacked. The crews of several German ships in harbour had also suffered. The disease had assumed the form of an epidemic.

NAGASAKI.

From Nagasaki we hear that Lieutenant Byng, of H.M.S. *Ocean*, has been nominated to fill the vacancy which occurred through the death of Commander Brooks, and has been appointed to the *Ringdove*, which vessel will probably shortly arrive there to relieve the *Elk;* whilst the latter, we learn, will proceed to Yokohama, to be senior officer's ship at that port, Captain Wooton now being Senior Commander on the station. Commander Maguay has been appointed from home, and will leave by next mail. The North German barques *Aldebaran* and *Condor* had left for Hong Kong, having, it is said, received orders from home rather to risk capture than remain so long idle.

H.B.M. CONSULAR COURT, NAGASAKI.

Before A. A. Annesley, Esq., H.B.M.'s Acting Consul. Messrs. Maltby and Ryley, Assessors.

J. French *v.* Alt and Co.

Claim $5,335.26.

The plaintiff, it appears, is a special agent in these parts for a Montreal house, and has been engaged purchasing tea for them. The defendants, who were recommended to plaintiff, undertook to execute his orders at this port, part of which appears to have given plaintiff satisfaction. From the unconfirmed evidence of the plaintiff the lot of tea which forms the subject of dispute was not equal to muster, but was accepted by the defendants at a corresponding reduction in price during the absence of the plaintiff at Shanghai; but the reduced price the plaintiff contended was far above the value of the tea, and the claim now made is to recover back the amount of the purchase money. The questions raised by both sides being uncorroborated by evidence.

The Court, after considering all the facts, finally gave a verdict on the 16th instant in favour of the defendants, with costs.

CHINA.

—o—

SHANGHAI.

Dates are to the 18th Jan. The London mail (French) of the 25th Nov. arrived out on the 13th Jan., with telegrams to the 17th Dec.

The following summary is from the *North China Herald:*—The new iron bridge ordered by the Council for the Hongkew Creek has arrived by the *Albuera*; so that it will be a race which of the two structures—this, or the bridge over Soochow Creek—will be first completed. We hear the Council have gained a considerable pull in one respect. They only paid £1 10s. freight, whereas the Bridge Company paid £2 5s. Is anything being done towards buying out, or in any way getting rid of the monopoly?

The *Cycle* says the new acting Taoutai of Ningpo is named Fang-Ting-Jui. He arrived on Dec. 22 from Wênchow in the Chinese gunboat *Mei-yun*, and took over the seals of office the same day. He was received by the Prefect at Chinhai, where he was instructed to inspect the sea wall, and at the village of Meihsu, half way between Chinhai and Ningpo, by the magistrate. A gentleman had courteously placed two rooms at the new comer's service, and here he was received by the various Chinese officials under salutes from the steamer and the Taoutai's fleet of war junks. He behaved, it is said, with great hauteur, and let drop a few significant hints which have caused the *employes* of the native Customs to tremble in their shoes. He is a good-looking man, of some forty years old—a native of Icheng-hsien on the Yangtzu, and has taken the degree of Chujen. It is not considered likely that he will remain in charge any length of time, but that the vacancy will be filled by some one from Peking.

A rumour was started here lately that a great fire had occurred in Hankow, by which the S.S.N. Godowns and 2,700 bales of cotton had been burned. Subsequent steamers, however, bring no confirmation of the rumour, which may therefore be put down as a bunder—possibly as a ruse to help the cotton market. There has been little business done in Hankow during the last fortnight. Holders of imports are anxious to clear off their stocks before the new year; but dealers are unwilling to buy at declining rates. Three chops of tea have been settled during the fortnight, at prices slightly over previous quotations. The total shipments have now reached 495,549 chests, against 497,583 chests last year. The river is getting very shallow, and it seems likely that two sets of steamers will soon have to run again, as they did last year. The *Kiangloong* reports only eight feet at Olyphant's island.

The *Shanghai Courier* says:—In these days of smart steamers, and fast-sailing clippers, a vessel that makes a twelve months passage is quite a curiosity, which Shanghai now possesses in the ship *Andromeda*, which arrived on Jan. 5, having left Liverpool on the 9th December, 1869.

We mentioned a few weeks ago that the S. S. N. Company had presented to Capt. Steele, of the *Manchu*, a handsome service of plate, in recognition of the promptitude and energy he displayed in taking measures to aid in defending the foreign settlement after the massacre of Tientsin. We are glad now to learn that the thanks of the British Government have been formally communicated to him, at the instance of Admiral Kellett, through the Foreign-office at Washington. It fell to Captain Steele's lot to take an active part in defensive measures not only at Tientsin but at Chefoo, where he also stayed twenty-four hours during a period of excitement; and the foreign communities of both ports will be glad to learn that his services have been fitly recognised.

An official enquiry was held at the British Consulate, before H. M. Acting Chief Judge, H. B. M.'s Consul, and Mr. Boyce, into the circumstances attending the late disastrous fire, by which the Government offices were destroyed. Nothing transpired as to the origin of the catastrophe; on the contrary the evidence went to show that the compradore had not omitted his everyday practice of visiting the rooms after office hours, that the office coolie had carefully raked out all traces of fire from the grates before retiring for the night, and that the watchman had twice gone the rounds. The verdict of the Court has not been made public.

A meeting of the U. S. N. Company was held on the 16th Jan. The accounts for the half-year show a net profit of Tls. 14,000; but this had been more than swallowed up in a loss of Tls. 18,000 sustained by the bankruptcy of the late agents. The results of the half year's working do not compare favourably with 1869; but it is satisfactory to learn that the three months elapsed since the 30th Sept. show a great improvement. The question of raising money by debentures, to pay off the purchase money upon the *Glengyle*, was mooted, but consideration was adjourned. Messrs. Francis, Ashton, Probst, Ringer, S. Brown, Hip mow-kong and Amook are directors for the current year.

The great social event of the week has been a Ball given by the Mih-ho-loong Company of the Shanghai Volunteer Corps, and which proved one of the most successful ever given in Shanghai.

The Supreme Court has been removed from the offices occupied in the first emergency to the more commodious premises in the Peking-road, known as "Whashing."

Mr. J. B. Hentig, whose arrest in Hong Kong on a charge of obtaining a sum of money under false pretences was reported last week, has been brought up in the *Nestor*, to have the charge against him investigated.

The body of the late Taoutai of Ningpo has been brought up to Shanghai for transmission to his native place in Tartary. It is now lying in the city, where it will remain until after the Chinese New Year.

A Peking correspondent of the *News-Letter* writes:—All questions of a foreign political nature appear held in abeyance until spring. The opinion is general that, had Count Rochechouart adopted a more even policy with his colleagues the past summer, a settlement would have been made with advantage to all foreign interests in China. Nowhere more than here is the action of the French Minister, in accepting the Tls. 460,000 as indemnity for the losses at Tientsin, so deplored. It is true Count Rochechouart says the business is by no means settled, but the Tsung-li-yamen fully consider it so. War is no uncommon topic here, but all depends on the course pursued by the French Government during the revision of their treaty. It is said the "audience question" will be demanded as a *sine qua non*, and three other points are spoken of, as follows:—The navigation of all the watercourses of China up to a maximum of ten fee draught, the appointment of inland Consuls, and the adoption o a code of laws for Mixed Court trials. Rumour has it tha Western enterprise will soon find the ways and means of providing steam land carriage in the north, without the use of rails, o appliances so prejudicial to the feelings of the peasantry.

The enormous export of cotton from Shanghai to Hankow during the last three months shows us, at the same time, the almost marvellous productiveness of the lower plains of China and the equally wonderful capacity of consumption in the interior. Every available steamer has been placed on the line, every hour in port was begrudged; so that, almost on an average, daily, steamboats, carrying from five hundred to overtwo thousand tons of cotton, have left the premises of the S. S. N. or the Union Companies. What fifteen steamers have accomplished in three months would have probably occupied from eight hundred to a thousand junks of the largest size some six months. Here, at least, we have a question which can be urged and answered satisfactorily, from a completely Chinese point of view. Of all this enormous cotton traffic which has suddenly sprung up under our eyes the Chinese enjoy every advantage, except the profit on freight—a very in considerable item when compared with the value of the trade.

Seeing, then, the extraordinary increase in the prosperity of the port by the newly-developed trade, with what face can the Chinese longer resist the formation of railroads?

The following is from the *Shanghai Courier:*—

Digitized by Google

A crafty *ruse* has been used by Chinese dealers in cotton to stiffen the price of that staple in the Shanghai market. The plan was to raise a report that 2,700 bales of cotton had been burnt in the Paoushan godowns, Hankow, that port being the great outlet for Shanghai cotton. The dodge was, however, seen through and defeated.

The fortunate winner of the $5,000 prize at the "New Year's Gifts" Lottery turns out to be a resident in Hiogo, who, as soon as the result of the drawing became known, sent over over his ticket, No. 3,062, to a correspondent here to get cashed.

Captain C. S. Forbes, R.N., well known to foreign residents along the coast of China as Commissioner of the somewhat celebrated Marine Department of the Imperial Maritime Customs, left for England by the American mail, which sailed on the morning of the 14th Jan.

AMOY.

FROM A CORRESPONDENT.)

Jan. 23.

The excitement caused by the Tientsin affair has altogether subsided in this neighbourhood, that is as far as the Chinese are concerned. The foreigners universally believe that the question has been settled in anything but a satisfactory manner. The real culprits have been left untouched, and one can hardly doubt, who knows anything of Chinese character, but that the impunity with which they have got out of this difficulty will embolden them in any future emergency. The public at home will no doubt be imposed upon by the fact that so many have been executed, and so much money paid by the Chinese Government as indemnity. Such a proceeding in any civilised country would show that the Government wished to free itself from complicity in such a horrible transaction; not so in China, however. Life is cheap in this land, and any number of individuals may be procured, who, for a proper equivalent, are prepared to relieve the country of the difficulty into which this massacre has brought certain persons in authority. There can be no doubt that should the present policy of Western nations be continued, the Tientsin tragedy will not be long before it is re-enacted—perhaps on a wider and more horrible scale—in other places in this Empire.

A week or two ago the town of Amoy was thrown into the greatest excitement, in consequence of the determination to levy a new salt tax. The manner in which the tax would be levied was most iniquitous. The people as one man determined to resist. Consequently every shop in the town was shut. All public business was at a standstill, and the people just waited till the mandarins gave in. The four highest mandarins paraded the streets with their runners and ordered the people to open their shops; of course for the moment the shutters were taken down, but no sooner had they gone a few yards ahead than every place was again closed. This continued for three days, the people all the time getting more excited; on the third day they proceeded to the salt department, and tore down the building and plundered everything within; even the mandarin's red umbrella was carried off by some audacious fellow and sold. The mandarins, seeing how serious matters were becoming, immediately issued a proclamation that the tax would not be insisted upon. This was carried by the runners into every part of the city signed by the four chief magistrates. Like magic every shop was opened and every shutter flew down as the runners proclaimed the victory of the people. Would that some other of the taxes that are grinding the people down to the very dust could be got rid of in the same way.

HONG KONG.

Dates are down to Jan. 25. The London mail of Dec. 3 arrived out on Jan. 14 with telegrams to Jan. 6.

The following is from the *China Mail* of Jan. 25:—

The gaming house licenses of this Colony were put up to public auction at the Government Offices on the 12th and sold to the highest bidder. The bidding was pretty brisk, and the privilege was purchased by Ho Ah Sik, of the Hinam Hong, for the sum of $15,800 per month. This rate is $2,500 per month above that of last year, or $30,000 of a yearly increase, so that the revenue now accruing from gambling in the Colony of Hong Kong amounts to no less than $189,600 a-year. At this rate, the Special Fund will soon become an eligible little "pile."

A petition for presentation to the Home Government has been got up by the Chinese community, and is now in circulation amongst them for signature, praying that licensed gambling may be abolished from the colony.

It is satisfactory to note that the Chinese have at last become sensible of the baneful effects of the licensed system. No less a sum than $332,080, is, or rather has been, annually drawn from their pockets; and in order to make up that amount let the matter be specified thus:—

Licence fee paid to Government last year at $13,340 a month	$160,080
The last farmer is said to have cleared from this nefarious trade during the past twelve months a profit of	50,000
The running expenses necessary for the working of the twelve "play houses," viz., wages for the employés, the cost of their living, house rent, &c., &c., say at the lowest $40 per diem each establishment, or $500 a month...	72,000
	$282,080
Then if the farmer, who only sublet the licence to others, could have made $50,000, it must be supposed that the sub-licencees would also come in for their share of the good things in the shape of another	50,000
Total	$332,080

These deductions are taken from last year's accounts; of course with the increased license fee offered by the new monopoly, the sum total will be advanced in proportion. As these enormous sums of money, while gains to some, represent a terrible aggregate of ruin to others, we wish that success may crown the efforts of the petitioners.

The half-yearly meeting of the Hong Kong, Canton, and Macao Steamboat Company was held on Jan. 16, Viscount Do Cercal in the chair. The accounts show the working of the steamers for the last six months of 1870. After paying all commissions, running expenses, salaries, premia of insurance, and outgoings of every description to Dec. 31, adding interest on current account and deposit notes, and including $2,704.21 brought forward from last statement, the accounts show a profit of $112,712.98 The directors recommended the following distribution of this amount:—to place $63,000 to the credit of depreciation and reserve fund; to declare a dividend on the paid up capital at the rate of 16 per cent. per annum, viz $45,000; to devote $2,500 to their own remuneration, and carry forward $2,212.98 to new account.

The report also stated that the directors had for a long time desired to dispose of one of the company's spare boats, as it appeared evident that the traffic on the river did not warrant the use of more than three steamers, and it was advisable to avoid the expense of keeping a vessel laid up that was not likely to be used. They availed, therefore, of an opportunity to sell the *Fire Dart* to a purchaser in Manila for the sum of $60,000 less expenses. One of the conditions of the sale was that the vessel should be precluded from ever running on the Canton waters, in opposition to the company's steamers. The net sum of $57,000 has been placed on special deposit, and the Board recommend that the difference between the *Fire Dart's* value in the books and the actual sale, say $18,000, be written off the reserve fund, making the actual amount on deposit in the Hong Kong and Shanghai Banking Corporation $175,000, bearing interest at the rate of six per cent. per annum. The three running steamers are covered against all risks for $140,000, and the value insured against fire alone has been reduced by the sale of the *Fire Dart* to $180,000.

The report was adopted, and Mr. Sage was elected to the seat in the direction vacated by the decease of Mr. Endicott.

The thirty-second annual meeting of the Medical Missionary Society in China was held in Canton on the 12th Jan., D. B. Robertson, Esq., in the chair. Messrs. Buckley, Nye, and Simpson were elected as a committee to examine the treasurer's report, which had not been audited. The report of the hospital and dispensaries was adopted, and Dr. College was elected President, and Dr. Kerr Secretary, for the ensuing year.

There is a probability of Stone Cutter's Island being selected for the reception and treatment of small-pox patients. Orders, we are informed, have been given for the accommodation of at least fifty patients, and as the arrangements necessary may easily be effected, the inhabitants of the western parts of the city, and indeed the Colony generally, may expect to be soon relieved of their cause of complaint in this respect. We believe that it is to his Excellency the Lieut.-Governor the Colony will owe the removal of a dangerous nuisance, which could have sprung up only through insolent official disregard of ordinary sanitary precaution through indifference to what is due for the proper preservation of the public health, and from a selfish motive of personal convenience.

While upon this subject—which has reference to the Medical Department of the Government of this colony—we may mention, and we do so with much satisfaction, that Dr. Dods is to be the Acting Colonial Surgeon during the absence on leave of Dr. Murray who leaves by the *Thales*.

We learn with regret the death of Mr. F. I. Hazeland, Crown Solicitor for this colony. He had been ailing for some months past, and had been advised to relinquish business cares and to seek rest and invigoration in a change of climate.

The new Supreme Court-house—or, rather, the old house enlarged and repaired—was reoccupied on the 18th. A very great improvement has been effected. A roof has replaced the old ceiling, and open windows in the walls will ensure the ventilation next summer, that has been so ardently desired in summers that are past.

In the Government *Gazette* is published a return of intestate estates, and also a calendar of grants of probate for the past half-year. The bank returns for December are given as follows:—

	Average amount.	Specie in reserve.
Oriental Corporation...	$257,300 ...	$85,767
Chartered Mercantile of India, London, and China	587,070 ...	200,000
Chartered of India, Australia, and China, ...	183,610 ...	100,000
Hong Kong and Shanghai	1,453,064 ...	600,000
Total	$2,481,044	$985,767

The wreck of the *Dunmail*, with the lead, &c., remaining in her, was resold by Mr. C. H. Morgan, on account of the under-

Digitized by Google

writers, for the sum of $435. The underwiters, it may be remembered, had bought it in at the previous auction.

The suggestion made in *Blackwood's Magazine*, that some of the difficulties connected with foreign relations with China would be removed by a transfer of the seat of Government from Peking to Nanking, has called forth the following remarks in the *Daily Press*:—"Were the capital removed to Nanking, its ancient seat, it would be in the centre of the district where the most important portion of the trade with foreigners is conducted, and there is little doubt that the effect would be that every accession to the strength of the foreign element in China would be a direct addition to the powers of the Government. The jealousy existing between the capital and the provinces has a great deal to do with the reluctance of the Central Government to grant facilites for foreign trade. It is a traditional policy among the Chinese not to allow their own trading classes at any given city to become too powerful and wealthy, and it will be readily conceived that foreigners and foreign trade are looked upon with even greater jealousy; and this fear of the uprising of an influence in the country, which it might be difficult to control, is one of the chief reasons of their obstinate refusal to carry out the existing stipulations of the treaty and to grant the facilities necessary for the development of foreign trade."

SIAM.

BANGKOK.

The *Siam Advertiser* publishes a rumour, which, however, it does not credit, that a Kling man, purporting to come direct from the Praya Rat Raung Muang's, stated, that at the Deputy Mayor's, word was brought that the steamer *Chow Phya* blew up at the Ko Sich'ang islands, and that about twenty-five people perished in consequence.

A partial eclipse of the moon was visible in Bangkok, Jan. 7, at 2.28 A.M.

His Majesty the Supreme King of Siam on Jan. 9 visited the steam yacht *Regent*, and the gun-boat *Siam Supporter*. The yards were manned, and the sound of the bugles and drums of the steamers announced the ascent and descent of his Majesty.

Bangkok is to have a town clock. His Excellency the present Minister of War ordered many years ago a large clock and its accompanying fixtures. It is now proposed to erect a tower, which is to have a winding-stair, and at its summit the clock. A large bell will toll the hours of the day and night, and will give an alarm and indicate the time and the direction of fires. From the top of the tower will be a magnificent view of the city.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to the 1st Feb. On the 20th Jan. the *Ellora* arrived with the London mail of the 16th Dec., and on the 24th the *Hooghly* came in with the French mail and London letters to the 23rd Dec.

His Excellency the Governor, who has been spending some six weeks in Penang and Malacca, returned here on the 24th in the *Priho*. We believe he made one or two visits to native chiefs during that time, but nothing worthy recording occurred. His Excellency is to go home on leave of absence in March next, and considerable speculation has been indulged in as to who will fill his place, and the probable official changes that will result.

The *Straits Times* was informed that all this has been settled by the appointment of Mr. Arthur N. Birch, of the Colonial-office, to the office of Lieutenant-Governor of Penang, and that Colonel Anson will come to Singapore as Acting Governor, and adds:—As might be expected, the system adopted by the Colonial-office of sending out men from home to fill all the positions worth having, ignoring the claims of local office-holders to promotion, does not give entire satisfaction either to those in the service or out of it; for it cannot be expected that men unacquainted with the language or customs of the place will be able to deal as effectively in governing the natives as those possessing the requisite local experience.

During the fortnight the reports of the Colonial Engineer on the roads in Province Wellesley and the Singapore Waterworks have been published. These papers were laid before the Legislative Council in November last, but have only recently been printed. That on the Waterworks has evoked some discussion from the Penang press, who demur very strongly against the expenditure necessary to carry out the work, $149,000, on the somewhat novel ground that Penang will have to pay for it if undertaken. Our readers at home will probably be nearly as much surprised as ourselves at this assertion, but from the pertinacity with which it has been repeated there is reason to fear the people of Penang really believe that they are affording Singapore all it gets in the way of public works, while in point of fact Singapore is charged with the whole of the military contribution, the salaries and establishments of the Governor, Colonial Secretary, Auditor-General, and all the heads of Departments, and the entire maintenance of the colonial steamers, in all amounting to some $400,000 or more; and were these items to be apportioned to the other settlements, Singapore alone would have a surplus, and a very handsome one, to show.

His Majesty the King of Italy has conferred the decoration of Commander of the Crown of Italy on his Highness the Maharajah of Johore; the diploma and insignia arrived here by the last mail from Europe, and the Italian frigate *Principessa Clotilde*, Commandante Racchia, proceeded to Johore, where the Commandante performed the ceremony of investiture. The Italian and several other foreign Consuls and a number of residents of Singapore were present. At the conclusion of the ceremony the company sat down to a generous repast provided by his Highness, after which they returned to Singapore. Whether the honour that has been conferred upon the Maharajah has any political significance or not we are not aware; but from the tone of the speeches made on the occasion by Commandante Racchia and his Highness, we surmise that it is the prelude to the opening up of commercial intercourse with Johore, and that his Majesty has for his object the establishment of an Eastern trade.

His Majesty the First King of Siam intends paying a visit to Singapore, previous to the departure for home of his Excellency the Governor, and will go hence to Batavia on a visit to the Governor-General of Netherlands India. He will come in one of his own war steamers, attended by a numerous fleet, and will leave Bangkok about the 19th prox., calling at several tributary States on his way, and intends arriving here on the 15th idem. The visit, we presume, is partly in return for that paid by his Excellency the Governor to Siam on the occasion of the total eclipse of the sun, and shows the friendship entertained by the King towards Her Majesty's Government.

The arrivals from home *via* the Suez Canal have been the *Sharpshooter*, from Liverpool on the 20th, H.M.S. *Juno*, from Plymouth on the 22nd, the *Ajax* on the 23rd, and the *Don* on the 28th, both from Liverpool.

A somewhat novel point, as to whether Fort Canning is or is not a public throughfare, had been discussed before Mr. C. Owen, Senior Magistrate. An action for making use of abusive language by one artilleryman's wife towards another was called on for hearing, but before going into the merits of the case, his worship consulted with his brother magistrate, and informed the prosecutrix and accused that he was of opinion (as well as his brother magistrate) that he had no jurisdiction to try the case, as Fort Canning was not a public, but a private thoroughfare, and that the public were only admitted there on sufferance; and if the commanding officer pleased, he could at any time shut the gates of the fort and pull up the drawbridges, and thereby prevent the public from entering. Therefore this case ought to be tried before the commanding officer and not before a civil tribunal. However, his worship told the prosecutrix that he would adjourn the case for a week, to give the question due consideration, but he believed that at the end of that time his opinion would not be changed.

We learn from the *Straits Times* that the vessel *Sophia Rickmers*, which sailed from this port last month, has been seized by a French cruiser in Banka Straits. The *Sophia Rickmers* was a German vessel until very lately, but before leaving this she was transferred to the British flag. We learn that the sale and transfer were *bona fide*—at all events, there is no doubt the vessel is now registered as a British ship, and we shall watch with some interest the decision of the Prize Court at Saigon, to which she was sent. The master and chief officer were kept on board the vessel, and twelve of the crew were taken on board the *Volta*. These men being shipped under British articles, the German Consul declined to interfere, and they were still detained on board the *Volta* as prisoners of war.

In his recent report on the roads in Province Wellesley the Colonial Engineer estimates that the population must now number some 90,000 to 100,000, and villages have grown up necessitating the making of new roads to facilitate the traffic between them and Penang, for upon the fruit and vegetable gardens in the interior of the province the people of Penang are dependent for their daily supply; and, further, the opening up of new roads would materially enhance the value of the land.

We learn with regret that Herr Drescher, the conductor of the volunteer band, has been compelled to leave for Calcutta, ill health obliging him to sojourn for a time in a dryer climate. The improvement made by the band during the short time that it has been under professional instruction has been generally remarked.

With regard to the question of coolie immigration into Penang from Madras, the *Gazette* has the following:—

"A deputation of employers of coolie labour waited on his Excellency the Governor on the 29th Jan., to ascertain what had been done with regard to the immigration question. Sir Harry Ord received the deputation very courteously, and said the Madras Government had expressed itself willing to accede to the emigration of coolies hither either from the port of Negapatam or Madras if required, but the provisions of the Indian Emigration Act must be strictly adhered to. His Excellency suggested that an officer should be appointed at the Indian port fixed on as an emigration port to visit all ships leaving for here with coolies, and see that everything was right, and that a similar officer should be appointed in the Straits to act as a protector of immigrants, and see that the coolies fully understood their agreements as to the work they had to do, wages to receive, &c., &c. His Excellency thought the

Digitized by Google

Deputy Commissioner of Police would be a fitting person for the office.

We do not think the planters have cause for grumbling at this; indeed, we think they may be well satisfied. The extra expense would be but small when compared with the benefit to be derived from a continuous and regular supply of labour.

By the *Royalist* we have received the *Sarawak Gazette* of the 24th January, from which we take the following items:—

During his late trip to the Rejang H. H. the Rajah met Lintong at Sibu. Lintong came into the fort for the interview, the first time he has been near it since his attempt to get in last June. He had commenced building his house across the river opposite the fort, and wanted permission to finish it and to bring his people down. Apai Laja and other Dyaks seemed strongly persuaded that he means peace, so he was allowed to go on with his building.

His house is to contain thirty doors, and when it is completed, his people who are now farming will come down to Sibu, having first gathered in their harvest.

The Hon. W. H. Seward will return from Java by the steamer from Batavia, and will become the guest of his Excellency the Governor during his stay here. Mr. Seward goes on by the P. and O. mail steamer to Madras.

H. H. the Rajah has been pleased to appoint Noel Denisson, Esq., to be assistant resident of Upper Sarawak, to date from Jan 1, 1871.

Commercial Report.

(For dates see First Page.)

IMPORTS.

HANKOW.—Grey Shirtings:—7 lbs. improved about 5 candareens per piece, and closed steady at Tls. 1.78 to 1.80. Dewhurst's Eagles advanced one candareen; a few sales made at Tls. 2.19; common makes not changed. White Shirtings: Limited business at former rates. T-Cloths: An improved demand, quotations unaltered. Drills: Slightly better, though only saleable to a small extent. Woollens and Worsteds:—Camlets; SS Assorted, values declined about 3 mace, only small sales effected; Favourite chops and colours showed less reduction. Lastings:—Declined, and difficult of sale. Long Ells: Prices low, with little prospect of improvement; Spanish Stripes;—No sales. Cloths. No change.

SHANGHAI.—Extensive speculative purchases of some plain cotton staples had been made. The operators were principally foreigners, and the terms of the contracts were mostly for "arrival" or for distant clearance—say in March. The goods must thus all come on the market again; and some of them, by the force of monetary pressure, may have to be quitted at prices which will seriously affect the general tone of the market. Grey Shirtings: Speculative settlements of 8¼ lbs. reported. The terms of the contracts as above noted, and the prices paid ranged between Tls. 2.10 to 2.13 per piece for fair to best ordinary chops, and Tls. 2.13 to 2.1.5 per piece for Dewhurst's Eagle. For immediate clearance, the quotations were still Tls. 2.0.8 to 2.1.3 per piece. A healthier business done in 7 lbs., which had advanced to Tls. 1.7.8 to 1.8.2. For heavy Shirtings some inquiry had sprung up, but holders generally considered offers too low, and hence few had changed hands. White Shirtings had been in good demand, and had improved in value. 64 R., true count, saleable at Tls. 2.20 per piece. Holders were asking Tls. 2.25 per piece. Lower counts also better, but higher qualities not in such request as to materially alter quotations. T-Cloths had been largely dealt in for long clearance, but owing to the position of stocks being considered more favourable, and the supplies afloat supposed to be on a moderate scale, sellers had been enabled to establish a considerable advance in the value of all weights. Quotations:—6 lbs., ordinary, per piece, Tls. 1.1.7 to 1.2.5; 7 lbs., do., Tls. 1.3.8 to 1.4.5; 6 lbs., Mexican, Tls. 1.3.5 to 1.4.5; 7 lbs., Tls. 1.5.2 to 1.6.3; 8 to 8¼ lbs., Tls. 1.8.2 to 1.9.5; XX, Tls. 2.3.5. Drills: Sales of English and Dutch said to exceed 50,000 pieces, at Tls. 2.80 to 2.95 per piece. Buyers chiefly Chinese, and destination supposed to be Hankow and the Yangtzse. Tls. 3 offered and refused for best 15 to 16 lbs. English. Business in American small; quotations unchanged. Demand for Jeans revived, but holders declined offers. Enquiry evidently speculative, in anticipation of a better market after the reopening of the Northern trade. Woollens: Figured Orleans and Camlets only found ready sale. Quotations showed little change, but best Camlets in better request and market hardening. In other descriptions of Woollens prices irregular and market weak. Lead: Quiet, small sales of L. B. at Tls. 4.48. Iron: Market very quiet, only one small settlement, 2,400 bdles., Nail Rods being reported at Tls. 2.20 per picul for small sizes of the best assortment. Coals: Mary Blundell and Maria Rickmers arrived from Cardiff. This coal and anthracite held for better rates. Sales confined to Japan.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular:—Cotton Yarns: Values again steadily fallen, and market closed in a most unsatisfactory state. Fair settlements of Nos. 16 to 24, but reports of heavy supplies on the way have made holders anxious to realise, and best chops freely offered at $2.50 below former rates. Nos. 28 to 32 and 38 to 42 have fallen $5 per bale, at which reduction the latter counts have been wholly neglected, and the former have been only slightly dealt in. Piece Goods: Inquiry for the staple manufactures slightly improved, and dealers have operated rather more freely. 7 lbs. Grey Shirtings, which were sold at $2.05 to 2.08 per piece are now firm at $2.10 to 2.13 and a small sale has been reported at $2.14, but no advance can as yet be quoted upon last mail's figures: 8.4 lbs. goods of common quality are weaker, but good chops are steady and in demand at $2.65 per piece; 8.8 to 10 lbs. weights have not been operated in, previous prices nominally repeated. Inferior makes of White Shirtings parted with at a decline of 5 cents; best chops unchanged. Moderate parcels of English and Dutch Drills. 14 lbs. moved off at an advance of 5 to 10 cents, and at this increase inquiry is maintained. American Drills command no attention; last quotations repeated; a trifling sale of 150 pieces the only transaction. Stocks of 6 lbs. Common T-Cloths being large, sellers have made a further concession of 2½ cents per piece; while supplies of Mexicans being limited, prices are supported without any demand being apparent; 7 lbs., both Common and Mexican, slow of sale at a drop of 5 cents; 8 lbs. scarce and higher. In Fancy Cottons Chintzes have given way 5 cents per piece. Woollens continue to attract but little notice, and prices are low and unchanged; Long Ells show a drop of 10 cents, and Scarlet are only wanted. Coals: Sales, 600 tons English, ex Godown, at $10. Metals: Sales of Nail Rod Iron large; stocks reduced; market closes firm at an advance of 5 cents. Soft Bar and Hoop Iron without change, Hard slow of sale. Wire saleable at last prices. Steel unchanged. Foreign speculators operating in Lead, and a large business has been done; at the close the market is quiet.

BATAVIA.—Maddapollams—Dutch White and Grey: Little doing, owing to season; English White, 31-inch. 48 reed, overstocked; Grey, 32-inch, no request. Shirtings: Dutch White, 6/4, in some demand; English White, 45-inch, heavy stocks; 36-inch fine, sales at very low rates; Grey, large stock and unsaleable. Cambrics: No demand; all qualities offered at low rates. Drills: Both Dutch and English dull; prices declining. Jaconets: In little demand. T. R. Cloth: Without inquiry. Dyed Cloth: Without demand. Prints: No inquiry. Mule Twist: Small sales. T. R. Twist: Moderate sales. Blankets: Woollen saleable; Molton neglected. Iron: Swedish in good demand; English overstocked and unsaleable. Lead: Little inquiry. Coals: English and Australian, little inquiry.

SINGAPORE.—The arrivals with general cargoes during the fortnight had been the steamers Sharpshooter, Ajax, and Don from Liverpool. Grey Shirtings: 39 in. 8¼ lb. still in demand; sales at $2.57½ up to $2.65. Stocks moderate; 7 lb. dull at $2.02½ to 2.05; 6 lb. quoted nominally $1.77½ to 1.82½. 45 inch in less inquiry for 9 and 10 lbs., small sales at $2.85 and 3.20 respectively; others weights out of demand. T-Cloths: Only moderate transactions at about last quotations; 4½ lb. $1.20; 5 lb. $1.27½ to 1.30; 6 lb. $1.47½ to 1.50; and 7 lb. $1.72½ to 1.80. Grey Yarns: 40s in limited inquiry, sales at $117 to 119. No demands for 18/24s and 30s; quotations nominal. Coloured Yarns very quiet. Woollens of all descriptions very dull, and business extremely limited. Scarlet Long Ells offered at $7 without finding buyers. No inquiry for Camlets, Spanish Stripes, Lustres, or Lasting

EXPORTS.

TEA.

HANKOW.—Since last mail two small parcels of Seangtam Tea had been settled, and about 400 chests shipped to Shanghai on native account. Settlements:—715 chests at Tls. 11.00 to 11.25 per picul. We have received Messrs. Edward Townend and Co.'s annual report upon the trade of this port. It comprises a full record of the business both in exports and imports, and must prove of great valve to all interested in the trade of Hankow.

SHANGHAI.—Black: Business since last mail of a limited nature, and little worthy of remark; a few common Shuntaams sold at prices showing a rather easier market; a few parcels of Hohow taken at former rates, but the small quantity of better Tea, or what is looked upon as such, did not show value equal to that obtainable a few weeks before; supplies small, and stock further reduced. Settlements for the fortnight, 5,179 chests; Re-shipments on owners' account, 3,600; Stock, 29 chops, or 8,742 packages: Quotations (Duty paid, exchange at 5s. 10¾d. per tael, freight at £2):—Hohow, common, Tls. 16.7.5 to 18; Oonam, common, Tls. 14.7.5 to 15½; Ningchow, common, Tls. 17¾ to 20; Green: The market has been active during the fortnight, and a fair business done; settlements amounting to 21,400 half-chests. Prices exceedingly irregular, but on the whole an advance of about one Tael on common and fair chops, and Tls. 2 to 3 on good medium and fine quoted. It was not expected that future receipts on this market would exceed 20,000 half-chests, and if this proves the case the total supply for the season would be considerably short of the previous years. Settlements for the fortnight, 21,400 half-chests. Stock, nil.

FOOCHOW.—No advices from this port, the mail steamer having failed to reach Hong Kong.

CANTON.—Fair business during the fortnight at about last quotations. Market almost cleared of Country Congous, which had been settled at prices about equal to the sales reported in our last. Only two chops in stock comprising 617 chests and 420 half-chests, both of low quality. About 5,000 half-chests Pouchong taken for America during the fortnight at Tls. 18 to 19 per picul. Settlements:—Scented Orange Pokoe, 1,800 boxes at Tls. 18.00 to 24.00; Scented Caper, 3,500 boxes at Tls. 11.00 to 23.00; Gunpowder, 2,000 boxes at Tls. 12.50 to 18.00; Country Congou, 1,800 chests and 700 half-chests at Tls. 12.50 to 20.50.

SILK.

SHANGHAI.—Messrs. C. J. Skeggs and Co. report upon the business of the fortnight as follows:—London telegrams to December 17 report: "Silk quiet, but prices maintained. No. 3 Tsatlee, 29s.; Red Peacocks, 25s. 6d." Considering the large stock of nearly 32,000 bales of Silk in the London warehouses at the time the last mail left, which is being daily augmented by arrivals from the Continent, of both Asiatic and European descriptions, with little or no prospect of the War being at an end, we are rather surprised to find ourselves obliged to report a settlement of 1,500 bales for the fortnight, more especially as the prices paid are anything but reasonable, and the quality of the Silk very inferior. The anxiety on the part of the Chinamen to sell became daily more and more apparent, and had buyers been a little more patient we must certainly have seen lower prices; as it is, most of the needy men have sold, and prices remain the same as last quoted, except for the best No. 4 Tsatlee, varying in price from Tls. 530 to 545, which may be quoted Tls. 10 to 15 lower. For America about 200 bales have been

Digitized by Google

bought, mostly re-reeled Hainin and Tsatlee, at Tls. 560 to 600, and a small parcel of No. 1 Kahing Taysaam, at Tls. 530 to 535. About 300 bales, included in the settlements, were bought for last mail, but after our statistics were made up. The following are a few of the purchases:—Dragon chop, No. 3, Tls. 590 to 595; Cock and Worm chop, No. 3, Tls. 580; Sun-E-Tah, No. 3, Tls. 575 to 580; Sun Meh Pow Ling, Tls. 570; Ku Kee Chin Jan, Tls. 520 to 525; Eake Fong Elephant chop, Tls. 510 to 515; Red Peacock, Tls. 515; Chu Son May's Ting Fong, Tls. 510; Chin Yuen Sing Ting How Kahing, Tls. 530 to 535; re-reeled Hainin and Tsatlee, Tls. 530 to 600; medium and common Tsatlee, Tls. 460 to 500.

CANTON.—Holders having shown more disposition to meet the views of buyers, a moderate amount of business had been done for Europe in fair to medium Tsatlee Reels. Finest descriptions of Loong Kongs firmly held. For America settlements had been on a small scale, buyers being inclined to wait for a reduction in prices. Quotations: Tsatlee reel, $490 per picul; Loong Kong, $540 per picul; Re-reeled Cumchook, $545 per picul; Re-reeled Lacklow, $550 per picul. Settlements:—For Europe, 180 bales; for America. 50 boxes.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK Total Bales & Cses
From June 1 to Dec. 31, 1870	10826	64979146	38875781	349447	10081664	114296364	27286
Corresponding period last season	...	66695731	46726884	1349918	13045128	127892234	32478

Shipments Since:

Jan. 4 per Beemah	From Foochow	... 1,221,336		
— 5 ... Gresham	... Do.	... 1,235,048		
— 11 ... Travancore (ml. str.)	... Shanghai, &c.	... —	732	
— 17 ... Deerfoot	... Canton	... 582,934		
— 18 ... Behar (ml. str.)	... Shanghai, &c.	... —	1,838 & 5 cs.	

TO THE CONTINENT.

							Bales.
From June 1 to Dec. 31, 1870	...	...	...	...	...	2061652	8449
Corresponding period last season	...	...	...	...	...	2019417	1133

Shipments Since:

Jan. 18 per Behar (ml. str.)	From Shanghai, &c.	... —	7

TO UNITED STATES.

							Pcls.
From June 1 to Dec. 31, 1870	...	...	...	...	...	33909788	1650
Corresponding period last season	...	...	...	...	...	27174903	834

Shipments Since:

Jan. 6 per Orpheus	From Foochow	... 1,070,945	
— 9 ... Maori	... Canton	... 114,904	90
— 10 ... J. S. Stone	... Shanghai	... 772,279	
— 13 ... Golden Age (str.)	... Do.	... 47,819	166
— — ... Great Republic	... Do.	... —	200
— 18 ... Behar (ml. str.)	... Do.	... —	5

TO AUSTRALIA.

From June 1 to Dec. 31, 1870 ... ... 9,730,293 lbs.
Corresponding period last year 11,112,239

Shipments Since: None.

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	...	...	...	51,022,600	...*
„ 1845 to 1846	...	...	...	57,334,200	18,604
„ 1850 to 1851	...	...	...	63 972,000	22,143
„ 1853 to 1854	...	...	...	77,327,800	61 280
„ 1855 to 1856	...	...	...	92,240 300	50,481
„ 1857 to 1858	...	...	...	76,990,255	68,315
„ 1858 to 1859	...	...	...	65,789,792	83,134
„ 1859 to 1860	...	...	...	85,560,452	64,169
„ 1860 to 1861	...	...	...	90,066,160	76,644
„ 1861 to 1862	...	...	...	109,854,040	79,199
„ 1862 to 1863	...	...	...	121,273,580	72,887
„ 1863 to 1864	...	...	...	117,463,586	46,603
„ 1864 to 1865	...	...	...	121,236,870	32,313
„ 1865 to 1866	...	...	...	118,333,042	62,890
„ 1866 to 1867	...	...	...	118,423,290	50,052
„ 1867 to 1868	...	...	...	116,890,430	57,449
„ 1868 to 1869	...	...	...	142,789,804	70 917
„ 1869 to 1870	...	...	...	139,740,193	63,807

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 4d.	4s. 4⅝d.	4s. 4¾d.
Shanghai „ „	5s. 9¾d.	5s. 10¼d.	5s. 10¾d.
Canton „ „ / Hong Kong „ „ / Macao „ „	4s. 4d.	4s. 4¼d.	4s. 4⅜d.
Singapore „ „	4s. 5d.	4s. 5¼d.	4s. ⅝d
Manila „ „	4s 1½d.	4s. 2d.	4s. 2d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304	226½ to 227
„ Hong Kong	25½ to 26 dis.	—
Bar silver	111.5.0	8 prem.
Mexican dollars	74.8.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20½; Old, 24½ to 25 per cent. prem.
Hong Kong Gas Company, 55 dols. per share.
Hong Kong and Whampoa Dock, 40 to 41 per cent. discount.
China Traders' Insurance, 1,800 to 2,000 dols. premium.
Hotel shares, 75 to 80 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 dols. to 30 dols. premium x.d.
Hong Kong Fire Insurance Company, 278 to 280 dols. premium.
Union Insurance Company, 1,300 dols. premium.
China and Japan Marine Insurance Company, Tls. 70 to Tls. 75 premium.
China Fire Insurance Company, 60 dols. premium.
Victoria Fire Insurance Company, 36 dols. premium, ex interest.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, 1 dol. premium.
North China Insurance Company, Tls. 325 premium.
Shanghai Steam Navigation Company, Tls. 22 to 23 premium.

TEA SHIPPERS FROM HANKOW.

Season 1870-71.

SHIPPERS.	Chops.	Chests.	Half-chests.	Boxes
Adamson, Bell, and Co.	5	2,070	—	—
T. F. Ballance	13	4,480	350	1,300
Beazley, Paget, and Co.	33	8,040	6,720	460
Bronsted and Luddeke	24	9,400	3,400	—
Drysdale, Ringer, and Co.	88	31,290	11,850	5,370
Evans and Rainbow	64	25,910	6,580	2,500
Gibb, Livingston, and Co.	27	8,040	4,850	770
Gilman and Co.	28	9,120	7,160	—
Gordon Brothers	119	39,380	15,630	3,040
Haminoff, Rodionoff, and Co.	10	3,190	1,400	200
A. Heard and Co.	3	1,300	360	—
Holliday, Wise, and Co.	3	1,540	—	—
Ivanhoff, Oberin, and Co.	51	17,970	3,110	—
Jardine, Matheson, and Co.	11	4,080	2,380	1,160
Major and Smith	36	13,050	1,940	—
Okooloff and Tokmakoff	56	16,480	8,400	—
Overweg and Co.	5	2,480	2,080	—
Pugh and Co.	4	1,100	1,560	390
D. Sassoon, Sons, and Co.	6	3,280	—	500
Shaw, Ripley, and Co.	5	770	240	20 0
E. Townend and Co.	30	7,470	2,150	1,090
Turner and Co.	6	3,720	—	—
Native shipments	689	264,370	—	—
Total	1,317	478,530	80,160	18,980

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 14th January, 1871.

(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co.	770	Jarvie, John, and Co.	1,424
Balfour, F. H.	410	Meynard and Co.	40
Barnet and Co.	1,035	Milsom and Tod	1,015
Birley, Worthington, & Co.	538	Nachtrieb, A., and Co.	513
Birt and Co.	188	Petrocochino and Co.	165
Bland, J.	150	Pila and Co.	158
Borntraeger and Co.	422	Pustau, W., and Co.	35
Bourjau, Hubener, and Co.	233	Reid and Co.	85
Bovet, Brothers and Co.	220	Reiss and Co.	88
Bower, Hanbury and Co.	1,675	J. S. Robison	58
Brand, Monro, and Co.	1,980	Russell and Co.	1,281
Bull, Purdon and Co.	41	Remé, Wm., and Co.	895
Chapman, King, and Co.	186	Sassoon, D., Sons, and Co.	150
Chinese	165	Sassoon, E. D. and Co.	33
Cumine and Co.	66	Scheibler, Matthaei, and Co.	511
Dent and Co.	164	Shaw Brothers and Co.	563
Dickinson and Co.	5	Siemssen and Co.	623
Essex and Co.	677	Skeggs and Co.	1,620
Fogg and Co.	211	Smith, Archer, and Co.	209
Gamwell, F. R.	599	Textor and Co.	865
Gibb, Livingston, and Co.	433	Thorne Brothers and Co.	289
Gilman and Co.	1,194	Trautmann and Co.	63
Glover, Dow, and Co.	266	Turner and Co.	323
Heard, Augustine, and Co.	652	Westall, Brand, and Co.	178
Helbling and Co.	44	Sundries	3,020
Hogg Brothers	419		
Jardine, Matheson, and Co.	815	Total bales	27,728

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd.
Shanghai Dock Company	500	500	132	6 p.c.
Shanghai Gas Company	100	100	128	12p.c.
Shanghai S.N. Company	100	100	122	12p.c.
S. Tug and Lighter Company	850	850	300	None.
French Gas Company	50	50	53	None.
Hong K. Fire Insurance Co.	$1,000	$200	$500	12p.c.
North China Insurance Co.	Tls.1,000	Tls.200	Tls.525	Trienl.
North China Steamer Company	500	500	110	20p.c.
Union S.N. Company	100	100	73	12p.c.
Yangtzee Ins. Association	500	500	715	15p.c.
Union Insurance Society	$5,000	$1,000	$2,000	—
China Traders Co. (Limited)	5,000	1,000	2,600	400p.ab

Digitized by Google

SHANGHAI SETTLEMENTS OF TEA.

From 1st June to 2nd January, Season 1870 *to* 1871.

(NORTH CHINA HERALD.)

BUYERS.	BLACK TEA. Chests.	BLACK TEA. ½-Chests.	GREEN TEA ½-Chests
Adamson, Bell, and Co.	30,130	10,193	27,957
Barnet, G. and Co.	—	2,024	—
Birley, Worthington, and Co.	34,339	15,351	18,226
Blain and Co.	11,582	16,833	2,830
Bourjau, Hubener, and Co.	1,055	804	—
Brand, Monro, and Co.	10,675	6,683	17,458
Bull, Purdon, and Co.	2,689	3,582	2,830
Butterfield and Swire	8,724	5,188	10,126
Chapman, King, and Co.	9,840	11,579	3,007
Cock A.	37,952	8,392	—
Dent and Co.	4,583	2,081	—
Dent, Alfred and Co.	7,525	1,751	890
Dickinson and Co.	3,119	3,003	—
Drysdale, Ringer and Co.	2,564	6,591	2,089
Fogg and Co.	—	—	5,827
Gamwell, F. R., and Co.	440	802	2,963
Gibb, Livingston, and Co.	17,473	5,812	9,381
Gilman and Co.	21,523	26,087	10,197
Glover, Dow, and Co.	1,540	—	—
Heard, Augustine, and Co.	3,665	2,220	48,703
Hogg Brothers	7,528	4,256	9,269
Holliday, Wise and Co.	4,138	1,511	1,536
Jardine, Matheson, and Co.	17,103	4,986	12,988
Little and Co.	7,329	3,740	52,171
Olyphant and Co.	11,032	10,331	50,042
Overbeck and Co.	1,748	1,100	1,131
Overweg and Co.	11,775	4,668	1,084
Petrocochino and Co.	1,717	3,139	4,127
Pustau and Co.	2,368	4,100	—
Reid and Co.	8,794	8,486	8,616
Reiss and Co.	22,978	14,441	3,090
Rothwell and Co.	4,817	1,305	4,840
Russell and Co.	3,085	1,366	18,663
Sassoon, David, Sons, and Co.	3,453	—	—
Shaw Brothers and Co.	1,022	1,093	928
Smith, Archer and Co.	1,293	680	9,927
Tate and Hawes	13,809	8,691	12,341
Textor and Co.	215	1,539	—
Thorne Brothers and Co.	11,441	4,696	18,571
Turner and Co.	11,959	4,214	244
Weston and Co.	7,122	4,437	568
By Sundries	139	774	—
Total	364,273	218,909	372,6 2

TEA CARGOES EXPECTED.

Date.	Ship.	From	Cargo. lbs.
1871.			
Jan. 4	Great Northern (s.)	Hong Kong	168,300
1870.			
Oct. 22	Carricks	"	1,190,700
" —	Jumna	"	1,098,200
Nov. 9	Hindustan	"	1,142,200
" 24	Tyburnia	"	1,183,900
" 28	Queen of the Age	"	1,020,900
" 30	Dundonald	"	665,300
Dec. 30	Jason	"	1,046,700
Oct. 24	Margaret Falconer	Foochow	493,000
Nov. 15	Aurora Australis	"	652,900
" 17	Borealis	"	1,260,500
Dec. 8	Brockham	"	1,421,100
" 14	Minnie	"	544,800
" 22	Harrington	"	723,700
" 23	Evelyn	"	955,800
" 31	M. M. Jones	"	368,000
" 31	Windermere	"	654,900
Nov. 24	John Lidgett	Canton	971,600
" —	Seabird	"	10,000
Dec. 8	Fair Leader	"	500,900
" 24	Corea	"	682,700
" 25	Kate Carnie	"	764,000

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Jan. 4, Carmarthenshire; 8, Albuera; 11, Loudoun Castle; 14, Antipodes; from Liverpool, 5, Andromeda; from Cardiff, 15, Maria Rickmers; from London, Dartmouth, Titania, Taeping, Sarah Nicholson, Cutty Sark (reported by telegram.

At HONG KONG and CANTON.—From London, Jan. 11, Ada (str.); 22, Penrith; from Liverpool, 23, Una (str.); from Hamburg, 11, Felicie; from Rotterdam, 20, Elly; from New York, 11, Homer; from Liverpool, Don (str.) (reported by telegram); from London, Golden Sea (reported by telegram).

At MANILA.—From Glasgow, Jan. 4, Alejandro; from Cadiz, Pepita.

At SINGAPORE.—From Liverpool, Jan. 20, Sharpshooter (str.); 23, Ajax; from Sunderland, 18, Eliza Laing; from Plymouth, H. M. S. Juno; from U. K. (reported by telegram), previous to Feb. 25, Goldstream, Perana, Arizana, Theobald, Mount Vernon, Fortuna, Sylvia (reported by telegram).

At PENANG.—From London (reported by telegram), Leith (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 3, Belted Will.

From SHANGHAI.—For New York, Jan. 12, J. S. Stone.

From FOOCHOW.—For London, Dec. 30, Achilles (str.); for Falmouth, 31, Windermere, M. M. Jones.

From HONG KONG and CANTON.—For London, Jan. 17, Deerfoot.

From MANILA.—For New York, Jan. 9, Chattanooga; for Cadiz, 16, Conchita.

From SINGAPORE.—For London, via Penang, Jan. 19, Woodville; 20, Eastern Star.

VESSELS LOADING.

At YOKOHAMA.—For New York, C. T. Ray, Coulnakyle, Solent, Royal Minstrel.

At HIOGO.—For New York, Vigil.

At NAGASAKI.—For London, Alida, N. German vessel, partly loaded, and Rollo.

At SHANGHAI.—For London, Nestor (str.) full, Sydenham; for New York, Stanfield, John Nicholson, Witch.

At FOOCHOW.—For London, Charlgrove, Chusan, Queen of the Ocean, Portland; for New York, Caernarvonshire, Her Majesty, Ada, Glamorganshire.

At HONG KONG and CANTON.—For New York, Stephen Bishop, Competitor, Adelia Carleton.

At MANILA.—For London, Catalina; for Cadiz, Nueva Lautaro, Alavesa; for New York, Golden Fleece, S. D. Carleton, Monte Rosa, Kildonan; for Copenhagen, Havfruen.

At SINGAPORE.—For London, Heather Bell, Lochleven Castle; for Liverpool, Knight Templar; for Boston, Victor; for Marseilles, Isaure.

At PENANG.—For London, La Plata.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no alteration to report.

At SHANGHAI—To London the rate is £2 10s., and to New York £3 per ton.

At FOOCHOW.—To London, £2.

At HONG KONG AND CANTON.—In home freights there is no improvement to report, and rates remain unchanged.

At MANILA.—No fresh charters have been made during the fortnight.

At SINGAPORE.—By telegram of Feb. 25, rates for London are quoted £2 15s. per ton.

VESSELS PASSED ANJER.

Date.	Ship.	From	To.
Jan. 10	Wolvere	Batavia	Melbourne
" 11	Nelly (French)	Macao	Callao
" —	Kingfisher (Amer.)	Hong Kong	New York
" 14	Crown	London	Singapore
" —	Rose	Freemantle	—
" —	Piure	Saigon	—
" —	Evelyn	Foochow	—
" 15	Aunt Lizzie	Singapore	London
" 16	Windermere	Foochow	Falmouth
" 19	Jungfrau	Singapore	Boston

REPORTS AND CASUALTIES.

(Reported by Telegram.)

HONG KONG.

The 'Don (str.), from Hong Kong to Shanghai, has been wrecked near Amoy, cargo pillaged; master and crew missing; a man-of-war has gone in search.

BATAVIA.

The Belted Will, London to Hong Kong, is reported as having put into Batavia, making two feet of water per hour, and has commenced discharging: it is supposed the cargo is only damaged at the bottom; the ship will be hove down.

LATEST TELEGRAMS.

THE TIENTSIN MASSACRE.

SHANGHAI, FEB. 15.—A despatch from the Belgian Minister is published here, reviewing and strongly condemning the action of the Chinese Government after the massacre at Tientsin.

DETENTION OF THE BOMBAY MAIL.

LISBON, MARCH 3.—The P. and O. Company's steamer *Delta*, from Southampton, Feb. 25, has arrived with port paddle shaft broken, which cannot be repaired here. The *Candia*, from Southampton, March 4, will call at Lisbon to take on the *Delta's* mails, passengers, and cargo, which will thus reach their destination only a week late. The steamer from Suez, corresponding with the *Delta*, will leave for Bombay at the usual time with the Brindisi portion of the mail and passengers.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, FEB. 28.)

Digitized by Google

Shanghai, Feb. 16.—Cotton: Shanghai, Tls. 13½. Grey Shirtings, 6¾ catties 8¼ lbs., Tls. 2.12; fair demand. Tea: Black, quiet; little inquiry: Green, unchanged. Silk: More doing; No. 3 Taatlee, Tls. 595; settlements since departure of last mail, 1,700 bales; stock, 1,500 bales Shanghai, 2,500 bales Japan; total export to date (China and Japan), from commencement of season, 42,000 bales. Freights, £2 Exchange on London, bank bills, six m.s., 5s. 10½d.

Hong Kong, Feb. 22.—Grey Shirtings, 6¾ catties 8¼ lbs., $2.62, active; Water Twist, 16 24, $117½; active demand, owing to diminished stock. Tea: Quiet; total export (China and Japan) since commencement of season, 127,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4½d.

(Private Telegram, Received Feb. 28.)

Hong Kong, Feb. 22.—Tea market closed; total export will be twelve millions short; tea at Canton all used up.

STRAITS SETTLEMENTS.

(Received Feb. 27)

Singapore, Feb. 25.—Grey Shirtings, 8¼ lbs., $2.65; 7 lbs., $2.07½; T-Cloths, 6 lbs., $1.50; Exchange on London: Bank bills, six m.s., 4s. 4½d.

(Received March 3.)

Singapore, March 3.—Gambier, $2.87½; Black Pepper, $9.85; White Pepper, $14.50; Tin, $31½. Exchange on London: Bank bills, six m.s., 4s. 5d.

OBITUARY.

—o—

Sir Anthony Coningham Sterling, K.C.B., died on the 1st inst., aged sixty-six. He entered the army in 1826, and served in the Eastern campaign of 1854-55, and was present at the battles of Alma, Balaklava, Inkermann, and the siege and fall of Sebastopol. In 1858 he accompanied Sir Colin Campbell as his military secretary to India, and was with him throughout his active services in the suppression of the Indian mutiny. He was made a Companion of the Order of the Bath for his services in the Crimea, and in 1860 a Knight Commander of that distinguished Order.

Mr. Leo Schuster, one of the oldest and most successful German merchants in this country, died on the 27th ult. He was head of the firm of Leo Schuster, Brothers, and Co., of Manchester, Bradford, and Liverpool, which he founded about fifty or sixty years ago, and also of the firm of Schuster, Son, and Co., established in London in 1855. He had entered his eightieth year, but maintained to the last his business habits and activity of mind. Mr. Schuster was one of the directors of the Union Bank of London.

Brigadier Sir Charles Shaw died last week. He was a Knight Commander of the Tower and Sword of Portugal, and Knight Commander of San Fernando of Spain. He was born in 1795, served in the 52nd and 90th Foot in Portugal and Spain, and was present at Waterloo. He was chief Commissioner of Police at Belton and Manchester from 1839 to 1842.

The Hon. Edmund Luke Plunkett died on the 21st ult. He was the third son of Arthur James, ninth Earl of Fingall, and brother of the present Peer. He was born November 17, 1828, and was unmarried. The hon. gentlemen had for some time filled a clerkship in the Treasury.

Sir Baldwin Leighton, who has occupied no inconsiderable prominence in Shropshire for some years past, died on the 26th ult. He was a son of the sixth baronet, by a daughter of Lord Stanley of Alderley, and was born at Sunderland in 1805.

Major-General Beckwith, colonel of the 14th Hussars, an old Peninsular and Waterloo officer, died on the 24th ult. at Silksworth, Durham, in the seventy-first year of his age.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Davis—On the 26th Feb., at Hollywood, Gloucestershire, the wife of Sir John Francis Davis, Bart., K.C.B., of a son and heir.

Fabris—On the 7th Jan., at Shanghai, Mrs. E. A. Fabris, of a daughter.

Harris—On the 10th Jan., at Hongque, the wife of Captain A. Harris, of a daughter.

Macpherson—On the 2nd March, at Anerley, the wife of A. G. Macpherson, Esq., late of Yokohama, of a daughter.

Lammert—On the 13th Jan., at Hong Kong, the wife of Mr. G. R. Lammert, of a son.

Loftus—On the 22nd Jan., at Bangkok, Mrs. A. H. Loftus, of a son.

McLean—On the 25th Feb., at Islay-house, Islay, the wife of L. McLean, Esq., late of Batavia, of a daughter.

Millar—On the 21st Jan., at Hong Kong, the wife of Mr. Andrew Millar, of a daughter.

Ramsay—On the 13th Jan., at Hankow, Mrs. H. F. Ramsay, of a son.

Reme—On the 14th Jan., at Shanghai, Mrs. W. Reme, of a son.

Sillar—On the 28th Feb., at Iver Villa, Blackheath, the wife of W. C. Sillar, Esq., of a son.

Verny—On the 21st Dec., at Yakoska, the wife of M. Verny, Director of the Arsenal, of a daughter.

MARRIAGES.

Houstoun—Angus.—On the 5th Jan., at Union Chapel, Shanghai, by the Rev. Wm. Muirhead, and afterwards at H.B.M.'s Consulate, before W. H. Medhurst, Esq., Wm. Houston, of Johnstone, Renfrewshire, chief engineer of H.I.M.C.S. *Kuei-Hsing*, to Maggie, eldest daughter of Robert Angus, of Rowallan, Fenwick, Ayrshire, Scotland.

Johnston—Anderson.—On the 17th Jan., at the Presbyterian Church, Singapore, by the Rev. M. J. Copland, Mr Alexander Johnston to Florence Guild, eldest daughter of John and Janet Anderson.

Juhler—Schmidt—On the 10th Jan., at Bangkok, by Dr. S. R. House, Captain Jep Jessen Juhler, of the s.s. *Weazel*, to Miss Helene Christiane Schmidt, of Sleswig.

Kleinwachter—Grove—On the 21st Feb., at the residence of the father of the bride, by the Very Rev. G. Hohenthal, Ferdinand Kleinwachter, Esq., Commissioner of Customs, Swatow, China, to Elli Wilhelmine, eldest daughter of H. Grove, Esq., of Netsche, near Oels, Silesia.

Lind—Battye.—On the 15th Feb., at Florence, Mr. Alexander Lind, of Canton, China, to Emily, daughter of Mr. T. Battye, M.D., F.R.C.S., of Dingle, county Kerry.

DEATHS.

Dinegro—On the 24th Jan., at Hong Kong, Eduardo M. Dinegro, Esq., of Lima, aged 29.

Hazeland—On the 21st Jan., at the Albany, Hong Kong, Francis Innes Hazeland, Esq.

Helland—On the 5th Jan., at 13, Kildare-gardens, in the 24th year of her age, to the inexpressible grief of her family, Josephine Isabella Helland, wife of G. J. Helland, Esq., of Hong Kong, and daughter of I. N. Browne, Esq., of Paris.

Kilner—On the 16th Feb., at Walsall, Esther, wife of the Rev. T. Kilner, formerly of Ceylon, aged 65.

Ogilvy—On the 12th Jan., at Bangkok, of small pox, Captain George Ogilvy Commander of H.S.M.'s str., *Enemy Chaser*.

SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—March 1, off Dungeness, from Java, for Rotterdam, Anna Margaretha; Jan. 29, at Pernambuco, from Java, Becherdass Ambaidass, for provisions; March 2, off St. Catherine's, from Foochow, Taitsing; 3, off Scilly, from Batavia, Helena; 4, at Deal, from Shanghai, Juanpore; 3, at Prawle Point, from Java, Elshout; off Scilly, from Batavia, for Rotterdam, Haamstede; Feb. 28, at St. Nazaire, from Batavia, Corsica; March 5, at London, from Shanghai, Tamerlane; 4, at Liverpool, from Singapore, Sir James; 6, from Singapore, Sooloo; 4, at Deal, from Shanghai, Alice; from Colombo, Ocean Rover.

Departures.—Feb. 20, from Sunderland, for Singapore, Imogen (not an arrival, as before reported); 11, from Penarth, for Shanghai, Erato; March 2, from Liverpool, for Singapore, Maiden Queen; Feb. 27, from Glasgow, for Batavia, Loch Awe; 4, from Rio de Janeiro, for Java, St. Albans; 28, from Glasgow, for Singapore, Bothwell Castle; March 3, from London, for Shanghai, Hankow and Singapore (via S.C.), Lord of the Isles (str.); 2, from Clyde, for Singapore, China, &c. (via London and S.C.), Glensannox (str.); 1, from Cuxhaven, for Bangkok, Feiga; Feb. 17, from New York, for Singapore, Carl; March 4, from London, for West Hartlepool and Colombo, Shooting Star; for Cardiff and Galle, The Bruce; 3, from Cardiff, for Ceylon, Prospere; from Clyde, for Galle, Madras; 3, from Hamburg, for Yokohama, Bertha.

Miscellaneous.—The sale of the wreck and remains of the hull of the Joseph Sprott, from Manila, wrecked in Roscarberry Bay on the Irish coast, realised £119. The Janet Ferguson (ship), Ritchie, which arrived at Boston, Feb 14, from Singapore, was fifty miles from Cape Cod on the 4th Feb., but became so encumbered by ice that she was compelled to bear up for the Gulf Stream. At Suez, Ulysses (str.), from Lvierpool, and left, March 3, for Singapore, China, &c.; at Aden, Feb. 15, Agamemnon (str.), Middleton, from Liverpool, and sailed for Singapore, China, &c.; Scanderia (str.) left for Singapore. The Duisburg (Ger. ship), reported in our last issue as aground between Brouwershaven and Helvoet, was not from Java, as then stated, but from Baltimore.

Laid On.—At Glasgow, for Colombo, Martaban; at London, for Batavia, Samarang, and Sourabaya, Anita; for Tientsin, Newchwang, and Chefoo, Taitsing; at Liverpool, for Galle, Queen of Nations.

Spoken.—Ringleader, Manila to Boston, Dec. 12, 21 S., 71 (1) E.; Amadine, Amoy to New York, Jan. 8, 21 S., 5 W.

Casualties.—The Lizzie Iredale, Wilding, from Shanghai, which arrived at New York Feb. 16, had experienced strong N.E. winds down the China Sea to the Paracels, where she encountered a severe hurricane, lost sails, and carried away maintopsail yard. A telegram from Batavia, dated March 3, states that the Belted Will, from London to Hong Kong, reported March 1 leaky, had commenced discharging, and so far no damage was apparent; it is supposed the cargo is only damaged at the bottom; the ship will be hove down.

AMERICAN SHIPPING.

Arrivals.—Feb. 13, at New York, from Shanghai, N. B. Palmer; 14, from Singapore, Janet Ferguson; 15, from Shanghai, Union; 16, from Yokohama, Min; from Shanghai, Lizzie Iredale; 17, from Manila, Naval Brigade; from Shanghai, Morro Castle; 17, at Boston, from Foochow, Eleanor; 18, at New York from Shanghai, Anglo-Saxon; 20 from Canton, Nesutan, from Manila, Rattler.

Departures.—Feb. 15, from New York, for Anjer, Mars.

We are glad to perceive that the answer given by Lord Enfield to Colonel Sykes's question regarding the destruction of the Consulate at Shanghai, reported in our Parliamentary intelligence, was so full and explicit. In our Shanghai news it will be seen that an official inquiry into the cause of the fire had been commenced; and it will be still more satisfactory if Lord Enfield will publish the report of this inquiry, and add to it the loss sustained by Government, and the reasons why the property was not insured.

The new royal naval dock at Malta, the widest and deepest in the world, was opened with a grand ceremony on the 16th ult. by Vice Admiral Sir Hastings R. Yelverton, the Commander in Chief, in presence of the Governor, Sir Patrick Grant, Rear Admiral A. Cooper Key, Major General Sir A. Horsford, all the civil, naval, and military authorities, and the principal residents of the island. The Bishop of Gibraltar pronounced a benediction, and the last stone was laid in its place under the finishing touch of the Hon. Miss Barbara Yelverton. The dock is named the "Somerset Dock," and was no sooner declared open by the Commander in chief than Her Majesty's ship Caledonia entered it, and thus closed the ceremony.

Two new gunboats, Bustard and Kite, built by Messrs. Napier and Son, at Glasgow, have been undergoing preliminary trials of their engines in the North, under the superintendence of Admiralty officials, previous to their leaving for Plymouth to be prepared for commission. These vessels will each mount one heavy gun, and be propelled by double screws, the engines of twenty-eight nominal horse-power.

Digitized by Google

DIPLOMATIC AND CONSULAR STAFF IN JAPAN 1871.

YEDO AND YOKOHAMA.

Sir Harry Parkes, K.C.B. ... ... Minister Plenipotentiary, &c.
F. O. Adams .. .. Secretary Legation.
E. M. Satow ... ... Japanese Secretary.
Russell Robertson ... ... Vice-Consul.
Dr. Wheeler ... ... Medical Attendant.
K. E. Schmid ... ... Assistant.
L. Bates ... ... Legal Clerk.

STUDENT INTERPRETERS.

T. R. H. McClatchie. | J. H. Longford.
J. C. Hall.

OSAKA AND HIOGO.

Abel Gower ... ... Consul.
J. J. Enslie ... ... Acting Vice-Consul.
G. J. L. Hodges ... ... Assistant.

NAGASAKI.

A. A. Annesley ... ... Acting Consul.
J. J. Quin ... ... Interpreter.

HAKODADI.

Richard Eusden ... ... Consul.

NEE-GATA.

James Troup ... ... Acting Consul.

DIPLOMATIC AND CONSULAR STAFF IN CHINA.

PEKING.

Thos. Wade ... ... Charge d'Affaires.
Hugh Fraser ... ... } Second Secretaries.
W. G. Sandford ... ... }
J. McLeavy Brown ... ... Acting Chinese Secretary.
A. E. Pirkis ... ... Accountant.
Rev. J. S. Burdon ... ... Chaplain.
S. W. Bushell ... ... Surgeon.
Ed. McKean ... ... Assistant.

STUDENT INTERPRETERS.

W. C. Hillier. | W. S. Ayrton.
W. R. Carles. | Robt. Gardner.
J. D. Crawford. | R. W. Mansfield.
W. D. Spence. | W. L. Neale.
E. H. Parker. | W. H. Young.
T. L. Bullock.

TIENTSIN.

W. H. Lay ... ... Acting Consul.
Henry B. Bristow ... ... Assistant.

TAKU.

A. Frater... ... ... Acting Vice-Consul.

NEWCHWANG.

Thos. Adkins ... ... Consul.
J. B. T. Middleton ... ... Assistant.

CHEFOO.

John Markham ... ... Consul.
Ed. Solbé... ... ... Acting Interpreter.

SHANGHAI.

Walter H. Medhurst ... ... Officiating Consul.
A. Davenport ... ... Acting Vice-Consul.
J. P. M. Fraser ... ... First Assistant.
J. B. Goddard ... ... Assistant.
A. S. Harvey ... ... Assistant.
H. P. McClatchie ... ... Acting Interpreter.
C. M. Ford .. .. Student Interpreter.

SUPREME COURT, SHANGHAI.

C. W. Goodwin ... ... Deputy Judge.
Geo. Jamieson ... ... Acting Law Secretary.
T. G. Smith ... ... Chief Clerk.

HANKOW.

G. W. Caine ... ... Officiating Consul.
E. L. Oxenham ... ... Assistant.

KIUKIANG.

P. J. Hughes ... ... Consul.
C. J. Anderson ... ... Student Interpreter.

CHINKIANG.

C. T. Gardiner ... ... Interpreter in Charge.

NINGPO.

W. H. Fittock ... ... Consul.
C. W. Everard ... ... Acting Interpreter.

FOOCHOW.

Chas. A. Sinclair ... ... Consul.
Thos. Watters ... ... Assistant.
H. J. Allen ... ... Assistant.

PAGODA ANCHORAGE.

J. G. Murray ... ... Acting Vice-Consul.

TAIWAN—FORMOSA.

A. R. Hewlett ... ... Acting Consul.
H. A. Giles ... ... Assistant.

TAMSUI—FORMOSA.

Wm. Gregory ... ... Vice Consul.
A. R. Margary ... ... Assistant.

AMOY.

W. H. Pedder ... ... Consul.
Geo. Phillips ... ... Interpreter.

SWATOW.

W. M. Cooper ... ... Acting Consul.
E. C. Baber ... ... Assistant.
B. C. G. Scott ... ... Assistant.

CANTON.

D. B. Robertson ... ... Consul.
W. F. Mayers ... ... Acting Vice-Consul.
Byron Brenan ... ... Assistant.

WHAMPOA.

H. F. Hance ... ... Vice Consul.

SIAM.

BANGKOK.

T. G. Knox ... ... Consul General.
H. Alabaster ... ... Interpreter.
W. H. Newman ... ... Assistant.
Jas. Campbell ... ... Medical Attendant.
D. J. Edwardes ... ... Student Interpreter.
E. B. Gould ... ... Student Interpreter.

PHILIPPINES.

G. T. Ricketts ... ... Consul, Manila.
Walter Spencer ... ... Vice-Consul.
W. G. Kerr ... ... Vice-Consul, Cebu.
John Higgins ... ... Vice-Consul, Ilo Ilo.
Jose de Bosch ... ... Vice-Consul, Sual.

COCHIN CHINA.

J. G. Caswell ... ... Consul, Saigon.

BORNEO.

John Pope Hennessy (Labuan) ... Consul General.
E. J. Marten ... ... Consul, Sarawak.

JAVA.

A. Fraser... ... ... Acting Consul, Batavia.

ON LEAVE.

FROM JAPAN.

A. B. Mitford. | W. G. Aston.
M. O. Flowers. | H. S. Wilkinson.
J. F. Lowder. | Martin Dohmen
P. B. Walsh.

FROM CHINA.

R. J. Forrest. | W. G. Stronach.
R. Swinhoe. | W. E. King.
C. Alabaster. | H. F. Holt.
Charles Carroll. | Jas. Mongan.
C. F. R. Allen. | R. A. Mowat.
W. H. Tapp. | H. G. Howlett.

PARLIAMENT.

HOUSE OF COMMONS.

THE DIPLOMATIC AND CONSULAR SERVICES.

(Feb. 27th.) On the motion of Mr. BOUVERIE, the following gentlemen were appointed members of the Select Committee on this subject:—Mr. Bouverie, Mr. Rylands, Viscount Enfield, Mr. W. H. Gladstone, Mr. Otway, Sir H. L. Bulwer, Sir C. Dilke, Mr. Kinnaird, Mr. Holms, Mr. W. Cartwright, Mr. A. Russell, Mr. Whitwell, Mr. Sclater-Booth, Mr. S. Sackville, Mr. Eastwick, Mr. Baring, Mr W. Lowther, Mr. Cameron, Mr. F. Stanley, Mr. B. Cochrane, Viscount Barrington, and Mr. F. Walpole.

DESTRUCTION OF CONSULAR BUILDINGS AT SHANGHAI.

(March 2nd.) Colonel SYKES asked the Under-Secretary of State for Foreign Affairs whether accounts had been received of the destruction of the Consular Buildings and part of the Records at Shanghai; whether the fire insurance policy had been allowed to run out; and, what would be the pecuniary loss to the British territory in consequence.

Lord ENFIELD (Under-Secretary for Foreign Affairs): Reports have been received both from Her Majesty's Consul at Shanghai and from the Acting Judge of the Supreme Court, announcing the total destruction, on the 24th December, by fire, of the Consulate, a part of which was also used for the purposes of the Supreme Court. The fire is believed to have been purely accidental, and to have resulted from too close proximity of the beams of the flooring to a fireplace. The building was one of the earliest in the settlement. Owing to the rapidity with which the fire spread, only a few of the more important Consular records, such as registers of births, marriages, and deaths, Board of Trade accounts, ships' registers, and other records connected with shipping could be saved. The title-deeds and registers connected with the tenure of property in the settlement were also saved. A large portion of the records of the Court, a considerable part of the library, and all the records of causes heard since 1865 were saved. The iron safe belonging to the Court, and containing wills and other valuable documents, was extracted from the ruins, and its contents, though damaged, are legible. Most of the furniture of the Consulate and Court and the rest of the books and archives were destroyed. The latter were not of any real importance. Little damage was done to any of the new buildings in course of construction. Arrangements have been made for carrying on the work of the Consulate and the Supreme Court. The policy of insurance on the buildings expired on the 15th of December, in consequence of instructions issued at the request of the Treasury, who decided in the beginning of last year to discontinue the insurance of Government property in China and Japan. No estimate of the pecuniary loss incurred has been received at the Foreign-office.

Digitized by Google

THE GOVERNMENT.

It will be remembered that last year we gave a list of the members of the Government, with the offices they held. As a knowledge of the *personnel* of the various officials must be of great use to those readers who take an interest in the Parliamentary reports, we now give a revised list, as they stand for the present Session.

The Premier—The Right Hon. W. E. Gladstone.
Lord High Chancellor—Lord Hatherley.
President of the Council—Earl De Grey and Ripon.
Vice-President of the Council (Minister for Education)—Right Hon. W. E. Forster.
Lord Privy Seal—Viscount Halifax.

FOREIGN OFFICE.
Secretary of State—Earl Granville, K.G.
Under-Secretaries—Right Hon. E. Hammond and Lord Enfield.

COLONIAL OFFICE.
Secretary of State—The Earl of Kimberley.
Under-Secretaries—E. H. Knatchbull-Hugessen, Sir F. L. Rogers.

HOME OFFICE.
Secretary of State—Right Hon. H. A. Bruce.
Under-Secretaries—G. J. Shaw-Lefevre, Hon. A. F. O. Liddell.

WAR OFFICE.
Secretary of State—Right Hon. Edward Cardwell.
Under-Secretaries—Lord Northbrook, Lieut.-General Sir E. Lugard, Capt. the Hon. J. Vivian (Financial Secretary).

THE TREASURY.
First Lord of the Treasury—Right Hon. W. E. Gladstone.
Chancellor of the Exchequer—The Right Hon. Robert Lowe.
Chancellor of the Duchy of Lancaster—Lord Dufferin.
Chief Commissioner of Works—Right Hon. A. S. Ayrton.
Postmaster-General—Right Hon. William Monsell.
Junior Lords—Marquis of Lansdowne, W. H. Gladstone, W. P. Adam.
Secretaries—Right Hon. Jas. Stansfeld, Hon. George Glyn.

THE ADMIRALTY.
First Lord—Right Hon. Hugh C. E. Childers.
Other Lords—Vice-Admiral Sir S. C. Dacres, Earl of Camperdown, Capt. W. K. Hall (one vacancy).
Secretary—W. E. Baxter.

INDIA OFFICE.
Secretary of State—Right Hon. the Duke of Argyll.
Under-Secretaries—M. E. Grant Duff, H. Merivale.

BOARD OF TRADE.
President—Right Hon. Chichester Fortescue.
Secretaries—Arthur W. Peel, T. H. Farrer, Sir Louis Mallet.

POOR LAW BOARD.
President—Right Hon. G. J. Göschen.
Secretaries—J. T. Hibbert, Henry Fleming.

LEGAL.
Judge Advocate-General—Mr. J. R. Davison, Q.C.
Attorney-General—Sir R. P. Collier, Q.C.
Solicitor-General—Sir J. D. Coleridge, Q.C.

PARLIAMENTARY.
Speaker—Right Hon. J. Evelyn Denison.
Deputy-Speaker and Chairman of Committees (Commons)—Mr. Dodson.
Chairman of Committees (Lords)—Lord Redesdale.
Chief Clerk of Parliament—Sir Thos. Erskine May.

IRELAND.
Lord Lieutenant—Right Hon. Earl Spencer.
Lord Chancellor—Baron O'Hagan.
Attorney-General—Serjeant Barry.
Solicitor-General—Serjeant Dowse.

SCOTLAND.
Lord Justice General—Right Hon. John Inglis.
Lord Justice Clerk—Right Hon. James Moncrieff.
Lord Advocate—Right Hon. Geo. Young.

SILK REPORT BY MR. ADAMS.

Another valuable contribution to our information on silk culture in Japan has appeared in the report of Mr. Adams's visit to various silk districts in June and July last, just issued in the form of a Blue book. As a natural result of the interest which the Japanese Government had evinced in silk cultivation, it was considered desirable that a Japanese gentleman should be associated with Mr. Adams in his present tour, and Matumé Gouruku, son-in-law of the Minister Daté, was invited to join him, and formed one of his party. The travellers left Yedo on the 6th of June, their first point being Shimonita, a village well known in the Yokohama silk market, at least by name, though it does not seem to have been ever visited by foreigners before Mr. Adams. Here, along the banks of the river, on the sides of the hills, and, indeed, in every available spot, Mr. Adams found mulberry plantations, and visited the house of one Johigami Sanyemon, in whose family silk culture had been practised for a hundred years. There was every appearance of health about the people, and of cleanliness about the rooms appropriated to the silkworms, and it was evident that silk culture was the one important business of the whole locality. Mr. Adams pushed forward to Matsumoto with the view of gaining information concerning the "bombyx yamamai," or oak silkworm, which is reared in the open air there. Matsumoto is a castle town of over 3,000 houses. In this neighbourhood are sixteen villages, the inhabitants of which form an association called the "Matsukawa Gumi" and are entirely engaged in the culture of the "yamamai," which, since its introduction, forty years ago, has increased so considerably that the number of cocoons now sold by the association alone is not less than twenty millions. The price is estimated at about 4 riyos (nearly 4 dollars) per 1,000. The best sort of silk is sold at about 840 riyos a picul; the inferior sorts at about 530 riyos a picul. Mr. Adams's tour included Nee-e-gata and Echigo. Up to the present time the Echigo silk has not been quoted separately on the Yokohama market; it has been mostly bought by natives and used for home consumption. There is, however, an evident desire on the part of the principal merchants of Tochiwo to make a name for Echigo silk, and thirteen of them have formed themselves into a company for this purpose.

It is gratifying to observe that Mr. Adams's suggestions with regard to the introduction of European machinery to improve the reeling of Japanese silk have begun to bear fruit. The first filature that has been ordered is intended to be set up at Mayebashi; and a company, patronised by the Government, is about to introduce the new system of reeling at Tomioka, under the superintendence of a skilled European. The result of his recent trip seems to confirm Mr. Adams's impression that, in a few years, by the gradual introduction of European machinery and improved measures to check the ravages of the uji the trade both in silk and eggs will show a marked increase. The present narrative teems with information of the most interesting and practical kind, and is greatly assisted by maps and coloured illustrations.

THE JAPANESE MISSION.

(NEW YORK HERALD.)

The arrival of a full fledged Japanese Minister at San Francisco, accredited to Washington, accompanied by his suite and secretaries, and holding in his own person the rank of a prince of the Imperial Family of Japan, being indeed uncle to the Mikado himself, is an event of great importance. It is the first mission of the kind that Japan has sent forth since days now far back in ancient history. She has not had a Minister, Minister Resident, Consul or commercial agent anywhere among the nations of the world for many long years, and we have not yet heard of any similar embassies being forwarded at this time to any other nation than ours. In view of our increasing commerce with Japan and her great twin nation of the Far East, China, this unusual expression of regard for our institutions must be considered in a very complimentary light indeed; and in view of our rivalry with England for the commerce of these two bound giants of the Orient, we have a right to credit ourselves with having the inside track. Indeed, this mission may be considered more complimentary to us than the appointment of Mr. Burlingame as head of the Chinese Embassy which was so recently roaming about Europe making treaties; for while that was rather a personal compliment to one of our citizens, this is a general compliment to the whole nation as the first and youngest Power of the globe from one of the oldest.

We think we can trace the graceful trail of our own Seward in the establishment of a Japanese Embassy in this country just as we traced it in the Burlingame Chinese Embassy. That able statesman has been cultivating the Orient very industriously for many years, and we are beginning to reap his harvest. He was very recently admitted to the sacred presence of the veiled Mikado himself, and it would not greatly surprise us if he were offered some immense dignity in the service of that wise young man.

NAVAL AND MILITARY.

Her Majesty's ship Megæra has just been commissioned at Sheerness to take out crews for the Blanche and Rosario at Sydney. The transport, we are assured, is equal to carrying only 220 men and 14 officers for a short passage, but 33 officers and 350 men have embarked in her, and several hundred tons of stores have been shipped for Ascension, Cape of Good Hope, and Sydney, the vessel being so overloaded that the officers' mess gear is half on the deck through want of space to stow it away. But the most startling feature remains to be revealed. An officer on board the Magæra communicates from Queenstown the astonishing fact that the vessel is absolutely unseaworthy; that she "leaks from the bow to the stern;" that upwards of fifty tons of water were found in the bilges on the first watch after leaving Plymouth, the men's mess deck being from fifteen to eighteen inches deep in water, with their bags floating about; and that the men on board the Megæra had been up twice on the quarter-deck about the ship leaking, and were about to enter a third protest, this time against the vessel rounding the Cape in the middle of winter. Under these alarming conditions it is hardly surprising to hear that all on board the Megæra "shudder at the prospect of sharing the fate of the Captain." But the Megæra must not sail; her living freight can be turned over to a seaworthy vessel; and the public must know whether the protests made on behalf of these 400 British sailors are groundless, or whether, as our informant assures us, the ship owes its reported condition to that economy which has reduced many of Her Majesty's ships to a state of inefficiency, if not uselessness.

We have received a copy of *British Policy in China, by a Shanghai Merchant;* a pamphlet which we shall notice in our next.

Digitized by Google

LITERATURE.

Tales of Old Japan. By A. B. Mitford, Second Secretary to the British Legation in Japan. London: Macmillan and Co.—We can scarcely imagine any contribution to literature more beneficial or more interesting than these delightful volumes. Mr. Mitford has no doubt enjoyed the advantage of breaking untrodden ground, and his task has evidently been a labour of love; but we must not value the less on that account the taste and judgment with which Mr. Mitford has chosen the examples of Japanese composition—we might almost term them classics—to which he has introduced us by means of his graphic and admirable rendering of them into English. It does not need any acquaintance with the vernacular to perceive that Mr. Mitford possesses the greatest merit of a translator, a thorough knowledge of the colloquial signification of the words of his originals, and a perfect command of his own language so as to enable him to render their meaning with accuracy and freedom. By these means the vraisemblance of the original productions is preserved, notwithstanding the variety of their styles; and it would be difficult to tell which is the most interesting among them, or which gives us the greatest amount of information of the inner life and modes of thought of this extraordinary people. The first volume consists of legendary and romantic tales; the second of an account of certain Japanese superstitions and customs, together with specimens of Japanese sermons, and rules of life, law and etiquette. As examples of close reasoning and clear expression, we have not for a long time read anything so enthralling as the discourses of Kiu-ô, and the account of the ceremonies of the institution of the Hara-Kira, or compulsory death of those noble criminals who are permitted to be considered their own executioners. We have already mentioned that the present volumes, which are very tastefully got up, are illustrated with some graphic engravings from Japanese originals, cut on wood by a Japanese engraver—a circumstance which not only adds to their value, but has brought to light the interesting fact that the lines are cut *with* the grain of the wood, after the manner of Albert Durer and some of the old German masters—a process which has been long abandoned by modern European wood engravers. We have no doubt that Mr. Mitford's book will be one of the most popular of the season, and we congratulate him on the rare good fortune which makes its contents as interesting as matter of fiction as they are full of information on matters of fact.

The *Phœnix* for January commences the new year with every promise of maintaining the specialities which it initiated last summer. Dr. A. Campbell, superintendent of Darjeeling, contributes some interesting "Notes on Eastern Thibet," Mr. R. Swinhoe discourses as learnedly as usual on "The Chinese Dialect Spoken in Hainan," and Mr. Hodgson adds to our information on "Buddhist Literature and Religion." Mr. Carroll's "Cure for Jealousy" is pleasantly continued, and Mr. Parker's "Month in Mongolia" is well written and interesting, though somewhat too independent of the graces of style. Thus the author says that "the weather *got* suddenly cold," and that little native boys wear their hair in a "cue." But this may be the system of the printer, who, in the *Phœnix*, has always been a rather arbitrary personage, and who, in the present number, calls the author of the first paper *Dr.* A. Campbell, *Esq.*—a somewhat redundant accumulation of titles. With all due deference to the editor, we think that a revision of such matters as we have noticed would add to the readableness, if not to the value, of this really interesting miscellany. The "Reviews" include a notice of Captain Loch's "Narrative of Lord Elgin's Second Embassy to China," which, we think, requires to be received with several grains of salt. Having a distinct recollection of the sacking of the Summer Palace of the Emperor, and its attendant loot, we cannot but regret to find that exploit described as a "righteous retribution."

Nature calls attention to one of the most interesting and important trees of Sumatra, the Camphor-tree, *Dryobalanops camphora.* This camphor attracted the attention of the earliest voyagers, and was then, as it is now, an important article of commerce with China and Japan, the people of those countries attributing to it extraordinary virtues and paying a high price for it. The tree grows to a height of 100 or 130 feet, and forms a trunk seven to ten feet in diameter. The quantity of camphor contained in the trunks is very unequal, the young trees appear to contain little or none. It is said that, on an average, about nine trees are required to produce 100 lbs. weight of crystallised camphor. It is obtained by cutting down the tree and dividing the wood into small pieces, in the divisions of which the camphor is found. It differs in the form of its crystals from the camphor of commerce, is harder, more brittle, and does not so readily condense. Great quantities are used by the Bataks for the preservation of the corpses of their chiefs. The trees are spread over a portion only of Sumatra and Borneo, and generally occur in localities into which commerce and civilisation have as yet but little penetrated. Notwithstanding the continued destruction of the trees, for the sake of procuring the camphor, no means are taken for the future preservation of the species. This camphor is seldom seen in this country, except in museums. The Chinese eagerly buy it in preference to the ordinary camphor—their own produce—which they send in such large quantities into the European markets.

Intelligence has been received of the death of Dr. F. A. G. Miquel, Professor of Botany at the University of Utrecht and director of the Botanic Gardens at Leyden, one of the few remaining distinguished systematic botanists on the Continent, and greatly esteemed by all scientific visitors to Holland for his generous hospitality and kindly nature. He was the author of several monographs, and had written largely on the botany of the Netherlands Indies, especially Java and Surinam; and also on that of Japan, which has been much worked out by Dutch naturalists; but will be best known by his magnificent *Annales Musei Botanici Lugduno-batavia*, in four folio volumes, with splendid illustrations. He was one of the foreign members of the Linnean Society of London.

MISCELLANEOUS.

THE ASSOCIATED CHAMBERS OF COMMERCE.

On the 1st inst. the representatives of the forty-three Chambers of Commerce—English, Scotch, and Irish—which form the Association, founded twelve years ago, and who are holding their annual three days' conference in London, to determine what measures shall be pressed upon the attention of the Government and of Parliament this session, dined together at the Westminster Palace Hotel. The chair was occupied by Mr. S. S. Lloyd, President of the Association; the Government was represented by Mr. Chichester Fortescue, President of the Board of Trade; the House of Commons by Messrs. Norwood (founder of the Association), Birley, Henry, Eastwick, Whitwell, Baines, Chadwick, Mundella, and Carter, and Colonel Crichton-Stuart; Sir Louis Mallet, of the Board of Trade; Mr. Scudamore, of the General Post-office, and Mr. Harris Gastrell, Austrian Chargé d'Affaires; and foreign countries by Chevalier de Schaeffer, director of the Austrian Consulate, and Mr. J. R. M'Culloch, the American banker and ex-Finance Minister. Among others, the Earl of Derby wrote, expressing regret that he could not accept an invitation, and adding a hope that he would be able to do so another year; and Mr. Monsell wrote that illness alone kept him away. In responding to the toast of "Her Majesty's Ministers," Mr. Chichester Fortescue compared his position, as President of the Board of Trade, with that of a civilian First Lord of the Admiralty, and a civilian War Minister; but he hoped that, with the assistance of the Chambers, a non-professional, and non-commercial President of the Board of Trade might be of some service to his country. He did not think the position of the Board of Trade and the organisation of the Government Departments were satisfactory, and he looked forward to a redistribution of duties,—a matter upon which he should be happy to receive communications from those best able to give sound opinions. The magnitude of the Merchant Shipping Bill had produced some alarm in the country; but if the giant were looked in the face it would be found to be harmless. He wished gentlemen would look into it, and let the Government know whether it was worth while to pass it or not, for, unless some steam were got up by those who cared about the Bill, he could not be responsible for the failure to pass it. The Government, and the Board of Trade in particular, would not be wanting in efforts to promote commercial reforms, for, whatever else the Government might be, it was at least a laborious one. Speeches were made by Mr. Baines, who trusted that France would not be tempted by her financial difficulties to abrogate the Treaty of Commerce with this country; by Mr. Henry, who believed his own election one of many evidences of the aptitude of the Irish people for commercial enterprise; by Mr. Scudamore, who was delighted to be so well received by those who had criticised him so severely; by Mr. M'Culloch, who trusted that free trade and other agencies would strengthen the bonds of amity between us and the United States (sentiments which Mr. Fortescue cordially reciprocated); and, in conclusion, by the chairman, who pointed to the commercial legislation of the past twelve years, and to the testimony of the speakers, as proofs of the good work done by the Association in maturing public opinion upon mercantile matters.

THE COST OF THE COLONIES.

A Parliamentary paper has been issued, showing the cost of the several Colonies of the British Empire at the expense of the British Exchequer for 1868-9:—(1.) Military and Maritime Stations: Gibraltar, £372,444; Malta, £387,390; Cape of Good Hope, including British Kaffraria and Natal, £286,245; Mauritius, £73,546; Bermuda, £235,457; St. Helena, £46,905; Heligoland, £1,148; Falkland Islands, £7,924; Hong Kong, £276,238. (2.) Plantations and Settlements: Jamaica, £136,144; Bahamas, £49,685; Honduras, £19,074; West Indies, £165,100; Canada, £762,518; Nova Scotia, £298,877; New Brunswick, £4,808; Prince Edward Island, £1,125; Newfoundland, £24,065; Vancouver Island and British Columbia, £1,907; West Coast of Africa, £103,918; Ceylon, £23,450; Labuan, £3,300; Straits Settlements, £36,781. (3.) Australian Settlements: Western Australia, £110,273; South Australia, £5,505; Queensland, £2,840; Victoria, £62,559; New South Wales, £14,462; Tasmania, £28,362; New Zealand, £66,913; other Colonies, £11,130. Grand Total, £3,620,093. The following were the objects and amount of expenditure:—Governors, £22,807; justices, £6,394; other salaries of clerks, &c., £1,725; pensions, £14,605; gaols, £133,591; fortifications and other military defences, £215,584; barracks, £161,563; lighthouses, £25,957; survey department, £2,060; Indian department, £16; ecclesiastical, £22,424; miscellaneous charges and aids, £36,625; cost of regular troops, £2,994,745; naval charges, £324,079; steamers, &c., £604.

A CORRESPONDENT writes to a contemporary as follows:—"It was the fate of a portion of the expeditionary force sent to China in 1860 to be shut up in Canton during the period of the campaign, and although we received the field-pay and allowances, we have not yet got the medal. The few of us now serving and entitled to this honourable distinction think it a very hard matter to be denied it, when the whole of the troops that served in the Indian Mutiny, New Zealand, and other places, have received medals for their services. Pray, Sir, give this a corner in the soldiers' friend, in the hope that some one will forward this our just claim for a medal fairly earned in the service of our country."

WE understand that the Foreign-office agency business, heretofore carried on by Messrs. Alston and Bidwell, has been transferred to Mr. O'Brien, their late clerk, who now acts as agent for the members of the Diplomatic and Consular Service, under the firm of F. O'Brien and Co.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MARCH 6, 1871.

THE OFFICIAL DESPATCHES ON THE TIENTSIN MASSACRE.

THE "Papers Relating to the Massacre of Europeans at Tientsin" were issued on Monday in the form of a Blue-book, of which we give a *resumé* in another part of our paper. We are deeply concerned to find that the correspondence now published entirely fails to redeem the Foreign-office from the obloquy which has been cast upon it in China in consequence of the murder of our countrywoman, Miss O'SULLIVAN, having been passed over without our Government having insisted on any special atonement for that outrage, or even taking any practical steps to bring the criminals to justice. The volume opens with the brief but pregnant sentence telegraphed by Mr. WADE to the Foreign Secretary on the 6th of July:—"At Tientsin, ALICE "O'SULLIVAN, one of the Sisters of Mercy, was mas-"sacred in the hospital on the 21st of June;" and it closes with a letter (which the *Pall Mall Gazette* reprinted the next day, to the exclusion of all the rest of the correspondence) in which Earl GRANVILLE expresses "the entire approval of Her MAJESTY'S Government of the "tact and discretion which marked Mr. WADE'S proceed-"ings" subsequent to that event. What was the nature of those proceedings,—if Mr. WADE'S conduct can be dignified by that name, seeing that it involved no specific demand and led to no definite result,—the present Correspondence is apparently published to explain. The only fact, however, that it really establishes is that the failure of justice, the disgrace of which has hitherto attached exclusively to Mr. WADE, was practically caused by the tone of the nobleman who was so unexpectedly called to the Foreign-office on the death of Lord CLARENDON. The instructions which Lord GRANVILLE sent to Mr. WADE certainly did not warrant, even if they did not absolutely prohibit, more decided and dignified action than that which has been so justly condemned by the foreign community in China and their friends at home. At the same time, even Mr. WADE'S apologists must confess that he exhibited a too great readiness to adapt himself to the views of an inexperienced Minister, wedded to a "policy of conciliation," and totally without knowledge in the East. Indeed, so zealous was Mr. WADE to profit by the teachings of the Foreign-office that he appears to have anticipated his instructors in the promptitude with which he abnegated anything like nationality or independence of action concerning Miss O'SULLIVAN. When the proposed "indemnity" for the death of the victims was offered by the Chinese Government, Mr. WADE wrote sympathetically to Lord GRANVILLE that "Miss O'SULLIVAN was "a British subject, but he did not suppose that Her MA-"JESTY'S Government would raise any separate issue on that "account, if the Government of France accepted the ar-"rangement proposed on behalf of the other Sisters—two "of them Belgian, and one an Italian." To this communication Earl GRANVILLE'S only reply was the letter of general encomium on Mr. WADE'S "tact and discretion," to which we have already referred. It is evident from this that the present Foreign Secretary countenances the representations of the British Minister at Peking, that England is content to be regarded in the East as on a level with such States as Belgium and Italy. Need we say more? The article we lately wrote on the loss of our prestige in China is, we think, most emphatically confirmed by this official correspondence.

THE *PALL MALL GAZETTE* AND OURSELVES.

THE *Pall Mall Gazette* has again taken the pains to garble an extract from the *London and China Telegraph* so as to make it convey a totally different meaning from that of the original. The *Pall Mall* says the *Telegraph* now seeks shelter under the erroneous assumption that it only "shared "a general impression that the indecisive and undemonstra-"tive conduct of Her MAJESTY'S Minister (Chargé d'Affaires) "at Peking after the commission of the outrage was entirely "due to Mr. WADE'S own ideas of 'policy.'" What we really wrote was as follows, and our readers will see how the *Pall Mall*, by omitting the words in italics, entirely perverted our meaning:—"We must own that we shared in that "impression, *and that we fully expected that the Government* "*had acceded to the representation of the foreign merchants* "*who met in London, at least, so far as to have instructed Mr.* "*Wade to assume a position more consistent with the character* "*of an English Minister, and better calculated to secure the* "*safety of our countrymen in China.*" Such a deliberate suppression of the most essential part of a quotation clearly shows the contemptible expedients our opponents have been driven to.

CANTON AND THE BURNING OF THE FATSHAN CHAPEL.

THE Blue-book on the Tientsin massacres contains the letter addressed to Consul ROBERTSON by some of the residents of Canton and his reply thereto, which have already been published by us. Mr. WADE, in a short despatch, approves of Mr. ROBERTSON'S action on this and the Fatshan Chapel affair, which, in a despatch of a few lines, Earl GRANVILLE endorses. We regret to hear that the Chinese authorities at Canton are not carrying out their promise to rebuild the chapel, burned down by a fanatical mob, and that Mr. ROBERTSON is not urging it. We regret this the more, as at the time of the outrage the Consul's conduct was considered highly satisfactory. The following is the despatch of Mr. WADE to Earl GRANVILLE, and the comments of the *Globe*:—

Peking, November 11, 1870.

MY LORD,—I have the honour to forward copy of a despatch from Mr. Robertson, inclosing copy of correspondence between himself and certain members of the Canton community, regarding their security at that port, and a letter he has consequently addressed to the Hong Kong Government.

The demolition of a chapel at Fatshan I have already reported to your Lordship. It must be remembered that the chapel was a Chinese chapel, at the opening of which some Protestant missionaries, with more zeal than prudence, assisted. The attack on it undoubtedly discovered an anti-propagandist feeling, but it was followed by no demonstration against the foreign community, and, by order of the Governor-General, the reconstruction of the building was immediately commenced.

Mr. Robertson in his reply has shown the discretion and firmness which on all such occasions distinguish him, and I cannot doubt that his conduct will be approved by your Lordship.

Lord Granville's reign at the Foreign-office is a happy one for diplomatists abroad. There is an episode in the China despatches which significantly demonstrates the level of diplomacy which now finds approval and favour. Last October the British community in Canton communicated by memorial to Consul Robertson their fears at the "growing animosity towards foreigners" which, since the atrocious outrage at Tientsin, was daily manifesting itself. Their detail of the insults they received, and of the danger in which their lives and property were placed, had been echoed from all parts of China where British residents remained. But Consul Robertson, with a revolver ever ready to present at any Celestial visage, was not alarmed, and therefore uncommiserative. He gave the unarmed and unprotected Britishers a lesson in pluck and a warning against "getting nervous" with nothing more than constant insult, an occasional threat of massacre, and now and then such a *divertissement* as the destruction of the Protestant chapel at Fatshan. Mr. Wade agreed that Mr. Robertson was perfectly right, and Earl Granville of course approved the conduct of both, because it completely harmonised with the principle of self-defence which is now triumphant at the Foreign as well as the Colonial-office. But is this the sort of protection which Englishmen would extend to their countrymen in China? With treaties prescribing their safety, and with gunboats within shot-range, are they to endure a life of terror, and be left with pistols and daggers for their defence? Englishmen who venture on personal intercourse with the Celestials are improbably cowards; but when, in the face of their disregarded appeal for protection, we find Lord Granville "despatching" Mr. Wade for his "efforts to allay the apprehensions and secure the safety of the British community in China," we cannot refrain from joining in the pœan of congratulation on this unique assertion of British courage.

Digitized by Google

GALLE HARBOUR.

BY the mail received to-day we learn that no decision has yet been come to between the rival plans of forming the new harbour at Galle or Colombo. It is said that Mr ROBERTSON, the engineer employed in the examination of harbours, &c., in the Presidencies, has obtained the permission of the Indian Government to visit Colombo, for the purpose of reporting on the site for the proposed docks. Meanwhile, nothing definite can be learned at the Colonial-office. The P. and O. Company have again brought the dangerous state of the anchorage at Galle before the COLONIAL SECRETARY, but with no other result than the old stereotyped inquiry, "Whether they had not better adopt Trincomalee as a harbour instead of Galle?" The claims of Trincomalee to such a position have been so effectually disproved that we are surprised to hear the port mentioned at this time of day in connection with the mail service.

Lord HOUGHTON has informed the House of Lords that Ceylon was the only one of our dependencies where marriage with a deceased wife's sister had become legal, all the rest of our numerous colonies being governed by the law of this country. We would not willingly suspect Lord HOUGHTON of trifling with a serious subject; but still less can we imagine him to be unacquainted with the peculiarly comprehensive matrimonial system of Ceylon, so well known to all the residents in India who care to inquire into such matters.

THE Foreign-office has issued a very complete and useful Index to the "Report of the Select Committee on Diplomatic and Consular Services," which we noticed last year. A vast amount of information concerning facts and opinions is condensed in a very small space in this little volume, of which China, Japan, and the other parts of the Far East, in which our readers are most interested, occupy their fair share.

A PETITION has been presented to the House of Commons by Mr. KINNAIRD, from the directors of the London Missionary Society, in favour of a re-adjustment of the relations of the Indian Government to the opium traffic, in order to put a stop to the cultivation and sale of opium by the Government, within the English provinces of India, for the purposes of revenue.

THE Japanese Prince HIGASHI, whose presentation to the QUEEN we have already noticed, has, we understand, been placed under the tutorship of the Rev. J. J. DANIELL. When noticing the presentation we should have mentioned that the Prince entertained the Duke of EDINBURGH at Yedo and Yokohama, at the request of the MIKADO.

BY telegrams from Singapore we hear of the arrival of Sir HARRY PARKES, from Yokohama, *en route* to England, and may be expected here this month. We presume he will have full particulars of the attack on Mr. DALLAS and another foreigner, which we notice in our mail news from Japan.

THE BLUE-BOOK ON THE TIENTSIN MASSACRE.

(Continued from our last.)

The first intelligence of the massacre was received by telegram, dated Peking, July 6th. On the 18th August the French Minister in London addressed the following appeal for the support of the English Government to Lord GRANVILLE :—

London, August 18, 1870.

MY LORD,—The first telegraphic despatches which the Government of the Emperor received from their Chargé d'Affaires at Peking, after the massacre of our countrymen, had allowed it to be hoped that the Chinese Government understood the necessity of executing summary and severe justice on acts so odious. The despatch of a Chinese Ambassador, charged with a special mission in relation to these events which was announced to us, was an indication of intentions practically satisfactory; and the French Government was pleased to think that the reparation which would be offered would correspond with that which they had grounds for exacting. The result of a fresh telegram from M. le Comte de Rochechouart is that a change would appear to have taken place in the intentions of the Chinese Government, and that our Chargé d'Affairs has, until now, demanded in vain the prosecution of the wretches who took part in the crimes committed at Tientsin. Although the victims of these attempts are almost exclusively French, it cannot be denied that such deeds reveal the existence of dangers which menace without distinction all foreigners residing in China. It is by considering their interests as common in these countries of the extreme East that the European Powers can arrive at securing to their countrymen the guarantees and the security stipulated for in the Treaties.

The Government of the Emperor do not doubt that such is the feeling of the Cabinet of London. The Minister of Foreign Affairs instructs me, consequently, to inform your Excellency that we should attach great interest to seeing the representative of the Queen at Peking joining his efforts to those of our Chargé d'Affaires to obtain the punishment of the guilty persons.

I should be especially grateful to your Excellency for enabling me, as soon as possible, to reply to the request which M. le Prince de la Tour d'Auvergne has expressed to me, and I seize, &c.

(Signed) LAVALETTE.

In reply to the inquiry concerning Miss O'SULLIVAN, Mr. WADE wrote to Lord GRANVILLE on the 27th October :—

The Sister Louise was a British subject, but if the Government of France accepts the arrangement proposed on behalf of the other Sisters—two of them Belgians and one an Italian—I do not suppose that Her Majesty's Government will raise any separate issue upon this account.

However, I have left the decision open, as my reply will show to Her Majesty's Government, and as the despatch of the Prince said nothing of the real object of my interview—the protection of British subjects at the northern ports—I took the opportunity of pressing this upon his Highness's attention.

Having followed Lord GRANVILLE to the latest part of his published correspondence, we turn to China in search of the information and advice on which he acted.

The first brief report of the fact of the Massacre was communicated to Lord GRANVILLE by Mr. WADE on the 26th June, with the following remarks :—

Such a disturbance was not, of course, the affair of a morning, and although many particulars that have reached me will need to be carefully weighed before I can pronounce for or against their credibility, I believe that the impression I have formed regarding the origin of this calamity will be found in the end correct.

I admit, *in limine*, that the educated class from which all Chinese officials are taken is anti-foreign. It is impossible that it should not be. I admit consequently that its influence with the masses will always be excited against us rather than otherwise. But, in the present case, whether, as many foreigners are prepared to believe, the people were egged on by the mandarinic class or not, it is unhappily certain that, independently of any such stimulus, there was ground for the suspicion and hostility of an ignorant multitude. The reception and purchase of infants, as often as not in a dying state, by the Sisters of Charity, had been exciting for some time past no little dissatisfaction, and the old story that the eyes of the infants were needed for unholy purposes had been revived. On the other hand, there is reason to fear that the unfortunate Consul, although as I have been given to understand, he had more than once remonstrated with the Sisters, yet, in fighting their battle with the authorities, had borne himself intemperately, and that the collision in which he lost his life was provoked by some act or menace of his which was immediately visited upon him.

Mr. WADE'S next despatch to the Foreign Secretary contained more information :—

Peking, July 3, 1870.

MY LORD,—By the Russian mail of the 26th June I had the honour to forward your Lordship a report of the attack upon the French settlement at Tientsin, and the fearful massacre of the Consul and other French subjects.

I have delayed writing up to the last moment in hopes that I might be enabled to supply something like a connected history of this terrible outbreak; but this is not yet in my power. I have arranged the despatches and memoranda enclosed in something like chronological order, and I have added an analytical table of their contents, which may be of some assistance in the study of this mass of documents.

The most important of these, in my opinion, is the letter of the French Consul, the unfortunate M. Fontanier, despatched from Tientsin at ten o'clock on the morning of the 21st June, little more than an hour before his death. It shows that for some days previously there had been mobs surrounding the hospital of the Sisters of Mercy, and clamouring against them, the cry being that they were receivers of stolen children, of whose hearts and eyes they made unholy use.

On the 20th Mr. Lay expresses his surprise at M. Fontanier's inaction, and it is not astonishing that he had heard nothing of the steps taken by M. Fontanier, for the latter had not even mentioned what was doing to his Minister. M. de Rochechouart first heard of the misunderstanding this question of the children had occasioned by the letter dated and despatched on the day his Consul was killed; yet the public had certainly been murmuring for upwards of a month. So far back as the 5th June a missionary absent in Peking was written to to return to Tientsin, because there was apparently trouble brewing.

I feel bound to combat the impression, which is that of many foreigners, that this discontent was sheerly the work of the authorities or of the influential classes. The Chinese, as their law-books show, do believe that by spells and drugs kidnappers can bewitch whom they will (*vide* Inclosure 33). In their Materia Medica various parts of the human frame are employed for purposes unknown to Western science (*vide* Inclosure 34). The educated classes are, in all that belongs to physiological knowledge, as ignorant and superstitious as the common people. I think it as likely as not that the Tientsin authorities did believe, as the people believed, that children were being kidnapped, and that for the purposes alleged; nor would this conclusion be shaken if it were shown that, as some declare, they took pains to extort a confession from those who have been brought before them as guilty of kidnapping. It is the habit of their Courts, in half the serious cases they try, to strain the evidence to secure a conviction.

Digitized by Google

I am not going to contend that they were not anti-foreign,—it would be difficult to understand how any mandarin can be anything else; and I shall not deny that had they chosen to soothe the people, the people might have been soothed, though this is by no means absolutely certain. But it does appear that the only means to this end was neglected, and that the one chance of averting the storm was thrown away in the interview in which M. Fontanier reports the authorities who were demanding an inspection of the hospital to have forgotten themselves so far as to menace him with the wrath of the people.

Chung How is a Manchu, high in office, but without magisterial functions. During the ten years that he has filled the post of Minister Superintendent (we might call him Consul-General) of the Northern ports, he has gained the good opinion of every foreign official with whom he has had to deal. But the good understanding he has contrived to maintain with them would but add to his powerlessness in a crisis like that just passed. He must have known what was ahead of him at least some days before the storm broke, and he is certainly chargeable with having done nothing to put foreigners on their guard. He seems to have regarded the affair as exclusively French, or more properly Romish, and he may have hoped that the arrangement agreed to by M. Fontanier on the 20th would have enabled him to calm the public mind. Had he thought otherwise, however, I doubt that he would have ventured to give the alarm. The blow struck, he tells a story which must be received with very great caution, to wit, that M. Fontanier came armed to his yamen, abused him, fired a pistol, if not at him, in his presence, similarly assaulted the magistrate, and was consequently killed by the people.

Mr. Lay proves that in one important particular he has contradicted himself. On the 22nd he affirmed that M. Fontanier had been killed close to him, and that he had his remains in his yamen. On the 23rd M. Fontanier's body was recovered by Mr. Lay from the river.

On the other part there is almost complete unanimity in the reports that M. Fontanier was seen rushing armed towards Chung How's yamen, and that either he or his companion did fire at, or threaten, the magistrate with some weapon. And if this took place in Chung How's yamen, his followers, to say nothing of the mob, would infallibly have cut down the unhappy Consul. The riot once begun, no official would for the time have been able to stay it. The most active of the rioters would of course be those who had something to gain by it, and I think with Mr. Lay that the attitude of the community and the badness of the weather had much to say in the immunity of the British settlement from molestation.

On receipt of the news of this tragedy at Peking it was agreed that the Representative of the Treaty Powers in residence should sign a collective note to the Prince of Kung. I enclose a copy of this with the reply to it. His Highness is still confined to his room, but the conferences between the Ministers of the yamen and the Diplomatic Corps have been frequent. These have led to one or two results worth notice.

Upon the 28th a decree was published, apparently to meet the wishes expressed in the collective note. It is but a lukewarm production. It condemns, indeed, the lawless proceedings of the Tientsinese, but it scarcely insists with the peremptoriness the occasion demands upon the duty of the Government under Treaty, both towards foreigners and towards Christians. Upon the 29th a second decree, not published in the *Gazette*, but communicated to foreign Ministers, announced the appointment of Chung How as High Commissioner to France; an arrangement understood to be specially acceptable to the French Legation. It is believed that he will have a colleague, but the Minister is not yet named. He will be most likely a Chinese.

The Tientsin outrage has, of course, been well ventilated amongst the Pekinese, but no foreigner has been in any way molested, nor have I heard any one remark upon the slightest change up here in the demeanour of the population.

This is M. FONTANIER'S letter to COUNT DE ROCHECHOUART :—

Tientsin, June 21, 1870.

M. LE COMTE,—Our little town of Tientsin, generally so quiet, has been troubled for several days by shouting and mobs in the neighbourhood of the establishment of the Sisters of Mercy and the Consulate. The Sisters were accused of tearing out children's eyes, those who were more bold exhumed the dead that came from their hospital. Finally, the Taoutai came and presented to me the deposition of several witnesses, declaring that they had been victims of the kidnappers employed by our Missionaries. I had no trouble in proving to him that all these reports were the work of ill-will; but the Taoutai having come officially, I promised him, at his reiterated demand, that I would watch that our Sisters of Mercy should not for the future employ any but persons of proved good character.

Some hours afterwards (the 19th) the Tche-hsien came to the Consulate, accompanied by a delegate from Tchong Heou (Chung How), with the intention of bringing about, on the spot, an official search at the domicile of the Sisters and of the Lazarist Missionaries. But as he was ill-advised enough to become angry, and even to threaten me with the anger of the populace, wishing apparently to exact from me that which his superiors had a few hours before left entirely to my judgment, I profited by it to terminate the interview, reminding the Tche-hsien that it was only with the Intendant of the three northern ports that I meant to continue this matter, but that I made him none the less responsible for the consequences of the troubles with which he seemed to threaten me, for I was confident that he alone was the instigator of them.

I requested the delegate of Tchong Heou to inform his Excellency of the result of my interview with the Tche-hsien, until I should myself go and complain to him of the improper conduct of this magistrate. I had the satisfaction of receiving the next morning a visit from Tchong Heou. He spoke very ill to me of the Tche-hsien, trying all the time to exculpate him. He complained of the little consideration given to his observations by the local authorities when he had attempted to deny the false reports spread against our missionaries, having at last been obliged to let them take a step in which he refused to join, which again gained for him the epithet of "the right arm of the Europeans."

This little incident, which might have taken a bad turn but for the intervention of Tchong Heou, appears to-day to be almost at an end; Tchong Heou having besides promised me to publish in the course of a few days a small proclamation to allay the excitement.

The day after the Massacre Mr. LAY wrote to Mr. WADE from Tientsin :—

We are in a fearful state here; all the community are on guard, but we can do nothing. We were up all last night, and I have been hard at it all day. The Chinese now determine to pull down and burn the present Russell's Hong, known as Mr. Sandri's French-and-to-night (*sic* in *orig.*). I shall certainly stay by the Consulate until forced to leave it.

On the same day Mr. LAY had an interview with CHUNG HOW, in company with all the other Foreign Consuls. Mr. LAY writes :—

The Consuls present and myself then asked his Excellency in reference to the people murdered. He at first stated that the bodies were taken care of. Upon my questioning him, and taking down on paper the names of those who were killed, he put on the usual official reticence, and knew nothing except that the French Consul was killed. I am quite certain he knows every detail of the whole unfortunate occurrence, and could give every particular if he wished.

To these communications Mr. WADE replied, approving of Mr. LAY's resolution not to abandon the Consulate until forced to leave it, but adding that it would be in vain to promise any direct aid from Peking, as any troops that could be sent would be as unwelcome protection as those offered by CHUNO TAJIN, which Mr. LAY had declined to receive into the Settlement.

On the 1st July Mr. WADE wrote to Mr. LAY :—

You cannot do wrong in at once accepting Chung Tajin's offer to pay whatever money may suffice to rebuild the British missionary chapels destroyed in the city. The representatives of the missions interested must supply you with estimates, which you will, of course, consider carefully before you make any demand. As to the immediate reconstruction of the chapels, you must be careful to inform yourself that opposition is not to be looked for at the hands of the Chinese public, or of that section of it to which the late exhibition of hostility is more particularly to be ascribed. In a word, be sure, before building operations are commenced, that they will not be interrupted.

On the following day Mr. WADE wrote again :—

In the conclusion at which you arrive, viz., that the cause of the outbreak was hatred of the foreigner in general, rather than the belief that children were being stolen for unholy purposes, and that the cry was raised against the Sisters of Mercy for want of some other or better cry, I do not concur. I feel it my duty, on the contrary, to express my conviction that, had there been nothing to suggest a suspicion that children were being kidnapped, there would have been no popular excitement, and that the excitement roused by such a suspicion would not have taken the direction it did had not the practice of receiving large numbers of children into the Sisters' Hospital supplied the Chinese, in their ignorance, with a *prima facie* case against those unfortunate women. The anger of the people once kindled against them, their countrymen and co-religionists would naturally be included in their sentence. Even native Romanists, I understand, were arrested and maltreated, while Protestant Chinese were set at liberty.

I deem it right to combat your opinion, because I cannot suppose misapprehension of the real cause of such a movement as that of the 21st of June will be unproductive of mischief. I will add that, supposing your view correct, viz., that the rising was against all foreigners, and suggested by the anti-foreign feeling of the influential classes, who have no reason to love us, such an inference but enforces the lesson which, without it, I should have been disposed to read in the action taken by the Chinese at Tientsin, namely, that we cannot be too careful, however admirable from our own point of view the object we would advance, not to press it without a watchful regard for the prejudices or received opinions of this people, the educated class of which, in regard to all that we now laugh at as witchcraft or like puerility, are as ignorant and bigoted as we were ourselves little more than a century ago.

At this point we come to the deputation of China merchants. The correspondence with LORD GRANVILLE must be too fresh in our readers' recollection to need recapitulation. It is, however, given in full in the Blue-book before us, and will doubtless some day carry the weight which it deserves. Meanwhile, this is the way in which Mr. WADE disposed of Mr. MEDHURST'S request for "well-timed precautionary movements, such as the detachment of a few men to a weak or menaced point, which would certainly save both property and lives from destruction." Mr. WADE wrote from Peking on the 5th July :—

It may be re-assuring to your community to learn that there has not been *here* the smallest occasion for alarm. The terrible news from Tientsin continues naturally to be talked over, but the outbreak is universally connected with the popular belief that children were received into the Orphanage of the Sisters of Mercy for unholy purposes. There has not been in or about this city the slightest display of hostile feeling towards either persons belonging to the religious establishments or any other foreigners.

The following letter from Mr. LAY to Mr. WADE carries its own comment :—

Tientsin, July 8, 1870.

SIR,—Now that the great pressure of work is taken off for a time, I think it my duty to bring before your notice the services of those gentlemen who so nobly helped us during our late dangers.

Digitized by Google

Captain Steele, of the *Manchu*, armed his vessel, received the ladies (with those exceptions already mentioned) on board, and was most kind to them. He set a most splendid example by his firmness and courage, and he did much to allay the almost natural fright of many here. He deserves deep gratitude from us British, and I feel you, Sir, would like me to report to you his most heroic conduct.

We are also deeply indebted to Mr. Beebe, the agent of the Shanghai Steam Navigation Company, who gave every assistance, so far as he could. He proved himself a man, and a kind friend in danger.

What I have said of Captain Steele is equally applicable to Captain Russell, of the *Appin*. He armed his ship, made every arrangement for comfort as well as defence, received a large number of females and others on board, and cared for them.

Such conduct, under very trying circumstances, demands thanks; and to you, Sir, I report it. At the same time I shall address each of these gentlemen a letter, acknowledging their kindness, and informing them that it is a pleasing duty to me to bring their heroic conduct under the notice of Her Majesty's Chargé d'Affaires.

While writing this, I would not forget the services of my constable, Mr. Featherston, who has been most useful during these trials. He has been up day and night, watching and on duty. With his own hands, as I could get no Chinese to work, he brought the poor bodies to shore, and with his own hands he put the French Consul in his coffin, doing a similar office for other bodies. When, after examination, and when I felt sick and faint at the sights and the dreadful stench, and when no one could stay longer by, this man remained, and, one by one, he, with some coolies hired at fabulous prices, went with them to the cemetery and placed them underground, marking each one as it went, a most painful job. He did a most unpleasant duty well, and I should not like his services forgotten, although he be but a Consular constable.

Mr. WADE's next letter, dated Peking, July 5, contains the following:—

Danger to residents is now possible, in my belief, but from one of two causes. If any one is so ill-advised as to make a show of the indignation which in view of late events he cannot fail to feel, he may produce a disturbance. If the community in general continue to show that it is alarmed, it may tempt the ill-disposed to presume upon its fears. Some four or five foreigners have been through the city of Tientsin unmolested, and there can be, in my judgment, no better guarantee of security than the resumption as soon as possible of business relations between native and foreigner.

On the 16th July Mr. WADE wrote to the Foreign Secretary:—

MY LORD,—There was for a moment reason to fear that some attempt was about to be made upon the foreign setttlement at Chefoo.

There are, of course, in every port open to foreign trade, a certain number of bad characters ready to avail themselves of any disturbance of the public peace, and the dangerous class at Chefoo has been very likely recruited by Chinese concerned in the late outrage at Tientsin.

Late at night on the 3rd instant Mr. Mayers received information that danger was possible.

Our gunboats, as already reported, had all gone over to Tientsin. No other vessel of war had as yet arrived. Mr. Mayers had therefore no force to depend on.

He at once sent for the Taoutai, assembled the residents, and took such other steps as were best calculated to avert danger, if danger existed. I do not for an instant affirm that there was not ground, good ground, for alarm, but it is due to fact to observe that one cause assigned for the suspicion that something was wrong was the report that ammunition had been served out to the foreign drilled troops. Now this body Mr. Mayers, on receiving a few days earlier the news of what had passed at Tientsin, had requested the Taoutai to have in readiness for the protection of the foreign settlement of Chefoo.

I repeat that this is stated for truth's sake only. Mr. Mayers, ably seconded by his assistant, Mr. Solbé, and the residents in general, appears to have acted with perfect coolness. It would have been, indeed, culpable in him to disregard the intelligence brought to him, the more so that he had reason to be satisfied of the Taoutai's indifference to foreign interests, if not of his hostility.

I shall submit to your Lordship elsewhere the data on which I base this inference. It will here suffice to remark that when the news of the Tientsin massacre had been the talk of the town for upwards of two days, the Taoutai professed complete ignorance of what had occurred. So, in the later instance, when he reached the Consulate on the night of the 3rd, he was, by his own statement, utterly uninformed of a rumour which was already in everybody's mouth. Such ignorance is, in China, impossible; or, if possible, by law unpardonable; and I have accordingly complained of it to the Prince of Kung as a neglect of duty by which the security of the foreign community may be compromised.

I enclose a copy of my despatch to his Imperial Highness; copy of Mr. Mayers' despatch reporting the alert of the 3rd; of my reply to that despatch; and of a second despatch from Mr. Mayers, enclosing one addressed by him to the Taoutai Liu on the precautions it is desirable the authorities should observe, which I have approved.

There is now one Italian man-of-war at Chefoo, and there will shortly arrive a Prussian squadron.

Mr. WADE had become better acquainted with the circumstances when he wrote on the 16th:—

The three Russians murdered did not, as I supposed, reside on or near the French position, but that they were killed because their murderers took them to be French will appear from the inclosed extract of a note from M. de Butzow. Three others discovered to be Russians were allowed to go free. Lastly, as regards the unfortunate Consul, M. de Fontanier himself, if a very credible witness who has lately reached Peking speak truth, the collision in which he lost his life was not exactly provoked, as I at first surmised, by act or menace of his.

On the same day Mr. WADE wrote to the Foreign Secretary:—

I approach the subject with very great embarrassment. A fearful outrage has been perpetrated, with the unhappy victims of which I am not a man less likely to sympathise than my neighbours. For the sake of others, I would gladly avoid anything that might seem to indicate a want of sympathy on my part. I will admit, besides, that I would not, if I could help it, even expose myself to the imputation that, in the case of a calamity so terrible, I was wanting in sympathy. The charge is all but certain, at the same time, to be brought against any one who, at this moment, shall contend that there are two sides to this question. I feel it my duty to maintain that there are two sides to it. I do not exonerate the Chinese Government from blame, but I am bound to oppose the conclusion which the foreign public appears to me over-ready to adopt, viz., that, to use the stock phrase, "the mandarins were at the bottom of it all," and that the well-intentioned proceedings of the Sisters of Mercy at Tientsin were in no way responsible for the fearful catastrophe in which, with their co-nationals, they were involved. If my view is the wrong one—if the popular foreign view is correct—then not France alone, but other Powers, must make them ready for battle.

Commenting on a despatch from Mr. MAYERS, in which that gentleman remarked on "the matter-of-fact way in which the letters he sent refer to the virtual encouragement given by the local authorities to the delusion and fury of the people," Mr. WADE wrote:—

I deprecate this language. The magistrates could scarcely have done less than they are here represented to have done, if they believed what the people believed, and their education considered, I know no reason why they should not believe it. In his conversation with the Taoutai, Lin, a man apparently of more than ordinary information about foreign countries, Mr. Mayers was astonised to find that he, too, professed his belief in the malpractices imputed to Romanists. It does not astonish me. The story is of old date, and not told only of the Roman Catholics. They, the Roman Catholics, are no doubt eminently unpopular with the educated class; and their unpopularity, according to the commonest of laws, will doubtless dispose those who hate them to believe the more readily any evil that may be told of them. But I am satisfied of this, that most, if not all of the high officials with whom I am in constant intercourse, do believe, as firmly as two centuries since it was believed by Sir Matthew Hale, that by the use of drugs and spells children can be bewitched; and if at all, why not by Roman Catholic agents? and if by them, why not for purposes which all China believes the human body can be made to serve?

. . . . . .

There was but one means of averting mischief—an inquiry that would have satisfied the Chinese; and such an inquiry, it is shown by the letters of both, M. Fontanier and Chung How had it in contemplation very presently to institute. That, had it taken place, the storm would have been turned aside is established, I think, by the letter of Ma Sin-i, Governor-General of the Two-kiang, informing the Yamen of the steps taken by him in the face of a similar difficulty at Nanking.

Mr. WADE wrote to Mr. MAYERS:—

I see that you stoutly challenged the Taoutai's belief in the practices imputed by the people of Tientsin to the Sisters of Mercy. You must remember that the Chinese do believe these things of their fellow-countrymen, and that after we ourselves had had the Bible for above a century and a-half, we still continued to condemn witches to death on charges at once as horrible and ridiculous.

MR. WADE TO THE PRINCE OF KUNG.

Peking, July 9, 1870.

SIR,—I have learnt that among the unfortunate Sisters of Mercy who were massacred at Tientsin on the 21st ultimo there was one British subject, the Sister Louise, a native of Ireland. I knew her and had seen her but a short time before her departure from this to Tientsin, when I was visiting the orphanage at the Pei T'ang. There can be no doubt, therefore, I regret to say, as to her personality. I have reported her murder to Her Majesty's Government, and I now write to communicate it to your Imperial Highness.

. . . . . .

The secret of averting a crisis so perilous to the Empire lies not in the adoption of this expedient or that, but in an entire change in the attitude assumed towards foreigners by the Government, Central and Provincial. The terrible news of the 21st of June will shock the civilised world. It is impossible as yet to predict the consequences of its effect, not upon France alone, but upon all the nations of the West. A full measure of justice will be looked for, but the mere bringing to justice of the instigators of the riot of the 21st of June, and of the chief actors therein, though it may stay any further demand so far as the case in question is concerned, will not suffice, in my believe, to restore to foreign States their confidence in the friendly professions of the Chinese Government. The Government will not fail to be told that, if it sincerely desire peace, it must prove its desire by addressing itself in earnest to the removal of those false impressions that everywhere possess the native mind, not only as regards these particular proceedings of the missionaries, which have been so grossly misrepresented, but in respect of the actual status and lawful rights of foreigners residing in this country. The literati and the people must be made by their rulers to understand that the old assumption of universal supremacy on the part of China is a thing of the past; that the foreigner is not a devil or a savage, but the subject of a Government the equal of his own; that his officials are not consequently to be driven or rebuked as though they were the inferiors of the native authority; that the dignity of the Sovereign is not compromised by the admission of foreign Ministers into his capital, or by his representation abroad; nay! that without intercourse under such conditions, there is no safeguard against the rupture at any moment of friendly relations; that trade with foreign nations is not to the disadvantage of China, but that, on the contrary, it will supply her with those means of strength that will enable her to take her place among nations.

Until the importance of these considerations is duly appreciated both

Digitized by Google

in the capital and in the provinces, I hold it vain to look for long continuance of peace, and as I have more than once ventured to remark in the present condition of foreign relations, peace broken with one Power is broken with all; for all have wrongs, greater or less, to complain of. I need not dwell upon the consequences to China of a misunderstanding with all the world, but it is my duty to repeat that there is but one means of averting it. The hostility to the foreigner of the class whose lead the people follow, is due to its ignorance of the foreigner's real condition. To discomfort this ignorance, therefore, not by words only, but by its acts, if it would avert misunderstandings, must be the care of the Central Government, and I cannot refrain from adding that there is now no time to be lost.

The Prince of KUNG wrote to Count DE ROCHECHOUART, announcing the mission of CHUNG HOW, in these terms:—

The Chinese Government has felt much apprehension lest its friendly relations with France should be disturbed. It is for this reason that his Majesty has issued the decree specially appointing the Minister-Superintendent of the Three Ports, Chung, a senior guardian of the heir apparent, wearing the insignia of the first grade, and a two-eyed peacock's feather, a lieutenant-general of the Hanchun division of the Bordered Red Banner, and one of the vice-presidents of the Board of War, to proceed with instructions to France, that evidence may thereby be given of the sincere desire felt by both Governments for a good understanding. The Tientsin affair was but a movement of the people excited for one day. It will not take long to dispose of it, and relations will be more friendly than ever.

With reference to the letter of the Protestant Missionaries to Mr. LAY (with which our readers are already acquainted), Mr. WADE wrote to the Foreign Secretary:—

A few days after the massacre of the 21st of June, Chung How proposed to Mr. Lay that the Protestant chapels in Tientsin, which were destroyed on that day, should be rebuilt. Mr. Lay applied to me for instructions; and, having some experience of the delays attending payment of indemnity in this country, I told him to accept the money as soon as he could obtain estimates from the missionaries interested, but to go no farther. The missionaries applied to by Mr. Lay were pleased to put a remarkable interpretation upon my instructions as communicated by him, and addressed him a sort of protest against the application. They then forwarded their letter to him to the *North China Herald* for publication. I am not used to busy myself in answering the criticisms of the local press, but I deem it my duty, in this instance, to request attention to the charge implied against me, as it may not impossibly be brought before your Lordship by the missionary body to which the gentleman whose sympathies I unwittingly outraged, belongs, if, indeed, it be not taken up elsewhere.

The following is the *North China Herald's* comment on the action of Mr. WADE, against which Messrs. LEES and HALL (on the part of the missionaries) protested:—

In the midst of all this evidence of official complicity and widespread machination, we find the British Chargé d'Affaires calmly treating the matter as finished, and calling on the English missionaries to send in their bill for houses and property destroyed, as though the payment of a few dollars would set all straight, and the erection of new buildings would efface even the memory of a mob's unfortunate effervescence. The reply of Messrs. Lees and Hall shows a more worthy appreciation of the crisis. Taking a broader view of its political importance, they urge that punishment of the guilty and guarantees for the future should precede the payment of monetary compensation, while their remark that it is yet dangerous to go near their property to assess the damage, and that new injuries are daily inflicted on their converts, pitifully condemns the British Minister's assumption that the whole affair was finished with the extinction of the flames.

Immediately following on these incidents, the assassination of MA, the Viceroy, while engaged in superintending the examination of military students at Nanking, called forth the following remarks from Mr. MEDHURST to Mr. WADE:—

Assassination of prominent members of the Supreme or Provincial Governments are, as you are aware, so foreign to the temper and spirit of the Chinese people, and so entirely unprecedented in the modern history of China, that it is difficult to believe but that the attack upon Ma must have been the work of a madman or a fanatic. At the same time it is quite within the compass of possibility that the act has been committed in revenge for the active and determined measures which Ma adopted last year against the military students of Gankung-fu with a view to compelling them to produce the two ringleaders in the attack upon the missionary establishments of that city.

If this hypothesis be correct, the incident must have a deep significance in the eyes of the Chinese at the present conjuncture of affairs. The mere fact that so high and influential an officer as the Viceroy of the Two Kiang Provinces can be thus sacrificed on account of his leaning towards foreigners will certainly create an agitation in the minds of all classes. It will have the effect of causing the well-disposed towards us to lose heart, while it will embolden those amongst the officials and literati who do not favour foreign relations to persist in their efforts to incense the mass of the population against us. In any event the consequences as regards any missionaries, French or British, who may at present be residing at Nanking and in the neighbouring districts are likely to be anything but agreeable.

The Consul-General for France considers the case one of such gravity that he has decided upon despatching his Imperial Majesty's gunvessel *Coëtlegon* to Nanking forthwith. The only vessel that we have in the immediate neighbourhood—that is, at Chinkiang—is the *Dove*, but she will quite suffice to furnish a refuge for any British missionaries or subjects who may find themselves in danger in that part of the river.

The manufacture and distribution of the fans, on which the massacre was depicted in a revolting manner, requires notice here merely as an exhibition of the popular feeling.

Meanwhile no proceedings were taken to bring the guilty parties to justice; and, in consequence of the excitement and alarm among the foreign community. Mr. WADE wrote to the Foreign Secretary on the 10th Sept.:—

The Tientsin massacre still continues, at Peking, but another term for the whole China question; and I regret that I can make no very favourable report of the proceedings of the Chinese Government with reference to it. On August 17 I saw the Prince of the Kung at yamen, and his Highness made many apologies for this occurrence. The Prince, when we came to the Tientsin affair, said that I knew their difficulties, and must play the part of a friendly mediator. I could only reply that all mediation must be useless until we could see something like a commencement of the end. Two Chinese moons had passed without the condemnation of a single criminal, and the magistrates committed to the Board of Punishments, and subsequently remanded to Tientsin, were playing hide-and-seek with Justice. As for the departure of the Minister Chung How for Paris (the Prince had asked me when I thought he should start), I confessed that, until not only a beginning had been made, but the case was closed, I could not understand the object of his mission. Lastly, that, anxiously as I had exerted myself to avert a rupture between France and China, if M. de Rochechouart were now to ask my opinion as to the course it behoved him to take, I should be obliged to say that I conceived he was justified in withdrawing his Legation.

On the following day Mr. WADE wrote again to Lord GRANVILLE in these more impressive terms:—

The question has come upon us: ought the foreign Legations to be withdrawn or not before the winter? And it may save your lordship an examination of the arguments for and against withdrawal if I state at once that I am entirely opposed to it: firstly, because I do not believe the Legations are in real danger; secondly, because, admitting that there may have been more or less that is threatening in appearance, the damage to foreign interests, were all to withdraw, would be incalculable; thirdly, because I am persuaded that although all beside were to withdraw, some would remain; and in this case the loss of British prestige would be such as in years we should not retrieve.

Your Lordship may wonder at my raising such an issue, and I am happy to say that, so far, none of my colleagues appear to contemplate the move as probable, unless it be M. de Rochechouart, whom, it is true, an unsatisfactory line of conduct pursued by the Chinese might drive to a rupture of diplomatic relations. But the foreign community in China profess, and the press loudly preaches, an opposite opinion.

I will mention but one incident as a ground of confidence. A few days since the Senior Romish Missionary moved M. de Rochechouart to allow the Sisters of Charity here resident to leave Peking. M. de Rochechouart forwarded a translation of his application to the yamen, and the Ministers replied protesting against the suggestion. The Government, they said, would be without an answer to France if any harm befell the Sisters.

So, in the last week, when the American missionaries fled from Tengchow, the Taoutai at Chefoo begged them at once to return to Tengchow.

I will not say that our whole danger is imaginary; but I am convinced that we are threatened with none that we shall not most surely avert by bearing ourselves as if none were to be apprehended. If, as it is asserted, a general movement is being organised against us, we have no evidence of it. Except in this province, the Romish "Chrétientés" have been undisturbed, and at none of the open ports, save at those where the foreign community has excited itself, has there been as yet any excitement.

I might add that some Protestant Chinese in a district about fifty miles from this were alarmed about the end of July, and that at the instance of the missionary to whom they complained I spoke to the yamen. The yamen had instructions sent twice to the district, and I learn that the result has been satisfactory.

In the capital we have to ask ourselves but one question—Is the Government able and willing to protect us? All sinister rumours notwithstanding, I sincerely believe that it is.

On the 20th Sept. Mr. WADE addressed a circular to Her MAJESTY'S Consuls in China, enclosing a copy of a letter addressed under instructions from the Foreign Secretary to the Hon. Mr. KINNAIRD, M.P.:—

The letter is a reply to a memorial presented by Mr. Kinnaird on behalf of the National Bible Society of Scotland. It decides two questions of interest to the British community, but more especially to the missionary body.—

1st. That, under the Treaty, the British missionary has no right of residence in China distinct from the right of any other British subject.

2nd. That the right of British subjects to residence can be exercised only at the Treaty Ports, or in their immediate vicinity.

On the 24th September the following collective note was addressed to Prince KUNG by the Representatives of England, Prussia, Russia, and the United States:—

The Undersigned, Representatives of the United States of America, of Great Britain, of Prussia, and of Russia, have the honour to inform his Imperial Highness the Prince of Kung, that the Charge d'Affaires of France, as he gave notice yesterday to the members of the yamen, has brought about a meeting of the Undersigned, to inform them of the resolutions of the Chinese Government with respect to the Mandarins and other accused persons compromised in the massacres of Tientsin.

The Undersigned think it their duty to inform his Imperial Highness, without delay, that this decision, taken after a delay of three months, is in no way satisfactory, as much with a special view to the atrocities committed on the 21st of June as to that of the general safety, in which all the foreigners established in China are equally interested.

The Undersigned, &c. (Signed) REHFUES.
FREDERIC F. LOW.
EUG. BUTZOW.
THOMAS FRANCIS WADE.

Digitized by Google

Meanwhile, Mr. LAY, who had written to Mr. WADE on the 9th September, representing the critical condition of Tientsin, and requesting a small force for the protection of foreigners, received the following reply :—

Peking, September 14, 1870.

SIR,—I have to acknowledge the receipt of your despatches of the 9th instant. It must content you for the moment to know that the subject to which they relate has been very constantly before my mind, and is not considered with less carefulness by the representatives of other Powers. You will hear further in due time.—I am, &c.

(Signed) THOMAS FRANCIS WADE.

Mr. WADE had now become anxious for the protection of British subjects at Tientsin, and had addressed a letter to the senior officer at Chefoo, which led to the following communication from the Secretary to the Admiralty to Mr. HAMMOND :—

Admiralty, Dec. 7. 1870.

SIR,—With reference to your letter of yesterday's date, inclosing a copy of a despatch from Mr. Wade to Her Majesty's senior naval officer at Chefoo, in regard to the necessity of stationing a gunboat at Newchwang during the winter, I am commanded by my Lords Commissioners of the Admiralty to request you will call the attention of the Secretary of State for Foreign Affairs to the enclosed copies of letters from Vice-Admiral Sir Henry Kellett, dated 14th of October, with reference to the state of affairs in China, and inform his Lordship that my Lords regret that Her Majesty's Chargé d'Affaires in China should have made such requisitions to the Vice-Admiral as have induced him, contrary to his own judgment, not only to detach two gunboats to Tientsin, and a gunboat and marines to Newchwang for the winter, but to give orders (before the arrival of Her Majesty's ship *Juno* with a force of marines) for men to be landed from Her Majesty's ships at the other Treaty Ports to protect British subjects in the event of any threatened attack.

2. My Lords desire me to enclose a memorandum of the disposition of the Chinese squadron.

3. Earl Granville will observe from Sir Henry Kellett's letter that the force at his disposal will not enable him to comply with the requests made for the presence of Her Majesty's ships at all the various Treaty Ports, whilst four vessels are at the northern ports, viz., two at Tientsin, one at Newchwang, and one at Chefoo.

4. My Lords are aware that the proceedings of Mr. Wade are at variance with the instructions given him by Earl Granville on the 6th of October last; they have only therefore to state, in addition to the observations contained in my letter of the 3rd inst., that they consider the efficiency of Her Majesty's ships may be seriously impaired by the landing of their crews, and that, as in the case of the twelve marines sent to Newchwang, the force would appear to be much too small to offer a successful resistance to any pressure of a large number of drilled Chinese, whilst the adoption of such a course in a certain degree relieves the Chinese authorities from the responsibility of protecting British life and property.—I am, &c. (Signed) VERNON LUSHINGTON.

On the 6th October Mr. WADE wrote to Earl GRANVILLE communicating certain information received from Mr. SANDRI, a French merchant at Tientsin :—

He has been told that the movement which proved so serious on the 21st of June was projected as early as the 4th; that it was to have been against all foreigners, the attack on the Romish establishments and French Consulate to come off, as it did, upon the 21st; a second to be made upon the foreign Settlement (the British concession) a day or two later. All this, he understands, was formally arranged by the notables at a public meeting of the proceedings, at which a minute is stated to exist. M. Sandri, however, has not seen this minute. He thinks that the Tientsinese were deterred from the second attack partly because that on the French had gone so far beyond the length originally proposed; for no blood was to have been shed; partly because the residents showed themselves on the alert; partly because there was on the day selected a heavy fall of rain.

He apprehends no danger to the foreign settlement during the winter if the gunboats remain; but he expects that the new Governor-General's levies, some 5,000 odd troops of the tendencies common to all Chinese armies, will prove a sore trouble to the well-to-do inhabitants of Tientsin.

On the 5th October an Imperial decree was published, condemning Chang Kuang-Tsao, prefect of the department of Tientsin, and Lin-Chieh, magistrate of the district of Tientsin to "exile to Hei Lung Chiang, and that they be sent there to work in expiation of their offence, that their punishment may serve as a warning to others," and sentencing Feng Ch'uc h-zu and others, fifteen in all, to death, and Wang Wu, nicknamed Hsiao-chui, to transportation in the greater and lesser degrees for being more or less guilty in the outbreak at Tientsin.

On the 12th Mr. Wade had received some new information concerning the Massacre from a Chinese, who told him the rising was purely a question of brigandage. The Hung-sing-tzu, an Alsatian fraternity of Tientsin, had not for a long time had an opportunity of filling their pockets, and had been meditating the possibility of an attack on the foreign settlements. The Prefect just condemned to exile arrived in spring. He was anti-foreign, and, without speaking, let these bullies see that he would not stand in their way. Their plans were laid by about the 13th of June, all the authorities being aware of what was coming. Chung How was as well informed as the rest, and opposed to the rising; but he dared not speak or move, lest, if no worse, his own yamen should be destroyed.

On the following day it devolved on Mr. WADE to transmit to Lord GRANVILLE the letter from Mr. MICHIE on behalf of the English community of Shanghai. On this occasion Mr. WADE wrote to the Foreign Secretary :—

I think that they have exaggerated to themselves the chances of danger, and that they have misconceived the direction of the hostility of which they enumerate a number of instances. It is true that "within the last two years many outrages have been committed on Europeans;" but of all the attacks they quote there is not one that has not been aimed at a missionary establishment, nor, except at Tientsin, has violence been attempted at any point where there is a foreign community residing.

. . . . . .

I shall not be suspected of yielding to fears of my own, any more than to a love of the popular force-policy, against which I am in the habit of protesting, if I add that I agree with the Chamber as to the necessity of keeping it continually before the Chinese that we are both able and determined to resist aggression. Had there been a gun-boat, English or French, at Tientsin on the 21st of June, I doubt greatly that the atrocity of that day, be its motive what it may, would have been perpetrated. I think it useful to the cause of peace that the men-of-war's crews should be occasionally paraded and exercised in the foreign settlements. Their action can still be carefully limited to the resistance of aggression. No one can be more opposed than myself to consular wars, but I am satisfied that in a country like this the display of our force, which need not be made with any appearance of menace, is our best safeguard against such incidents as produce international misunderstandings.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 1.

The Second Chamber of the States General was opened yesterday. In a very short speech it was stated by Mr. Thorbecke that the several budgets will be the principal item with which the members will deal, and that if after they are voted any time remains for discussions, neither the Reform question nor the University Bill will be brought forward, but only the measures to strenghten our military position, the revival of our army organisation and conscription. Of course no new Bills were announced. It is said that the East India budget will be laid at once before the members. As I stated recently, the Minister of the Colonies wishes to maintain the re-organisation of the Government in the Preanger regencies, but he will propose that the wages for planting coffee should be fixed at f.10 and not at f.13. Besides this proposal, the principal item for discussion will be the appointment of a commission for reporting upon the construction of railways in Java. The following gentlemen are appointed members of this commission :—J. A. Kool, N. A. Henket, J. P. de Bordes, A. J. van Kappen, J. Mullemeister, F. J. H. L. Baron d'Aulnis de Bourouil, and G. H. J. Elliot Boswel.

The opinions of the several Chambers of trade upon the question of a revisal of the East India tariff show great want of unanimity. The suggestions given by the Groningen Chamber are most liberal, while those of the Dordrecht Chamber are wholly in favour of Protection and differential duties. The last-named corporation protest against any sudden abolition of Protection, and are of opinion that this ought to be done gradually. They also object that the minimum of the actual tariff (10 per cent.) is much too high to be maintained. This last objection is, as I have before stated, also made by the Chamber in Twenthe, where the diversity on this capital question increases. There, however, seems to be no doubt that the free-trade principles of the Ministry will gain the victory, that the differential duties will be abolished, and foreign industry thus be placed in our colonies on the same footing as that of this country.

There is a curious article in the *Java Bode* of Jan. 4 with reference to the last Ministerial crisis. I call it curious—others say it is scandalous—because some really undeniable facts are brought forward in support of impossible arguments. The crisis—so I find it asserted—must be looked upon as the defeat of all political parties in Holland—the defeat of Conservatives as well as of Liberals. Then follows a darkly-coloured picture of the decay into which the whole machinery of our political and national existence has fallen—in consequence of what? Holland having tried to become a constitutional country. Holland, Mr. Busken Huet says, may be compared to a poor young man at the university, who wishes to get along among wealthy comrades, and, wanting manners and means, is soon left behind, a wreck and beggar. Holland has attempted to jump further than its legs could carry it; and has succumbed in the attempt—or, to speak more plainly, its frame has been so shaken by the ineffectual effort that the slightest shock from the outside will cause the whole edifice to crumble to pieces. Now, so far as facts go, I cannot quite disagree with the writer. There is, I confess, a good deal to be reformed in almost every branch of our political life; that life is far from vigorous. But, are we to attribute all this to the very remedy which has saved us from still greater decay—to our Constitution? Granted even, that we are a poor student; where are the wealthy comrades? Granted that we jumped short of the mark; who among our neighbours jumped better? What, then, has our Constitution to do with the unsatisfactory state of our affairs? Nothing—but it kept us from retrograding, and has been the foundation upon which we trust to build a better future. Should we be happier and stronger, would our colonies be better—or rather not worse—governed, if we were a Republic, or if we had our liberties crushed under the heel of an absolute monarchy? As to dangers from abroad—our strength must lay in the principle to give both our country and our colonies free harbours, and to maintain in the broadest sense of the term liberal principles.

There is a warm discussion in the papers about the project of the Government to sell our settlements on the west coast of Africa to England. This course is generally condemned, but nevertheless I am of opinion that the negotiations with England have gone too far to be stopped now.

From France we have very bad news of the ex-Minister of the Colonies, Mr. de Waal, who was severely injured in the railway accident

Digitized by Google

near Toulon. There seems to be but little chance that his life will be saved.

Small-pox spreads more and more over the country, notwithstanding that measures have been introduced with great promptness to check the disease.

Some days ago a "White Cross" Society was instituted. The aim of its members is to provide the poor peasants in France with sowing-seed. Many thousands of guilders have already been contributed.

Mr. J. A. Gleichman has been appointed secretary to the Netherlands Bank.

PRODUCE MARKETS.

Our navigation was completely relieved of ice in the course of last week, and the intercourse by water with the interior, as well as with the Rhine and Belgium, has been restored for some days. Considerable activity consequently prevails in the shipping department, and our trade has in all its branches resumed its wonted course. The main event in our Produce market has been the result of the Trading Company's Coffee sale, held last Wednesday, which went off generally at some advance over the brokers' valuations; the article, consequently, is very firm; but Sugar has relapsed into a quieter position. Not much alteration is perceptible in the feature of other leading articles, but a material decline has resulted in those which have become superfluous from the reopening of navigation.

Coffee.—In accordance with the general anticipations, the Trading Company's sale for this month, which took place at Amsterdam on the 22nd ult., met with a large attendance of buyers, and the whole quantity put up was disposed of at advanced rates. Good ordinary pale Java realised 37c. to 37½c., and good ordinary greenish ditto 36c. to 36½c., being a half cent above the brokers' valuations, whilst an advance was paid for the better sorts of 1c. to 2c. The market remains firm; 300 bags Java of private importation, per County of Berwick, changed hands at Amsterdam at a secret price.

Sugar (Raw).—The market is unaltered, but the demand for forward delivery is limited.

Tea remains quiet, but prices are very firm.

Tobacco.—No sales are to be reported from first hands in our market. The following are the particulars of the result of the public sales of Java held at Amsterdam on the 24th inst., viz.: 950 bags Java, mark M D, sold in average at 67c.; 518 bags Java, Madjenang, Djenkeloong at 44c. and 37½c.

Tin.—The firmer tone which prevailed for this article in the beginning of last week has gradually vanished, and the market closes dull. Banca sells for short prompt at f.77½ to f.77¾, and for delivery ex the coming spring sale at f.75¾. The Trading Company's Spring sale of Tin will take place at Amsterdam on the 30th inst., and will comprise 80,800 slabs Banca, stored in our different ports. The directors give notice that no further quantities of Tin will be offered by the Company until their public sale next autumn, and that no Government public sales of this article will be held in the interim in the Netherlands East Indies, which intimation, however, does not apply to Tin belonging to other parties. Stock on warrants on the 28th Feb., 49,100 slabs. Unsold stock with the Trading Company: Banca, 97,849; Billiton, 2,051 slabs. Floating to Holland, 16,400 piculs. Stock of Billiton, 3,100 slabs.

SHIPPING.

Arrivals.—Feb. 21, at Brouwershaven, from Padang, Magdalena; at Texel, from Passaroeang, Nicolaas Witsen; 22, at Zierikzee, from Batavia, Zuid Holland; 23, at Brouwershaven, from Batavia, Henrietta Adriana; 28, at Zierikzee, from Batavia, Dordrecht II.

Departures.—Feb. 22, from Texel for Batavia, H.M.'s steamer Admiral van Wassenaar.

Passengers Inward.—From Java, per Magdalena, Mr. J. W. Kershir.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

Under the Command of Vice-Admiral Sir Henry Kellett, K.C.B.

Vessel's Name.	Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
		Japan.			
Barrossa ... screw	400	Capt. L. J. Moore	1469	17	275
Cockchafer ,,	60	Lieut. S. S. Smith	236	1	40
Elk dble. screw	120	Commander A. G. Wootton	465	4	71
Ringdove ... screw	160	Commander T. M. Maquay	580	3	130
Sylvia ... ,,	150	Commdr. H. C. St. John ...	695	5	107
		North China.			
von ... ,,	120	Commander R. E. Tracey...	467	4	71
Banterer ... ,,	60	Lieut. Cecil F. W. Johnson.	238	2	40
Dove ... ,,	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf dble. screw	120	Commander C. F. Walker .	465	4	71
Firm ... screw	60	Lieut. J. Hext	235	1	40
Grasshopper ,,	60	Lieut. H. L. Ryder... ...	232	3	40
Hornet dble. screw	120	Commander D. G. Davidson	464	4	71
Leven ... screw	80	Lieut. Arthur Whish ...	300	3	50
Midge dble. screw	120	Commander C. C. Rising...	464	4	71
Zebra ... screw	200	Cmdr. Hon. A. D. S. Denison	951	7	175
		South China.			
Algerine ... ,,	80	Lieut. Hon. F. G. Crofton .	299	3	50
Bouncer ... ,,	60	Lieut. R. M. Lloyd ...	236	2	40
Icarus ... ,,	150	Commander Lord C. Scott .	580	3	130
Melville* dble. screw	—	—	1788	—	—
Nassau† screw	150	Commdr. William Chimmo.	695	4	98
Ocean‡ ,,	1000	Capt. W. N. W. Hewitt, V.C.	4047	24	615
Opossum... ,,	60	Lieut. John Hope	235	1	40
Princess Charlotte	—	Commodore F. H. Shortt ...	2443	12	195
Rinaldo ... screw	200	Capt. Geo. Robinson ...	951	7	175
Salamis ... paddle	250	Lieut. Herbert Dolphin ...	835	2	75
Tenzer dble. screw	120	Commander R. M. Blomfield	464	4	71
Thistle ,, ,,	120	Commander H. K. Laet ...	465	4	73

* Hospital ship. † Tender for surveying service. ‡ Flag ship.

Monetary and Commercial.

The steamer *Don*, reported lost off Amoy, left London for Shanghai on the 6th Dec., touching at Singapore and Hong Kong. She had on board a general cargo, reported in our issue of the 2nd Jan. She was owned by Donald Macgregor, of Leith. The *Belted Will*, which is reported as having put into Batavia, leaky, left London on the 7th Dec. for Hong Kong, and her cargo was given in our issue of the 2nd Jan.

Telegrams from Hong Kong report the meeting of the Hong Kong and Shanghai Bank on Feb. 15. A dividend of 4 per cent. was declared for the half year, making 10 per cent. for the year. A balance of $280,000 was carried forward to new account. This is very satisfactory considering the unprofitable nature of exchange operations in the past year, and must be attributed to loca operations.

We understand that Mr. Frederick Potter, Mining Engineer, who left by the last mail for Japan, has been engaged by the Netherlands India Trading Company, on behalf of their Agent in Nagasaki, to examine and report on the Takasima coal mine, which belongs to the estate of Messrs. Glover and Co., Japan, who failed last year. As these mines form the chief asset of the firm the creditors will be glad to know the result of Mr. Potter's investigation.

The Telegraph Construction and Maintenance Company (Limited) held its seventh ordinary meeting on the 28th ult., when the report was adopted. The profit and loss account commences with a balance brought forward from last year of £8,523 4s. 6d., and exhibits a net profit of £192,003 11s. 9d., and leaves, after deducting the interim dividend of 16s. per share, amounting to £29,880, an available balance of £170,646 17s. 3d., which was agreed to be divided as follows:—£44,820, being £1 4s. per per share in cash, and £112,050, being £3 per share represented by fully paid-up shares in submarine telegraph companies at par, making a total distribution of £186,750 in cash and securities for the year, in addition to the £4 per share capital of above referred to, and leaving a balance of £13,776 17s. 3d. to be carried forward to the next account.

The gross traffic over the British Indian Extension Company's cable for the four weeks ending Feb. 25 amounted to £3,739.

The Comptoir d'Escompte are now paying f.10 per share, being interest at 4 per cent. for the first half of the year 1870-71.

The Albert Reconstruction Scheme came before Lord Justice James, and in the result the Lord Justice expressed his regret that, owing to legal difficulties, he was unable to give effect to it. At the same time he stated it to be pre-eminently a case for special legislation, in order to stop the frightful costs of the pending liquidation of the Albert and its associated companies in the Court of Chancery; and it was mentioned by Sir Roundell Palmer that of fifty-seven insurance companies in liquidation in Chancery, some of which had been undergoing that process for fifteen years, not one has yet been completely wound up.

The biddings for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £300,000, and to Bombay, £100,000. The minimum price was fixed at 1s. 10¼d. on all the Presidencies, being an advance of 1 per cent. on the previous terms, and tenders on Calcutta at 1s. 10½d. will receive about 80 per cent., and above in full, while on Bombay all at 1s. 10⅝d. will receive in full. These results show a further increase in the demand for means of remittance to the East.

The sales of Bar Silver and Mexican Dollars during the week have been made at a decline. Quotations are 60½ to 58¾, with no demand for export to China.

The amount of bullion by the P. and O. Company's steamer *Candia*, from Southampton on the 4th inst., was in gold to Alexandria, £8,500; to Madras, £175; in silver to Aden, £9,400; to Singapore, £25,000; to Shanghai, £21,400; total in gold, £8,675; in silver, £55,800.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Foochow, Shanghai, Singapore, Penang, &c. (via Suez Canal), to London, per Achilles (str.), entered Feb. 25.—From Foochow; 7 cases merchandise—Maclean and Co.; 4 cases merchandise—Schuster, Son, and Co.; 1 case merchandise, 1 box tea, 5 boxes ginger—T. Rose; 5 packages ginger and tea—D. Sassoon and Co.; 3070 chests 8963 half-chests 3368 boxes 18 packages tea, 29 packages merchandise, 1 package lychees, 29 cases silks, 26 bales 70 cases silk, 102 cases cassia buds, 2 cases cigars—Order. From Shanghai: 66 packages rifles—S. Forbes; 2 packages merchandise—J. Hollis and Sons; 2 cases merchandise—D. Carmichael; 4

Digitized by Google

cases merchandise—P. Walther and Co.; 65 boxes bullion 36 pks. merchandise, 109 bls. silk, 4 cs. ginger and mdise., 37 bxs. tobacco, 3343 chts. 2172 half-chts. 834 boxes 3184 packages tea—Order; 302 chests 312 half-chts. 863 boxes tea—Thorne Bros.; 134 chests 362 half-chests 264 packages—J. Swire and Sons; from Singapore, 11 cases nutmegs—Cardwell and Co.; 3 cases bird skins, 1 case merchandise—M. Little; 1 case merchandise—Grant, Brodie, and Co.; 7 boxes cheroots, &c.—Wheatley and Co.; 3658 slabs tin, 300 cases gum, 10 cases cigars, 380 bags coffee, 84 baskets gutta-percha, 853 baskets sugar, 1318 bags pepper—Order. From Penang, merchandise, 1 package—P. Vander Arunt; 1 package—Order; 1 package—H. Anson; 1 package—E. Horsman; 1 package—Hervey. Remainder of cargo from Port Said.

From SHANGHAI to LONDON, per James Wishart, entered March 1.—504 chests tea in transit, 51 bales silk, 116 boxes gall nuts, 3250 chests 3532 half-chests 408 boxes 5975 packages, 127 cases tea—Order.

From MANILA (via S.C.) to LONDON, per Waverley (str.), entered March 2.—2386 barrels tobacco—Order.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	8¾ to 9¼
25	Bank of Egypt	All	40 to 42 x.d.
20	Chartered Bank Ind., Aust., and China	All	13⅞ to 14⅛
25	Chartered Merc. of India and China ...	All	23 to 24
20	City Bank	10	11¼ to 11⅝
100	Colonial Bank	25	49 to 51
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	33 to 35
28½	Do. Do. new	16⅔	3½ to 4½ pm.
100	Imperial Bank	20	17 to 18
50	London and County	20	50½ to 51½
50	London Joint Stock	15	37½ to 38½
100	London and Westminster	20	62½ to 63½
25	Oriental Bank Corporation	All	41 to 42
50	Union of London	15	40 to 41
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	127 to 130
10	British Indian Submarine	All	7 to 7½
10	British Indian Extension	All	8 to 8½
10	British Australian...	8	4 to 3¾ dis.
10	China Submarine	9	4½ to 4 dis.
10	Falmouth, Malta, and Gibraltar ...	All	9½ to 9¾
10	Great Northern	All	11½ to 11¾
10	Do. . China and Japan Extension	All	8 to 8½
25	Indo-European	All	12 to 14
10	Mediterranean Extension	All	4½ to 5½
12	Telegraph Construction Company ..	All	25½ to 26
50	Indiarubr., Gutta Percha, & Tel. Works Co.	45	50½ to 51½
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
20	Brit. and Foreign Marine Insurance Co.	4	4⅛ to 4⅝ pm.
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	107 to 109
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	3¾ to 3¼ dis.
20	Do. A shares	5	3½ to 3 dis.
50	Colonial Company	20	3 to 2 dis.
10	Credit Foncier of England	All	3 to 3½
10	General Credit and Discount Company	7½	⅝ to ½ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2⅜ to 2⅛ dis.
—	Japan Loan, 9 per cent.	All	98 to 100
20	London and Prov. Marine Insurance Co.	2	1½ to 1⅝ pm.
25	National Discount Company	5	11¾ to 12½
25	Ocean Marine Insurance Company ...	5	13½ to 14½ pm. xd.
500fr.	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	44 to 46
50	Do. Do. 1867	10	4 to 3 dis.
100	Royal Mail Steam Company	60	62 to 64
20	Thames and Mersey Marine Insur. Co.	2	3¾ to 4 pm.
20	Universal Marine Insurance Company	5	6 to 6½ pm.

COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

ARTICLES OF IMPORT.

TEA.

There is but little change to report in the market; at a public sale, on the 27th ult., 2,303 packages Moyune Green, per Elgin, from Shanghai, comprising 517 packages Gunpowder, 224 packages Imperial, 1,183 packages Young Hyson, and 379 packages Hyson, were offered without reserve, and all disposed of. The sale went off with more steadiness than last week, although medium kinds sold at easy rates, whilst low and fine qualities brought full prices. The prices realised were as follows:—Gunpowder Moyune, superior, 3s. 2d. to 3s. 2½d.; No. 1 at 2s. 7½d. to 3s.; medium to good medium, 2s. 0¼d. to 2s. 5¾d.; low medium, 1s. 5½d. to 1s. 6½d.; Imperial, No. 1, at 1s. 7½d. to 2s. 0¾d.; medium, 1s. 2d. to 1s. 3d.; common, 11¾d.; Hyson, No. 1, at 1s. 8¾d. to 2s. 0½d.; medium, 1s. 2d. to 1s. 5d.; low and common, 8½d. to 10¾d.; Young Hyson, No. 1, at 1s. 10d. to 2s. 4¾d.; medium to good medium, 1s. 3d. to 1s. 8½d.; very low to common, 7¾d. to 11d.

SILK.

The market is still without alteration; transactions have been limited, but prices are firmly maintained at the last quoted range.

Messrs. Durant and Co.'s Circular says:—The deliveries are satisfactory, but only just sufficient to keep pace with the arrivals; still, at this season of the year we can only look for diminishing supplies, and so may expect monthly decrease in stock. Japan Silk is still neglected, and may prove an exception, a very small portion only of the crop having come forward; but even in this class it may be that anything that may arrive will be of more acceptable quality than the bulk of the present stock, and so command more attention and force its way into consumption.

COFFEE

There is a less active demand for Ceylon, and the supplies brought forward at auction have been for the most part taken off at easier prices, the last paid rates being—Plantation, triage, 46s. to 57s. 6d.; small, 58s. 6d. to 61s.; fine ordinary to low middling, 60s. to 64s. 6d.; middling, 65s. to 70s.; good middling, 71s. to 73s.; peaberry, 74s. to 81s. 6d. Native, good ordinary, 57s.; bold, 61s., only 300 bags finding buyers; good small, 53s., chiefly damaged; first class bold, 57s. 6d.; medium, 56s. An offer of 740 bags pale Bonthyne Singapore was bought in at 59s., except 210 bags sea-damaged, which were sold at 54s. 6d.

SUGAR.

No sign of an improvement in the market; the depressed tone prevailing last week still continues, and the total of the transactions is again extremely small. No East India descriptions have been placed on offer at the public sales, nor has there been any business done in these by private contract.

COIR GOODS.—At the last auctions a large supply of Yarn, amounting to 2,644 bales and 130 tons, was offered, and the bulk, consisting of medium to good qualities, met a good demand, and found buyers at fully previous rates to a slight advance; 1,235 bales 20 tons fibre partly sold at firm rates, the greater part, consisting of second-hand parcels, was withdrawn; rope was all taken off at steady rates; of Ceylon Yarn, 60 tons in dholls chiefly sold—very common at £22 10s. to £22 15s.; common at £24 5s. to £24 10s.; good medium to good at £33 10s. to £35 5s.; fine at £40. 20 tons Ceylon Fibre were sold at £24 to £26.

COCOA NUT OIL.—At the public sales of 253 casks Ceylon offered 234 casks sold, viz., 148 pipes middling to very fine at £40 to £40 10s., 10 puncheons at £40 10s., and 76 hogsheads at £40 10s. to £41 10s.

HEMP.—At auction of 749 bales Manila offered 320 bales sold at a further decline, viz., common brown £40, good brown £42 to £42 10s., common roping £45 5s, fair to good ditto £48 to £49.

PEPPER.—Black: A large supply at auction, amounting to 5,162 bags, offered, met only reduced offers, and 1,200 bags sold at a decline of quite ½d. per lb.; of 3,268 bags Penang about 1,000 bags sold—West Coast 5¾d., mostly damaged 5½d. to 5¾d.; of 1,894 bags Singapore 200 bags Siam kind sold at 5⅝d., the remainder ordinary to good being bought in at 5¾d. to 6d.; for arrival 1,000 bags Penang have been sold at 5½d. White: In auction 292 bags Singapore were bought in at 8d.; of 267 bags Penang 54 bags sold at 7¾d. Privately 1,000 bags have been sold for delivery in July at 7½d.

RICE.—There is a quiet tone in the market, but prices are well sustained; at public sale 3,200 bags Rangoon transhipped from the Cape were sold at 10s. to 10s. 3d.; first class sea-damaged, 9s. 9d.; and 5,404 bags middling Rangon, per Chalmers, were bought in at 10s. 6d., but since sold at some decline at 9s. 9d. to 10s.; privately 500 bags good Ballam have been sold at 10s. 9d.; for arrival 100 tons Casla Bengal have been sold at 8s. 9d. ex quay; and a floating cargo of new Rangoon, consisting of 800 tons, per Gazelle, to be shipped in March, has been sold at 10s. 9d., Continental terms.

SHELLS.—The following is the result of the public sales held on the 27th ult.:—Tortoise: A large supply, amounting to 8,692 lbs., met a steady demand, and the larger portion sold at firmer prices, while hoof brought some advance; of Manila, 1 case (173 lbs.) sold at 18s. 6d.; 3 cases (415 lbs.) China sold at 11s. to 13s.; of 11 cases (1,166 lb.) Singapore offered, 800 lbs. sold at 12s. 6d. to 14s. 6d.; good, 16s. Mother-o'-pearl: The offers consisted almost wholly of Freemantle, the only parcel of Manila, 17 cases, being bought in at £9. Green Snail Shells: 277 baskets and 4,200 loose sold at 3¾d.; small, 2½d. to 2¾d.; broken, 1½d. each.

TAPIOCA.—At public sales 1,801 bags East India kinds were nearly all sold at lower rates; 434 bags good Singapore sold at 2½d.; of 1.367 bags Penang offered 1,200 bags sold—good 2d. to 2¼d., middling 1¾d. Pearl: 484 boxes Singapore sold at previous rates—large, 18s. to 18s. 6d.; small, 18s. 6d. to 19s.; 325 bags bought in at 19s. to 20s. Flour: 663 bags Singapore were offered and bought in at 2¼d. to 2½d.

TIN.—The market for Straits has been dull throughout the week, and prices have ruled irregularly; small sales on the spot have been effected at £128 10s. to £130, and 10 tons to arrive (by steamer) have been sold at £128.

Digitized by Google

ARTICLES OF EXPORT.

—o—

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date during the present year	To Hong Kong	3,000	870	1,783	7,745	1,150
	,, Shanghai	29,900	10,790	9,300	35,710	3,000
	,, Japan	—	—	157	8,800	1,900
Total...		32,900	11,660	11,240	52,255	6,050
Shipped to the same date last year ...	To Hong Kong	3,620	1,000	520	6,270	3,768
	,, Shanghai	21,860	9,860	11,672	55,700	3,700
	,, Japan	—	120	670	3,220	800
Total...		25,480	10,980	12,862	65,190	8,268
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,103
	,, Shanghai	115,380	58,640	56 835	274 853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82 856	389,153	79,608
Do. do. 1869	To Hong Kong	25 120	18,570	13,803	35,920	54,836
	,, Shanghai	159 000	60,050	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Had arrived out when the last accounts left of last year's shipments	To Hong Kong	20,060	6,236	7,497	57,045	35,041
	,, Shanghai	101,840	52,090	50,102	249,428	28,296
	,, Japan	—	920	15,987	42,005	9,211
Total...		121,920	59,246	73,586	348,473	72,548

QUOTATIONS.

	s.	d.	
HH Long Ells	28	0	per piece Scarlet
HH Spa: Stripes	2	8½	,, yard ,,
HH SS Camlets...	58	0	,, piece ,,
HH Lastings (6 reed)	52	6	,, ,, Gentian
LL ,, (5 reed)	47	0	,, ,, ,,
HH Crape Lastings	41	6	,, ,, ,,
LL Do. do.	38	0	,, ,, ,,
HH China Figures	19	6	,, ,, Scarlet
LL Do. do.	17	6	,, ,, ,,
HH Crape Lustres	18	6	,, ,, Black
China Blankets	1	8½	,, lb. Scarlet

The above prices (except for Blankets) include tilleting and packing, and are subject to a discount of 1½ per cent. for cash.

MANCHESTER GOODS.

There has not been much demand in this market during the week for either yarns or goods. Spinners and manufacturers, however, with few exceptions, adhere firmly to their quotations, but buyers are still disinclined to enter into fresh engagements of any magnitude unless at some concession. The news of the conclusion of peace on the Continent seems to have been anticipated, as it has in no way influenced the condition of the market, which remains heavy with a slow demand.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Feb 20	Nicolaas Witsen	de Groot	Java	Off Dungeness
21	Magdalena	Boysen	Padang	Bruwshavn.Rds.
24	Achilles (str.)	Russell	Hg. Kg., &c., via S.C.	London
22	Zuid Holland	Swart.....	Batavia	Zierikzee
23	Henrietta Adriana ...	Schuchard.....	Do.	Brouwershaven
24	General Caulfield ..	Moon	Colombo.....	London
27	Arcturus	Smerden.....	Colombo, &c., v. S.C.	Do
25	Dordrecht II.	—	Batavia, for Dordt ...	Off the Lizard
27	Sparkling Dew	Lewis.....	Batavia, for Hambrg.	Grimsby Roads
22	Helene	Behotequi	Saigon	Bordeaux
Jan 18	Tanjore	Loyseau.....	Macao.....	Callao
22	Maria Pia	Souza.....	Do.	Do.
22	Macao	Morales	Do.	Do.
25	Camillo Cavour	Astorquia	Do.	Do.
Feb. 9	Lawrence	Howes	Hong Kong	Galveston
28	James Wishart	Buchanan	Shanghai	London
22	Aurora	Basterrechea...	Manila	Santander
10	Mariano.....	Bearse	Manila, for Boston...	Holmes Hole
Mar. 1	Galata (str.)	Pearson	Galle, &c., via S.C. ...	London
1	Waverley (str.)	McGregor	Hg. Kg., &c., v. S.C.	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb 22	Glamorganshire	—	Hong Kong	Cardiff
23	Stockbridge	Condor	Ceylon	Shields
24	Vanguard (str.)	Ranton	Sing., H.K., &c.—S.C.	London
20	Imogene	Matthews	Singapore	Sunderland
23	Red Deer	Minks.....	Shanghai	Cardiff
23	Joseph Clark	Carver	Hong Kong	Do.
23	Rosalie	Nielsen	Do.	Do.*
22	Adml. v. Wassanaer (Dtch.man-of-war)	—	Batavia	Texel
25	Kangaroo (str.) ...	Manning	Sing. & H. K., via S.C.	London
21	Monsoon	Wimrick	Ilo Ilo.....	Glasgow
24	Bertha Marion	—	Hiogo	Liverpool
21	Jacoba Helena	Immerziel.....	Singapore	Shields
27	Windhover	Balfour	Hong Kong	London
25	James Wilson	M'Intosh	Shanghai	Cardiff
25	Historian (str.)	—	Colombo, &c., via S.C.	Liverpool

DEPARTURES—*Continued.*

ate.	Ship.	Captain.	For.	From.
25	Hylton Castle	Scott	Galle	Do.
Jan 18	Luisa Canevaro	Demoro	China	Callao
Feb 28	Araby Maid	Potter.....	Cardiff and Shanghai	London
26	Diomed (str.)	—	Shanghai, &c., via S.C.	Liverpool
25	Lloyds	Robinson	Galle	Penarth
25	Lahloo	Price	Singapore	Do .
25	Cynric	Wallace.....	Do.	Do.
Mar. 1	Aracan	Jones	Shanghai	London

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Feb. 15—20 ...	Trent ...	London ...	Colombo, &c.
,, ,, ...	Glendarroch ...	Do. ...	Singapore, China, &c.
,, ,, ...	Great Northern ...	China, &c. ...	London
,, 27 ...	Tweed ...	London ...	Shanghai, &c.

LOADING.

At LONDON.—For Yokohama: Devana, Fiery Cross, Flying Spur. For Shanghai, Hankow, and Singapore (via Suez Canal): Lord of the Isles (str.). For Shanghai: Victoria Nyanza, Everest, City of Aberdeen, Guinevere. For Hong Kong: Burdwan, Leander, Melbrek, Veronica, Glance. For Singapore: Benares, Star of the South. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Craigforth (str.), Elgin (str.). For Penang: Frances Milly. For Singapore and Manila: The Sir Jamsetjee Family. For Batavia and Sourabaya: Sophie Gorbitz. For Colombo: Southern Belle, Palestine, Peveril of the Peak. For Colombo, &c. (via Suez Canal): Nile (str.), Europe (str.), Arcot (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred. For Manila: Estrella, Josefina. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Emblehope (str.). For Batavia and Sourabaya: Merse. For Singapore: Blenheim, Fort Regent. For Galle: River Ganges, Marseilles.

At GLASGOW.—For Manila: Dona Feliciana. For Singapore: Bothwell Castle. For Batavia, Samarang, and Sourabaya: Loch Awe. For Batavia and Sourabaya: County of Berwick. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glensannox (str.).

At PORT GLASGOW.—For Galle: Madras.

SPOKEN.

HIMALAYA, London to Ceylon (?). Jan. 15, 8 S., 31 W.
CANAAN (ship), Cardiff to Hong Kong. October 23, 21 S., 30 W.
CORNUVIA, London to Hong Kong, Jan. 11, 5 N., 22 W.
FOWLER (?) (Eng.), bound to Hong Kong, Dec. 15, 32, N., 22 W.
MIN, Japan to London (?), Jan. 8, 21 S., 4 E
PANIC, Liverpool to Singapore, Jan. 21, 1 N., 20 W.
NORHAM CASTLE, Clyde to Singapore, Feb. 9, 40 N., 15 W.
GOLDEN SPRAY (ship), London to Shanghai, Feb. 22, 49 N., 5 W.
JOHANNES, Java to Amsterdam, Dec. 13.

FREIGHTS AND CHARTERS.

In freights to the East there is still great flatness prevailing. tonnage is plentiful, but (excepting steamers) meets with scant employment at unremunerative rates; coal freights from the Northern outports are low. with the berth over supplied with tonnage

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight. 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. meast, 40s. weight. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Hong Kong: £42. For Hong Kong: £31. To Singapore: £28. For Galle: £25. From Newport, Cardiff, or Swansea, per ton—For Yokohama: £1 15s. For Hong Kong: £1 10s. For Java: 17s. 6d. For Singapore: £1 6s. For Galle: £1 4s. 6d. For Colombo: £1 7s.

CASUALTIES.

The N. B. Palmer, Low, from Shanghai, was reported by pilots to have arrived below New York, with loss of main-topgallantmast.

A telegram from Singapore, dated Feb. 28, states that the Don (str.), from Liverpool to Hong Kong and Shanghai, had been lost near Amoy, abandoned by her crew, and her cargo pillaged; a man-of-war had gone in search of the master and her crew, who are missing.

A telegram from Batavia, dated March 1, states that the Belted Will, from London to Hong Kong, had sprung a leak, and was making two feet of water per hour; she would have to discharge and dock.

MISCELLANEOUS.

At PORT SAID.—Feb. 14, Jermak (Russian corvette), from Cronstadt, and left, 15, for China.

At Aden.—Feb. 9, Sanspareil (str.), Robertson, sailed for Singapore.

NOTICE TO MARINERS.

Japan—Yedo Gulf Entrance.—Fixed Light on Joka-Sima.—The Japanese Government has given notice, that a light is now exhibited from a lighthouse on the West-end of Joka-Sima, near Misaki, West-side of entrance to Yedo Gulf, instead of the wood fire hitherto shown. The light is a fixed white light, visible from S. by E. ½ E., by East to N. by W. ½ W., elevated 106 feet above the sea, and in clear weather should be seen from a distance of nine miles. The illuminating apparatus is dioptric or by lenses, of the fourth order.—Hydrographic-office, Admiralty, London.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MAHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and PARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries!

H. STARR and Co., Agents 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA.....	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. — —
ALEXANDRIA. ADEN ..... BOMBAY.....	" " " " " "	Every Tuesday, at 2 A.M.
GALLE ..... MADRAS ..... CALCUTTA ... PENANG ..... SINGAPORE ... CHINA ..... JAPAN	Saturday, March 4, 2 P.M. And every alternate Saturday thereafter.	Tuesday, March 14, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA ... NW. ZEALAND	Saturday, March 18, 2 P.M. And every fourth Saturday thereafter.	Tuesday, March 28, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France). Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

ONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etwesn the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the Nationa. Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON. Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000.000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

THE PHŒNIX.

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA,

EDITED BY

THE REV. JAMES SUMMERS,

Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Ainos, the Tartar Languages Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

MESSRS. ROBERT COCKS and CO. beg to announce that they have THIS DAY ISSUED their LIST of NOVELTIES for 1871, containing all the newest and most popular songs, duets, piano solos, dances, &c. Will be forwarded post free on application.

A WEDDING MARCH, founded on National Melodies, by W. H. CALLCOTT. A contribution to an approaching ceremony. Beautifully illustrated. Piano Solo, 3s.; duet 4s.

THE LOUISE QUADRILLE. For the Pianoforte. By C. H. MARRIOTT. Price 4s. "Thousands will purchase this quadrille for the sake of the frontispiece, which is one of the most elegant we have ever seen." —Vide *Worcester Herald*, Nov. 12.

HAMILTON'S MODERN INSTRUCTIONS for the PIANOFORTE, 769th EDITION. 4s. "It is unapproached by anything of the kind that has hitherto been produced."—*Oriental Circular*. "It is, par excellence, the book for beginners."—*Scholastic Register*.

GEO. F. WEST'S APPENDIX to HAMILTON'S MODERN INSTRUCTION for the PIANOFORTE, consisting of thirty-seven elegant preludes and favourite pieces. 5s.

HAMILTON'S MODERN INSTRUCTIONS for SINGING. Forty-first Edition, 5s.

TIRED. Sacred Song. Poetry by Miss BURNSIDE. Music by Miss M. LINDSAY (Mrs. J. W. Bliss). No. 1 in D flat; No. 2 in D. 4s. each. "A smooth and graceful melody of the simplest type, and likely to become very popular."—Vide *Edinburgh Courant*. Ditto for Piano, Solo, by Brinley Richards, free by post, same price.

REST. By Miss M. LINDSAY (Mrs. J. W. Bliss). Sacred Song. 3s. "This is a companion to the beautiful Sacred Song 'Tired,' which has already found its way to the hearts of so many, and a popularity quite as great may fairly be predicted, for it is equally deserved."—Vide *Buxton Advertiser*.

FAR AWAY. Song by Miss M. LINDSAY (Mrs. J. W. Bliss). 4s. "There is great beauty in this melody."—Vide *Standard*. "The melody is so sweet and plaintive."—Vide *Brighton Gazette*. The same for pianoforte, by Carl Luini, 3s.

London: Published only by ROBERT COCKS and Co., New Burlington-street. Order of all Musicsellers.

All the above Music may be had, post free, at half-price

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

Digitized by Google

A.D. 1871.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

I beg to inform you that I have made contracts for this year by which Telegrams between Kiachta and Tientsin will be delivered in Ten Days, being a still further reduction in time of Twelve Hours.

TELEGRAMS FROM EUROPE.

Telegrams for China or Japan may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 21st February, to Tuesday, the 28th November, inclusive.

Telegrams must be addressed "Grant, Kiachta." If Express, "Grant, Kiachta, Express."

Express Telegrams may be despatched on any day. They are forwarded by Special Couriers within Half-an-Hour of their delivery at Kiachta.

CHARGES FROM KIACHTA.

Twenty Words or under ... ... Tls. 12 | And for every additional Ten Words or under... Tls. 4

Express Telegrams—Tls. 150 plus Tls. 2 for every Ten Words.

The Charges are payable by the Receiver to the Agents within Three Days of delivery; otherwise Twenty per Cent. will be added to the above rates.

The Sender is responsible for the payment if the Receiver does not pay.

The above rates show a considerable reduction on the tariff of the Indian Companies.

Agents at SHANGHAI	... ...	Messrs. HALL & HOLTZ.
" TIENTSIN	... ...	" J. LIVINGSTON & CO.
" YOKOHAMA	... ...	Mr. E. L. B. McMAHON.
" KALGAN	... ...	Messrs. MATRINSKI & KAZANTZOFF.

Telegrams for Ports South of Shanghai are forwarded by Messrs. HALL & HOLTZ.

Head Office: KIACHTA, ORIENTAL SIBERIA.

C. MITCHELL GRANT, Proprietor.
WM. HAGEMANN, Secretary.

London Agency—Messrs. MORGAN BROTHERS, 42, Cannon-street.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

HOLLOWAY'S PILLS

BILIOUS AFFECTIONS, induced by atmospheric changes, or too liberal diet, should be checked at once, or serious consequences may ensue. When any one finds his ideas less clear than usual, his eyesight dimmed, and his head dizzy, with indisposition for all exertion, physical or mental, he may be quite sure that he is in need of some cooling and purifying medicine. Let him send at once for a box of Holloway's Pills, which will free him from his sufferings, and speedily renew his usual healthful feelings. If the bowels be irritable, Holloway's Ointment should be rubbed over the stomach and liver every night and morning. It will wonderfully augment the corrective powers of the Pills.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street.
Birmingham.
Established 1807.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HOUGHTON & Co.
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & C
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E C.
(Over the JERUSALEM)

Digitized by Google

PROTECTION FROM FIRE.

TRADE

MARK.

BRYANT AND MAY'S
PATENT SAFETY MATCHES

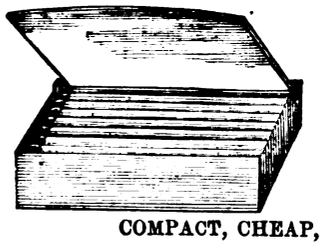
IN LARGE AND SMALL BOXES, ARE DAMP PROOF, FREE FROM SMELL, AND

LIGHT ONLY ON THE BOX.

WARRANTED FOR ALL CLIMATES—INVALUABLE FOR SHIPMENT.

BRYANT AND MAY'S
NEW METAL POCKET VESTA BOX,

WITH PATENT SPRING COVER.


OPEN.

CLOSED.

COMPACT, CHEAP, ORNAMENTAL—INVALUABLE FOR EXPORT.

BRYANT AND MAY'S
RUBY, CROWN, VICTORIA, AND PEARL MATCHES,

IN LARGE AND SMALL BOXES.

BRYANT AND MAY,

FAIRFIELD WORKS, BOW, AND WHITECHAPEL-ROAD, LONDON. E.

HUGHES & KIMBER,

London, 1851.

MANUFACTURERS OF

MACHINES AND MATERIALS

For Lithographers, Printers, Engravers, Bookbinders, and Stationers,

LITHOGRAPHIC

AND

COPPERPLATE PRESSES,

Paris, 1867.

LITHOGRAPHIC CYLINDER PRINTING MACHINES,

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

London, 1862.

Paper-Cutting Machines (Diagonal Cut,)

As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.

ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.

An Illustrated List Post Free on Application.

CONTRACTORS TO HER MAJESTY'S GOVERNMENT.

Dublin 1865.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

ENGLISH GOODS, PER MAIL STEAMER, AT CHEAPEST RATES.

D. NICHOLSON AND CO.,

SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN (WHOLESALE AND RETAIL),

INDIAN, COLONIAL, AND FOREIGN OUTFITTERS,

50 TO 52, ST. PAUL'S CHURCH-YARD (CORNER OF CHEAPSIDE, LONDON),

ESTABLISHED 1843,

Invite the attention of Families residing abroad to their illustrated 120 page Catalogue, gratis, post free, containing full particulars as to Woollen Silk, and Cotton Goods of every description. Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c.

Contractors for Military and Police Clothing and Accoutrements.

Household Furniture	Fire Arms	Carriages	Wines, Ales	Stationery
Musical Instruments	Agricultural Implements	Saddlery and Harness	Beers	Books
Ironmongery	Cutlery	Boots and Shoes	Preserved Provisions	Toys, &c.

Shipped at lowest export prices.

SOLE AGENTS FOR THE "WANZER" AND THE "BRITANNIA" SEWING MACHINES, FOR THE CITY OF LONDON.

Foreign Produce disposed of for a Commission of Two-and-a-Half per Cent. Price Lists post free.

D. NICHOLSON AND CO.,

50, 51, AND 52, ST. PAUL'S CHURCH-YARD, LONDON.

TERMS—NOT LESS THAN 50 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE AGAINST BILLS OF LADING.

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer rom Southampton on 2nd and 17th f each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria fortnightly, from Saturday, the 4th February, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class Steam and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.	Elgin, s.s. ... via S.C.	A 100	SWID	March 15
Hong Kong..	Veronica ...	A1 14 yr.	SWID	With des.
Shanghai ...	Everest	A1 13 yr.	SWID	With des.
Tientsin, Newchwang & Chefoo ...	Taitsing.....	A1 14 yr.	SWID	With des.
Yokohama	Flying Spur.	A1 14 yr.	SWID	With des.
Yokohama	Devana	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, JAPAN, and MANILA.—The following splendid first-class STEAMERS and SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Hong Kong .	Leander... ..	A1 16 yr.	W.I.D.	With des.
Yokohama .	Fiery Cross..	A1 13 yr.	E.I.D.	With des.
Singapore & Manila ...	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Sing., H.K. & Shang.	Craigforth ...	AA1	1109	E.I.D.	Mar. 10

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.

From LONDON.

Batavia, Sourabaya, and Padang.....	Sophie Corbitz, in lieu of Medora ..	3-3rds 11	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON (via Suez Canal) to PENANG, SINGAPORE, HONG KONG, and SHANGHAI—The magnificent new screw steamer CANTON, 1,100 tons register, 200-horse power nominal; J. C. JACQUES, Commander (who has had great experience in the China trade), will load in the South West India Docks, and be despatched on 3rd April. This beautiful vessel has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage. Has splendid accommodation for first and second-class passengers, is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C. To be followed by the sister steamship Hong Kong.

With immediate despatch.

FOR SHANGHAI, direct, the fine Aberdeen Clipper Ship CITY OF ABERDEEN, A1 14 years, 551 tons register, ALEXANDER CLARK, Commander; loading in the East India Docks.

For Freight or Passage, apply to CRUICKSHANK and RING, 26, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM from LONDON, via Suez Canal.—Last Shipping Day, 15th March.—For SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer (taking goods for Java and Japan, at through rates, at shippers' risk), the splendid, new, Clyde-built, full-powered steamship GLENSANNOX, 1,500 tons register, 900-horse power, effective, 100 A1 (highest class) at Lloyd's; loading in the South West India Docks. This magnificent high-classed steamer, just launched by Messrs A. Stephen and Sons, Glasgow, expressly for this trade, is strongly recommended to shippers, and has excellent accommodation for passengers.

Apply in Glasgow to THOMAS SKINNER and Co., 12, Gordon-street, or to Messrs. WM. ROSS and Co., Royal Bank-place; in London, to THOMAS SKINNER and Co, 17, Gracechurch-street.

Regular Line of Packet Ship.

FOR HONG KONG, the splendid Clipper Ship, GLANCE, AA 1, 887 tons register, ALFRED MESSERVY, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Arcot (B.I.S.N.Co.) ...	1,780	Mar. 9
Galata	816	Mar. 15

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess if sufficient inducement offer For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 3, York-street, Manchester, or 109, Leadenhall-street, E.C.

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; now loading in the South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Monday, March 6, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 393.] LONDON, TUESDAY, MARCH 14, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE Commissioners appointed by Lord GRANVILLE, when Secretary of State for the Colonies, to enquire into the condition of the coolies in Demerara, have completed their tour of the various estates, and we understand that the results will shortly be laid before Parliament in the usual shape of a Blue-book.

WE understand that the transfer of Sir WILLIAM HACKETT the present Judge at Penang, to the bench at Singapore, upon the retirement of Sir BENSON MAXWELL, which we announced last month as probable, has been decided on at the Colonial-office. The successor to Sir WILLIAM has not yet been named.

MR. CHARLES HOCKIN, jun., proceeds by next mail to Singapore, on behalf of the engineers (Messrs. CLARKE and FORDE) to the China Submarine Telegraph Company, to superintend the laying of the cable from Singapore to Hong Kong.

WE understand that nothing has been done in the way of negotiation with CHUNG HOW at Bordeaux, the members of the Government being too much absorbed in domestic affairs. It is the intention of CHUNG HOW and his suite to proceed on to Paris.

WE understand that the *Flying Spur*, for Yokohama, will take out four Japanese, whose education in England has been completed.

List of Passengers.

—o—

PASSENGERS INWARD.

Per steamer *Great Republic*, arrived at San Francisco Feb. 16.—From China and Japan: Capt. M. R. Cobb and wife, J. Murray Forbes, J. J. Bischoff, Von Takeyl, Dr. Martin, F. L. Stockwell, R. W. Mustard, Capt. E M. Freeman, Capt. F. G. Lucas, S. M. Painter, G. A. Shackelford, C. S. Forbes and servant. For New York: P. Railee, W. H. Lefferts, J. Middleton, H. C. Low, J. Pastorias, R. B. Smith, C. Baker, C. Deinhara, Mori (Japanese Minister to U.S.), Kanda, Nawa, Yatake, Toyama, Magomi, Kumasawa. For Europe: N. F. Kingdon, E. A. Schover, Madenokooye, Kulookye, Slouge, Kuze, Matsumo, Minami, Euwane, Inoore, Tasaka, Newa, Lord Howard de Walden, Prince Miasama, Kituma Yamasaki, Oosuki Okada.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, March 4.—To Yokohama: Mr. W. Benkema. To Shanghai: Mr. E. Iveson, Mr. Evans. To Hong Kong: Mr Foster, Mrs. Carr and two children. To Singapore: Mr. Gibson, Mr. London, and one second-class passenger. To Batavia: Mr. London. To Ceylon: Mr. Rayne.

From Gibraltar.—To Hong Kong: Three first-class passengers.

Per P. and O. steamer *Bangalore*, from Brindisi, March 14.—To Shanghai: Mr. F S. Deacon. To Hong Kong: Mr. G. Hardy, Commander Maaquy, R.N.

From Malta.—To Shanghai: Rev. A. R. Morris.

Per P. and O. steamer *Nubia*, from Southampton, March 18.—To Yokohama: Mr. W. Shand. To Shanghai: Mrs Lyall Grant, Mr. J. Marah, Mr. Bernhard. To Hong Kong: Mr. and Mrs. T. Smith and child, Mr. Veitch, Mr. W. Christy, Mr. D. Moncur, Mr. C. E. Thomson, Mr. J. Gittins. To Batavia: Mr. and Mrs. T. Wassink. To Singapore: Mr. Hockin, Mr. W. R. Robertson. To Ceylon: Mr. P. Cummins, Ensign Scott, Mr. Baynes, Mr. Rollo.

Per P. and O. steamer *Delta*, from Brindisi, March 28.—To Shanghai: Mr. and Mrs. W. Pugh, Mr. and Mrs. G. W. Coutts. To Rangoon: Mr. M. R. Cowie. To Hong Kong: Mr. and Mrs. E. Deacon, Mr. F. B. Johnson. To Ceylon: Mr. D. W. H. Skrine.

Per P. and O. steamer, from Suez, April 2.—To Shanghai: Mrs. Clark. To Singapore: Mr. L. Clark. To Hong Kong: Mr. F. Clauss.

Per P. and O. steamer, from Southampton, April 1.—To Shanghai: Mr. R. Swinhoe.

Per P. and O. steamer, from Brindisi, April 11.—To Ceylon: Mr. and Mrs. Mercer.

Per P. and O. steamer, from Suez, April 16.—To Singapore: Mr. E. J. Erdmann.

Latest Advices.

—o—

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Dec. 2	Jan. 22	Jan. 23*
Yedo			
Osaka and Hiogo	Nov. 18	„ 14	„ 18*
Hakodadi			
Nagasaki	—	—	„ 16*
CHINA — Peking	—	—	„ 10
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	—	—	„ 25
Ningpo			
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	—	—	„ 31
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	Dec. 16	Feb. 3	Feb. 6
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 3
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	—	—	„ 8
Penang			
CEYLON—Galle	—	—	„ 16
Colombo	—	—	„ 15

* Via San Francisco.

THE MAILS, &c.

We have received a portion of our French mail despatches *via* Brindisi, those posted *via* Marseilles not having yet reached us. Correspondence from Yokohama to the 23rd Jan., *via* San Francisco, was delivered on the 8th inst. The next inward mail (P. and O.) is due on the 20th inst., with dates Shanghai Feb. 2, Hong Kong Feb. 8.

Telegrams *via* Singapore, with dates Shanghai Feb. 22, Hong Kong March. 1, were received on the 8th inst.

Summary of News from the Far East.

—o—

JAPAN.

YOKOHAMA.

Dates are down to the 23rd Jan.

The following is from the *Japan Herald*:—

It is reported that at Hita, in Chosiu, a number of ronins have assembled for a revolt, and have been joined by numbers of the peasantry. Troops have been despatched to the spot by the Government. Mahy native merchants fear a general disturbance will occur before long, arising from mutual jealousies amongst the higher princes.

Digitized by Google

Small-pox is making great ravages both amongst natives and Europeans in Yokohama. The disease has assumed a malignancy seldom or never witnessed in Europe, and the contagion spreads with a virulence and rapidity only equalled in the cholera epidemic of 1848. The three existing European hospitals were soon full, and two others have been improvised by the American and Prussian authorities. Under the direction of Dr. Newton (who has already effected much good by the establishment of Lock-Hospitals at Treaty ports, and the introduction of compulsory vaccination at Nagasaki) the Japanese Government have initiated a general system of vaccination at stations in Yedo and Yokohama, which will be gradually extended throughout the country, and made compulsory when the prejudices of the people in favour of inoculation are overcome.

A case of considerable importance, and one which may lead to a serious misunderstanding if persisted in, has occurred through the course of the Japanese Government in continuing to forbid the Japanese merchants from trading at Van Reed's Kaisho, or Rice Stock Exchange, in direct and open violation of the stipulations of the American Treaty and of the Convention of Yedo, June, 1866, wherein "the Japanese Government do not hesitate to declare that Japanese merchants and traders of all classes are at liberty to trade directly and without the interference of Government officials with foreign merchants, not only at the open ports of Japan, but also in all foreign countries." The Exchange was at Tokei composed of 105 members, in opposition to a licensed concern carried on by the Government banker, Mitsee, and it is through his influence with the under officials that the foreign establishment has been closed and Japanese debarred from trading there.

Messrs. Schultze, Reis, and Co. have issued the prospectus of a German company, with a capital of $100,000, for supplying the settlement with gas.

Colonel Shepard, U.S. Consul at Yedo, has issued a notification warning his countrymen of the insecurity of the streets, advising them not to go unarmed, and on any indication of intended violence to use their pistol promptly.

We hear that the *Hertha* has thirty-six cases of small-pox on board; that there are no new cases in the *Benicia* and *Idaho*. There have been eighteen deaths from small-pox in the French barracks and ships, and we have heard with astonishment that the French authorities have placed several of the worst cases in the Bund Hospital. This is paying an utter disregard to spreading contagion amongst the inhabitants of Yokohama.

A correspondent who has just returned to Yokohama from Kanga's territory informs us that the state of the native Christians there is most disgraceful. He says that he personally saw a number of them huddled together, men, women, and children, in a cage; that small-pox was raging among them; and that as they die off the dead bodies are dragged out of the cage with a long pole. There are other details too shocking to mention. It really seems time that this question should be taken up in earnest. Our informant says that the official designation of the Christian religion in Japan is "the false and corrupt." This is the language employed in several edicts, and it is felt to be insulting to foreigners generally as well as derogatory to Christian ministers.

In the Consular Court several days have been occupied with a libel case, in which Mr. Marks, an attorney, was the plaintiff, and Mr. Howell, editor of the *Japan Mail*, the defendant, the libel complained of having been inserted in that journal. In the course of the case Mr. Marks was mulcted in the sum of five dollars for using profane language in the Court. The Court decided for the plaintiff, with $250 damages, but it is understood that a new trial will be applied for on the grounds that this sum is excessive.

The Chamber of Commerce held its annual meeting on the 18th January. The report was presented and passed; a vote of thanks to Mr. Marshall, the retiring chairman, was unanimously carried, and Mr. Van der Tak was elected as his successor; and Mr. Hooper was elected vice-chairman, Mr. Walsh having first received the majority of votes, but declining to serve. The meeting was brought to a conclusion with the election of a committee and auditors for the ensuing year.

Judgment has been delivered in the Provincial Court by Mr. Russell Robertson in the case of Walsh, Hall, and Co. *versus* Hoffmann, the captain of the *Belted Will*. The plaintiff's case was that Capt. Hoffmann had placed the vessel referred to unconditionally at their service in November last, that in December, while the plaintiffs were engaged in procuring a cargo of tea for shipment to New York, the defendant informed them of his intention to withdraw the ship from their hands, which he accordingly carried out, although the agreement specially indicated the 15th January as the date upon which the plaintiffs were to complete the loading of the vessel. The defendant's case was an entire repudiation of the agreement for the exclusive agency of Messrs. Walsh, Hall, and Co. The judgment was based upon the question whether a captain of a ship, having placed the same in the hands of an agent,—as in the present case—is at liberty to withdraw from the arrangement upon an opportunity offering for engaging freight more readily or upon better terms at the same port, but from another source. Upon this view of the case—it being considered that the defendant had failed in disproving the assertion of exclusive agency—judgment was given for the plaintiff, with costs.

HIOGO.

The following is from the *Hiogo News*:—

To the great delight of those who have nothing to do but visit and be visited during these dull times the French men-of war *Venus* and *Linois* and the U.S. frigate *Colorado* have visited us in quick succession. Admiral Drury has been here before, but it is the first time our harbour has been graced with the flag of Admiral Rogers, whom we are glad to welcome to the station. The *Colorado* and H.B.M.S. *Sylvia* and *Leven*, and the French gunboat *Aspic*, remain here.

The American barque *Charley*, with a full inventory, was sold at public auction for $8,250 (Mexican), Messrs. Smith, Baker, and Co. being the purchasers.

A subscription has been opened for the erection of a Protestant Church. A sum of $2,500 has been subscribed, and it is found that a small but suitable building can be erected for Rios 1,600.

The inauguration of the Kobe Regatta and Athletic Club proved a complete success, and the events of the day gave us some idea of what may be expected from the club in future. Although everything had been rather hurriedly arranged, and the sport was modestly called a "Scratch Regatta," yet so complete was the order in which the events came off, and so successful were all the arrangements, that the day's sport deserved anything but the name it received. The boat-house is 52 feet by 50 feet, giving sufficient room for eight four-oared boats, and a number of small craft. On the right is a dressing room, 18 feet by 14 feet, with bath room and other conveniences. On the left are the keeper's room and bar. Immediately behind the boat-house stands the gymnasium, 80 feet by 35 feet, which can be converted into a theatre. A stage is made 30 feet by 35 feet, suitable for boxing, fencing and for theatrical representations. There are also bath-rooms, dressing-rooms and ticket office. The usual gymnastic apparatus is being provided, and the place is well lighted both by night and by day. It is the intention of the committee to build a bathing-house on the beach, about 100 yards from the boat-house, for the use of members. Taking it altogether, we can look upon the Kobe Regatta and Athletic Club as being one of the most useful and successful institutions in the East.

NAGASAKI.

(VIA SAN FRANCISCO.)

NAGASAKI, Jan. 16.

On the 2nd instant we received the English mail of the 4th November, and to-day that of 18th idem came to hand. In addition to the above, several old newspapers which were addressed very distinctly *via* San Francisco, and ought to have arrived here on the 2nd instant at the latest, came to hand this day by the English mail—a fact which would almost lead residents in these parts to suppose that the postal authorities at home were quite unaware of the existence of mail communication between England and Japan *via* America.

The only arrival here from the home side is the British barque *Rookwood*, from London, *via* Yokohama, 223 days.

The movements of the vessels of war are as follows:—U. S. flagship *Colorado* arrived 25th Dec. from Shanghai, and sailed for Hiogo and Yokohama the 4th inst. The French flagship *Venus* and despatch boat *Linois* both arrived on the 11th instant from Hiogo, sailed 14th and 15th instant for Shanghai, after coaling. Men-of-war remaining in port: *Elk*, British, and *Sibol*, Russian.

The British barque *Rollo* sailed on the 4th inst. for London, with tobacco, &c. The North German barque *Alida* is ready to start when the present war is over; this affords very little consolation to shippers of tobacco, whose cargo is not likely to improve by its long detention on board ship. Two North German barques, *Condor* and *Aldebaran*, left this on the 3rd inst., and intend making their way south. We have still fifteen vessels under this flag in our harbour.

Several public auctions of house property, &c., have recently taken place here, which, in consequence of the heavy annual ground rent payable to the Japanese Government, have sold for absurdly low prices:—Lot 30, Owra; with dwelling house, one stone godown and one plaster godown, $405; lot 25, Owra with all the buildings thereon, but somewhat out of repair, sold for account of the estate of the late Mrs. C. Weeks, for $46; lot 8 (front) Desima, $230; lot 15, Desima with plaster godown, $200, sold for account of the estate of the late J. van Tameren. You will see the depressed state of house property at this port when I tell you that lot 30 cost the late owners about two and a half years ago between $2,500 to $3,000.

The *Nagasaki Express* has drawn public attention to the unreasonable rates charged for fire insurance in Japan. These rates as at present constituted are simply prohibitory; the premium being from ten to twenty times greater than the rate for "doubly hazardous" risks in England. The rate for insuring godowns and their contents is 2 per cent. if built of stone, and 3 per cent. if the materials used be plaster and wood. Dwelling houses have to pay 4 per cent., and tea manufactories, unless built of stone, have to pay 4 per cent. Yet we are informed that there is no cause for such excessive terms being demanded, not more than five fires having occurred in the last seven years.

Exchange on London is nominal. Native coin, 398 per $100 Freight to London nominal at £3, in the absence of any vessel on the berth; but one is expected to be laid on shortly.

Digitized by Google

CHINA.

—o—

Our Shanghai and Hong Kong files have not come to hand, owing, we suppose, to the Post-office in Hong Kong not making up the mail, *to be transferred at Suez for the Brindisi route*, as in the case of Singapore.

COCHIN CHINA.

—o—

SAIGON.

Dates by the present opportunity extend to the 5th February; the London mail of the 16th December had arrived out. A correspondent sends us the following items of news:—

I have but little news to send you by this mail. The French have captured two vessels under British register and flag, the *Sophia Rickmers* and the *Robert Rickmers*, and the last-named has arrived here as a prize. It appears that the ships were transferred to the English flag in Singapore during the war, and are now registered in the name of one of the Rickmers family, who are stated to be natives of Heligoland; but the French see through the sham, and refuse to give up the ships.

By the present mail steamer a deputation from the Government of this colony proceeds to Singapore, to try and arrange with the Telegraph Company to carry the section of the line between that settlement and Hong Kong *via* this port. It is proposed to terminate the arrangements at once by communicating with the directors in London through the telegraph line from Singapore.

SIAM.

—o—

BANGKOK.

The *Bangkok Summary* learns from good authority that the time has been definitely fixed for the departure of his Majesty the Supreme King of Siam for Singapore. On the 9th of March his Majesty was to leave this on board the steam sloop *Regent*, S. H. Poole, commander. Luang Wesuth Sakaratith Chowtah, Capt. John Bush, harbour-master and master attendant, and King's pilot, is to have charge of the navigation of the steamer. The *Siam Supporter*, H. Tucker commander, and the *Enemy Chaser*, E. C. Walroud commander, are to be in attendance on his Majesty. Amongst the Government officials who are to accompany his Majesty are the following, viz.:—H. E. Chow Phya P'anoowongse Maha Kosoa-bawdee t'ée P'rak'lang, Minister of Foreign Affairs; Nai Rach'anat'aya-noo-han, private secretary to his Majesty; Praya Samood Booranooracks, Governor of Paknom, and a number of others whose names are to us unknown, in all about forty.

Captain E. C. Walroud, having rejoined the Siamese navy, has been appointed to the command of H.S.M.'s brig-of-war *Enemy Chaser*.

We learn that the American steamer *Coetey* was sold to A. Nelson, Esq., on Saturday, Jan. 14, for the sum of five thousand ($5,000) dollars.

The cremation of the remains of the mother of Phya Kasaab, the Master of the Mint, was consummated in Wat Kanlaya on Jan. 9. On Jan. 7 the remains were conveyed to the Wat and placed on the *mane*, and after being there for a part of three days they were reduced by fire with all the usual ceremonies customary on such occasions.

We learn that on January 12 W. H. H. Reynols, a citizen of the United States, and captain of the Siamese barque *Contest*, for a long time a well-known resident of this port, married a native woman, the mother of his children. He and Ki, a Siamese, were duly united in wedlock at the United States Consulate, according to the Acts of Congress in such cases made and provided. His children were formally acknowledged and registered, and his wife was acknowledged as under the protection of the United States.

BORNEO.

—o—

SARAWAK.

Dates extend to the 25th Jan.

At a meeting of the Supreme Council, on the 21st Jan., the Land Regulations were amended as follows:—All unoccupied and waste lands, the property of Government, required for agricultural purposes, beyond the township, and with the exception of such tracts as may be reserved or disposed of by public sale, will be granted to applicants at the pleasure of the Government in fee simple for $1 per acre, or on lease of 900 years on payment of 50c. per acre, with an annual quit rent of 10c. per acre, exclusive of a survey fee of 15c. per acre. Persons taking land on lease of 900 years to have the option after the expiration of three years of purchasing the land in fee simple on payment of the additional sum of $1 per acre, and with the understanding that all lands granted, whether upon lease or in fee simple, are liable to revert to the State, in the event of one-fourth not being cleared and brought under cultivation, or otherwise made use of for pasturage or building purposes, within ten years of the period of possession; the State will return survey fees on its reclaiming such lands.

The State reserves the property in all minerals underlying the lands granted upon lease or in fee simple, together with the right of way.

H.H. the Rajah has been pleased to appoint Noel Dennison, Esq., to be Assistant Resident of Upper Sarawak, to date from Jan. 1st, 1871. The Rajah has also been pleased to appoint Inchi Mohamad Ersat to be Malayan Writer to the Supreme Council, to date from Jan. 21st, 1871.

The *Royalist* returned from the Rejang on the 8th Jan. Near Tanjong Po she fell in with the long boat of the English barque *Clarendon*, which was lost on Christmas Eve near the Natunas. The Captain of the *Clarendon* had previously picked up at sea the crew of a Spanish barque, bound like the *Clarendon* from Saigon to Hong Kong with rice. One boat with seven hands was lost sight of during a squall, and all are supposed to have perished The survivors, sixteen in number, who were picked up by the *Royalist*, had been fourteen days in their boat. On their arrival at Sarawak, quarters were given them in the fort, until they were sent to Singapore.

During his late trip to the Rejang, H.H. the Rajah met Lintong at Sibu. Lintong came into the fort for the interview, the first time he has been near it since his attempt to get in last June. He had commenced building his house across the river opposite the fort, and wanted permission to finish it and to bring his people down. Apai Laja and other Dyaks seemed strongly persuaded that he means peace, so he was allowed to go on with his building. His house is to contain thirty doors, and when it is completed his people, who are now farming, will come down to Sibu, having first gathered in their harvest.

The following items are from the *Sarawak Gazette*. On Jan. 19, the Rajah and the Ranee gave prizes to the head boys of the three first classes at the Mission-school, and three additional prizes for good conduct and application. There are now thirty-two boys in the school, with four exceptions, entirely Chinese. Many of those formerly taught here are now working as Catechists in the various missions, or are employed by the Government and the Borneo Company at their stations.

The Rev. W. Crossland's school at Undup is becoming widely known among the Dyaks, and justly appreciated. Mr. Crossland writes:—

"I have got a new pupil, a Dyak from the Sawit tribe on Kapuas. He knew his letters when he came, and in a fortnight he could read the two first chapters of St. Mark's Gospel in Dyak. He says he heard a rumour of my school over there, so he came on to Kantu, and finding the report true, he came here, and I received him, in hopes of his turning out a good fellow. He has lived a good deal among the Dutch. He declares he saw some *tailed men*, and that the Dutch saw them too, and that their country is up the Malawi river.

"My Church is all but finished, and I shall put the final stroke to it myself. I am now doing up the under part of my house, and making it into a comfortable schoolroom and eating room for the boys.

"I do not hear so much of the pig disease as I did. Everything seems very quiet, and everyone is busy weeding."

THE REJANG RIVER.

Some particulars concerning the Rejang river and its banks may possibly be interesting to our readers. The Rejang is the largest river in the Sarawak territory, and offers facilities for trade which no other can equal. It has no bore like the Batang Lupar; eighteen feet are found on the bar at low tide, and within the entrance the lead gives eight and nine fathoms; a steamer drawing seven or eight feet can go for some 150 miles up the stream with ease, finding a wide channel without dangers all the way, and the two broad branches which open in the direction of Oya afford easy communication with places lying off the main streams, and additional outlets to the sea. These, however, have shoal water at their mouths, and a dangerous bar, making them of little use to vessels of any size; but by means of them small native craft could bring cargo to a steamer loading in the main river. Sibu is the principal place on the banks. It is built on an island, where the Igan leaves the Rejang to carry its waters to the neighbourhood of Oya, about sixty miles from the entrance, and consists of a strong wooden fort, a Chinese bazaar, and a considerable Malay kampong.

Its trade is already of some importance, the chief articles of export being gutta-percha, india-rubber, bees'-wax, &c. The value of what is sent away monthly is about $19,257. The bazaar is well built at a short distance from the fort; the houses have bilian posts and ataps, and present a regular appearance. There are some sixty shops here, and a Chinese merchant is about to set up ten new ones, intending to establish a branch of his business in this place. The Malay kampong extends along the whole of one side of the island, and for an equal distance on the opposite shore. One or two of the houses are above the average for neatness and solidity. A mosque has been built for some time, and the Chinese have lately opened a joss house near their bazaar. The jungle between Sibu and the mouth of the river abounds in bilian wood; nothing is wanted except labour to make this a lucrative article of commerce.

Last year an English barque of 700 tons shipped a cargo of bilian from here for Hong Kong; and forty Chinamen are now employed in preparing another; there is material enough to keep 500 at work, were any one to import them for the purpose. Above Sibu the banks of the river are under cultivation for some thirty miles. Paddy is, of course, the crop, with here and there a patch

Digitized by Google

of Indian-corn. The Dyaks who planted early have fine well-grown paddy at their farms; but the younger plants do not give equal promise for the next harvest. In some places the Dyaks failing—want of weeding is visible; but, on the whole, the present crop looks well. At Kanowit, about forty miles higher than Sibu, is another small fort and a few houses. The country near this place begins to change its character. Instead of the interminable flats, covered with jungle growth, hills are seen on both banks, sometimes rising in gentle knolls, sometimes with abrupt sides with deep ravines between them, and more sparsely clothed with vegetation. On several the Dyaks have planted paddy, which looks as well as what is growing on the low ground. It is more than probable that pepper and coffee would do well on the ridges. There would not be the same difficulty to encounter in the poorness of soil which has prevented any great success in other places; and the climate on the banks at a slight elevation seems cool enough for the purpose.

The population of Dyaks, Tanjongs, and Malanoes living on the Rejang and its tributaries amounts to 50,000 or thereabouts. The perpetual disturbances among them have till very lately been an obstacle to all trade or knowledge of the country's wealth. As these grow less frequent, its resources are certain to be developed. Already the active Chinamen are penetrating into the interior in search of gutta, and it only requires more assurance that life and property will be safe to induce numbers of them to settle at Sibu, and perhaps at Kanowit also, as regular trading centres. The peace which prevails at present on the river gives good hope that this may soon be brought about.

JAVA.

The *New Batavia Handelsblad* of Jan. 26 gives the following particulars of the death of Mr. J. van Voorthuysen, formerly agent of the Netherlands Trading Company at Singapore:—'Mr. Van Voorthuysen left Batavia for Sourabaya on the 21st inst. in the steamer *Konnigender Nederlanden*, Capt. Kayser. On the following afternoon, at half-past five o'clock, in spite, it is said, of the positively disapproving advice of the captain, he put off in the harbour master's boat for the shore at Samarang, although he had no special business to transact there. The boat capsized in passing through the new channel, and the body of Mr. Van Voorthuysen was found on the following morning at the mouth of the Kali Wungu. Another passenger, a Mr. Kocker, and three natives, also perished. Mr. Van Voorthuysen was a very estimable man, and had many friends." According to the same paper, the harbour of Samarang is notoriously very unsafe, and yet but little has been done to improve and make it less dangerous to life and property. It seems that there is not even a lifeboat there, though numbers of lives have been lost yearly.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates are down to the 8th Feb. On the 3rd Feb. the P. and O. steamer arrived with the London mail of 30th Dec.

A fire broke out among the attap houses in Bukit Timah road, in the neighbourhood of the hospital, and the flames spread with great rapidity. The alarm was quickly given, and a posse of police from the C station, under Deputy Inspector Morrison, hastened to the spot, and the alarm having been communicated to the other stations, the police and the steam fire engines were despatched at once to the fire. C. B. Waller, Esq., Commissioner of Police, who is also a member of the Fire Commission, hastened at once to the scene of conflagration, and having formed a line, had buckets of water passed on and thrown on the fire, which had the effect of keeping it in check until the arrival of the engines. Deputy Commissioner Evans was also early on the spot, and got the crowd at work demolishing two of the adjacent buildings. The fire lasted about an hour, by which time it was well got under, but fearing at one time that it would extend to the row of buildings above mentioned, a messenger was despatched by the Commissioner of Police to Fort Canning, and at about seven o'clock two signal guns (the fire alarm) were fired. A detachment of the Royal Artillery were sent down, but, there being no need of their services, were immediately marched back again. The guns had the effect of bringing a number of the country residents to town, who had the satisfaction of learning that their aid was not required. Four buildings were destroyed, but the loss is, we believe, trifling. They were occupied mostly by owners of bullock carts, who saved their carts, and allowed their cattle to run loose. One of the huts was occupied by a Chinese cloth-dyer, who was able to save everything of value.

We hope the meeting of the subscribers to the Raffles Institution, at the Town Hall, may not serve as an index to the amount of interest felt in the cause of education by the community. But we fear such is the case. The number present last year was sixteen; this year there were fifteen, including H. E. the Governor, who presided. The paucity of numbers did not encourage speech-making, and very little was said. His Excellency the Governor, who was present by request, took the chair.

We regret to hear that Mr. W. H. Read has resigned his seat in the Legislative Council.

The steamer *William Cory* returned to harbour, after successfully picking up and relaying a portion of the cable between Singapore and Java. The work was accomplished with an interruption of communication for only a few hours. The cable had not failed, but not being up to the tests it was determined to shift the defective portion to more suitable ground, which has now been done.

The amateurs of the 75th Regiment gave a theatrical performance at the Town-hall, which was very well attended and went off creditably. They will perform again, which will, we hear, be their last appearance here, this wing of the regiment being under orders for Hong Kong.

Monday, the 6th February, being an official holiday as anniversary of the foundation of the Settlement, the banks and mercantile community decided to close their establishments on that day.

We learn that the North German ship *Adelina* had a very narrow escape at Tanjong Pagar wharf. The vessel had only some fifty tons of ballast in, having discharged all her coals, and was believed to be perfectly safe, when she suddenly heeled over, fortunately falling inboard over the wharf. The dock coolies were at once brought to her assistance, and after some hours of hard labour the vessel was righted and made secure by putting in more ballast. Neither the vessel nor the wharf were materially injured.

The following notice has been published by Mr. Read, Dutch Consul:—

"The commander of the Netherlands India barque *Ellen Bangka* reports that his vessel, while under sail in the Gulf of Siam, on the 12th November last, struck twice on an unknown shoal, on which there was only eleven feet water. The vessel was then due north, and five or six English miles from the Kusrovie Rocks, which were visible from the deck. The danger is placed on the chart of the Gulf of Siam by Richard Inskip and Reed in 11·11 min. N. lat. and 102·47min. E. lon. from Greenwich."

We observe among the notifications of land sales the grant on Prinsep's estate, called Mount Emily. This property embraces one of the finest sites for building purposes in the island, being within five minutes' drive of the town of Singapore. Also a grant of land part of lease No. 404 (formerly belonging to the estate of the late John Gemmell, Esq.), for a term of 999 years, quit rent $6 per annum. The property has a frontage of 127 feet on South Bridge-road, and contains an area of 53,192 square feet.

A preliminary application has been made by Messrs Thomas Scott, Jasper Young, and William Adamson for the construction of a railway between the city of Singapore and the Tanjong Pagar Dock Company's Wharf. The object of the promoters is to make a railway from some point near the end of Market-street, Singapore, along the sea beach of Teluk Ayer to the wharf of the Tanjong Pagar Dock Company, following nearly the line laid down in the plan submitted by the promoters of a railway from Singapore to New Harbour in the year 1865-6.

PENANG.

The following is from the *Penang Gazette*:—

We are much afraid that the hopes of those who looked for only a passable crop of paddy this year will be disappointed. There is not the slightest chance of the kind. The season has been such that the crop must be pronounced a miserable failure. Burmah is exulting in a splendid crop and for a similar cause is Siam rejoicing. But Province Wellesley has cause to mourn. The prospect of a bad harvest in the Province, and the already heavy prices ruling for grain, has had the effect of increasing the criminal list in the Province, in the shape of petty offences, such as fowl stealing, &c. Paddy, also, is appropriated, and cocoa-nut plantations are swept nightly of their products.

There appears to have been some mistake about the erection of the new spire to St. George's Church and the contract for the work. It is said the Colonial Engineer managed the whole affair and contrived to make a mull of it. When the spire came, the engineers here knew nothing about it, and it was found that extra beams and other things were required, of course necessitating delay and additional expense. Then the contractor was told that the large bell to be swung at the base of the spire was only three hundred weight, and when it came to be put up it was discovered to be about four or five times that weight, and now it is swung it cannot be heard any distance from the Church, the plan of the spire making it a perfect dumb bell.

The Right Reverend Dr. Chambers, Lord Bishop of the Straits Settlements and Labuan, arrived in the *Japan*, and held a confirmation in St. George's Church, at the afternoon service, on January 29th.

We regret to record the death of the Rev. James Ogilvie, D.D., Superintendent of the General Assembly Institution, Calcutta. The reverend gentleman had arrived at Penang about five weeks ago, from Calcutta, where he had resided for twenty years, seeking in a change of air a renovation of health, which had been impaired by a severe attack of fever. The change, however, was of no avail, and at the age of fifty-six his career of usefulness was cut short. The deceased was buried in the Protestant cemetery, the right Reverend the Bishop of the Straits and Labuan reading the service over his remains.

Digitized by Google

Captain Hatchell, police magistrate of Province Wellesley, has obtained twelve months' leave of absence on medical certificate, and goes home by the first of the Ocean line of steamers. Captain Hatchell was appointed magistrate and Commissioner of the Court of Requests in the Province Wellesley in April 1866, by Colonel Cavenagh.

The failure of Cheah Oon Hoat, a Chinese merchant, trading for the last twenty years in Beach-street, under the Chop "Wan Hong" is reported, the liabilities being estimated at about $30,000, with assets covering about half that amount. The Chinese of Singapore and Penang are the principal sufferers, their claims amounting to $22,000, the remaining liabilities being divided among the European merchants of Penang. The failure is ascribed to the loss of the insolvent's schooner named the *Kim Soon What*, of fifty-six tons, registered at this port, which left Penang December 30 last, and was wrecked off Pulo Way, near Acheen Head, on the 8th inst. The schooner was insured by Chitties for $4,000, but she is said to have had a cargo of piece goods and other merchandise, besides specie, the whole valued at $10,000. Her crew, consisting of eighteen men, were saved.

On the 30th January a meeting was held to discuss the advantage of erecting a wharf at Penang, at which vessels may load and discharge cargo. The question assumed a practical form. A certain fund has accrued in the hands of the Government, arising from the sale of the Beach street reclaimed lands, amounting to some $31,000, which the Government is pledged to expend in improving the town. It was at first thought this money had better be devoted to extending the jetty, to a tower and clock, and raising the Esplanade; but on reconsideration it is believed it would be expended to better advantage in building a wharf. But here another difficulty arises. The fund is only about $30,000, and a wharf, at the lowest estimate, will cost $100.000 more. A committee was appointed to inquire into the probable revenue of the wharf, with a view to ask the Government to construct it. It is urged in support of this view that the wharf is likely to prove a remunerative investment, and that it differs in this respect from the Singapore water works, upon which it is contemplated expending a larger sum.

Commercial Report.

(*For dates see First Page.*)

IMPORTS.

YOKOHAMA, JAN. 23.*—A very large business had been done in Grey Shirtings and Yarn, but without any material advance in prices being established, except in the case of 7 lbs. Shirtings, for which a totally unexpected demand had sprung up. At the close Yarns were weak, and a tendency to lower rates was apparent. Black Velvets and Taffachelass had been in moderate request, and some few transactions were reported in Orleans, Cloth, and Blankets. Quotations ruled as follows:—G. E. Grey Shirtings, 7 lbs., $2.35 to 2.40 per piece; do., 8¼ to 8½ lbs., $2.77½ to 2.80; do., 9 to 9¾ lbs, $3.15 to 3.20.; G. E. White Shirtings, 56 to 60-reed, $2.65 to 2.85: do., 64 to 72-reed, $2.90 to 3.05; T-Cloths, 6 to 7 lbs., $1.90 to 2.17; Brocades and Spots, White, $2.90 to 3.05; do., Dyed, $3.50 to 3.75; Chintz, Assorted, $2 to 2.50; Handkerchiefs, 65c. to $1.10 per dozen; Turkey Red Shirtings, $2.60 to 2.70 per piece; do. Chintz, $2 to 2.50; Taffachelass, double weft, $2.85 to 3.10; do. single, $2.40 to 2.70; Velvets, Black, $7 to 8.50; Cotton Yarn, No. 16 to 24, $39 to 39.50; do., 28 to 32, $41 to 42; do., 38 to 42, $43 to 43.50; Alpacca, 42 yards, $7 to 7.75 per piece; Camlets, S and BBB, $13.50 to 14.50; do., SS, $12 to 13; do., SSS, $9 to 10; Cloth, Medium and Broad, 80c. to $1.60 per yard; Lastings, $12 to 13.50 per piece; Long Ells, Assorted, $6.50 to 7; Orleans and Lustres, Plain, $3.75 to 4.25; do., Figured, $4 to 4.50; Lead, $5.25 to 5.70 per picul.

HIOGO AND OSAKA, JAN. 18.*—The business in Piece Goods had been upon a very moderate scale, and even at the low rates current the demand was confined to a few articles only. Grey Shirtings: A small business had been done, and prices closed rather lower. Cotton Yarn: 28-32 in rather improved demand, but without sensibly affecting quotations; other counts quite neglected. Turkey Reds slightly lower. Black Velvets of good quality showed a slight advance, but inferior sorts were lower. Taffachelass: Best patterns only in fair demand. Camlets and Figured Orleans declined in value. Plain Black Lustres inquired for, and prices of good quality maintained. Mousselines de Laine: Good patterns becoming scarce, old stocks more inquired for at better rates. Black Cloth of fine quality, and good Pilots, in fair demand, deliveries for the month showing more favourably. Blankets had attracted a little more attention, at former rates. Nail Rod Iron, of small sizes, readily saleable. Quotations (in dollars):—Cotton Yarn: Nos. 16 to 24, $110.89 per bale; 28 to 32, $123.76 to 116.83; 38 to 42, $128.71. Cotton Piece Goods: GE Grey Shirtings, 7 lbs., 38½ yds. 39 in., $2.28 to 2.32 per piece; 8¼ to 8½ lbs. $2.78 to 2.84; 9 lbs., 44 in., $2.97 to 3.03. GE White Shirtings, 56 to 60 reed, 40 yds. 36 in., $2.47 to 2.72; 64 to 72 reed, $.2.47 to 2.72. T-Cloths, 6 to 7 lbs., $1.60; Drills, Dutch, 40 yds., $3.46 to 3.58. Handkerchiefs, Assorted, per doz., $0.55 to 0.74. Brocades and Spots, White, $2.47 to 2.72 per piece; Dyed, $2.97 to 3.56. Chintz, Assorted, 24 yds. 30 in., $1.73 to 2.47; Turkey Red, $2.22 to 2.72. Turkey Red Cambrics, 3 lbs., $2.53 to 2.60. Velvets, Black, $6.68 to 7.42. Victoria Lawns, $1.05. Taffachelass, Double Warp, 12 yds. 43 in., $2.47 to 2.97; Single, $2.13 to 2. 60. Iron Bars, r picul, $2.72; Nail Rod, $3.21 to 3.34; Hoop, $2.72. Lead, $6.18.

* Via San Francisco.

NAGASAKI.—The following is from the Circular of Messrs. Henry Gribble and Co., which we trust will continue to be regularly issued:—A fair amount of business has been transacted both in imports and exports; the principal feature in the former being an improvement in the value of Cotton and Rice, and in the latter a reduction in the prices asked for Tea and Wax. The Coal trade has continued brisk throughout the month, and has now become one of considerable importance to this port. The Rookwood has arrived with general cargo from London, via Yokohama. Grey Shirtings 8¼ lbs. have been sold in fair quantities at $3 to 3.04 per piece; but the demand is now somewhat less, at $2.85 to 2.90 per piece. Dyed Shirtings are quoted—Indigo, $3.37; Gentian, $3.32 per piece. Camlets SS, 56-58 yards, 31 inch, brown, scarlet, purple, white, orange, gentian, dark and light green are in some demand at $14 to 14¾, according to colour. Plain Orleans or Lustres, 30 yards by 32 inches, best quality saleable at $5 per piece. Metals: Lead, no demand, $6½ nominal. Nail Rod Iron, ½ to 5-16, $3.25 per picul, saleable, medium sizes, $3 per picul. Steel, in kegs, ½-inch to 1 inch, $5 per picul.

EXPORTS.

TEA.

YOKOHAMA, JAN. 23.*—The demand had been very brisk, and an unusually large business had been done, about 14,000 piculs having been settled; making settlements since the previous American mail about 20,000 piculs, principally of common to good medium Teas, fine leaf being scarce. Arrivals had been fair, but the stock now on offer was much reduced, and for the most part was of an inferior quality. There was no change in quotations to be noted, but the demand continuing, prices closed firm. The Belted Will with 355,972 lbs.; the G. T. Ray with 330,027 lbs., and the Coulnakyle had sailed; the Royal Minstrel was about to sail in a day or two with about 1,000,000 lbs., and the Solent and Asphodel were loading; all for New York. Quotations:—Common, $20 to 23 per picul; good common, $24 to 26; medium, $28 to 30 per picul; good medium, $32 to 34 per picul; fine, $35 to 38 per picul; finest and choice, nominal.

HIOGO AND OSAKA, JAN. 18.*—During the month a large business had been done, principally consisting in the grades of Good Common to Medium, at rather irregular rates. The settlements of the finer descriptions had been limited, and at full prices. Arrivals had been restricted, owing to stormy weather. Settlements, 4,100 piculs; arrivals, 2,600 piculs; stock, 3,000 piculs. Quotations: Common, Rios 16 to 20 per picul; Good Common, Rios 21 to 25; Medium, Rios 26 to 31; Good Medium, Rios 32 to 38; Fine, Rios 39 to 48.

NAGASAKI.—The busines had been extremely limited, chiefly arising from the firmness of holders. Stocks were estimated at 13,000 bales, comprising 6,000 bales Hiogo, 5,000 bales Yanagawa and Chikugo and 2,000 bales Orechino and Omura leaf. Quotations: Common to good $14 to 17; medium to fine $18 to 22; fine to finest $23 to 26 per picul.

SILK.

YOKOHAMA, JAN. 23.*—The settlements amounted to about 750 bales, consisting chiefly of Medium to Best Hanks, at prices ranging from $700 to 800 per picul; $920 had been paid for a small parcel of Extra No. 1 Oshu, and a few bales of very superior Ida (Bricks) had been purchased at $860 per picul. Prices in some classes showed a slight advance. The unsold stock was reduced to 3,000 bales.

HIOGO AND OSAKA, JAN. 18.*—The business done during the month had been altogether of too insignificant a character to report upon, and no reliable quotations can be given. Silkmen evinced no inclination to meet buyers and induce business. A few musters had been shown, but the prices asked were in most cases far beyond the ideas of purchasers.

SAIGON PRODUCE.

The following is from Messrs. Hale and Co.'s Circular:—In our last report we stated that we expected that the demand for Rice for China and Japan would keep prices here too high to admit of business with Europe. Our expectations have been realised, and the many orders received are all quite impracticable. Several vessels have been chartered to load for Hong Kong and Yokohama, and prices here have advanced to $1·60 per picul. A few vessels, principally French, have orders to load home on owners' account, but we do not expect that any shipments of consequence will take place. The only clearance during the month (for Europe) has been the French barque Ida, to Falmouth for orders, with 8,600 piculs. Tonnage has gradually become very scarce, and notwithstanding the high price of Rice, rates of freight have advanced considerably for coast charters. To Hong Kong 45 cents per picul, and to Yokohama 60 cents per picul are the rates. We anticipate a continued scarcity of tonnage and high freights until the war ceases, and the German vessels are again thrown into the market.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Bordeaux, Jan. 17, Papillon.

At HIOGO.—From London (via Yokohama), Dec. 18, Lorton; 14, Carnarvon Castle.

At HONG KONG.—From London, March 1, Sir Harry Parkes, Neville (reported by telegram).

At SINGAPORE.—From Cardiff, Feb. 5, British Crown, Pomaron; from Liverpool, 6, Sarpedon (str.); from Sunderland, 8, Ferndale; from Clyde previous to March 10 (reported by telegram), Annie Main; from Cardiff, Louisa; from Liverpool, Agamemnon (str.), Leith (str).

At BATAVIA.—From Glasgow, Jan. 27, County of Elgin; from London, John Scott (reported by telegram).

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 6, Belted Will; 15, G. T. Ray; 20, Coulnakyle.

* *Via* San Francisco.

Digitized by Google

From NAGASAKI.—For London, Jan. 7, Rollo; the Alida was to leave about the 20th January.

From SAIGON.—For Falmouth, Jan. 24, Ida.

From SINGAPORE.—For London, Feb. 3, Bengal (str.), Mathilda Atheling; for Liverpool, 2, Knight Templar; for Marseilles, 4, Isaure; for Boston, 1, Victor.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London there is no vessel loading; to New York, £2 15s. per ton.

At NAGASAKI.—To London, £2 7s. 6d. to £2 10s. per ton; to New York, £2 7s. 6d. to £2 10s.

At SINGAPORE.—By telegram of March 9: To London, £2 10s. per ton.

VESSELS LOADING.

At YOKOHAMA.—For New York, British Empire, Royal Minstrel, Solent. Asphodel.

At HIOGO.—For London, Carnarvon Castle, Lorton; for New York, Pegasus, Vigil.

At SAIGON.—For Falmouth, Coq du Village.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Jan. 24	Rollo	Nagasaki	London
„ —	Beemah	Foochow	Do.
„ 27	Maori	Canton	New York
„ —	Cholyn (?)	China	London

NOTICE TO MARINERS.

Japan, Nipon, Simoda Harbour.—The Japanese Government has given notice that from the 1st day of January, 1871, a light would be exhibited from a lighthouse recently erected on Rock Island, off Simoda harbour, Nipon. The light is a fixed white light as seen from seaward, but red inshore, between the bearings N.W. and N. ¾ E. from the lighthouse; it is elevated 164 feet above the sea, and in clear weather should be seen from a distance of 20 miles. The illuminating apparatus is of the first order. The tower, 75 feet high, is built of white stone. Position, lat. 34 deg. 34 min. 20 sec. N., long. 138 deg. 57 min. 10 sec. E. Note.—The red portion of the light will cover all the dangers between Rock Island and the shore, and its eastern edge will lead into Simoda Harbour; also, that the temporary light exhibited on the island would be discontinued. All bearings are magnetic. Variation 2¾ deg. Westerly in 1871. Hydrographic Office, Admiralty, London.

LATEST TELEGRAMS.

THE SITUATION AT THE TREATY PORTS.

FOREIGN-OFFICE, MARCH 9.—Mr. Wade, in a telegram, dated Peking. Feb. 16, reports all quiet.

THE "BELTED WILL."

BATAVIA, MARCH 3.—The English ship *Belted Will*, from London, bound for Hong Kong, has arrived leaky. The cargo has been discharged, but up to the present time the situation of the leak has not been found. The vessel will be docked.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, MARCH 8.)

SHANGHAI, FEB. 22.—Cotton: Shanghai, Tls. 13½. Grey Shirtings, 6½ catties 8¼ lbs., Tls. 2.15; steady. Tea: Black, little doing; Green, limited business. Silk: Market closed, owing to the holidays; No. 3 Tsatlee, Tls. 595. Exchange on London, bank bills, six m.s., 5s. 10¼d.

HONG KONG, MARCH 1.—Grey Shirtings, 6½ catties 8¼ lbs., $2.65, quiet; Water Twist, 16-24, $117½. Tea: Total export (China and Japan) since commencement of season, 128,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4¼d. Datest London date, Feb. 15.

STRAITS SETTLEMENTS.

(RECEIVED MARCH 9.)

SINGAPORE, MARCH 9.—Grey Shirtings, 8¼ lbs., $2.62½; T-Cloths, 6 lbs., $1.52½; Mule Twist, 16-24, $90; 40's, $116; Gambier, $2.87½; Black Pepper, $9.85; Tin, $31½. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

COMMERCIAL POSTSCRIPT.

Messrs. Samuel, Montagu and Co. have announced that they are authorised by the Dutch Indian Railway to receive applications for £189.000 (2,230,200fl.) Five per Cent. Bonds of that railway, of £100 each, at a price of £90 10s.; interest and repayment of capital at par guaranteed by the Dutch Home Government. This loan is required for the completion of the line of railway, Samarang Vorstenlanden, in the island of Java.

Mr. F. M. Page has issued a statement of the total shipments of bullion and specie to the East during last year as compared with 1869, also a comparative statement extending over the past ten years, viz., from 1861 to 1870. We find that the total export to the East last year was £4,507,388, and in 1869, £9,053,186, showing a decrease for 1870 of £4,545,798; the export to China and Japan was in 1870 £1,496,312, in 1869, £1,391,054; to the Straits Settlements, £548,728, against £849,826; to Ceylon, £30,029, against £135,474.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—March 7, off Dungeness, from Java, for Amsterdam, A. M. E.; previous to March 8, off the Elbe, from Macao, Jewess; 7, at Brouwershaven, from Samarang, Helena; 9, at London, from Singapore, Tycoon, Coringa; at Deal, from Penang, Sea Queen; 10, at London, from Shanghai, Hindostan; at Deal, from Foochow, Borealis; at Plymouth, from Manila, for Havre, Racer; 9, at Brouwershaven, from Batavia, Cornelis Gips; 11, off Dungeness, from Java, for Amsterdam, Java; at Falmouth, from Manila, Lord Macaulay; 10, at Texel, from Tjilatjap, Sourabaya Packet; 7, at Belle Isle, from Saigon, Emile Marie; 6, at Cadiz, from Manila, Maria Fidela.

DEPARTURES.—March 9, from London, for Newport and Sarawak, Alice Graham; 8, from Sunderland, for Penang, Mallard; 5, from Swinemunde, for Petropaulovski, Thomas Nickerson; 8, from London, for Colombo, Southern Belle; for Colombo, &c. (via S.C.), Arcot (str.), Nile (str.); 11, for Singapore, Hong Kong, and Shanghai (via S.C.), Craigforth (str.); 13, for Cardiff and Shanghai, Glenavon; 11, from Cardiff, for Hong Kong, Jennie Eastman.

LAID ON.—At London, for Bangkok, Ocean.

SPOKEN.—Burgemeester v. Middelburg, Java to Hamburg, Jan. 26, 29 S., 48 E.; Robert Fletcher, Cardiff to Hong Kong, Jan. 27, 1 N., 23 W.; Pride of England, Batavia to Amsterdam, 15 S., 7 W.; Agneda (?) (barq.), Colombo to London, 25 days out, Dec. 21, 19 S., 72 E.; Lord Macaulay (ship), Manila to Queenstown, 10 N., 32 W.; Wanless (British barq.), London to Shanghai, Feb. 12, 6 S., 25 W.; Carricks (ship), Shanghai to London, Jan. 5, 32 S., 36 E.; Espiegle, Foochow to New York, Feb. 8; Johannes, Panaroekan, to Amsterdam, Jan. 19, 31 S., 11 E.; Pride of England, Batavia to Amsterdam, Jan. 28, 9 S., 14 W.; Henry Grenfell (English ship), Liverpool to Batavia.

CASUALTIES.—Advices from New York state that the Vrede, from Batavia to Amsterdam, had put into Surinam, leaky.

The Hoek van Holland, Versteg, from Sunderland to Batavia, was in collision at Falmouth, Mar. 10, and sustained damage to bulwarks, mizenmast, &c., and had standard compass smashed.

The Madras, Fleming, which sailed from the Clyde, Mar. 2, for Galle, put back to Greenock, 10, with rudder-head gone, and reported leaky; she has since been towed to Port Glasgow.

A telegram received from Galle, dated 10th March, 8.50 A.M., states that the Palmerston is embedded in hard sand and coral, at the outer edge of the breakers, with ten feet of water forward and fifteen aft; she is much hogged and apparently bilged, and it is impossible to save her; the lower hold is submerged and the remaining cargo must be destroyed by manure and water; it is considered that further salvage would not repay the expense, and immediate sale is recommended.

The Hotspur, Corrigall, which sailed from Shields, Feb. 5, for Galle, and put into Portsmouth to have her bottom examined by divers, having struck the ground in the Gull, 8th, sailed thence for her destination, March 9, but put back awain, 12, with loss of longboat.

The Lord Macaulay, Care, from Manila, which arrived at Falmouth March 11, reported having been in collision with the Racer (schooner), of Montrose, Feb. 24, 27 N., 37 W., and lost bulwarks, had boat stove, fore and main channels started, &c.

The Belgian (str.). from London to Singapore and Hong Kong (via S.C.), arrived at Aden, March 13, reported having been aground in the Canal.

MISCELLANEOUS.—Off Gibraltar, March 7, Great Northern (str.), from Hong Kong (via S.C.), and proceeded for London. A telegram from Hong Kong reports that the master and crew of the Don (str.), from Liverpool, to Shanghai, &c., which was lost near Amoy, had arrived safely at the last-named port.

At PORT SAID.—Nestor (str.), from China, &c., and left, March 12, for London; Historian (str.), from Liverpool, and left for Colombo; March 13, Erl King, from London, and was to proceed next morning for Singapore, China, &c.

At SUEZ.—March 10, Enterprise (str.), from London, for Singapore, China, &c.; —, Atholl (str.), Asplett, from London, and was to leave, March 9, for Colombo.

At SUEZ CANAL.—March 7, Alaska (str.), from New York, for China; Emerald (str.), London to Singapore.

At ADEN.—March 9, Ulysses (str.), from Liverpool, and left for Singapore, China, &c.; 13, Belgian (str.), from London for Singapore.

At MAURITIUS, Jan. 15, Hermance and Jenny, Le Moissec, from Saigon; 16, Nile, Walker, from Singapore; 22, Laughing Wave, Shaw, from Singapore; 27, Georges, Gautier, from Saigon; 25, Ernest, Mocaer, sailed for Singapore; Feb. 2, Thracian, Hay, sailed for Colombo; 4, Humbleton, Hall, sailed for Galle; 7, Boussole, Assailly, sailed for Singapore.

The report in the shipping postscript of our last issue, of the Scanderia (str.), having left Aden for Singapore, was erroneous; she was bound from Madras for London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLEN—On the 5th Feb., at Orange-grove, Singapore, the wife of Whitworth Allen, Esq., of a son.

DICKINSON—On the 5th March, at Thornton Heath, Croydon, the wife of William Dickinson, jun., Esq., of a son.

ELPHINSTONE—On the 5th March, at Carberry Tower, the Lady Elphinstone, of a son.

HOWELL—On the 13th Jan., at Yokohama, Japan, the wife of Alfred Howell, Esq., of Hakodadi, of a daughter.

KILBURN—On the 2nd March, at 3 Cannon-place, Hampstead, N.W., the wife of Henry Ward Kilburn, Esq., of a daughter.

PIGOTT—On the 2nd Feb., at Tanglin Barracks, Singapore, the wife of Arthur R. Pigott, Esq., 76th (Staffordshire) Regiment, of a son.

MARRIAGES.

[illegible]—On the 30th Oct., 1870, at [illegible], Manila, before G. Thorne Ricketts, Esq., H.B.M.'s Consul, Richard [illegible]ler, of Manila, to Julia Sophia, daughter of Mr. J. B. Pizzey, of London. No cards.

Digitized by Google

DEATHS.

ALLEN—On the 4th Jan., at H.B.M.'s Legation, Catherine, wife of Sergeant Allen, of the Legation Escort, aged 44.

BOWRA—On the 9th March, at 15, Longton-grove, Sydenham, Emily Aldridge, wife of Frederick William Bowra, in the 25th year of her age.

BROOKS—On the 7th Dec., accidentally drowned by the upsetting of a boat in Yokohama Bay, Japan, Commander Edward John Brooks, H.M.S. *Ringdove*, aged 36, third son of James Henry Brooks, of Henley-on-Thames, Oxon.

HUME—On the 10th March, at Weedon, Emily Annie, infant child of W. W. Hume, Esq., Ceylon Civil Service.

OGILVIE—On the 25th Jan., at Penang, the Rev. James Ogilvie, D.D., of Calcutta, aged 56.

ROBINOW—On the 25th Jan., at Yokohama, Japan, Adolphinus M. Robinow, jun., eldest son of A. Robinow, Esq., 21, Clarendon-crescent, Edinburgh, aged 26.

THE HONG KONG CHAMBER OF COMMERCE.

WE have received the Report of the Hong Kong Chamber of Commerce for the half-year ending November 15, of which we gave an account when the meeting was held. The Report is illustrated with a good map of the West River. We have also received Mr. MICHAEL MOSS's narrative of his exploration of the West River. The value of Mr. Moss's discoveries on this tour was generally acknowledged by the Chamber, and the present Report conveys the results in a portable and convenient form. In the present condition of the Yun-nan province, and the disturbed state of Western Kwang-si, it appears questionable whether any immediate profit will be derived by opening the West River beyond the Wu-chang-fu to foreign trade. But steamboats drawing less than two feet of water are now constructed in America to overcome difficulties of precisely the same character as those presented along the upper section of this river, and they could no doubt be employed here, though it cannot be kept too clearly in view that the opening of additional stations as ports or points of trade are concessions of minor importance whilst the system of inland taxation on foreign goods remains as at present.

THE TIENTSIN BLUE-BOOK.

(To the Editor of the *London and China Telegraph.*)

SIR,—The Blue-book on the Tientsin Massacre discloses some extraordinary facts, though none so great as those relating to the shortening of life in the orphanages established in China by the Roman Catholic Sisters of Charity. According to Mr. Consul Lay, there had been from thirty to forty burials from the Tientsin institution during the few days preceding the massacre; while Mr. Wade states that at Canton, within one year, 700 of the admitted infants died—they were all dead!

Permit me, Sir, to relate what occurred at another Consular port some half-dozen years ago. Walking near the Butts at Shanghai I happened on a child, of about eleven months old, crying for food. It was near sundown, and the night promised to be cold, so I asked some of the villagers near by why they did not take the child and feed it. To this there was a shrug and a reply that the little thing had been there all day and was deserted. As to their assumption of the charge of it such an idea was preposterous, and there it would have remained, and perished, perhaps, but for my paying an old woman to take it to my house, where it remained a short time, and was then taken by me to Ningpo, and placed in the Romanist Asylum then located near the south gate. A few months afterwards I visited the place, and was permitted to see the child, then introduced to me under her Christian name of Marie. When I again tried to see her, I found that she had died within a short period of my previous visit. The Sisters at this time had shifted their quarters to the city, and, that I might satisfy myself as to the identity of the defunct, I was shown a book, with entries of names, when baptised, &c. There were at least thirty names on this page, and —will it be credited?—only three or four of the whole remained unregistered as dead! I was so struck with the circumstance that in the evening I mentioned it to some friends with whom I was dining, and the answer was something like this:—"Oh, it's very well-known that so soon as a child is admitted (like Ginx's baby) into the bosom of the Church, the sooner it can make its way to heaven the better the Sisters are pleased;" and a jocular remark followed, that the Sisters (in China) had a way of their own of expediting the progress!

Sir, is this not horrible; and can we any longer wonder at the awful course adopted by the Tientsin "unwashed," in exhibition of their holy abhorrence of what bore to them the appearance of wholesale murder?

Two questions: Is this kind of thing to go on? Will those who support Roman Catholic missionary work in China permit these dreadful charge [illegible] Sisterhood, and yet institute no inquiry? — Yours truly,

TAU.

Bath, March 13, 1871.

THE TEA MARKET.

(PRODUCE MARKETS REVIEW).

The market has been quiet this week, although the amount of business transacted has probably not been less than is usual at this season. The export inquiry has been smaller than it was last week, although the aggregate purchases on Continental account have been considerable. The close of the war is too recent to have exercised any visible effect on the shipments, but it is believed that large quantities of tea will be exported to Germany during the next few weeks, and should this be the case it is not improbable that some improvement in the position of common Congou will take place, as it is this class of tea which is chiefly in demand for export. This view is the more reasonable from the fact that the present price of common Congou is lower than the yearly average quotation has been since 1856. It is at the present time rather more than 1d. lower than it was the average price of last year, 2½d. less than in 1869, and 3½d. less than in 1868, and it is worthy of note that the total deliveries of all teas have very largely increased during the last two years.

Although the deliveries of Tea for home consumption during 1870 were larger than in any previous year, there is every prospect that those of 1871 will be still heavier. The Board of Trade Returns for the two months ended 28th February give the quantity retained for home consumption as 21,186,678 lbs., or an increase of nearly 6,000,000 lbs., and of 3,500,000 lbs. respectively over the same period of the two previous years. The exports for the two months only amount to 1,775,127 lbs., showing a decrease of 2 millions and 4 millions, as compared with the two months of 1870 and 1869, but this will probably be made up before long. The imports have, at the same time, been very heavy, amounting to no less than 46¼ million lbs., or an increase of 14 millions and 12½ millions over the same period of the two previous years; and the stock on 28th ultimo had in consequence risen to 103½ millions, or an increase of 1½ millions over the same period of the previous year, and a decrease of three millions as compared with 1869. Previous to the appearance of the official returns early this week, the total stock was commonly stated by the brokers to amount to only ninety-six millions, a mistake that may possibly have arisen from taking the Tea in bond at London and Liverpool as representing the entire stocks of the country, and from ignoring the contents of the warehouses at all the other bonded ports of the United Kingdom. Had the old system (under which the official returns for any particular month did not reach the public until at least six weeks after its close) been still in force, this error might have seriously misled the trade, but as the returns for each month are now issued with commendable regularity within a week of its termination, mistakes of this kind will in future be speedily rectified, and it is gratifying to find that the official figures of the Board of Trade are at last likely to be of some real service to the public.

THE INCORPORATION OF LLOYDS BY ACT OF PARLIAMENT.

(SHIPPING AND MERCANTILE GAZETTE.)

There is at present before Parliament a Bill "for Incorporating the Members of the Establishment or Society formerly held at Lloyd's Coffee-house, in the Royal Exchange, in the City of London, for the effecting of Marine Insurance, and generally known as Lloyd's, and for other purposes." The Bill consists of some thirty-three clauses, and the objects of the promoters are very fully set forth in its provisions. It is somewhat strange that a measure of this nature, aiming at effecting organic changes in the institution of Lloyd's, and, therefore, of special interest to Shipowners as well as to Underwriters, should have been prepared and submitted to Parliament by its promoters, without any consultation with the subscribers to Lloyd's Rooms, or without (as we are credibly informed) the knowledge of the majority of that body. The Bill proposes, in the first place, to annul the Deed of Association of 1811, under which the Establishment of Lloyd's Underwriters exists as a Society, and, having done so to incorporate the members by Act of Parliament, with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property, such property to vest in the new Corporation; all existing contracts to remain in force; actions instituted by or against the present Committee not to abate, all debts due to be paid and received, and the existing officers of the institution to be retained in their present employment. Next comes in the 10th clause a statement of the objects of the new Society, and these are threefold—the carrying on of the business of Marine Insurance by members of the Society; the protection of the interests of members of the Society in respect of Shipping and cargoes and freight; the collection, publication, and diffusion of information with respect to Shipping.

Clause 11 proposes that the Committee of Lloyd's shall consist of twelve members, with power for the Society, from time to time, to increase the number to any number not exceeding twenty, and subsequently to reduce that number to not less than twelve, five to be a quorum. The clauses immediately following provide for the appointment of the first committee, for the rotation and election of committeemen, &c.; and then comes Clause 19, under which the Society take powers, by resolution of a general meeting, confirmed at a subsequent general meeting, to make bye-laws for various purposes, and amongst others for "regulating as among the members of the Society, and as between the members and persons transacting with members the business of Marine Insurance and persons interested in such insurance, the terms and conditions, and the mode on and in which insurance shall be effected with members of the Society, and on and in which settlements in respect of insurances so effected shall be made; and generally such bye-laws as from time to time seem requisite for the better execution of this Act and the furtherance of the objects of the Society." Perhaps, however, the most remarkable of the proposals in this private Bill, so far as the Shipowners and the Assured generally are concerned, is to be found in the 24th clause:—"In order (says that clause) to the attainment of the object of the Society, which consists in the protection of the interests of the members of the Society in respect of shipping and cargoes and freight, the Society may from time to time use all lawful means

Digitized by Google

for the following purposes or any of them—namely, the investigation of frauds practised or attempted, or intended to be practised, with respect to vessels or their cargoes or freight, or with respect to insurances effected or purporting to be effected thereon, or otherwise with respect to the business of Marine Insurance; the taking or facilitating of proceedings for the punishment of persons guilty or concerned in such frauds; *the obtaining of information with respect to the state of vessels at and before the time of and during loading, and with respect to the quantity and condition of cargo taken on board and the mode of storing cargo, and the state in which cargo is discharged; the investigation of the causes of loss or damage or injury to vessels and cargoes; the obtaining other information with respect to vessels and cargoes and freight;* the affording to members of the Society of information acquired by the Society touching the interests of members in relation to vessels and cargoes and freight; the taking charge of the interests of members of the Society, and others, in vessels and cargoes and freight; the doing of all things incidental or conducive to the attainment of the object of the Society in this section mentioned.

The provisions for the incorporation of other Insurance bodies with Lloyd's, contained in the 31st clause, are also framed for the manifest purpose, not of increasing the facilities for Marine Insurance, but for the aggrandisement of Lloyd's Society. These provisions are perfectly consistent with the entire purpose of the Bill. That they and the other proposals will be opposed by Shipowners as a body, and by many of Lloyd's Underwriters, we have no doubt whatever, and, if that opposition is pressed in Parliament, it cannot fail to be successful.

THE TIENTSIN BLUE-BOOK.

(PALL MALL GAZETTE.)

In the Parliamentary Papers lately published relating to the massacre of Europeans at Tientsin we have laid before us all the evidence it is possible to acquire concerning that unhappy event; and although there are some points on which we should have liked to be more fully enlightened, yet we have the satisfaction of knowing that, as far as they go, they give us an exact narrative of the outbreak, and contain the matured opinions on this subject of men who of all others are best qualified to form a judgment, viz., the officials on the spot. Undoubtedly the two most important things in a political point of view to be considered are the causes and the results of the massacre. With regard to the first of these it is clearly established that, as Mr. Wade asserts, the movement was organised by certain leading men in opposition to the Government, "whose dream is the expulsion of the barbarian," and who made use of the old cry against the Roman Catholic missionaries for the double purpose of more easily exciting the passions of the people against foreigners generally, and also of giving the riot the appearance of a purely popular émeute. This opinion is borne out by much of the evidence adduced. The dislike with which the Roman Catholic missionaries and the members of the French Consulate were viewed by the Tientsinese rendered the first object easy of attainment. Mr. Lay, Her Majesty's Consul at Tientsin, speaking of the hostile spirit springing up against foreigners at that place, says—"The Sisters of Charity have been very stupid in buying children, and so on." For some weeks before the outbreak the Sisters' Orphanage had been jealously watched, and the burial of thirty or forty bodies from it, within the course of a few days, added fuel to the growing fire of popular resentment against them. The system of securing children for the Sisters' Orphanage has often been the subject of unfavourable comment, and Mr. Wade tells us that "some time ago a French Roman Catholic gentleman, certainly to be regarded as a high authority, had spontaneously expressed an opinion that the Orphanage of the Sisters might too probably prove a source of danger to the whole missionary body." This, regard being had to the popular superstitions prevailing, can be well understood, when, as Mr. Wade further informs us, the orphanage at Canton received in one year 700 infants, every one of whom died. Unfortunately, the French consul, M. Fontanier, under the influence of strong religious zeal, instead of using his authority to put a stop to practices which he was well aware were rousing dissatisfaction among the townspeople, lent his countenance to them, and claimed the support of Chung How, the Superintendent of Trade, in whose friendship he trusted, but whose power he much overrated, to suppress any rising on the part of the mob. He did not even report the hostile rumours which had been the talk of Tientsin for weeks beforehand to his chief at Peking until the very morning of the outbreak, and then spoke of the affair as having been peaceably arranged by Chung How. The prominent part taken in all missionary questions by him and his chancelier, M. Simon, an ex-sabreur, who had lately been engaged in organising an armed force of native converts at Chang-chia-chwang, in the interior of the province, had caused the mob to regard them with the same feeling of suspicion as that with which they looked upon the missionaries, and, when the fatal day arrived, to make the Consulate one of the first points of attack.

Here, then, was the making of a very pretty quarrel, and if there had been no further complication it would have been easy to put down the massacre as being the result of the ignorant superstition of a semi-barbarous mob. But the evidence proves that the rising, although primarily directed against the Roman Catholics, was intended as a demonstration against all foreigners. No distinction was made in the creeds or nationalities of the intended victims in the rumours which were floating about in Tientsin of the contemplated outbreak, and when the mob rose their cries were "Kill the foreigners!" "Kill the French first and then the other foreigners!" Further, all the Protestant mission establishments in the native city were destroyed, and Mr. Lay attributes the immunity from attack enjoyed by the foreign settlement to the state of preparation of the residents and to a very heavy downpour of rain which most opportunely fell immediately after the work of destruction had been completed in the city. In addition to this, the well-known aims of the promoters of the outbreak leave no doubt as to the real nature of their intentions. Among these, three men—General Chen, and the prefect and magistrate of the city—are pointed out in the despatches of Mr. Wade and by general report as having been ringleaders. General Chen, an ex-rebel, and "at once the shame and terror of the Government," has fomented a great deal of ill-feeling towards foreigners. He is, Mr. Wade informs us, "well-known in the capital as a leader of bullies and ruffians, 10,000 of whom, it is said, would turn out at his command." He is believed to have instigated the attack on Mr. Burlingame and his party in 1867, when on their way from Peking to Tientsin, and M. Rochechouart states that in his recent journey from the Central Provinces to Tientsin his route may be traced by the succession of outrages on foreigners which followed in his wake. With these facts acknowledged, the part admission made by a member of the Government to Mr. Wade, that this man was present at Tientsin on the 21st of June and the preceding days, and that he headed the rioters, would be scarcely needed to establish his guilt. The action of the prefect and the magistrate, both of whom were notoriously anti-foreign in their views, was in the highest degree culpable, and the latter even went so far as to threaten M. Fontanier on the 19th with the anger of the populace if he refused to authorise an immediate search of the missionary establishments, thus indicating a thorough understanding with the mob, which it was shown was equally possessed by the prefect, who, when presented with a congratulatory address by the townspeople on his having issued a most inflammatory proclamation, to which in a great measure the outbreak is attributed, refused it with the significant words, "Wait until it is all over."

Without going further into the details of the evidence adduced against the three officials of whom we have spoken and the mob, the share of guilt attaching to each and all will be sufficiently plain. And now we come to the most discouraging part of the affair. The massacre was committed on the 21st of June, and the above and much fuller evidence was in the hands of the Government a few days later, and yet on the 10th of August we find Mr. Wade complaining to Prince Kung that fifty days had elapsed without the punishment of a single criminal, high or low. So gross did he conceive his neglect to be that he "warned the Ministers that if by the end of this month (August) nothing had been done to prove the Central Government in earnest, it must not be astonished to see the legations, one and all, withdrawn, and the French left free to wreak their vengeance on Tientsin." The wisdom of employing such a threat was certainly doubtful, and the Chinese do not seem to have attached much importance to it; for it was not until the 19th of October that sixteen of the rioters were executed, and then under circumstances which made them appear rather as self-sacrificing patriots than bloodstained criminals. The prefect and magistrate, who were on all sides found guilty—by their own Government, who accused them of crimes of "great gravity;" by Mr. Wade, who regarded them as "responsible for the blood that was shed on the 21st of June;" by M. Rochechouart, who officially demanded their execution on the ground of "their complicity with and encouragement of the murderers"—were left for twenty days after the massacre at their posts, and then after a long delay, having been sentenced to banishment, were eventually allowed to escape. Further, General Chen, whose punishment was repeatedly insisted on by the Foreign Ministers individually and collectively, was not even mentioned in the decree announcing the trial and sentences of the criminals, although, contrary to Mr. Wade's belief, founded on a knowledge of his power, he was sent to Tientsin for trial, or, in plain words, arrived at that place "in the suite of the Governor-General," and, if tried at all, was only subjected to a mere form of inquiry.

This trifling with justice renders the condition of affairs in China obviously precarious, for it cannot be denied that the guilt of the rioters has now become by adoption the guilt of the Government. No doubt the anti-foreign party is a very powerful one, but no pretence is made that the Government is not all-powerful to deal with its members, and we are not surprised to find Mr. Wade impressing on Prince Kung the truth that it needed but a display of the energy and patriotic spirit which effected the *coup d'etat* at the commencement of the present reign—whereby was averted the civil war in which the designs of traitors would have involved the Empire, and the exalted position which Prince Kung at present holds was conferred on him—to punish the guilty and to satisfy the just demands of the foreign Governments. But no such effort has been attempted by the Emperor's Ministers, and in the public documents in which mention has been made of the affair the expressions employed have shown a contemptuous disregard of the gravity of the crisis. It is not difficult to discover the secret of this conduct. In spite of our long intercourse with China, in spite of our treaties of friendship, and of our proved superiority in the arts of war and of peace, the Government, and following their example the people also, persist in regarding us as a nation in every way inferior to themselves. Mr. Wade was able to quote to Prince Kung expressions employed in documents that had fallen into his hands, "in which foreign Ministers and their Governments are spoken of as if they were not only the subjects of the Emperor of China, but the subordinates of the Chinese Minister addressing his Majesty." On this point Mr. Wade speaks out with great truth and distinctness when he says in a despatch to Prince Kung (at page 83 of the Blue-book) that it is vain to look for long continuance of peace until "the literati and the people be made by their rulers to understand that the old assumption of universal supremacy on the part of China is a thing of the past; that a foreigner is not a devil or a savage, but the subject of a Government the equal of his own; that his officials are not consequently to be driven or rebuked as though they were the inferiors of the native authority; that the dignity of the Sovereign is not compromised by the admission of foreign Ministers into his capital, or by his representation abroad; nay, that without intercourse under such conditions there is no safeguard against the rupture at any moment of friendly relations; that trade with foreign nations is not to the disadvantage of China; but that, on the contrary, it will supply her with those means of strength that will enable her to take her place among nations." Mr. Wade might have added that the first step towards effecting this most desirable change must be the practical acknowledgment of the right of foreign Ministers to admission to the Imperial presence.

Digitized by Google

LITERATURE.

Fraser this month contains two papers more or less concerning China, but neither of them possessing the interest which gained "Regina" her reputation. In the former of these—"Chinese Statesmen and State Papers"—the writer truly says that "very few foreigners besides Mr. Hanbury have a word to say in favour of Chung How. The utmost that can be alleged in his behalf we believe is, that his active complicity in the plotting which preceded the murder is 'not proven,' and that there may have been reasons unknown to the outer world why he could not effectively interfere to prevent the massacre." But there is nothing novel or even striking in his view of the subject, or in the other parts of the number devoted to China. The editor has been more successful in the contributions he has selected on "The Last Instalment of Irish Policy," "Mr. Elwin's Edition of Pope," and the "Life of the Author of the 'Ingoldsby Legends.'" There is also a good biographical sketch of Isambard Kingdom Brunel.

We have received from Mr. George Street the first annual publication of the new series of *The China Directory*, published by Mr. Saint, of Hong Kong, which will be found to be a most useful reference for all parts of the Far East. The printing and binding show a marked improvement. Several new features have been added, such as a list of European residents at Sarawak, &c., and we hope that the support extended to his present enterprise will induce the publisher to carry out the further improvements which he proposes for the next issue of his work.

Lao-tzu; a Study in Chinese Philosophy. By T. Watters, M.A. Hong Kong: *China Mail*; and London: Williams and Norgate.—This pamphlet will interest those who take an interest in Chinese metaphysics, but it has no political or practical importance. The production is highly creditable to the author, who, if we mistake not, is in the China Consular Service.

MISCELLANEOUS.

THE RUSSIANS AND THE MONGOLS.

The *Pall Mall* Correspondent at St. Petersburg writes:—

"A letter from the Chinese frontier, describing an outrage on the Russian consul of Ouliassoutai by Chinese insurgents, is much talked of here, and it is thought that the incident may lead to awkward complications between the Russian and the Chinese Governments. The insurgents in question, who are called by the Chinese, Kouicha, after plundering Kashgar, Kouldcha, and Tchougoutchak, marched towards Ouliassoutai, but the governor of the latter town, though he was informed of their approach, took no steps whatever to oppose them. The Mongols who were encamped in the outskirts of the town immediately fled, and the Chinese inhabitants attempted to follow their example. They were prevented, however, by the governor, who issued an order strictly forbidding anyone to leave the town, and a Chinese who endeavoured to escape was marched through the streets as a coward with a piece of wire passed through his ears. The Russian traders, seeing that the place was defenceless, insisted upon being allowed to leave it; but the consul remained at his post with his wife and sister-in-law. Meanwhile the insurgents, knowing the habit of the Chinese to intoxicate themselves with opium in the evening, attacked the town, 7 000 strong, the same night. On hearing of their arrival the governor poisoned himself, the women rushed shrieking out of the town, and the Consul had his baggage placed on camels, and every preparation made for his departure. But it was too late: the insurgents first set the town on fire in several places, and then, attracted by the sight of the baggage, surrounded the Consul's house, and summoned its inmates to surrender. The Consul and a Cossack of his suite for some time bravely defended themselves with revolvers and rifles, the only firearms possessed by the insurgents being a few old-fashioned flint muskets. At length, both being wounded, they determined to give up the unequal struggle, and escaped with the ladies by a back door, leaving the burning town behind them. After a weary journey of two months they reached the town of Bisk, on the Russian frontier, where they are now under medical treatment in the hospital. The Russian papers speak with great indignation of this affair, and urge the Government to extend the Russian frontier towards the centre of China, in order to 'civilise' the north-western districts of that country, and thus take the only effectual means of developing the Russo-Chinese trade."

PRISON TREATMENT IN PENANG.

A curious phase of convict life is brought to light in the correspondence on Prison Discipline in the Colonies, just issued from the Colonial-office. At Penang "the prisoners are allowed to have money in their purses, to use any quantity of tobacco, to correspond with friends at pleasure, and, in short, to do anything they please, except fight, steal, or attempt to run away:"—this is the testimony of a convict transported to the Straits from Ceylon, who, in pitying the lot of another convict under the discipline of Welikada jail, added: "My expectations of an easy life have been more than realised; and, though I disliked the idea of coming to Penang, I must thank my stars that I am where I am." It is scarcely surprising that this comfortable, *laissez-faire* sort of life hardly coincided with Earl Granville's ideas of penal discipline, and the noble earl therefore addressed a despatch to the Governor of the Straits Settlements, pronouncing the system "indulgent and inadequate to deter from crime." But Sir Harry Ord thought otherwise; and, as he was disinclined to be coerced into a more stringent treatment of his convicts, he mounted the "high horse," and of course succeeded—just as Orpheus soothed Cerberus with his lyre—in charming the pliant Colonial Minister into submission. This correspondence is a rich, if not unique, addition to the archives of Downing-street. Earl Granville accompanied his remonstrance with a memorandum to the Governor of the Straits by way of a basis for his instructions. Upon this Sir Harry Ord founded his complaint, and plainly told the Colonial Secretary that he was wrong in his facts and unjust in his inferences. Fortunately for the convicts at the Straits, Earl Granville was not recalcitrant; he regretted that any part of his memorandum "was expressed in terms which might naturally give offence," but more particularly, though inexplicably, that "mainly by misadventure" the paper curtailed for transmission to the Governor "came to include what had been displeasing" to him, whilst "it excluded what bore the other way." Hard must, indeed, have been the heart of Sir Harry Ord had he not responded to the touching appeal of the then Colonial Minister to "make allowances for unintentional inexactness," knowing, as he was reminded, that "it is difficult to be at all times on our guard against inadvertency and error." Meanwhile, there are others besides Sir Harry Ord who can exult—the marauders luxuriating at Penang.

BANKRUPTCY COURT.

IN RE W. F. HOWE.

The debtor, William Francis Howe, was a merchant, of Newman's-court, Cornhill. He had filed a petition for liquidation, under which a claim made against the estate for £3,070 by the Chartered Mercantile Bank of India, London, and China had been admitted by the registrar. Application was since made that the proof should be expunged, on the ground that it had been improperly admitted. The claim arose upon four bills of exchange, containing a proviso that certain bills of lading should be delivered up. It was contended that the bills of exchange were in such a form as to render them qualified acceptances, and that as bills of lading had not been given up the claim could not be maintained. In support of this contention reference was made to the cases of "Smith v. Vertue," decided by the Court of Common Pleas, and of "Roe v. Young," decided by the House of Lords.

The Registrar said that the bills of exchange were in such a form as to constitute a contract that they should be paid only on the bills of lading being given up; but they were only to be given up on payment in full of the bills of exchange, which the debtor was unable to do, as he had filed his petition for liquidation before the bills arrived at maturity. The decision of the Registrar admitting the proof would be confirmed.

PAYMASTER M. G. AUTEY, R.N., died on board H.M.S. *Challenger*, at sea, on January 28 last, while on his passage to England. He entered the service on board H.M.S. *Scourge*, in November, 1849; in 1853 he was especially selected for duty in the office of Admiral Sir J. W. D. Dundas, with whom and with Lord Lyons he served during some part of the Crimean War, and received the especial commendation of both these officers for his great diligence and attention to his duties. He also served with Sir Henry Keppel in the Naval Brigade at Sebastopol, and as secretary to the same gallant officer in H.M.'s ships *Raleigh*, *Forte*, and *Emerald*, won a high place in Sir Henry's regard, which he preserved up to the period of his death. Mr. Autey was present at the boat action in Fatshan Creek on June 1, 1867, where Sir Henry's galley was sunk under him.

THE following remarks are from the *Broad Arrow*:—"When there are so many junior paymasters on the list anxious for employment, we are at a loss to comprehend for what reason two paymasters' appointments are kept vacant on the China Station. The duties are being carried out by assistant-paymasters with acting appointments. If these appointments have not been filled up in consequence of the expense of sending officers to distant stations in the contract steamers, we venture to say that there are several unemployed junior paymasters who would willingly pay their own passage out in order that they might get on full pay."

From Vienna we learn that in the debate on the ratification of the treaties of amity, commerce and navigation with Siam, China, and Japan, in the Austrian Parliament, Dr. Shaeffle, the new Minister for Trade, stated that care would be taken to appoint two young Austrians to be naval inspectors in China, the preliminary condition for which would be a competent knowledge of the Chinese language. The treaties were then ratified without any opposition.

H.M.S. "TAMAR," troop transport, will leave England early next month for the Chinese waters. She will take the 1st Battalion 19th Foot from Japan to Hong Hong and Singapore, in relief of the 75th Foot, which regiment she will take on, the head-quarters to the Cape of Good Hope, and a wing to the Mauritius, bringing home the 2nd Battalion of the 20th Foot.

SINCE the appearance of the list of the Ministry in our last issue, several changes have taken place, owing to the resignation of Mr. Childers, the First Lord of the Admiralty. Mr. Goschen succeeds Mr. Childers, and is replaced by Mr. Stansfeld as President of the Poor Law Board, with a seat in the Cabinet. Mr. Baxter takes the office of Secretary of the Treasury, vacated by Mr. Stansfeld.

THE Duke of Sutherland and party, including Colonel and Mrs. Marshall, Mr. Pender, and Mr. J. B. Mitford, have arrived in the duke's steam-yacht at Port Said, from Brindisi. The duke and his friends intend to make a tour of the Suez Canal, and afterwards return home by way of Constantinople and Vienna.

Mr. J. Ross BROWNE, the late United States Minister to China, left San Francisco on the 23rd ult. for England.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled JAMES EPPS & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, MARCH 14, 1871.

THE TEA SEASON OF 1871-72.

IN offering some comments on the coming tea season in China we are happy to be able to congratulate the merchants engaged in the trade on the satisfactory results of the now closing season, and we trust that, having once again tasted of the sweets of profits, they will take such precautions in giving instructions for the operations of next season as will secure them against forfeiting these sweets. The success of the Suez Canal being now thoroughly demonstrated, the supplies from China will be poured in faster than hitherto, and it becomes more than ever necessary to prepare for holding stocks, and operators who from want of means are practically in the hands of the banks and brokers, will have no chance of coming out with a profitable result. This class of speculator is the bane of the trade, and we do hope that the banks will exercise more caution in granting credits than hitherto. It is notorious that the credits granted by one bank in London—which lies under the shadow of the great matron of banks—have done immense mischief in this way. We trust, also, that we have seen the last of brokers competing against merchants by sending out orders. *Ne sutor ultra crepidam.* The number of steamers which will be in the China waters about May will be probably not under thirty, the competition for freight will certainly be very great, and the rates probably very low; but even low freights have little appreciable effect on the question of profit or loss on teas, as 15s. per ton is but ¼d. per lb.

The present season has fully demonstrated the folly of shipping off rubbish, and we may take the credit of first opening the eyes of the public to the iniquitous compound known as "Maloo mixture," and conclude that the disreputable operators in that commodity are not likely to again try the experiment. The trade must be cleared of the reckless class of operators who "cut in" without means, and who must sell at any price the dealers like to offer. The tendency of consumption runs very decidedly in an increase of middling to fine, to the extinction of the lower and common. The retail trade have been brought to their senses by competition, and no longer put an outrageous profit on tea to cover losses on sugar, &c., and sound Congou, which a few years ago was sold by them at 4s., is now to be had at 2s. 6d. Again, our market is likely to lose the support it has had hitherto by purchases for Russia, as this trade is now to be conducted through Odessa, to the exclusion of London. The increase in Indian and Java teas, and the improvement in quality also, must not be lost sight of. Green teas are rapidly declining in consumption, and will soon be unknown in this market. Shipments should be very sparing. Last season the buyers at Foochow exercised caution in opening the market, but the teas were badly and hurriedly cured, and we hope they have made good use of the time which has intervened to constantly warn teamen of the paramount importance of using more care in the curing and packing with less dust. Kaisows this year have gone down immensely in the estimation of dealers, and if a distinct improvement is not seen this year the consumption will still further decrease, and the prices be correspondingly low. With regard to the question of "limits," we would say that the finest first crop Congou should not exceed 2s.; fine strong and full flavour, 1s. 8d.; laid down in London, including all charges. In our report on tea in another column sales of black leaf Congou are reported at 2s. 3d., 2s. 6d., and we have heard of 2s. 9d. These sales are, however, simply fancy prices for a few chests, the market being bare; and this must not be taken as a criterion for next season.

THE MAIL SERVICE AND THE P. & O. COMPANY.

THE Italians have taken alarm at a rumour that the P. and O. Company are about to transfer their station from Brindisi to Trieste. Like many people nearer home, they fancy that the P. and O. Company have the ruling of these matters entirely at their own discretion, forgetting that they are a subsidised company. We can comfort the Italians by assuring them that our Government has no intention of making such a change. It is quite possible that the company may find it necessary to include the port of Trieste in their operations, in order to give greater facilities for the transit of goods, and we believe that Mr. SUTHERLAND, assistant managing director, is now on a tour for the purpose of examining into this and other affairs of the company, including the question of the passage of their ships through the Suez Canal. The abandonment of Marseilles causes a considerable change in the company's arrangements for freight. The position of Trieste is certainly more favourable for the distribution of goods throughout the Continent, but should it be adopted arrangements will probably be made in such a manner as not to interfere with the Mail Service at Brindisi. The postal subsidy being the principal support of the company, they can only lay themselves out to catch as much freight as possible, but in no way can it be allowed to jeopardise the regularity of the service—a point which shareholders as well as the public are apt to overlook. With regard to the transit of the mails to and from Brindisi, there is no doubt that our Government will adopt the shorter route through France and the Mont Cenis, instead of the present one of the Brenner Pass, when the rail through the tunnel is completed. This route can also be used for the conveyance of silk from China to Lyons, but there is no doubt that many shippers will prefer the steamers of the Messageries Nationale, which perform the passage direct from Hong Kong to Marseilles through the Suez Canal, without change.

THE JAPANESE IN AMERICA.

WE can doubtless give our American friends credit for all sincerity, as well as for all earnestness, in their manner of dealing with the questions of the East. Nevertheless, with an impatience of information which should be counteracted, they sometimes suffer themselves to be deceived by "intelligence" which is anything but intelligent. For instance, there is an important mistake in the news circulated in the *New York Herald*, that an uncle of the MIKADO had been sent to America as an "envoy" of Japan. The fact is that the MIKADO directed the three princes of the blood, immediately connected with him, to visit foreign countries for purposes of study. One of these is the Prince HIGASHI FUSHIMI NO MIYA, now in England, and lately presented to the QUEEN. Another, KACHIO NO MIYA, remains in the United States, as a student, while the third is on his way to Europe, and will probably take up his residence in Prussia. Very likely it is this one which the American correspondent has promoted to a special envoy. He is expected in Liverpool in the next few days.

If any proofs of desire on the part of the MIKADO'S Government to cultivate friendly and intimate relations with foreign countries were wanting, it might be found in this act of the EMPEROR sending his blood relations, and among them the heir-apparent, abroad. When such signs of a liberal and enlightened policy are making themselves felt it must be all the more regretted that among the lower classes there are, unfortunately, still from time to time outbreaks of a fanatical hostility to foreigners, as the late attack on two British subjects seems to supply. But these attacks, although operated upon unfortunate foreign victims, are more specially directed against the Government, which, to a few of the lower classes, seems to adopt a too liberal policy in their foreign relations. In the attack on Messrs. DALLAS and RING, just announced, it is very satisfactory to find that the Government has acted with great energy, and some fifty individuals have been arrested on suspicion. As far as the reports at present received go, the authors seem to belong to a clan known as AIDZU, whose chieftain was not long ago in open rebellion, for which he was deposed. According to the latest accounts, the sufferers were recovering, and no further danger was apprehended. It was indeed fortunate for the sufferers that they had the benefit of the attendance of Dr.

Digitized by Google

WHEELER, the only English physician in Yedo; his services were unremitting, and his success must have gratified him as much as when, on a former occasion, he had the opportunity of alleviating the sufferings of the persons blown up in the wreck of the *City of Yedo*.

THE changes proposed by the Dutch Government in their tariff for Java, noticed in the late letters of our Rotterdam correspondent, are of considerable importance to English manufacturers, and will tend to stop the irregular practice of stamping Manchester goods as of Dutch manufacture, as well as the smuggling trade between Singapore and Java. The proposition to tax cotton goods by weight is, however, not judicious, as it will operate very unfavourably on bleached goods, prints, &c. As a rule, the Javanese consume most of the coarse common goods, which are well charged with size by the manufacturers, and consequently the duty will be heavier on them than on finer qualities. The scheme now proposed at the Hague is a considerable step in the direction of "free trade." A general export duty is to be levied on *all exports* from Java of three per cent. *ad valorem*, whether to Holland or any other country, thus abolishing the differential duties now in existence. Rice will remain free. It will be seen by our correspondent's letter in another column that these measures are being vigorously opposed by the protectionists in Holland.

SAIGON, after all, is not to be surrendered to the Germans, indeed, has never been asked for, notwithstanding the urgent representations of the various German Chambers of Commerce of its desirability. We think Count BISMARK has been wise in not saddling his Government with the expense of such a place. No doubt he obtained correct information as to the cost and difficulties encountered by the French, and the shiploads of troops who have found their graves there.

WE are glad to announce that Lord CARNARVON has undertaken to bring forward in the House of Lords the subject of "Our Relations with China," which must include the Tientsin Massacre and the probable causes. We trust his Lordship will also be prepared to touch upon the discarded Convention of Sir R. ALCOCK, and ask for a Committee of Inquiry into the political and commercial state of our trade with China.

CAPTAIN FORBES has returned from China by the last American mail, and has, we understand, resigned his appointment as Marine Commissioner in the Customs' Service. Want of funds, we believe, stopped the full completion of his work, but what he did accomplish will be an immense boon. We believe it comprises the erection of five lighthouses and two lightships.

OUR POLICY IN CHINA.

A WELL-WRITTEN and exhaustive pamphlet, entitled "British Policy in China," by a Shanghai Merchant, makes its appearance at an opportune moment. When we find the Marquis of SALISBURY alleging in Parliament that England has lost her prestige in Europe, and when we ourselves have been taken to task for venturing to declare that English prestige is on the decline in the Far East, it seems a good time to turn to history, and refer to former periods, when the reputation of England, as a Power, was more carefully regarded by her statesmen than now. Let us take the age of CROMWELL for example. In that day the great man who earned for himself through all posterity the name of "Protector" conducted a war with Spain which made him master of Jamaica; was courted by France; beat the Dutch; and, in the words of CLARENDON, "reduced Scotland to all imaginable tameness;" while Ireland, then much more turbulent than now, was brought for the first time under Imperial and Constitutional Government. Turning from this picture to the present—from the age of CROMWELL and the assertion of the British flag—to the period of GRANVILLE and burned chapels and sunken ships, what do we find the occupation of the other great Powers of the earth? Russia tears up the Treaty of 1856 with as little respect as if it were an offensive postal card; America *fêtes* our liberated Fenian convicts; NAPOLEON and BISMARK are found to have entered into a private arrangement concerning Holland and Belgium, in which it was not thought necessary by either party to consult England in the least. If we want the key to the extraordinary change which has taken place in the destinies of our country, we are helped in our search by the author of the pamphlet before us, who contrasts in vivid terms the manner in which the Foreign-office was regulated in the days of Lord PALMERSTON, with the present style of the communications in vogue between Lord GRANVILLE and Mr. WADE. With the evasions of the latter — the begging of questions, and the mincing of all essential matters—the readers who have seen our extracts from the Blue-book on the Tientsin Massacre are already familiar. It is refreshing to turn from such compositions as these to the practical and spirited language of Lord PALMERSTON.

Twenty-four years ago, he too had to deal with a Consul as little impressible by the gravity of the situation as Mr. WADE has lately shown himself. But mark how differently Lord PALMERSTON wrote of Mr. MACGREGOR to the style in which Lord GRANVILLE lately discoursed to Mr. WADE.

I have received your despatches, and with reference to those parts of them which relate to the measures which the British residents at Canton are taking for their defence against attacks by the Chinese mob, I have to state to you that I do not think it advisable to discourage the British residents from forming themselves into an armed association for their common and mutual defence against such attacks. On the contrary, it appears to me that such a measure is wise and expedient, as it appears certain that, in the present state of things at Canton, *the only effectual restraint upon the violence of the mob must be found in their conviction that the foreigners are able and prepared to make aggressors pay dearly in their persons for any attempted attack.* I consider Mr. Consul Macgregor proceeds on an entirely erroneous principle in thinking that organisation for defence is dangerous by tending to irritate the mob. The foreigners should, of course, abstain from any act of aggression or provocation towards the Chinese, but *they are much more likely to be attacked if they are unable to defend themselves*, than if they are prepared to resist aggression. *There is no greater incentive to outrage on the part of the turbulent and lawless than a belief that the persons whom they would like to insult or plunder may be assailed with success, and plundered with impunity.*

As a proof of the lasting benefit derived by the Chinese from the presence of the foreigners whom it is now sought to exterminate, the Shanghai Merchant well observes:—

During the Triad movement at Canton and Shanghai in 1853-4 the native provincial authorities were at the mercy of foreigners, and indebted to their sympathies and even to their active assistance for eventual success. Again, in 1860 and for some years afterwards, the port of Shanghai was alone saved from capture by the Taeping rebels, by the fact of its occupation by British troops, which eventually took the field on behalf of the Imperialists and drove the rebels from the seaboard. But beyond this, a disciplined force raised and commanded by British officers, and victoriously led by Colonel Gordon and others, ultimately effected the conquest of the provinces of Kiangsoo and Chekiang for the Chinese Government. To this assistance alone, it may confidently be stated, the Imperialists are indebted for the suppression of the rebellion; for had the Taeping chiefs obtained possession of Shanghai, the control of maritime revenue, and the occupation of the sea-coast, they would doubtless have succeeded in establishing their permanent authority over at least a portion of the Empire. Yet, in neglect of all these favourable opportunities, not only were no concessions to the growing and obviously necessary demands of an increasing and lucrative trade asked for, but the British Legation has failed to maintain for itself the position of suitable dignity and respect in the eyes of the Peking mandarins which it had at one time acquired, and confesses itself to be without influence. Nay, more, it has allowed, as already stated, liberty of action on the part of foreigners, which had been freely enjoyed with advantage to commerce and to the Chinese people, to be ultimately withdrawn. Even military roads round Shanghai, which were constructed by Colonel Gordon and British engineers, under the verbal guarantee of the Chinese authorities that they should be permanently maintained, have been obliterated, in spite of repeated protests on the part of the foreign community.

Our readers will not fail to recognise the truth of our next extracts:—

It is doubtless true that the British Foreign Office is responsible for the general course of policy pursued towards China since the Treaty of Tientsin; but the contrast between the present position of foreigners in Japan, and their present position in China, is instructive, because it shows how much the success of any policy is dependent upon the personal influence and ability of the minister. Sir R. Alcock's career in Japan was marked by inharmonious relations between the Legation and the British residents, a retrogressive and exclusive policy on the part of the Japanese Government, repeated infractions of the treaty, and a decline of foreign influence. Similar results have occurred during his term of office in China. Sir Harry Parkes's appointment to Yedo has been followed by a strict maintenance of treaty stipulations on both sides, without sacrifice of the dignity and independence of the Japanese empire; and by the adoption of liberal measures of commercial reform and scientific progress throughout the country. And these advantages have been attained, not merely without injury, but actually with an increase of strength to the central Government. What is asked for in China is, the application of a diplomatic policy similar to that which has proved so successful in Japan, and for the appointment of a minister to put it into operation.

Digitized by Google

Can it be considered strange that such a course of policy as this confirmed the Chinese Government and people in the line of conduct which led to the outrages at Yangchow and other places, and directly encouraged the subsequent excitement against foreigners, which produced the awful tragedy at Tientsin? The circumstances of the massacre; the organised plot—the connivance and participation of the city authorities—the presence of disciplined troops—the fiendish cruelty—the cool indifference of the central authority at whose doors the crime was committed—the mockery of reparation which has been obtained—can hardly fail to have awakened the British Government to the culpable weakness of all its recent negotiations with the Chinese. It is no doubt too late after the provisional acceptance by the French Minister of the wholly inadequate terms of redress so tardily offered by the Peking Government for our own Government to interfere, but a lesson has been taught us which it is to be hoped will not be forgotten. Its conclusions may be read somewhat to this effect:

Appoint a Minister to Peking in whose judgment and discretion the British Government and nation can rely, and with a competent naval force in the China waters, and with daily telegraphic communication established between China and London, there would be no insuperable difficulty in the inauguration of a policy which by its vigour would secure the safety of foreigners and by its strict justice would avert all occasion for war.

Let the existing naval instructions be withdrawn and be replaced by others in the spirit of the letters of Lord Palmerston previously quoted.

Let volunteers be encouraged at the Treaty ports, instead of being denied the countenance and assistance of H.M. naval forces, as is now the case.

Avoid apologies to the Chinese for the acts of British subjects roused by violence and wrong into measures for the preservation of their lives and property.

Tell the Chinese Government sternly, that further outrages at the Treaty ports will be visited with prompt and severe punishment at the places where they may have been committed.

Chung-How has been sent on an apologetic mission to Europe. Inform the Peking Cabinet that until audience to the foreign Ministers has been given by the Emperor, no Chinese ambassadors will be received officially at St. James's.

Let Chung How be admitted informally to the Foreign-office—with all due politeness, but with unmistakable firmness; let him be informed that the British Government regards his supine indifference to the massacre at Tientsin as little short of actual participation in the crime; that it can have no sympathy with the Chinese rulers so long as they continue to resist all progress, and that, if the Chinese Government wants the friendship and support of this country, it must not only be strict in the maintenance of treaty stipulations, but must also by timely concessions show a disposition to meet the requirements of a growing trade, and an increasing foreign intercourse.

We have, it appears, a British trade amounting in exports and imports to £36,290,378 to deal with. There is a further carrying trade of Chinese produce and a distributing trade along the coast of foreign goods: the first estimated at £8,500,000 and the second at £19,900,000.

It would be a mistake to limit our view to the mere value in sterling which the trade represents as an estimate of its importance or the existing amount as any indication of its prospective value. It is a trade with a constant tendency to increase, and as the delegates of the Chamber of Commerce clearly show in their report on the trade of the Upper Yangtze, at the average rate of £3,500,000 annually in the import of British manufactured goods alone. They say, "And of the £7,000,000 to £8,000,000 worth of goods now annually exported from Great Britain to China, the sum of £2,500,000 is retained in England to pay spinners, weavers, &c." . . . . .

The exports from Great Britain direct to China, which in 1840 amounted only to £524,198, sprang to £2,300,000 in 1844; and from £2,800,000, at which they stood in 1858, the year of the *Arrow* war, to £4,400,000 in 1865, after the opening of the new ports. The increase would have been more strongly marked but for the rebellion in China and the cotton famine; for we find that with the removal of these adverse influences the trade has rapidly expanded, until the figures reached £7,600,000 in 1868, and are now much larger. . . .

Finally China takes from India 60,000 to 70,000 chests of opium, which yields to our Indian empire a revenue of no less than £9,000,000 by the latest returns. . . . It is impossible to estimate what the foreign trade would be if the mineral resources of the province were developed, and good roads existed to facilitate the exchange of commodities, but it is certain that the increase would be very great.

The closing paragraph of the pamphlet contains a statement which should be taken to heart by our rulers before it is too late. Our author says:—

If Great Britain is ready to retire from her position in the East as the Pioneer of Progress, two nations, a young Republic and a new Empire, both earnestly bent on the exertion of influence in China, are undoubtedly prepared to occupy her place.

Monetary and Commercial.

The following mercantile changes are reported in connection with Japan:—The business conducted at Hiogo and Nagasaki, under the firm of Walsh and Co., will in future be under the same style as at Yokohama, Walsh, Hall, and Co. Mr. Ryle Holme has joined Mr. Gribble, of Nagasaki, and will sign the firm Henry Gribble and Co. by procuration. Messrs. Van Delden and Co. have succeeded to the business of Adrian and Co., Nagasaki. The firm of Diers, Hughes, and Co. is in liquidation. A branch of the firm of Adamson, Bell, and Co., Shanghai, has been opened at Yokohama. Changes in the firm of Alt and Co. are intended, but not yet announced.

The last mail from Nagasaki brings an earnest remonstrance against the excessive rates of fire insurance there, which are justly described as prohibitory, being, in fact, from ten to twenty times greater than "doubly hazardous" risks in England, though, in fact, fires are so few that only five are reported in seven years. We shall be surprised if some of our enterprising London offices do not take up the matter, and secure the business on equitable terms. At present, owing to the high rates demanded, or the apathy of the local offices, fire insurance in Japan seems to be a dead letter.

Shippers of shirtings appear to be in no way dismayed at the 42,000,000 yards shipped off in January, but have followed it up by 40,000,000 for February. Telegrams from Shanghai report speculative purchases by European brokers and others, which does not look healthy for clearances.

The Liverpool ship *Mount Vernon*, upon which underwriters have been asking (and are reported to have got) sixty guineas premium for some time, has been reported as having arrived safely at Singapore. She sailed on the 12th August last, and was, consequently, 174 days at sea before she was reported as having arrived out.

Messrs. Merryweather and Sons, of Lambeth and Long-acre, have sent off two improved and powerful land steam fire-engines for the Government of Japan.

We understand that efforts are being made to procure a reversal of the decision passed on Mr. Hargreaves by Acting Judge Goodwin at Shanghai.

It will be seen by our Rotterdam correspondent's letter that the new steam service from Holland to Java will open with the *Willem III.*, to leave on 1st May.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for February exhibit a satisfactory total, although they give evidence of the paralysis caused in many of the ordinary branches of commerce by the French crisis. Compared with the corresponding month of last year, there has been an increase of £443,397, or 3 per cent., in the declared value of our exportations, while in contrast with February, 1869, there is an increase of 10½ per cent. Some of the staple branches of manufacture show a heavy falling off. In cotton goods it is 12 per cent. in value and 4 per cent. in quantity; in woollen goods, 6 per cent. in value; in linen yarn, 29 per cent.; in woollen yarn, 19 per cent.; and in cotton yarn, 20 per cent. in value. For the first two months of the present year the total exportations have been £26,356,815, showing a diminution of 7 per cent. from the corresponding period of last year, and of 3 per cent. from 1869.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 28th Feb.		
China and Hong Kong	lbs.	86 960	474,040	530,530
Japan	,,	395,310	1,117,130	562,800
Straits Settlements	,,	87,500	222,350	155,900
Ceylon	,,	nil	18,300	19,600
		For the Two Months ended 28th Feb.		
China and Hong Kong	lbs.	177,360	653,609	1,087,130
Japan	,,	640,232	1,450,730	1,053,500
Straits Settlements	,,	155,715	535,550	431,730
Ceylon	,,	8 700	28,800	100,900

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 28th Feb.		
China and Hong Kong	yds.	23,903,050	25,437,599	51,998,800
Japan	,,	1,635,890	3,615,181	3,880,500
Philippine Islands	,,	919,000	1,565,500	25,200
Java	,,	787,800	2,278,870	2,078,500
Straits Settlements	,,	4,331,770	7,127,295	6,481,000
Ceylon	,,	1,315,530	1,356,631	2,708,400
		For the Two Months ended 28th Feb.		
China and Hong Kong	yds.	47,067,013	39,604,228	93,097,900
Japan	,,	3,164,752	4,976,761	7,987,100
Philippine Islands	,,	4,064,700	4,011,300	1,788,700
Java	,,	2,737,900	2,278,870	3,175,600
Straits Settlements	,,	7,580,214	12,178,100	10,506,700
Ceylon	,,	2,507,221	3,971,387	6,913,500

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 28th Feb.		
China and Hong Kong	yds.	1,983,522	1,746,204	1,415,817
Japan	,,	365,890	95,898	139,337
		For the two Months ended 28th Feb.		
China and Hong Kong	yds.	3,532,015	2,750,872	2,172,167
Japan	,,	623,297	129,738	205,517

WOOLLEN AND WORSTED GOODS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	yds.	212,027	150,690	157,744
For the two months	,,	361,535	203,006	330,454

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	tons	853	2,641	494
For the two months	,,	1,904	4,201	1,240

The returns for the closing month of 1870, and for the entire year, have also been issued, and constitute the last that will be published in the old form, the returns for January in the new and greatly improved style having promptly made their appear-

Digitized by Google

ance some month ago. The value of our exportations last December was £17,178,058, against £15,594,978 in the corresponding month of 1869, and the total for the entire year was £199,640,983, showing an increase of more than 5 per cent. on the year 1869, and more than 11 per cent. on 1868.

We subjoin the following summary of the totals for the twelve months which refer to our exports to the Far East.

COTTON YARN.

To		1868.	1869.	1870.
China and Hong Kong	lbs.	6,603,143	5,610,912	11,628,442
Japan...	"	4,302,110	6,282,231	9,515,624
Straits Settlements ...	"	1,632,400	1,835,925	2,912,708
Ceylon	"	410,510	416,034	308,762

COTTON MANUFACTURES.

To		1868.	1869.	1870.
China and Hong Kong	yds.	328,697,194	310,075,667	397,047,346
Japan	"	22,834,439	19,160,907	35,599,255
Philippine Islands ...	"	35,914,119	30,823,839	30,473,580
Java	"	29,960,071	23,886,057	37,090,352
Straits Settlements ...	"	56,974,235	63,558,496	97,157,814
Ceylon	"	26,082,591	24,254,023	30,879,796

WORSTED STUFFS.

To		1868.	1869.	1870.
China and Hong Kong	yds.	19,072,874	22,118,114	16,556,680
Japan...	"	3,154,758	3,141,712	1,776,317

WOOLLEN AND WORSTED CLOTHS.

To		1868.	1869.	1870.
China and Hong Kong	yds.	1,704,371	2,019,236	2,132,301

The value of the exports from the United Kingdom to the several ports and countries of the Far East for the twelve months ended December 31, 1870, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	1868.	1869.	1870.
China (exclusive of H. Kong)	£6,312,175	£6,842,840	£6,138,128
Hong Kong	2,185,972	2,130,837	3,406,632
Japan	1,112,804	1,442,104	1,615,392
Straits Settlements	1,539,181	1,738,275	2,331,700
Ceylon	828,483	796,372	907,314
Philippine Islands	956,140	832,981	775,236
Java	834,193	660,237	897,449
Siam	3,072	25,846	41,494
Borneo	—	896	$1,10_2$
Cochin China	431	—	$9,67_9$

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From FOOCHOW to LONDON, per Taitsing, entered March 4.—88 packages tea—R. H. Haslam; 1 package lychees—J. R. Haslam; 6 cases effects—Sanderson and Co.; 1 box 4 packages lychees, 3 cases preserved ginger, 18,046 packages tea—Order.

From SHANGHAI to LONDON, per Tamerlane, entered March 6.—606 chests tea—R. and J. Henderson; 4 boxes tea—Master; 12,234 packages tea, 75 bales silk—Order.

From SHANGHAI to LONDON, per Juanpore, entered March. 6.—1522 chests 2030 half-chests 300 boxes tea, 30 bales raw 36 bales waste and 10 bales thrown silk, 2 cases merchandise—Order; 1804 chests 1600 half-chests tea—Reiss Bros. and Co.

From SHANGHAI to LONDON, per Alice, entered March 7.—237 chests 349 half-chests tea (in tr.)—F. Huth and Co.; 614 chests 300 half-chests tea (in tr.), 39 bales raw silk, 128 bales silk, 50 bales hemp, 2 packages merchandise, 858 chests 336 half-chest 4039 packages tea—Order; 5914 packages tea—L. Reiss Bros. and Co.; 9 packages tea—Master.

From SINGAPORE, to LONDON, per Tycoon, entered March 9.—169 bags tapioca flour, 71 bags tapioca, 448 bags sago, 2059 bales 1300 bags gambier, 1289 bags pepper, 71 baskets india-rubber, 164 boxes gum damar, 242 boxes sago, 13 boxes gutta-percha, 350 buffalo hides, 5577 bundles rattans—Order; 10 packages merchandise—F. Morewood and Co.

From SHANGHAI to LONDON, per Hindostan, entered March 10.—Tea: 1009 packages—L. Reiss, Bros., and Co.; 783 packages—R. and J. Henderson; 520 packages—Rathbone, Bros., and Co.; merchandise: 4 packages—D. Nutsford; 1 package—H. Mayne; 47 bales raw silk, 87 bales silk, 7 packages merchandise, 11,580 packages tea—Order.

From SINGAPORE to LONDON, per Coringa, entered March 10.—1450 bags 1553 bales gambier, 12,151 buffalo hides, 1892 bags tapioca, 1856 bags sago, 794 cases 27 packages 22 baskets 16 casks shells, 102 bundles 6 boxes canes, 58 bales cassia vera, 556 pieces hides, 1970 slabs 632 baskets 933 bales gutta-percha, 90 casks tallow, 96 cases 3 hogsheads gum, 335 bags sago flour, 1186 bags flour, 1365 bags pepper, 123 bags nutmegs, 295 bags sugar, 58 bales coir yarn, 8 cases merchandise, 1215 cowhides—Order.

From SINGAPORE to LIVERPOOL, per Soolo, entered March 6.—5081 bundles rattans, 9 bales and 1000 hides, 200 boxes pearl sago, 6449 bags sago flour, 864 bales gambier—Order.

ARTICLES OF IMPORT.

TEA.

Although the market has been inactive there has been a fair amoun. of business done in the aggregate, the demand for export having revived to some extent; the return of peace and the opening of the navigation having led to the purchase of some considerable parcels of fair to good common red-leaf kinds, and also fair kinds of medium black-leaf. Prices for common red-leaf kinds show rather more firmness, but common black-leaf kinds have ruled in favour of buyers. Public sales took place on the 6th and 7th instant, comprising 13,358 packages, of which 11,363 packages were sold, nearly the whole being without reserve. The stock in the United Kingdom on the 28th ultimo was estimated at 98,400,000 lbs., against 100,300,000 lbs., and the quantity afloat at 23,802,000 lbs., against 33,327,700 lbs. last year.

Red-leaf Congous: Siftings show no improvement in price. Broken-leaf kinds have sold ¼d. to ½d. per lb. lower. Fair to good common have been rather firmer, owing to purchases for export, and may be quoted ½d. per lb. higher. Common to fair Kaisow kinds show no alteration; good to fine have been in moderate demand; finest show no change. Pak Lin kinds in boxes have sold rather dearer. Black-leaf kinds: Low to common qualities remain much depressed, and prices have again receded ¼d. to ½d. per lb.; good common has been rather firmer at the decline last quoted; fair to good medium kinds have been sold at about previous rates; good to fine have been firmly held, but the demand has been only limited; finest remain steady at full prices. Amoy kinds have been sold to a fair extent from 8d. to 10d. per lb. for low to fair kinds. New-make Canton kinds have been saleable at an advance of about ½d. per lb. Oolongs: A parcel of 1,700 half-chests from America, sold with all faults, at public auction, from 1s. 0½d. to 1s. 5½d., being lower prices. Privately there has been less demand, and prices show a further reduction, owing to large arrivals. Souchongs: Common to fair kinds have sold at former prices; in good to fine there has been but little doing. Flowery Pekoes have sold at fully former prices. Scented Teas: Common to fair Canton Capers have sold to some extent, but latterly at a decline of fully 1d. per lb.; good to fine show no material change. Foochow kinds: Common kinds have sold from 1s. 2d. to 1s. 3d per lb., being ½d. to 1d. per lb. lower. Canton Orange Pekoes have sold at about previous prices. Foochow kinds: Some common kinds have sold from 1s. 2½d. to 1s. 3d. per lb., being ¼d. to 1d. per lb. lower; good to fine show no alteration. In Uncoloured Japans there has been little doing. A few purchases of finest Monings for export have been effected at 2s. 6d. Green: The market continues over-supplied at the moment, the arrivals continuing on a large scale. Several invoices of Moyune and Ping Suey kinds have been sold at public auction without reserve, the finer kinds realising comparatively full prices, but common to medium selling at very low rates. Privately, the sales made show a further decline of 1d. per lb.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—A quiet tone has prevailed during the past fortnight, and chief transactions have been in the grades up to medium quality Congou, mostly of red-leaf, which have been pressed for sale, and lower prices have been accepted. The latest telegrams from China are, via Singapore, to 22nd February, received 28th ult., and mention the season for 1870-71 closed; export 128,000,000 lbs., or a deficiency, as compared with 1869-70, of 12,000,000 lbs. For export to the Continent there has been but little passing; to Canada only a few orders have come forward, but we look for more inquiry shortly. Deliveries show a great increase, as follows:—

	1871.	1870.
Home consumption for London from 1st Jan. to 28th Feb.	15,509,000	10,811,000
Export do. do.	3,300,000	3,000,000
Sent coastwise do.	5,800,000	7,010,000
Total	24,609,000	20,821,000

There has been little passing in dust and siftings, but leafy to superior flavoury, brisk burnt Amoy and Kaisow kinds, have afforded a large selection, selling at low prices, ranging from 9d. to 1s. 1d. per lb.; medium at 1s. 2d. to 1s. 6d. per lb. has been in request, but the market is bare; good medium to fine at 1s. 7d. to 2s. per lb. is saleable in small parcels. Pakling kinds: There have been a few sales in finest at 1s. 8d. to 1s. 10d. per lb. Tayshan leaf: A limited business, at no change in value. Black-leaf: The demand continues slack for good common to fair, but importers have given support to prices by not forcing sales, looking shortly for a favourable change; fair to medium grades at 1s. to 1s. 3d. per lb. show good value; Pekoe flavoured kinds at 1s. 4d. to 1s. 7d. per lb. are scarce, and those ex J. Wishart have sold quickly; fine and finest at 1s. 9d. to 2s. 2d. per lb. are taken in small quantities. Souchong: Supplies have been chiefly of the good common to fair Amoy kinds at 1s. to 1s. 2d. per lb. Oolong: at public sale 1,700 packages from New York sold at 1s. 0¾d. to 1s. 6d. per lb., being lower rates. Scented Tea.—Canton kinds: There has been less doing in the absence of further supplies. Orange Pekoe at 1s. 2d. to 1s. 4d. per lb. is scarce, but fine and finest at 1s. 5d. to 1s. 8d. per lb. have seldom been sold lower, the quality of late imports being desirable, most parcels well made in leaf, and strongly scented. Caper: The very large delivery (nearly 1,000,000 lbs. for the past two months) accounts for the satisfactory business from time to time advised, but late sales have been made at a slight decline, with a view to close invoices, and we believe there are very few parcels of the Tamesa's cargo, the last arrival, now unsold. Foochow Orange Pekoe: The steamer Achilles brought a supply of medium, and, being much wanted, sold readily at 1s. 4d. to 1s. 5d. per lb. Green: There have been frequent sales by public auction without reserve, and the low prices current appear at last to have drawn attention, leading to more competition and resulting on the whole in slightly improved prices; good Twankays at 7d. to 8d., Young Hyson and Imperial, of common to fair quality at 7½d. to 10d. per lb. can still be bought in quantity, and offer a good risk. The Achilles brought a few Moyunes, which have sold well, No. 1 Gunpowder at 3s. to 3s. 6d., No. 1 Imperial at 1s. 10d. to 2s., and No. 1 Young Hyson at 2s. 4d. to 2s. 6d. per lb. Japan leaf no change.

SILK.

There is little if any real change to report in the market, business has been steady and prices have been everywhere firm, with a slight improvement in the case of Japans, so long neglected. The return of peace has failed to stimulate the market, the trade appear to prefer steady operations for consuming wants, while the difficulties of forwarding Silk to the Continent sufficiently explain the absence of improved demand from some distant markets; this improvement will no doubt come in good time—meanwhile there is a strong tendency towards

Digitized by Google

stiffening rates for many classes of Silk. Deliveries are good, and although stocks are comparatively heavy, still there is no silk pressed on the market. China silk continues to be in chief request; Cantons also in good demand, selling at 17s. to 18s. 6d. for ordinary to good Tsatlee reel. Japans more enquired for, and prices better. Bengals in fair request, but without much general demand. Deliveries from 1st to 8th March were 751 China, 276 Canton, 109 Japan, and 153 Bengal. Total, 1,289 bales.

COFFEE.

Although only small quantities of Ceylon have been placed on offer at the public sales, only a small portion has been disposed of, and the prices realised show a decline of from 1s. to 1s. 6d. upon last week's rates; the business has been confined to Plantation, no supplies of Native having been brought forward; the prices realised have been —middling, 68s.; bold, 73s.; triage, 48s. to 49s.; small, 59s.; peaberry, 80s. 6d. In other East India, of 752 bags Singapore offered at auction, about 250 bags sold, pale Bonthyne at 58s., the remainder being bought in, Bonthyne at 60s., mixed pale Manila sort at 55s.; privately a sale has been effected of 500 bags good Bonthyne Singapore, terms not reported.

The deliveries for the week, although not equal to those in the previous week, are again very large, exceeding those of the previous year by 1,560 tons; the landings are also heavier by 630 tons, and the surplus in the stock is therefore lessened to a much smaller amount than for some time past, being now only 900 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 226,792 cwt., against 230,468 cwt. at the corresponding date of 1870; Native, 28,711 cwt., against 22,310 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the nine weeks ended March 4, 1871, was, of Ceylon, 3,227 tons, against 2,730 tons during the corresponding period of 1870; of all descriptions, 6,930 tons, against 3,534 tons. The quantity entered for home consumption was, of Ceylon, 1,739 tons, against 1,595 tons; of all descriptions, 3,416 tons, against 2,824 tons. The quantity exported was, of Ceylon, 3,891 tons, against 3,426 tons; of all descriptions, 8,429 tons, against 6,161 tons. The stock on March 4, was, of Ceylon, 11,202 tons, against 11,573 tons; of all descriptions, 19,633 tons, against 18,768 tons.

CINNAMON.

The quarterly sales were held on the 27th ult.; we take the following from Messrs. Brookes and Faith's Circular:—The sales comprised a total of about 2,890 bales, chiefly of recent import. The attendance of buyers was very good, and demand strong. Finest qualities sold with spirit at 3d. per lb. advance. Good quill was competed for at 2d. per lb. advance, ASGP mark selling at 3s. 5d. per lb. for 1sts, 3s. 4d. for 2nds, 3s. 2d. for 3rds, 2s. 9d. for 4ths; ASD Kaderane Plantation mark selling at 3s. 1d. to 3s. 2d. per lb. for 1sts, 2s. 11d. to 3s. for 2nds, 2s. 10d. for 3rds, 2s. 5d. for 4ths; Adar and Kaderane Plantation mark selling at 3s. 4d. for 1sts superior, 3s. 2d. for 1sts, 3s. for 2nds, 2s. 9d. to 2s. 10d. for 3rds, 2s. 5d. for 4ths.

Fair shipping, middling, and especially ordinary qualities with flavour sold readily at 1d., occasionally 2d. per lb. advance, but the low flavourless and bastard kinds met no demand, and were all bought in. Prices hardened considerably as the sales progressed, and nearly everything sold that was genuine Cinnamon. The qualities ran as a rule in an exceptionally regular manner. Good and fair kinds were very abundant; really fine a little scarce, and the lower descriptions with flavour very scarce indeed. Jungle sold at 2s. 1d. to 2s. 3d. for long and short. Broken was in excellent demand at 1s. 8d. to 1s. 11d. for fair to good, and fine at 2s. to 2s. 2d. per lb. Chips met a very limited demand (not at all in proportion to quill), and were nearly all retired. About 2,630 packages offered, and only 200 bags sold, really fine at 6d. to 6½d per lb.; good at 4½d. to 5d. Low bark held for 2½d., with 1½d. bid. Cinnamon of fair 1st quality realised 2s. 11d. per lb.; 2nds, 2s. 9d. to 2s. 10d.; 3rds, 2s. 7d. to 2s. 8d.; 4ths, 2s. 3d. to 2s. 6d.; mixed 1sts realised 2s. 3d. to 2s. 8d. per lb.; 2nds ditto, 1s. 8d. to 2s. 2d.; 3rds ditto, 1s. 4d. to 1s. 10d.; 4ths ditto, 9d. to 1s. 2d.; other kinds in proportion. The next Quarterly Sales are fixed for the 22nd of May.

SUGAR.

There has been somewhat more enquiry than during the past few weeks, and holders having accepted a reduction of about 6d. per cwt. from the prices for which they lately held some business has been effected, but as yet only to a limited extent. Of East India private sales have transpired, of 10,000 bags unclayed Ilo Ilo at 21s. 6d. and 1,600 baskets low date Penang at 19s.; no business has been done at public sale.

The deliveries for the week, which include 950 tons Manila, show some recovery, and are about 1,600 tons more than at this time last year; the landings consist chiefly of Beetroot, West India, and Mauritius, and are 1,000 tons in excess of 1870: the deficiency in the stock is now 11,300 tons. Stock, Feb. 25. 56,982 tons, against 67,645 tons; March 4, 56,376 tons, against 67,649 tons. The quantity of Sugar landed in the nine weeks ended March 4, 1871, was, of Penang, 11 tons, against 269 tons in the corresponding period of 1870; of Manila, Java, and China, 3,122 tons, against 3,469 tons; the quantity entered for home consumption was, of Penang, 645 tons, against 637 tons; of Manila, Java, and China, 5,536 tons, against 5,276 tons. The quantity exported was, of Penang, 86 tons, against 24 tons; of Manila, Java, and China, 583 tons, against 332 tons. The stock on March 4 was, of Penang, 2,256 tons, against 1,938 tons; of Manila, Java, and China, 24,797 tons, against 33,651 tons.

CANES.—At auction 264,625 Tonking chiefly sold at ½d. to ¾d.; of 86,775 Partridge 29,275 sold, mouldy ½d, one lot ¼d., 19,950 Whanghee sold at 1½d. to 1⅝d., and 29,925 Doghead at ½d.; 30,000 Black Bamboo withdrawn; 2,225 Yellow Bamboo sold at 2¾d. and Pimento Stick at 3½d. to 4½d.

CAMPHOR.—Shortly after our report of the 24th ult. 300 cases China were reported placed at 75s., and 30 tubs Japan at 80s., being dearer; at public sale 115 cases per Diomed were retired at 80s.; 50 tubs fine Japan at 80s. (77s. 6d. being bid); also 671 tubs per Diomed at 75s., 10 tubs being sold thereat, quality fair white rather wet; 600 tubs afterwards sold at 72s. 6d. Since the above auctions 300 cases China are reported sold at 72s. 6d.

CHINA PRESERVED GINGER.—The price for casks is considerably lower; of 49 casks offered at sale only half sold; very good quality at 5¾d. per lb.; 200 cases Chyloong were offered and withdrawn with 6¼d. bid.

CHINA MATTING.—An offer of 193 bales was bought in at £30.

CHINA GRASS.—The demand is inactive, at £52 to £56 per ton.

COCOA NUT OIL.—There is a steady demand, and a fair business doing; at public sale 423 casks Ceylon were offered, and 352 casks sold, viz., of 298 pipes Ceylon, 227 pipes sold, middling to very fine, £40 to £40 10s.; low, £38; 30 puncheons found buyers at £40 to £40 5s., and 95 hogsheads fine at £42, good fair at £41 10s., and fair rather weak at £41.

COIR GOODS.—The public sales have been small, consisting chiefly of low and coarse qualities, which were mostly bought in. Of yarn 35 tons Ceylon sold, fair common £24 10s. to £25. Of Fibre 2,814 ballots Ceylon sold at £16 10s. to £18 15s., low coarse £11 5s., and 100 ballots brush at £31.

CUTCH.—The market is quiet, but prices are well maintained; at auction 127 boxes from Singapore were bought in at 29s. 6d., and 242 boxes Penang sold at 21s. 3d. to 21s. 6d. per cwt.; there is no private business to report.

EBONY.—Fine qualities are still quoted extremely high; 40 tons at auction were held for an extreme figure, and were bought in.

ESSENTIAL OILS.—Cinnamon: Very scarce and wanted; 2 cases leaf at auction retired. Citronelle: Firm; 90 cases at auction mostly sold at 2d. to 2½d. per oz. Lemon Grass: Steady; no auctions; private trade at 3d. to 3⅛d. per oz. Anniseed has been taken on speculation at 8s. 7½d. to 8s. 9d., some 60 cases being sold on the spot and afloat, and but little now offering. Cassia: Firm; 10 cases sold at 4s. 7d. Nutmeg: Quiet; 7 cases at auction retired at 7d. per oz.

GALLS.—The market is steady; there have been no public sales, but privately 450 cases China sold at 47s.

GAMBIER.—The market has been quiet, but is firmer at the close, with a good enquiry; some 200 tons having been sold at 15s. 3d. to 15s. 9d., large parcels are expected to arrive; only 812 baskets Cubes at auction, and those retired.

GUTTA-PERCHA.—Less doing, and at easier prices. Public sales have embraced 5,031 packages, including baskets, bales, blocks, pieces, &c., a small proportion only of which was sold at 1s. to 2s. 3½d. per lb. for inferior reboiled to very good genuine.

GUMS.—Benjamin: Sumatra, steady; good and fine seconds scarce, and wanted, thirds dull; in auction, of 81 cases offered, a few only sold at £8 17s. 6d. to £9 7s. 6d. per cwt. for good to fine 2nds, and 60s. Palembang; Siam is neglected, and stocks large; Manila Copal offers more freely, especially common qualities of Singapore and Batavia, which are difficult to sell; of 1,130 cases at auction, barely one-fourth sold at 37s. per cwt. for good, part rather coated, hard; 27s. to 28s. 6d. good soft; and 16s. to 17s. inferior drossy and dark block soft. Damar again higher, and privately fine Batavia has sold at 60s.; auctions have embraced 157 cases, the bulk being quitted at 58s. to 59s. 6d. per cwt. for fine Singapore. Gamboge higher, and of 10 cases in auction, a few sold at £15 per cwt. for fine pipe.

HEMP.—The market for Manila continues very dull, and at public sale no transactions have been effected, an offer of 200 bales being bought in at £50 10s. to £51; privately there have been small sales of Boluzan at £53.

HIDES.—At the fortnightly sales held yesterday a good supply of East India Kips was offered, consisting chiefly of commoner descriptions, which met less competition, and prices declined ¼d. per lb.; good qualities, however, brought previous rates. Of the whole three-fourths found buyers. Buffalo brought fully previous rates. 8,555 Singapore and Penang, chiefly sold—light, 11 to 17⅞ lb., at 6¼d. to 6¾d.; heavy, 22½ to 42¼ lbs., at 4⅛d. to 5⅞d.; one lot, 45¾ lbs., at 7⅞d.

INDIA-RUBBER.—Fine East India continues scarce, and would sell readily. Privately fair ball Singapore has sold at 1s. 9d. per lb.; Borneo higher, and large sales at 1s. 6¾d. to 1s. 7d.; 115 baskets at public sale retired.

JAPAN WAX.—There has been a continued fair enquiry, but at public sale easier prices have been accepted, and 274 cases were quitted at 67s. to 70s. 6d. per cwt. for middling slightly yellowish to very good ditto; 110 cases Japan good saucer sold at 70s. 6d., and 20 cases Canauba at 60s.

MUSK.—The market is firm, with a scarcity of supply; the business has been unimportant, the only sale reported being of 6 tins fine at £2 15s. 6d.

PEPPER.—Black: The market shows considerable weakness, and prices have further declined ¼d. per lb. The sales on the spot amount to about 4,000 bags, Penang at 5½d. to 5⅝d., and Singapore 5⅝d. to 6d.; for arrival, about 300 tons Singapore, distant shipment, have been sold at 5⅝d. to 5½d. In White a good business has been done, about 1,500 bags selling on the spot at 7½d. to 7¾d. for Penang, and 7⅞d. for Singapore.

PLUMBAGO.—There is a fair demand, but it runs chiefly upon good quality; at public sale 1,074 barrels Ceylon partly sold, dull to good bold bright lump 16s. 6d. to 25s. 6d., low to good Chips 4s. to 13s. 6d., fair to good dust 8s. 6d. to 11s. per cwt.

ROOTS.—Colombo: There is no business doing; value nominally unchanged. China: Private sales of good quality have been effected at 18s.

RHUBARB.—The auctions have gone off steadily, and of 106 cases offered, nearly all sold; fairly trimmed root, a little dark pale and fair pinky fracture at 2s. 2d. to 2s. 5d.; smaller and grey 1s. 8d. to 1s. 9d.; high dried, fair colour, 1s. 8d. to 1s. 9d., inferior dark 5d. to 9d

RICE.—The market still exhibits a dull tone, but prices continue to be well supported; at auction, 4,318 bags ordinary Rangoon were bought in at 9s. 6d. to 9s. 9d., except 500 bags sea damaged, which sold at 9s. to 9s. 3d.; 2,064 bags sea-damaged Rangoon from the Cape sold at 9s. to 9s. 9d., inferior, 8s. to 8s. 9d.; privately, no sales on the

Digitized by Google

spot are reported, but three floating cargoes of new Necransie have been sold; particulars of price are not given, but supposed to consist of two rather small cargoes at 10s. 6d., and one of about 2,000 tons at 10s. 3d.

SAGO.—Prices are fairly maintained, and there is a good inquiry for parcels afloat; of 829 boxes and bags at auction, half sold at 16s. 6d. to 17s. per cwt. low to middling yellow. Flour quiet: only small business in Singapore to arrive, at former value; 1,648 bags at auction retired.

SHELLS.—Mother-o'-Pearl: Steady, but transactions very limited; 17 cases fine at public sale retired above the value. Tortoise: Public sales embracing 13 cases have been held, most of which were quitted at 11s. to 16s. 6d. per lb. for middling to good in sorts; 1 case Manila also offered and retired; prices for all descriptions are decidedly improved.

SOY.—Market steady, with fair private business at last quoted rates.

STICKLAC.—There is considerable scarcity, and private sales of good Siam are reported at 70s. per cwt.; 22 cases at auction were bought in

SPICES.—Cinnamon: See report of quarterly sales above. Cassia Lignea: Japan is dull of sale: average quality is nominally worth 40s. to 42s. 6d. per cwt. Buds: With free arrivals, prices continue to decline; following our last, 25 cases good C. in diamond per Diomed sold at £8 12s. 6d. to £8 15s., subsequently 40 cases C.B. in diamond were offered, when only 5 cases sold at £8 12s. 6d., and at the last sale prices showed to further fall of 10s. to 12s.; 58 cases very good retired at £9, 32 cases at £8 10s., and 50 cases equally good, per Lord of the Isles, sold at £7 17s. 6d. per cwt., CB in double triangle, RC under. Nutmegs remain steady; 27 cases Penang sold, 100 to the lb. 2s. 2d., 85 to 82 2s. 4d. to 2s. 6d., 81 2s. 6d., 79 2s. 7d., 78 2s. 8d. and 68 3s. 5d. per lb. Mace: 2 cases Penang sold at 3s. to 3s. 3d. per lb. Cloves: Xanzibar are rather lower; about 3,000 bales have been sold at 2⅞d. to 3d. for fair, and 3¼d. for very good bright; no Penang offered.

TAPIOCA.—The market is steady, with a large private trade rather above former terms. Auctions have embraced 690 bags Singapore: two-thirds sold at 2¼d. per lb. for good bright; 1,727 bags Penang, two-thirds sold at 2d. to 2¼d. fair to good; 1,185 bags pearl, half sold at 18s. to 19s. per cwt. for small bright to good bullets, being cheaper; and 1,728 bags Flour, of which the damaged only sold at easy rates.

TURMERIC.—Market without change.

TIN.—There is no demand except for immediate consumption; it is stated that buyers are being kept out of the market by alarming reports circulated by operators for a fall; prices are again slightly lower, the current quotations being—Straits, on the spot, £128 to £129, afloat £127; Banca, £130; Billiton, £131.

TOBACCO, &c.—At the last sales 5 bales Japan realised 9½d. to 9¾d. for sound, and 8¼d. for damaged; 3 cases Manila cigars sold at 7s. 3d. to 7s. 6d.

VERMILION.—China is held firmly for advanced rates, and scarcely any business has been done; 10 boxes offered at auction were retired.

NEW YORK MARKET REPORT.

TEA.

The following is from Messrs. Beebe's Circular of the 17th ult.:—Business in the Tea market has continued on a liberal scale in Greens and Oolongs, with moderate sales of other descriptions. The advance noted in Greens early in January has been followed by a return to the figures previously accepted for goods to arrive per Riga and other vessels, and our quotations are now 2c. to 5c. lower. Japans show a similar decline, while Blacks have realised about former prices. Sales from first hands reported since 20th January include 38,700 half-chests Green, 13,900 half-chests Japan, 48,000 half-chests Oolong, and 4,600 half-chests Souchong and Congou. Of the Oolongs about 33,000 half-chests are to arrive. The market closes rather weak for Greens and Japans, other than choice grades, but with a good degree of firmness for Blacks, while buyers generally show less disposition to operate in advance of immediate wants, unless tempted thereto by a further concession in price. The clearances for consumption since the opening of the new year show how largely the distributing trade postponed deliveries during the latter part of 1870 to secure the benefit of the reduction in duty.

The following are the current quotations (in gold, duty 15c. paid):—Greens, new crop (Moyune, Twanki, and Fychow): Gunpowder, fair to good, 65c. to 100c.; fine to finest, 72c. to 115c.; Imperial, fair to good, 42c. to 85c.; fine to finest, 47c. to 100c.; Young Hyson, fair to good, 37c. to 90c.; fine to finest, 40c. to 105c.; Hyson, fair to good, 37c. to 85c.; fine to finest, 42c. to 85c.; Hyson Skin, 28c. to 37c.; Foochow, Oolongs (new crop), common and good, 45c. to 53c.; superior and fine, 56c. to 75c.; finest, 80c. to 100c.; Amoy Oolongs (new crop), common and good, 42c. to 53c.; superior and fine, 56c. to 62c.; finest, 65c. to 70c.; Souchong and Congou (new crop), common and good, 31c. to 40c.; superior and fine, 47c. to 58c.; finest, 65c. to 80c.; Japans (new crop), common, 45c. to 50c.; medium, 55c. to 58c.; good medium, 62c. to 65c.; fine and finest, 68c. to 75c.; choice, 78c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Feb. 15, 1871. were as follows:—Greens, 5,700,606 lbs.; Japans, 3 359,365 lbs.; Souchongs, 473,096 lbs.; Oolongs, 2,411,702 lbs.; other sorts, 3,200 lbs.; total, 11,947,969 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 28,696,630 lbs., as the total supply. Subtracting from this total the exports from Jan. 1 to Feb. 15, 752,371 lbs., and the withdrawals for home consumption during that period, 11,382,714 lbs., there remains a total of 16,561,545 lbs., representing the stock on the last-named date. The receipts from Jan. 18 to Feb. 15 amounted to 5,814,192 lbs.; the withdrawals for home consumption to 4,920,286 lbs.; and the exports to 528,526 lbs.

The New York *Commercial and Shipping List* of the 18th Feb. says:—In our issue of the 1st inst. we gave in our editorial columns the imports, exports, and consumption of Tea at this port and Boston for 1870, together with the stocks at the close, constituting the supply of the whole Atlantic coast. We are now enabled to give the imports at San Francisco, which, added to those at New York and Boston, constitute the supply of the whole country. The imports at the three ports were as follows:—

	1868. lbs.	1869. lbs.	1870. lbs.
New York	37,370,851 ...	44,006,422 ...	46,835,916
Boston	1,154,591 ...	2,380,281 ...	2,576,202
San Francisco	2,018,306 ...	2,160,071 ...	3,421,460
Totals	40,543,748 ...	48,546,774 ...	52,833,578

The movement shows a steady increase, the gain in two years being over 12,000,000 lbs. The invoices received at San Francisco in transit to New York are not included in the imports at that port. With cheap transportation across the Continent, and by way of the Isthmus, San Francisco will in time become a very important distributing point for the United States.

SILK.

Mr. O'Donoghue's Circular contains the following report upon the market:—The past month has witnessed an increased activity in the market, and although prices as yet show no improvement upon those quoted in my last circular, at least no further material reduction is looked for. The promptness with which both importers and manufacturers have concluded negotiations upon the basis of present ruling quotations indicates a feeling of confidence that the business during the year will be on a satisfactory scale. Usual Reel Taysaam and Tsatlee: There is a dearth of prime grades of these silks, and for which grades only has the demand been at all active. Re-reeled Haineen and Tsatlee have been quite lively; transactions in fair to good stock have been numerous. Re-reeled Cantons have received a good share of attention from manufacturers, and some lines have been taken for speculative purposes. Japans are not in stock and not enquired for.

Quotations (six months' terms):—Tsatlee, No. 2, $9.25; No. 3, $9; Nos. 4 and 5, $8.25. Taysaam, No. 1, $8; Nos. 2 and 3, $7.25 to 7.50; Nos. 4 and 5, $6.75. Canton, re-reeled, good, $6.7-8 to 7; fair, $6 to 6.3-8; coarse, $5.75. Tsatlee, re-reeled, best, $9; fair and medium, $8.3 8 to 8.5 8. Haineen, best, $9; fair, $8.50. Japans: Maibash, Koshio, and Atchezan, nominal; no demand.

Imports:—In January, 542 packages, $304,491; corresponding month last year, 464 packages, $193,941.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those given in our last report. There has been a steady demand for all kinds during the fortnight, and the transactions effected include sales of Java in lots at the above quoted rates, and 200 bags Government on private terms; also 4,393 mats Singapore, ex Dewa Gungadhur, at 15c. gold, and 631 mats, ex same vessel, on private terms.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.30; Cassia, $1.5 gold (in bond).

FIRE CRACKERS.—The arrivals having been heavy; there is a large supply on hand, and the current rates have declined to $2.60 to $2.70 currency for extra No. 1; we note the sale of 1,000 boxes No. 1 in bond upon private terms.

GUNNY CLOTH.—There is a demand for future delivery, and we notice sales of 200 bales Borneo to arrive at Boston, at 12¾ cents gold in bond.

GAMBIER.—The current quotation is $3.75 to 3.80 gold (duty paid).

HEMP.—There is scarcely anything doing in this market in Manila, the business of the fortnight being confined to 300 bales Sorsagon at 10¾c. gold; the current quotations are nominally 10½c. to 10½c. gold. At Boston the sale has been effected of 2,000 bales good current quality, ex Sooloo, at 10½c. gold.

INDIGO.—The market for Manila is quiet but steady transactions to small extent being effected at the prices quoted in our last report.

PRESERVED GINGER.—China is quoted $7 to $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $1.25 currency (duty paid).

RICE.—Carolina has been in steady demand at the advanced rates reported in our last. Rangoon has also been in good request at steady prices, and the sales have amounted to 1,300 bags at $7 to $7.12½ currency (duty paid), and about 400 bags at $3.40 gold in bond.

SUGAR.—There is a fairly active demand, but it is almost exclusively confined to Cuba; of East India there is but one sale to report, viz., 578 baskets Java at 9¾c.

SPICES.—The market is quiet for invoices, with but few offering; one of 822 bags Pimento afloat, was sold before arrival at a private price. From store there is a good steady demand, and prices are generally firm, the only exception being Cassia, which is again a little lower. The foreign accounts continue to be favourable for holders of Nutmegs and Pepper, and the tendency of prices is in their favour. We notice sales in lots to the trade, of Mace at $1.15; Nutmegs, 85 cents; Cassia, 32c. to 32½c.; Wild Cinnamon, 33c.; Cloves, 12½c.; Pepper, 16½c. for Sumatra and 17c. for Singapore; White Pepper, 22c. to 22½.

TIN.—There is little or no change to be reported in the market; holders are firm but there is no demand at the ruling prices, which must consequently be considered as nominal; Straits is quoted 33c. to 33½c., and Banca 38½c. to 39c. gold.

SHIPPING.

ARRIVALS.—Feb. 18, at Boston, from Manila, Mariano; 21, at Boston, from Singapore, Moorhill; 22, at New York, from Amoy, Amadine; 24, at Boston, from Sourabaya, Clara; 26, at New York, from Manila, Ringleader.

DEPARTURES.—Feb. 17, from New York, for Singapore, Carl.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£
Tweed, str., via S.C.	Singapore	London.	Feb. 6	...	...	6	...	...	...	250	595280 & £40	126084	...	300	...	268	...	6000	24	...	...	...	...	...	...	...	...	8	...	...	90	90	5	59	9
Chinaman	Hong Kong	,,	,, 6	50	...	7	220	...	...	141	145333 &£100	28000	...	...	...	...	120	16400	...	...	54	380	...	87	564	...	402	...	155	480	86	...	12	115	92
Enterprise, str., via S.C.	Singapore	,,	,, 8	...	...	...	...	...	...	30	431680 &£100	108000	...	...	...	946	...	...	...	...	...	...	...	...	115	...	...	...	...	...	...	...	16	135	...
Do. do.	Hong Kong	,,	,, 8	...	...	...	...	...	53	117	485610	4518	...	...	...	45	...	...	...	...	...	...	...	88	...	...	...	46	...	...	45	9	...	50	111
Do. do.	Shanghai	,,	,, 8	...	...	1	...	...	...	...	8134819 &£6190	155200	...	...	...	14916	...	...	...	...	...	11	...	...	...	...	...	260	...	...	...	...	20	...	100
Thames	Colombo	,,	,, 9	2	40	...	...	...	346	409	130038	23184	...	...	...	...	30	...	...	698	91	1685	2198	911	1725	888	109	187	...	...	312	22 &£45	...	457 &35cs	227
Alumina	Yokohama	,,	,, 16	25	...	...	1	...	...	100	1565163	...	...	...	1025	1694	...	170000	...	63	44	1300	390	536	1263	667	184	...	...	160	32	20	...	135	75
Golden Spur	Hong Kong	,,	,, 17	175	...	7	111	...	...	...	...	60900	...	...	...	810	...	20000	...	80	91	41	15	261	254	2179	1017	...	...	...	...	...	...	...	357
Cheops, str., via S.C.	Singapore	,,	,, 18	...	...	...	...	1	1100	176	1151245	19960	...	...	...	2184 &1cs.	...	36000	...	...	...	162	...	...	...	...	...	133	...	...	...	...	...	...	30
Do. do.	Hong Kong	,,	,, 18	...	...	...	...	...	...	...	1354830 &£5000	40000	...	...	...	4130	...	52000	9	...	...	...	...	...	...	...	...	100	...	..	26	2	...	6	13
Do. do.	Shanghai	,,	,, 18	...	...	...	...	...	...	...	4764888	64520	800	...	...	456	...	20000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	88
Erl King, str., via S.C.	Singapore	,,	,, —	...	...	...	...	£50	...	...	657139 &£15	74084 &£185	...	...	40	711	...	12000	...	...	...	...	...	...	20	...	...	459	340	...	10	...	...	97	40
Do. do.	Hong Kong	,,	,, —	...	...	¼	...	...	41	487	820850 &£32	19520	...	...	600	3558	209	8030	10	...	...	...	...	44	84	...	...	443	340	...	...	...	...	28	248
Do. do.	Shanghai	,,	,, —	...	...	½	...	...	...	423	7393309	97580	1336	...	...	8335 286pcs	...	1344	...	...	...	10	11	...	237	125	97	319	...	100	46	14	4	25	190
Vanguard, str., via S.C.	Do.	,,	,, 24	...	26	4	...	...	...	272	4341466 &101bls.	270200	...	...	30	8672	...	...	...	...	...	...	...	...	78	...	...	583	...	...	70	20	...	...	...
Historian, str., via S.C.	Colombo	,,	,, 25	...	...	...	...	...	...	167	357790	89640	...	...	...	35	...	800	...	...	...	...	...	...	28	...	2	195	...	...	90	...	...	47	32

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Tweed, str., via S.C.	Singapore	...	...	...	...	166	...	...	...	...	1cs.	...	...	...	30
b Chinaman	Hong Kong	25	156& 2cs.	27	140	44	...	...	...	16	123	...	...	...	...
c Enterprise str., via S.C.	Singapore	...	...	...	10cs.	...	10	...	...	...	...	...	120	...	...
d Do. do.	Hong Kong	184	18	2& 8gls.	1280	...	22	...	...	...	50cs.	26	340	904	100
e Do. do.	Shanghai	31	83	10	...	20	...	...	...	...	10	...	...	...	...
f Thames	Colombo	...	245& 6cs.	25	80	16	...	...	...	...	509	...	164	1438	...
g Alumina	Yokohama	15	31	43	432	30	...	...	10	...	...	...	110	...	...
h Golden Spur	Hong Kong	...	10	1gal.	...	...	...	...	...	...	...	...	...	...	...
i Cheops, str., via S.C.	Singapore	...	53	...	...	...	...	...	...	18	...	...	230	...	...
j Do. do.	Hong Kong	...	15	21& 3gls.	70	86	...	...	...	...	...	530	120	...	...
k Do. do.	Shanghai	...	18	...	...	...	...	...	..	...	...	...	...	...	...
l Erl King, str., via S.C.	Singapore	10	63	...	43& 2cs.	30	15	...	3cs.	28	...	...	...	...	...
m Do. do.	Hong Kong	...	37	4gls.	47cs.	98	43	...	...	130	...	2cs.	726	...	25
n Do. do.	Shanghai	45	60	67	30	825	35	...	1cs.	155	10	...	...	...	...
o Vanguard, str., via S.C.	Do.	10	51	25& 2gls.	410	67	37	77	...	860	...	34	...	...	...
p Historian, str., via S.C.	Colombo	...	79	...	1	...	...	20	...	...	...	...	644	298	...

Sundries.

a Silk braid stuffs, £231; gold lace, £80; needles, 1 cwt.; gold coin, £5,000; goods, manufactured, £92.——*b* Iron wire, £300; lighthouse and lantern, £3,000; corks, £50; cotton wicks, £10; oars, £21; glass paper, £10; brass manufactures, £23; goods, manufactured, £37; composition, £74; tin plates, 1,500 boxes; tar and pitch, 4 barrels.——*c* Parts of steam engine, £430; goods, manufactured, £150.——*d* Goods, manufactured, £70; cement, £10; caoutchouc, £102; iron pipes, 14 tons.——*e* Fruits, 1½ cwt.——*f* Rail iron, 100 tons; effects, £7; stoneware, £8; asphalte, 10 tons; tallow, 5 cwt.; bags, £160; vermouth, 100 gallons; scythe stones, £15; fruits, 10 cwt.—*g* Ultramarine, £75; goods, manufactured, £490; railway materials, £4,867; matches, £380; carriages, £170; effects, £147; clocks, £21; packing for engine, £30; freezing machines, £12; flax cloth, £70; products of coal, £32; coals and coke, 150 tons.——*h* Sheathing felt, £67; coals and coke, 472 tons.——*i* Wax, £300; elastic webbing, £138; pictures, £42; effects, £140; tallow, 5 cwt.; soda-water, £10; goods, manufactured, £10.——*j* Mineral water, £10; effects, £188; goods, manufactured, £30; pictures, £42.——*k* Effects, £79; liquor measure, £9——*l* brushes and caoutchouc manufactures, £35.——*m* Goods, manufactured, £170; elastic web, £125; jewellery, gilded, £150; effects, £25; smiths' bellows, £59.—*n* Tea, 437 lbs.; seeds, £10; manufactured goods, £64; silks, 30 pieces; india-rubber hose, £32; aluminium watches, £440; mineral water, £9 and 11 cases; surgical instruments, 1 case; clocks, £75; glass beads, 214 cases; geneva, 8 gallons.——*o* Seeds, £7; goods, manufactured, £22; steam crane, £380; jewellery, £14; pictures, £123.——*p* Tea, 35 lbs.; sugar, 1 cwt.; galvanised iron, 8 tons.

Note.—Per William Ritson, from London to Hong Kong, cleared Jan. 21 (addl.).—Plain cottons, 77,000 yards. Per Enterprise (str.), from London to Yokohama, *via* Suez Canal, cleared Feb. 8.—Paper, £100; cottons, £540; woollens, £160; earthenware and glass, £42. Per Minia (str.), from London to Singapore and Hong Kong, *via* Suez Canal, cleared Feb. 17.—Stationery, £91; 372 miles telegraph cable, £70,680. Per Cheops (str.), from London to Batavia, *via* Suez Canal, cleared Feb. 18.—Perfumed spirits, 120 gallons; wax, 3 tons; photagraphic apparatus, £70; steel, ½ ton. To Yokohama.—Unbleached cottons, 39,000 yards. Per Erl King (str.), from London to Batavia, *via* Suez Canal, cleared Feb. 20.—British spirits, 6 gallons; printed cottons, 19,678 yards. To Yokohama.—Haberdashery, £128; woollens, £1,931; flannels, £54; cambric, £390; leather, £110. Per Vanguard (str.), from London to Foochow, *via* Suez Canal, cleared Feb. 24.—Red wine, 122 gallons. Per Kangaroo (str.), from London to Singapore and Hong Kong, *via* Suez Canal, cleared Feb. 25.—582 miles telegraph cable, £110,580. Per Scawfell, from Liverpool to Singapore, cleared Feb. 20.—Copper, 5 tons; coal, 1,068 tons. Per Hylton Castle, from Liverpool to Galle, cleared Feb. 24.—Coal, 902 tons. Per Illyrian (str.), from Liverpool to Alexandria, for overland to Hong Kong, cleared Feb. 27.—Plain cottons, 92,000 yards. Per Ulysses (str.), from Liverpool to Singapore and Penang, *via* Suez Canal, cleared Feb. 10 (addl.).—Sails, £10; biscuits, £80; coloured cottons, 22,800 yards. To Hong Kong.—Plate iron, 4 tons; copper, ½ ton; rosin, £336. To Shanghai.—Hardware, £14; plain cottons, 422,690 yards. To Yokohama.—Worsteds, £559. Per Madras, from Glasgow to Galle, cleared March 2.—Coal, 1,700 tons.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Mar. 1	Anna Margaretha ...	van Munchen .	Java, for Rotterdam .	Off Dungeness
Jan29	Becherdass Ambaidas	—	Do.	Pernambuco*
Mar. 2	Taitsing	Bloomfield.....	Foochow	Off St. Catherines
3	Helena	v. Leeuwen ...	Batavia	Off Scilly
4	Juanpore	Haldane.....	Shanghai	Deal
3	Elshout	Teppema	Java	Prawle Point
3	Haamstede	Geerling.....	Batavia, for Rotrdm.	Off Scilly
Feb 28	Corsica	Charon	Do., for Nantes ...	St. Nazaire
Mar. 5	Tamerlane.....	Craig	Shanghai	London
4	Sir James	—	Singapore	Liverpool
6	Alice	Windermere ...	Shanghai	London
6	Ocean Rover	Hammond	Ceylon	Deal
6	Gesiena Maria.....	Rolff	Tjilatjap, for Amtdm	Do.
4	Margaret Falconer...	Scott	Foochow, for Rotdm.	Falmouth
5	Corlic.....	—	Rangoon	Do
6	Sooloo.....	Howie	Singapore	Liverpool
7	Olaquivel	Mendezona ...	Manila	London
7	Petchelee	—	Singapore	Off Liverpool
6	Eleanor	—	Batavia, for Rotrdm.	Off Dungeness
8	Ireshope	Ramsey	Rangoon	Falmouth

* For provisions.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb.20	Imogen	Mathews	Singapore	Sunderland*
11	Erato	Jones	Shanghai	Penarth
Mar. 2	Maiden Queen	—	Singapore	Liverpool
Feb.27	Loch Awe	M'Cullock.....	Batavia	Glasgow
4	St. Albans.....	Pike	Java	Rio de Janeiro
28	Bothwell Castle	Stewart	Singapore	Glasgow
Mar. 3	Lord of the Isles (str.)	Robinson	Shanghai, &c., via S.C.	London
2	Glensannox (str.) ...	Davidson	Sing., China, &c.—S.C	Clyde
1	Felga	Lauridsen	Bangkok	Cuxhaven
4	Shooting Star	McKenzie.....	W.Htlpool.& Colmbo.	London
4	The Bruce.....	Braes	Cardiff and Galle.....	Do.
3	Prospere	Maingourd ...	Ceylon	Cardiff
2	Madras	Fleming.....	Galle	Clyde
2	Bertha	Koch	Yokohama.....	Hamburg
8	Douglas Castle	McRitchie	Glasgow & Singapore	London
8	Astracan	Paige	Cardiff and Galle ...	Do.*
4	Armin	Ruhase	Hong Kong	Cardiff
4	Mutlah	Riley	Do.	Do.
F eb.26	Geraint	Pensoby (?) ...	Shanghai	Penarth Dock

* Not an arrival, as before reported.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Mar. 4—5	Belgian	London	Singapore and Hong Kong
" 6	Enterprise	Do.	Do., China, &c.
" 6	Emerald	Do.	Japan
" 3	Ulysses	Liverpool	China, &c.
Feb. 16	Goeland (Fr. aviso)	Saigon	Toulon
" 17	Japon (Fr. trnsprt.)	Do.	D

LOADING.

At LONDON.—For Yokohama: Devana, Fiery Cross, Flying Spur. For Tientsin, Newchwang, and Chefoo: Taitsing. For Shanghai: Victoria Nyanza, Everest, City of Aberdeen, Guinevere. For Hong Kong: Leander, Melbrek, Veronica, Glance. For Hong Kong and Foochow: Yang-tsze. For Singapore: Benares, Star of the South. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Craigforth (str.), Elgin (str.), Glensannox (str.). For Penang: Frances Milly. For Singapore and Manila: The Sir Jamsetjee Family. For Batavia and Sourabaya: Sophie Gorbitz. For Batavia, Samarang, and Sourabaya: Anita. For Colombo: Southern Belle, Palestine, Peveril of the Peak. For Colombo, &c. (via Suez Canal): Nile (str.), Europe (str.), Arcot (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred. For Manila: Estrella, Josefina. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Emblehope (str.). For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Hector (str.), Achilles (str.). For Batavia and Sourabaya: Merse. For Batavia and Buenos Ayres: Dirigo. For Singapore: Blenheim, Fort Regent. For Galle: River Ganges, Marseilles, Queen of Nations.

At GLASGOW.—For Manila: Dona Feliciana. For Batavia and Sourabaya: County of Berwick. For Colombo: Martaban.

SPOKEN.

OCEAN QUEEN, Penang to London, Jan. 31.
HENRIETTE, Amsterdam to Padang, Jan. 12, 3 N., 22 W.
EMPRESS OF INDIA, Singapore to Liverpool, Jan. 26, 34 S., 28 E.
BLACKWALL, Samarang to Falmouth, Jan. 28, 35 S., 25 E.
ELIZABETH ANN OLIVER, Manila to New York, Dec. 25, 10 S., 104 E.
HENRIETTA GEERTRUIDA, Batavia to Amsterdam, Jan. 11, 35 S., 23 E.
HUDDERSFIELD, Singapore to Liverpool, Jan. 19, 34 S., 15 E.
AURELIE, Sourabaya to Boston, Jan. 23, 28 S., 6 E.
JOHN LIDGETT, Hong Kong to London, Jan. 20, off Cape Agulhas.
BROCKHAM, Foochow to London, Jan. 19, 31 S., 37 E.
NYASSA, Penang to Philadelphia, Dec. 25, 28 S., 53 E.
AURORA AUSTRALIS, Foochow to London, Jan. 19, 33 S., 16 E.
RIVER BOYNE, Batavia to Falmouth, Jan. 24, 26 S., 6 E.
JUMNA, Shanghai to London, Dec. 31, 36 S., 38 E.
COUNTY OF AYR (ship), Java to Rotterdam, Jan. 31, 23 S., 3 E.
HINDOSTAN, Shanghai to London, Jan. 11, 33 N. (?), 15 E.
VALLEY FIELD, from Penang, Jan. 30, 35 S., 21 E.
P. V. L. G., Batavia to Amsterdam, Jan. 25, 31 S., 13 E.
NAGASAKI, Batavia to Rotterdam, Jan. 20, off Cape Agulhas.
LUCAYAS, Penang to London, Jan. 14, 36 S., 20 E.
JOHANNES (Dut. ship), Java to Amstdm., 62 days out, Jan. 19, 31 S., 11 E.
MARCHIONESS OF LONDONDERRY, Manila to N. Yk., Jan. 17, off Cape Seal.
SCAWFELL, Liverpool to Singapore, Feb. 27, 48 N., 8 W.

FREIGHTS AND CHARTERS.

We have no change to note in outward freights; business generally continues dull; rates for coal from the North have fallen in some instances.

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. meast, 40s. weight. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £30. To Singapore: £27. For Galle: £25. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£2 2s. 6d. For Yokohama: £1 17s. 6d. For Hong Kong: £1 14s. For Java: 17s. 6d. For Singapore: £1 6d. For Galle: £1 4s. 6d.

CASUALTIES.

A telegram from Galle dated March 3, states as follows:—"Have saved Palmerston's damaged decks, cargo considerably damaged purpose sending Colombo, surveyors recommend sell vessel and remaining cargo as they stand further salvage expensive."

The Samarang, King, from Pasaroeang to Rotterdam, arrived at St. Helena, Feb. 5, experienced a hurricane, on Dec. 7, in lat. 21 S. long. 99 E., when she was thrown on her beam ends and lost rudder, bulwarks, sails, and everything movable from the decks; she righted with six feet water in the hold, and, as she was still making water, 100 tons of cargo were thrown overboard; a quantity of sugar was also pumped up. No survey had been held, but temporary repairs were being effected, and she would probably leave about Feb. 14, with a jury rudder she shipped after the gale.

The Diane (ship), of Bordeaux, from Saigon, with rice, which arrived at St. Helena Jan. 27, had encountered very severe weather, especially on the 19th, 20th, and 21st Dec., which caused her to labour and make a great deal of water; had sails blown away, jibboom broken, forecastle bulwarks stove, and received other damage; she had since been surveyed, and the seams and butts of the topsides found very slack and open; she was discharging.

The Lizzie Iredale, Wilding, from Shanghai, which arrived at New York Feb. 16, had experienced strong N.E. winds down the China Sea to the Paracels, where she encountered a severe hurricane, lost sails, and carried away maintopsail yard.

A telegram from Batavia, dated March 3, states that the Belted Will, from London to Hong Kong, reported March 1 leaky, had commenced discharging, and so far no damage was apparent; it is supposed the cargo is only damaged at the bottom; the ship will be hove down.

MISCELLANEOUS.

At ADEN.—Feb. 15, Agamemnon (str.), Middleton, from Liverpool, and left for Singapore, China, &c.

At ST. HELENA.—Jan. 28, Jacob Roggeveen, from Batavia, and sailed, 29, for Amsterdam; 30, Free Vardon, from Yokohama, and sailed, 31, for London after repairing rudder; McGilvery, Nickels, from Amoy, and sailed for New York; Catharina Elizabeth, Brakke, from Macassar, and sailed, Feb. 1, for Amsterdam; Pasaroeang, Hollands, from Batavia, and sailed, Feb. 1, for Amsterdam; Cleta, Middleton, from Canton, and sailed, Feb. 1, for New York; Malvern, Cole, from Ilo Ilo, and sailed, Feb. 1, for London; Bat, Kramers, from Batavia, and sailed, Feb. 1, for Amsterdam; Feb. 1, Susanne, Camoriet, from Saigon, and sailed, 2, for Bordeaux; Gateshead, Lamb, from Manila, and sailed, 4, for Liverpool; Lincelles, Sleightholm, from Ceylon, and sailed, 2, for London; 3, Aquarius, Altman, from Banjoewanjie, and sailed, 4, for London; Henrietta Geetruida, de Boer, and the Huydekoper, Bouten, both from Banjoewanjie, and sailed, 4, for Rotterdam; 5, Oceanus, Planten, from Banjoewanjie, and sailed, 6, for Rotterdam; Johanna en Willem, Janssen, from Pasaroeang, Mentor, de Greeve, from Batavia, and both sailed, 6, for Amsterdam; Samarang, King, from Pasaroeang; 7, Gateside, Simpson, from Colombo; Mountain Laurel, Ellbeck, from Colombo, and both sailed for London; Queen of the Age, Clyma, from Shanghai, and sailed, 8, for London; Hibernia (str.), Welch, from Singapore, and left 8 for London; 9, Condor, Edlund, from Batavia, and sailed for Hamburg; 10, Walton, Mercer, from Manila; Sultana, Seals, from Colombo, and both sailed for London; 11, Fair Leader, Newman, from Macao; Lord Collingword, Anderson, from Ceylon, and sailed for Falmouth; Belle, Hill, from Amoy; 12, Palestine, Grigg, from Singapore; Jason, Rusman, from Batavia; 11, Speranza, Grey, from Galle, &c., and sailed for London.

Off ST. HELENA.—Jan. 30, Percy Douglas, from Ceylon, and sailed for London; 31, Maasluis (Dut. ship), from Batavia; Feb. 1, Robin Hood, from Colombo, and sailed for London; Feb. 2, L. N. C. H. (Dut. ship), from Java; Nieuwland, from Batavia; Genl. de Stuers, from Banjoewangie; all three sailed for Rotterdam; 6, Tyburnia, (Eng. ship), from Shanghai, and sailed for London; 4, Dundonald, from Shanghai, for London.

At TABLE BAY.—Jan. 21. Kirkland, Callidge, from Macao, and sailed for Falmouth; 22, King Harold, Martin, from Manila, and sailed, 30, for Liverpool; 25, Fairy (str.), Fox, sailed for Shanghai.

At ALGOA BAY.—Jan. 30, Santos, Kleingarn, from Hong Kong.

Off CAPE AGULHAS.—Jan. 19, Bernhard Hertogoon Saxe Weimar, from Batavia for Rotterdam; 20, P. M. V. H. (Oceaan, Dut. brq.), from Batavia for Rotterdam.

Digitized by Google

The Steam Line between Holland and Java.—Messrs. John Elder and Co. have launched from their shipbuilding yard, Govan, on the Clyde, an iron screw-steamship of 2,700 tons register and 400-horse power nominal, for the Stoomvaart Nederland Company, the first of four steamships which the builders have in hand for the same company. The vessel has been designed and constructed for that company's service between Holland and Java via the Suez Canal, and is of the following dimensions:—Length between perpendiculars, 320 feet; breadth, 39 feet; depth moulded, 31 feet. In the equipment of the ship the latest improvements have been introduced, and nothing appears to be overlooked which will tend to the success of the vessel, and the passenger accommodation and fittings are of a high class of workmanship and finish. Accommodation has been provided for 100 first-class, fifty second-class, and a few third class passengers. She has great carrying capacity, with light draft of water. The engines, which are being supplied by the same firm, are upon their compound principle, with all recent improvements. On leaving the ways the ship was named the Willem III.

The results of the survey of the west coast of Kiusiu by Commander Brooker, in H.M.S. Sylvia in 1869, and of the Inland Sea by Lieut. Maxwell in the same vessel last year, have been published by the Hydrographic Department of the Admiralty.

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST of the Best Quality, and upon the Most Favourable Terms.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

OSLER'S CRYSTAL GLASS CHANDELIERS.
WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD STREET, W.
Manufactory and Show Rooms.—Broad Street, Birmingham.
Established 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home. References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

A.D. 1871.

GRANT'S TRANS-MONGOLIAN TELEGRAMS.

I beg to inform you that I have made contracts for this year by which Telegrams between Kiachta and Tientsin will be delivered in Ten Days, being a still further reduction in time of Twelve Hours.

TELEGRAMS FROM EUROPE.

Telegrams for China or Japan may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 21st February, to Tuesday, the 28th November, inclusive.

Telegrams must be addressed "Grant, Kiachta." If Express, "Grant, Kiachta, Express."

Express Telegrams may be despatched on any day. They are forwarded by Special Couriers within Half-an-Hour of their delivery at Kiachta.

CHARGES FROM KIACHTA.

Twenty Words or under ... ... Tls. 12 | And for every additional Ten Words or under... Tls. 4

Express Telegrams—Tls. 150 plus Tls. 2 for every Ten Words.

The Charges are payable by the Receiver to the Agents within Three Days of delivery; otherwise Twenty per Cent. will be added to the above rates.

The Sender is responsible for the payment if the Receiver does not pay.

The above rates show a considerable reduction on the tariff of the Indian Companies.

Agents at Shanghai ... ... Messrs. HALL & HOLTZ.
" Tientsin ... ... " J. LIVINGSTON & CO.
" Yokohama ... ... Mr. E. L. B. McMAHON.
" Kalgan ... ... Messrs. MATRINSKI & KAZANTZOFF.

Telegrams for Ports South of Shanghai are forwarded by Messrs. Hall & Holtz.

Head Office: KIACHTA, ORIENTAL SIBERIA.

C. MITCHELL GRANT, Proprietor.
WM. HAGEMANN, Secretary.

London Agency—Messrs. MORGAN BROTHERS, 42, Cannon-street.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

Digitized by Google

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.

Messrs. Glyn, Mills, Currie and Co.: the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000.000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

ROBERT COCKS AND CO'S NEW VOCAL MUSIC.

SONGS AND BALLADS.

O FAIR DOVE! O FOND DOVE! (The most popular setting of the Poem.) Song. A. S. GATTY. 4s. "We have seldom met with so much beauty concealed in so apparently simple a song."—Vide *Edinburgh Courant.* "A singularly touching and effective melody."—Vide *Examiner.* "Cannot fail to be a favourite."—Vide *Weekly Review.*

HER BRIGHT SMILE HAUNTS ME STILL. Ballad. Words by Dr. CARPENTER. Music By W. T. WRIGHTON. The same arranged for the Pianoforte by BRINLEY RICHARDS. 4s. "There is an elegance and charm about this lovely song which is quite captivating."—Vide *Wesleyan Times.*

THE LIQUID GEM. Song. By W. T. WRIGHTON. 4s. "One of Mr. Wrighton's lightest and happiest inspirations. The composer is one of the surest and most fertile of those who supply our drawing-rooms."—Vide *Liverpool Journal.* The same for Pianoforte by BRINLEY RICHARDS, 4s.

TO HEADS OF SCHOOLS.—A New and much Enlarged Edition of the highly useful GREEN CATALOGUE OF VOCAL AND PIANO MUSIC is now ready, and may be had on application, post free.

FLOWERS OF THE GARDEN AND FLOWERS OF THE WILDWOOD. New Vocal Duet. By the Author and Composer of "What are the Wild Waves Saying?" 4s.

I PRITHEE SEND ME BACK MY HEART. Words by Sir JOHN SUCKLING; Music by A. S. GATTY. 3s.

OUR DEAR OLD CHURCH OF ENGLAND. National Song. By J. L. HATTON. 3s. The same for four voices, 2s. The same transcribed for the Pianoforte, by J. PRIDHAM. 3s.

GIVE US THY REST. New Sacred Song. Words by Miss BURNSIDE; Music by Miss M. LINDSAY (Mrs. J. W. Bliss). Post free for 18 stamps. Also, by the same Author and Composer, TIRED, Sacred Song; No. 1 in D flat. No. 2 in D. 4s. each.

THE LIGHTS FAR OUT AT SEA. Words by REA; Music by A. S GATTY, Composer of "O Fair Dove, O Fond Dove" Price 3s.

MR. ALFRED SCOTT GATTY'S NEW SONGS AND BALLADS.

I Prithee Send me Back my Heart. 3s.	The Northern Star. 3s.
Tell him I Love him yet. 3s.	Long, long, ago. 3s.
O Fair Dove, O Fond Dove. 4s.	Heartless. 3s.
The Mother's Visit. 3s.	Six Songs for our little ones. 2s. 6d each.
Oh, doubting heart. 3s.	For Two Voices.
Six Songs for Children. 3s. each.	O That we two were Maying. 4s.

London: Published only by ROBERT COCKS and Co., New Burlington-street. Order of all Musicsellers.

All the above Music may be had, post-free, at half-price.

HOLLOWAY'S OINTMENT

AND PILLS.—Facts and figures recommend Holloway's treatment to all tender-chested persons. Changes of season are always trying to mankind from the variability of temperature, now increasing, then depressing the circulation, hence the prevalence of throat affections, chest complaints, and disordered digestion at this season For all this catalogue of ailments Holloway's Ointment rubbed thoroughly over the parts affected will be found universally serviceable in preventing, checking, or curing each and all. It is a remarkable curative in cases of inflamed or ulcerated throat, while for glandular enlargements it is a specific. In coughs, colds, asthma, and bronchitis, Holloway's Pills should be taken simultaneously with the friction of the Ointment over the chest.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

THE PHŒNIX.

A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA
EDITED BY
THE REV. JAMES SUMMERS,
Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Alnos, the Tartar Languages Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	RIBEIRO & Co.
Batavia	HOUGHTON & Co.
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & C
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL E C
(Over the JERUSALEM)

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MAHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS nd Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and PARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA.....	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA. ADEN ..... BOMBAY.....	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE ..... MADRAS ..... CALCUTTA ... PENANG ..... SINGAPORE ... CHINA ..... JAPAN	Saturday, March 4, 2 P.M. And every alternate Saturday thereafter.	Tuesday, March 14, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA ... NW. ZEALAND	Saturday, March 18, 2 P.M. And every fourth Saturday thereafter.	Tuesday, March 28, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA. VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. STARR and Co., Agents 22, Moorgate-street London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria fortnightly, from Saturday, the 4th February, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.: G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer rom Southampton on 2nd and 17th f each month.

Japan and China... ... — 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class Steam and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang..	Elgin, s.s. ... via S.C.	A 100	SWID	March 15
Hong Kong..	Veronica ...	A1 14 yr.	SWID	With des.
Hong Kong..	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Everest	A1 13 yr.	SWID	With des.
Tientsin, Newchwang & Chefoo ..	Taitsing.....	A1 14 yr	SWID	With des.
Yokohama	Flying Spur.	A1 14 yr.	SWID	With des.
Yokohama	Devana	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55. King-street, Manchester.

SINGAPORE, CHINA, JAPAN, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Hong Kong & Foochow Foo*	Yang-tsze ...	A1 17 yr.	E.I.D.	With des.
Yokohama ..	Fiery Cross..	A1 13 yr.	E.I.D.	With des.
Singapore & Manila ...	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	With des.

* To call at Amoy if sufficient inducement offers.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Yorkshire, s.s.	1,700	April 30

Their accommodation for passengers is unsurpassed and they will carry a surgeon and stewardess if sufficient inducement offer For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co, 3, York-street, Manchester, or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.

From LONDON.

Batavia, Sourabaya, and Padang.....	Sophie Corbitz, in lieu of Medora ..	3-3rds 11	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON (via Suez Canal) to PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent new screw steamer CANTON, 1,100 tons register, 200-horse power nominal; J. C. JACQUES, Commander (who has had great experience in the China trade), will load in the South West India Docks, and be despatched on 3rd April. This beautiful vessel has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage. Has splendid accommodation for first and second-class passengers, is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C. To be followed by the sister steamship Hong Kong.

With immediate despatch.

FOR SHANGHAI, direct, the fine Aberdeen Clipper Ship CITY OF ABERDEEN, A1 14 years, 551 tons register, ALEXANDER CLARK, Commander; loading in the East India Docks.

For Freight or Passage, apply to CRUICKSHANK and RING, 26, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the splendid Clipper Ship, GLANCE, AA 1, 887 tons register, ALFRED MESSERVY, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the celebrated Clipper Ship, ARIEL, A1 16 years, 853 tons register. WILLIAM COURTENAY, Commander; East India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; now loading in the South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

PERMANENT PHOTOGRAPHS.

MESSRS. EDWARDS and KIDD are prepared to undertake printing in permanent pigments by their new method of photo-mechanical surface printing, known as HELIOTYPE.

Prints by this process are indestructible, and unaffected by exposure to any climate. Their cost is less than that of silver-printing.

Arrangements may be made for the working of th process by photographers in the East. Terms and specimens on application. Messrs. Edwards and Kidd also undertake the publication of, or agency for, photographic works in this country.

EDWARDS AND KIDD,
22, HENRIETTA-STREET, LONDON, W.C.

CAUTION.

STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words "John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday March 14, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 394.] LONDON, SATURDAY, MARCH 18, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Dec. 2	Jan. 24	Jan. 29
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	„ 24
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Nov. 25	Jan. 19	„ 26
Kiu-kiang			
Chin-kiang			
Shanghai	Dec. 2	„ 21	Feb. 1
Ningpo			
Foochow	—	—	Jan. 30
Formosa			
Amoy			
Swatow			
Hong Kong	Dec. 23	Feb. 2	Feb. 8
Canton			
Macao			
PHILIPPINES— Manila	„ 2	Jan. 20	„ 1
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	„ 10
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 9
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Jan. 13	Feb. 15	„ 15
Penang	—	—	„ 17
CEYLON —Galle	—	—	„ 23
Colombo	—	—	„ 22

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning, in advance its due date. The next inward mail (P. and O.) is due on the 3rd April, with dates Shanghai, Feb. 16; Hong Kong, Feb. 22.

Telegrams, *via* Singapore, with dates Shanghai, March 2; Hong Kong, March 8; were received on the 15th inst. Telegrams from Japan, Feb. 23, *via* San Francisco, are due on the 20th.

List of Passengers.

PASSENGERS INWARD.

By last (French) mail to Marseilles, per Messageries steamer *Donnai*.—From Yokohama: Messrs. Brandt, Leques, Mercier. Valette, Ruffier, De Beranger, Mdme. Pillard. From Hong Kong: Messrs. Chapelet, Lefebore. From Saigon: Messrs. Moyzes, Lervy, Fortin. From Batavia: Messrs. Sapa, Benoit, Massing, Lasomequere, Lafon, Ravin. From Singapore: Mr. De Man.

By this mail, via Brindisi.—Messrs. C. Schmitz, M. M. Walker, G. Smith, T. Platt, J. F. Cordes. For Southampton: Captains W. E. Lewis, Lemmermann, and Ingram, Messrs. W. Anderson, T. McLean, H. Roper, C. Ladner.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nubia*, from Southampton, March 18.—To Yokohama: Mr. W. Shand, Mrs. Curtis, Miss Sandilands. To Shanghai: Mrs Lyall Grant, Mr. J. Marsh, Mr. Bernhard. To Hong Kong: Mr. and Mrs. T. Smith and child, Mr. Veitch, Mr. W. Christy, Mr. D. Moncur, Mr. C. E. Thomson. Mr. J. Gittins. To Batavia: Mr. and Mrs. T. Wassink. To Singapore: Mr. Hocklin, Mr. W. R. Robertson. To Ceylon: Mr. P. Cummins, Ensign Scott, Mr. Baynes, Mr. Rollo.

Per P. and O. steamer *Delta*, from Brindisi, March 28.—To Shanghai: Mr. and Mrs. W. Pugh, Mr. and Mrs. G. W. Coutts, Mr. J. G. Weston To Rangoon: Mr. M. R. Cowie. To Hong Kong: Mr. and Mrs. E. Deacon, Mr. F. B. Johnson, Mr. H. T. Wade. Mr. M S. Tonnochy. To Ceylon: Mr. D. W. H. Skrine, Mr. A. Heelis.

Per P. and O. steamer, from Suez, April 2.—To Shanghai: Mrs. Clark. To Singapore: Mr. L. Clark. To Hong Kong: Mr. F. Clauss.

Per P. and O. steamer *Massilia*, from Southampton, April 1.—To Shanghai: Mr. R. Swinhoe. To Ceylon: Mr. C. Wood.

er P. and O. steamer *Nubia*, from Brindisi, April 11.—To Ceylon: Mr. and Mrs. Mercer.

Per P. and O. steamer, from Suez, April 16.—To Singapore: Mr. E. J. Erdmann.

Per P. and O. steamer *Bangalore*, from Southampton, April 15.—To Yokohama: Mr. J. Albinson. To Ceylon: Mr. and Mrs. Rose.

Per P. and O. steamer *Massilia*, from Brindisi, April 25.—To Ceylon: Mr. and Mrs. H. Ross Buchanan.

Per French mail, from Marseilles, March 19 —To Hong Kong: Mr. Serreau. To Yokohama: Messrs. Twashita, Oyanna, A. Darbie Demand, and Even.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates are to the 29th Jan. The London mail of 2nd Dec. had arrived.

A correspondent reports as follows concerning the state of Messrs. Dallas and Ring, who were recently attacked at Yedo:—

When the wounds had been carefully dressed they were conveyed to their quarters. Their recovery was for some time despaired of, fever having set in, but at latest accounts they were both continuing to do well. The assassins made their escape. Immediately on the news of the outrage reaching the authorities the gates of the city were closed, detectives sent through the city, and every means used to secure the capture of the guilty parties, but, up to latest advices, without success. The latest news is as follows: Messrs. Dallas and Ring were both going on well, and are quite cheerful and hopeful of recovery. The man arrested was not Mr. Dallas's servant, but a young officer who had been out with them. and was at the time of the attack some yards in front of them. He was either a pupil or an interpreter, if we understand aright. Nothing was expected to be got out of him, but it was deemed right to examine him, to know why, having his sword upon him, he did not draw in their defence.

CHINA.

PEKING.

It is announced that M. Deschamps, of the Customs' service, is appointed by the Tsung-le Yamun Interpreter to the Imperial Government to be resident at Peking on a salary of £3,000 per annum. M. Deschamps' name will be familiar to our readers as that of one of the Secretaries and Interpreters to the famous or infamous Buncombe Embassy of the late Mr. Burlingame.

SHANGHAI.

The dates extend to the 1st Feb. The London mail of Dec. 2 arrived out on the 21st Jan.

The following items are from the *North China Herald*:—

The first practical experience of the war in Europe has been brought home to us in Shanghai, by the seizure of the British barque *Robert Rickmers* by the French steamer *Linois*. Until within the last few days the *Robert Rickmers* had been under North German colours, but had registered at the British Consulate, in consequence of a transfer of ownership to a British firm, effected in Europe. She cleared from the Shanghai Customs on the 19th, and sailed from Woosung on the 21st, under the English flag, with papers in proper order. The *Linois* followed her twenty-four hours later, captured the vessel and sent her crew up as prisoners to the French steamer *Venus*. We have not heard on what ground the capture is based; no doubt the French commander was ignorant of the transfer. H.B.M. Consul and the Senior Naval Officer in port have protested against the seizure.

A sham fight has certainly eclipsed in interest any other local occurrence. The Miholoongs and No. 3 Rifle Company, with the Rangers and one gun, under Captain Brewer, formed the defending force; Nos. 1 and 2 Rifle Companies, with two guns, under Captain Maclean, starting afterwards to the attack. It had

Digitized by Google

been arranged that the fight should take place on the banks of the Soochow Creek; and after some hot skirmishing the two parties came to close quarters alongside of Messrs. Miller and Batt's bungalow. It would need far more skilled criticism than we can pretend to to decide who won the event of the eventful day. We incline, ourselves, to an opinion that there was, properly, not a man left on either side to tell the tale. Towards the close the right subdivision of No. 1 Company executed a brilliant charge at No.3, who were compelled to retire, but were soon reinforced by the Miholoongs, who engaged in a hand-to-hand conflict without even fixing their swords, and must therefore have suffered terribly, though they greatly outnumbered their opponents. The combat was resumed after a pause, and No. 2 Company then achieved the great event of the day by surprising and capturing the opposing gun, showing in the act a noble disregard of the withering fire of grape with which their advance was greeted. One of the guns with the attacking party had, in the meantime, been left alone to sustain a brilliant charge of Rangers, which, however, it gallantly repulsed with the aid of its colleague, which came opportunely to the rescue. Finally the opponents piled arms and fraternised round a cask of beer, which made a most opportune appearance. We said "fraternised;" but the struggle was truly more severe to reach the beer than it had been in the foughten field. Imagine some two hundred and thirty men struggling for the possession of a dozen tumblers, and striving all at once to reach the small space occupied by the front of a beer barrel, and the scene may be conceived which followed the battle of Soochow Creek. About 5 P.M. the order was given to fall in and resume the homeward march. Some active skirmishing drill was gone through on the way, and the settlement reached about 6 P.M.

The bridge near the West Gate, on the French road to Sikaway, has fallen in, the bank having given way in consequence of the excavations from the creek. So all traffic has, for the time, to pass over the Chinese bridge alongside. Earth has been placed on this to fill up the interstices between the steps and give it a smooth surface; traps manage to get over it somehow, though the process is something like driving over the roof of a house.

A correspondent again calls attention to the deterioration which is taking place in the river channel of Shanghai. We fancy he exaggerates the case, as the tides just now are dead neap, and the low water mark would therefore appear unusually low. Still, there is no doubt of the fact that the channel is deteriorating; and as the matter is one of the highest importance, not only in a commercial point of view, but to owners of property in the Foreign Settlements, we can only repeat our surprise that it is allowed to remain so long neglected.

An interesting case was tried in the Supreme Court, in which Messrs. Pustau and Co. sued Messrs. Chapman, King and Co., for the restoration of a quantity of lead stored at the Hongkew wharf, for which they are agents. The plaintiffs sold the lead to a Chinaman, who paid them for it in worthless bank orders, obtained the godown order, and hypothecated this to Messrs. Chapman, King and Co. Finding the orders worthless, Messrs. Pustau and Co. tried to recover possession of the lead, but the jury found for the defendants.

The case Rex *v.* Hentig terminated in the prisoner pleading guilty and receiving a sentence of four months' imprisonment.

The Fire Brigade were called out by an alarm of fire at Messrs. Russell and Co.'s junior hong. A policeman saw smoke issuing from the roof and gave the alarm—not, as it proved, a minute too soon. One of the large beams had caught, apparently from the chimney, and a large piece of it had burned when it was discovered. Fortunately a number of buckets of water were at hand ready for use, and the inmates of the hong (who are nearly all hook and ladder men) were able to put out the fire before it gained headway. The Miholoong truck was on the spot very soon after the bell had rung, and the members gave useful aid. The fire engines also came well up in time, but their assistance was not needed. It is exceedingly fortunate that the fire broke out in the daytime, when it could be detected at the outset, and that a supply of water was at hand—otherwise the house might now have presented a sister spectacle to the British Consulate. At night the chances are nothing would have been heard or seen until the whole roof was in flames. As it is, the harm to the roof can be easily repaired, and a spoiled carpet or two on the upper floor will represent the balance of the damage.

Official correspondence has been handed to us, denying that Chinese endeavoured to plunder the *Ellen Castle*, when she was wrecked on the Newchwang bar. We can only say that our information came from the agents of the vessel, who must have been strangely misled. H.B.M. Consul, however, avers that the Celestials did not draw upon themselves the blank cartridge of H.M. Marines, so it seems clear that the sympathy expressed with Mr. Wade, at the alleged result of the *Grasshopper's* stay in Newchwang, was misplaced; and we gladly second his effort to relieve the Chinese from the calumny fixed upon them.

MR. HARGREAVES'S EXAMINATION.

In the Bankruptcy Court W. Hargreaves, sworn, stated:—About the end of May, 1867, I had about £430 in hand in cash, and furniture to between £2,000 and £3,000 in Shanghai; Gas shares 76, 20 of which were mortgaged for an indefinite sum, but which sum afterwards turned out to be Tls. 1,200; also 2 Dock shares, worth then Tls. 2,500, mortgaged for a credit of £1,000 to the Chartered Mercantile Bank, to be drawn in London; also property in the French Concession worth Tls. 4,000. I owed B. Liebert about £6,500, Hydes and Jones £6,000, and J. O. Johnston £1,000. The furniture was my private property. In June I commenced business with Mr. Thorburn, under a written agreement. The terms were that I was to advance £15,000 and Mr. Thorburn £10,000, and that I was to come out to Shanghai, as agent for him, under power of attorney. I advanced £10,000; five thousand of which I borrowed from Mr. Jones of London, without security, and £5,000 from him, with Liebert's security. There was also a private agreement between Thorburn, myself and Jones. It was that, so soon as I received my release from Smith, Kennedy, and Co.'s firm, that I was to become a partner with Mr. Thornburn, on the terms that I was to get 3-5ths interest, and Thorburn 2-5ths. I came to Shanghai in August 1867. I got my release from Smith, Kennedy and Co. in March 1869. Before I left London it was clearly understood between myself and Mr. Thorburn that we were to be partners from the beginning, in proportion to our capital, and the written agreement was merely to secure the earnings against Smith, Kennedy and Co.'s creditors. This document, which I hand in, is a draft of the private understanding between myself and Mr. Thorburn. It is in the latter's handwriting, with additions by myself and Jones. The furniture in Shanghai was the property of the trustees of my wife under the marriage settlement. Adjourned till the 18th of February, to enable bankrupt to separate furniture bought after his arrival in Shanghai from that previously in his possession.

MEMORIAL FROM CHUNG HOW.

The *Cycle* translates the following amusing memorial from Chung How, requesting the Emperor to confer some mark of approval upon the Queen of Heaven, as a reward for the way in which she has recently looked after the grain junks upon the coast. The matter has been referred to the Board of Rites:—

Chung How reports that having for many years filled the office of Superintendent of Trade, he has had constant opportunities of observing to what an extent coasting craft and the ships from Fukien and Kuangtung depend upon the grace of the Queen of Heaven, each vessel having on board a tablet inscribed to her. In obedience to the Imperial will, your slave is now departing for foreign countries, having already passed by seven provinces, namely, Fengtien, Chihli, Shantung, Kiangsu, Chekiang, Fukien, and Kuangtung. During this passage he has observed that all along the ten or fifteen thousand *li* of coast which bounds the empire, the people everywhere derive their support from labour on the sea. Whether they are fishermen or salt collectors, they work day and night in tempest and amid the waves. Therefore it is especially necessary to invoke the mercy of the sacred spirit on their behalf. The importance of the trafic by sea is enormous, whether between the ports or with foreign countries, whence warlike stores of all kinds are brought to supply our wants. This, indeed, demands even greater attention than the industry of the people; wherefore it is begged that an honourific epithet may be conferred upon the goddess, and that offerings may regularly be made at her altars, whereby the people will be led to display increased reverence for her.

Few of our readers are perhaps aware how greatly those of our residents who have correspondence with Peking are indebted to the Custom's department for the conveyance of the same between Shanghai and the northern capital during the winter season. However we may blame Mr. Hart and his administration in some respects, we certainly have to thank him for organising a system which has become a great public convenience. The expense of the service, to say nothing of the amount of work it entails on the staff, is no slight matter, for every ten catty bag of mail matter requires a separate courier, and often as many as six bags go forward on the arrival of every mail from Europe. Each of these bags costs the Chinese Government about thirty dollars for overland conveyance between Chinkiang and Peking, a single mail therefore amounts to from one hundred and fifty to one hundred and eighty dollars, while for the season, upwards of two thousand dollars are expended on this service. We were quite surprised to see the amount of trouble which the departure of a Peking mail entails on the office of the Chief Tide Surveyor, where a miniature post-office has been organised. Letters for Tientsin and Peking are forwarded free for all senders, newspapers only being restricted to members of the Custom's service and foreign legations. This restriction was found absolutely necessary, for if missionaries also could be brought within the privileged classes, the mail could not possibly be kept within anything like reasonable bounds, while the expense and trouble would be increased beyond all endurance.

Messrs. John Thorne and Co. have disposed of, by public auction, 1,313 tons of North Wales coals, ex *Andromeda*. The lot was knocked down to a Chinese buyer at Tls. 5.50 per ton. This cargo, it is not surprising, considering the lengthy passage made by the vessel, is in a very poor condition. A fire has occurred on board, but it was extinguished without much damage having been done. [This vessel has been reported in Liverpool as lost, after leaving Shanghai.—Ed. *L. & C. T.*]

We have to acknowledge a copy of the schedule and report of the Land Assessment Committee, which forms a volume of over sixty pages. The report has been already published, so requires no fresh notice at our hands. The schedule is carefully compiled,

Digitized by Google

and gives every possible information, from the name of the owner of each plot, down to the amount of municipal and Chinese taxes which he has to pay for his privilege. The gross assessed value of land registered in the English and American Concessions is Tls. 5,707,500, and the municipal taxes payable on it are Tls. 11,768.

A meeting of shareholders in the French Gas Company was held on the 27th Jan. The report by the directors exhibits a very satisfactory position of affairs. The net profits realised during the year ended 31st December amount to Tls. 7,218, out of which it was agreed to declare a dividend at the rate of 8 per cent., which will absorb Tls. 3,040, to carry Tls. 3,600 to reserve, and the remainder to the new year's account. A reduction in the price of gas from 17 to 15 cents per cubic metre was agreed to unanimously.

The new bell tower in the Municipal Compound has been completed, and the bell of the old church, handed over for the purpose, put up in it. The tower is seventy feet high, and there can be no doubt this commanding elevation will be sufficient to give warning to the furthest limits of the Settlements. The tower is a substantial erection, roughly finished as yet; but was only desired to have it up for use as early as possible, and "appearances" may be satisfied at leisure.

The excavation of the Sikaway is finished, and the water has been again let in. Those who remember what a disagreeable looking bed of mud it used to be will appreciate the deep clear canal into which it has been converted. Whereas it was before impassable at half-tide, it has now several feet at dead low water.

Our Ningpo correspondent writes that the barque *Haimlota*, which had been ashore for some days outside of Chinhai, was got off on the 27th, but was again blown ashore, and became a total wreck forty-eight hours later. A court of inquiry is to be held. The weather very cold and a little snow.

There has been great delay in the arrival of the new Futai, to take up his office at Soochow, the provincial capital of Kiangsu. The explanation is Fung-shuey. There is something wrong in the "influences" of the palace. Two Governors have lost their mothers there, within the last eight years, and the new incumbent fears a similar fatality.

FORMOSA.

THE CAMPHOR TRADE.

The *Hong Kong Daily Press*, in an article upon the camphor monopoly, regrets that the present Consul is disposed to support the Chinese officials in re-imposing the embargo on the trade which led to the disturbance at the end of 1868, and to the capture of the Amping Fort by Lieut. Gurdon, and which since that time had become entirely suppressed. The manner in which this embargo has been enforced is extremely simple. It seems that the Taoutai of the island, who resides at Taiwanfoo, sold the exclusive right to trade in camphor every year to a company of Cantonese, and that large sums were thus made both by the Taoutai and the monopolists. The latter, who were aided by the Taoutai and his soldiers, forced the producers to take their camphor to recognised stations, and took the strongest measures to prevent their selling it to foreigners. The produce collected in this manner found its way to Banca, a town about twelve miles up the Tamsui River, where a market was established in which foreigners were nominally allowed to trade; but the prices at which the camphor was offered were so high as to preclude foreigners from entering the market with any chance of making a profit upon shipments to Hong Kong. The end desired was thus completely attained. This system was very lucrative to the Mandarins, to the monopolists, to the soldiers in their pay, but ruinous to the producers. The latter consequently endeavoured to free themselves from this injustice, and took steps to induce foreigners to buy the produce direct from them, which with the aid of some of the country people was done. The foreign purchasers who had to convey their produce down from the interior were frequently molested by the mandarin soldiers, and many of the natives found aiding them were taken up, put into prison, beaten, and in some cases even beheaded. The circumstance was pointed out to Mr. Consul Gregory, but he maintained his opinion, and would do nothing. Fortunately, however, this gentleman went home on leave, and his successor, Mr. Holt, impressed upon the officials that the monopoly was contrary to the Treaty rights of foreigners, and so succeeded after much trouble in quashing it.

An attempt has recently been made to re-establish the old state of affairs, and it appears that, notwithstanding all that has taken place, Mr. Consul Gregory is disposed to uphold the monopolists, and there seems to be no doubt that his having expressed such an opinion is the chief reason why the Chinese have had the temerity to attempt to re-establish the embargo. It is certainly to be greatly regretted that this question, which had been entirely settled, should be revived, and it seems unaccountable that the present Consul could not maintain the ground which had been gained with much difficulty by his predecessor.

TAKOW—FORMOSA.

(North China Herald.)

We observe with pleasure that an additional trade report has been added to those already issued from the Customs press for the year 1869, namely, that from the port of Takow, in South Formosa. This seems, for some reason or other, not to have been forthcoming when the others made their appearance; but the volume for 1869 has now been rebound, and reissued in its complete form.

Late as it is, the Takow report is not devoid of interest. To the mass of foreign residents in China that port is little known, and of slight importance individually; but we are all more or less interested in the debate which is now going on, as to whether or no we shall voluntarily surrender a right gained at so much trouble, which costs so little to retain, and which is year by year becoming of more value; and any addition to our information on the subject is, under the circumstances, doubly welcome. Takow, like most other places, has had its dark day; in fact it may be said that, through the gross mismanagement and wilful obstructiveness of the local officials, it has never had a chance of showing what its capabilities as a producing district are. But recent events, with which our readers are all familiar, have created a great change in this respect, and there is now no doubt that, if let alone, it will soon become of very considerable importance to all concerned in the carrying and local trade of China. If the Chinese Government were alive to their own interests, they would be the first to cry out against the closing of the port, for it can produce in almost any quantity sugar and rice—two of the necessaries of life to all the people in the North of China; and it ought to be the care of the Government to foster whatever means are likely to facilitate the transport of those staples. Even from a selfish point of view it would almost seem to be worth while for the Central Government to pay the paltry couple of thousand pounds or so that it at present costs the British Government to maintain the Consular Establishment there, for the foreign trade produces them a revenue of Tls. 72,000, very little of which would find its way into the Imperial Treasury if the trade were allowed to get under the control of the local mandarins again.

The most important feature, however, in the present report, is an able and interesting account of a visit to the Formosan savages, by Mr. T. Hughes, an assistant in the Customs service, and then stationed at Takow. The eastern portion of the island, as our readers are aware, is peopled by a race of savages living in a sate of pure barbarism. Four years ago, attention was attracted to them by the murder of the shipwrecked captain and crew of the American barque *Rover*, who, after narrowly escaping death by drowning were, without cause or offence, slaughtered in cold blood immediately on reaching the shore. The consequence was an armed expedition against them by the Chinese authorities of Taiwanfoo, at the instigation of the U.S. Consul at Amoy; but instead of exterminating the race, as was probably the original object of the expedition, a treaty of peace and friendship was made with a chief named Tok-e-tok. It is satisfactory to know that this, the first occasion on which the treaty was tested, has justified the expectations of the makers. It is true that no Europeans were among the shipwrecked, but we trust that, should such a case occur again, the same clemency will be shown to them as was shown to the Malays and Chinese in the present instance.

HONG KONG.

Dates are to the 8th Feb. The London mail (French) of Dec. 23 arrived out on the 2nd Feb.

The *China Mail* has the following on the gambling farm:—If the attitude which Chief Justice Smale has taken up against the gambling licenses can be legally sustained, there should be a speedy termination to the present connection of the Government of this Colony with a set of miserable gamblers. Sir R. MacDonnell, to whom the infliction of this disgrace is primarily due, did not disguise his meaning. In fact it was so coarsely put as to be contemptuous towards the moral sense of the members of his Government. "Gentlemen (said Sir Richard to the Council), if you don't license gambling there will be a deficit in the revenue; if you do, there will be a surplus." His Excellency, as we have repeatedly said, put the matter as one partly of revenue and police, but revenue was his chief point. There was but one member of Council, the Hon. Mr. Parry, who directly opposed his Excellency. The Hon. Mr. Gibb, admitting the necessity for more money, mildly suggested a doubling of the house and police rates, instead of the gambling license fee, and in preference to the Stamp Act, which then seemed to be the only alternative as the means of increasing the revenue. But the question now arises, upon the opinion expressed by the Chief Justice, whether an attempt should not be made to wipe out this gambling license disgrace. In sentencing a convict, who had passed a forged bank-note in a licensed gambling-house, his Lordship said:—

"As at present advised, I am more than ever inclined to believe that the weight of argument leads to the conclusion that each gambling-house in this colony is not protected by the license under which it is kept open. All admit that by the common law it is an indictable nuisance, but for the license, and that except as being authorised by ordinance no license can authorise the keeping the gaming-houses. It seems to me that no ordinance in words or in meaning authorises the grant of a license, and the law will not imply a meaning authorising any one to authorise a misdemeanour which by common law is indictable. These considerations involve vast money amounts, but what is of infinitely higher moment they involve vast moral questions. This matter

Digitized by Google

ought not to be left any longer in doubt; it was said that the licensing system would end with the beginning of this year, but it is renewed under new and more vigorous conditions."

We hear that very recently Messrs. Olyphant and Co. have been the unwilling contributors to the Special Fund to the extent of over $2,000. Their shroff was entrusted during the temporary absence of the compradore at Macao with the charge of the iron chest. He managed during his short term of *locum tenens* to make away with this sum of money, which is said to be traceable to the coffers of the Government Institution known as the "Play Houses" founded by Sir Richard MacDonnell. It is hardly necessary to mention that the gambler has made his levant, leaving the compradore to make good and mourn over his loss.

It is said that Lee Fook Tai, the present Governor of Can ton is to be transferred to Kwangsi to fill a similar appointment, and that he will start very shortly for his new post, which has been vacant for some time. The Governor General, in the meantime, will perform the duties of the office vacated by Lee Fook Tai, and amalgamate the pay of it with his own.

A correspondent, under date Whampoa, Jan. 29, says:—The gunboats of H.C I.M.'s Customs appear to have had a busy time of it, inasmuch as the down-river passengers per *Kiukiang*, yesterday, report having met several of them with half a dozen prize junks in tow, *en route* for the city of Rams. Of the crews of the piratical or smuggling craft nothing was seen; perhaps they had all managed to "skedaddle" in good season, in order to save their precious necks, or else they had been placed out of sight, to prevent their heads being knocked into pieces by stray balls from other venturesome "buccaneering" boats passing at the time.

The Hon. Mr. Rowett has been appointed Member of the Legislative Council, *vice* Hon. H. B. Gibb, resigned.

We learn by the steamer *Yesso* that the British barque *Violet*, from Yokohama, was totally lost on the Lee-chu Islands. The master and crew escaped, and arrived safely at Foochow, but with loss of all their effects.

We understand that Mr. Edmund Sharp has been appointed to act as Crown Solicitor for this Colony, provisionally until confirmation of the appointment by the magnates of the Colonial-office.

The *Gazette* publishes the return received from the manager of the Hong Kong Distillery Company as follows:—

	Gals.
Spirits manufactured during the quarter ending June 30, 1870	3,427
Spirits manufactured during the quarter ending Sept. 30, 1870	17,807
Spirits manufactured during the quarter ending Dec. 31, 1870	18,542
Total	39,776

It may interest many to learn the fate of *Notes and Queries on China and Japan*. It will be remembered that its existence commenced in the *China Mail* office in January, 1867, under the editorship of Mr. N. B. Dennys, whose knowledge of Chinese language and literature, and experience of Chinese character, carried the work successfully through three years—to the end of 1869—when, owing to causes which it is unnecessary to specify, the property in the work passed into other hands. After a fitful life during the few months of a subsequent period it expired, and the copyright in it was put up to public competition at a recent sale. The competition was not severe; there was only one bidder, and it was knocked down for one dollar.

FORGED BANK-NOTES AGAIN.

It appears to be a prevalent fashion to pass forged notes, but whether the fashion be followed knowingly or otherwise it is for others to judge. We only note the fact for the guidance of those in the habit of handling those promises to pay given by the various banking corporations represented in Hong Kong. A rather curious case in this connection was brought before Mr. May at the magistracy. Kum Keang Po, master of the Wa Loong foreign goods shop, and Luy Acheong, his shopman, were charged with feloniously attempting to pass four forged bank-notes at the Colonial Treasury as genuine notes of the Chartered Mercantile Bank of India, London and China. This forged note was not unskilfully executed, though on careful examination it was found to be inaccurate in many details of its execution. It purported to be a note for $5 on the Hong Kong branch of the aforesaid bank, and was dated July, 1867. The numbers are respectively 41,323, 41,353, 42,427, and 45,668; while the forgery bears the apparent signatures of "W. Jackson," at that date manager here, and of "L. C. Masfen," accountant, (whose name does not appear in the Directory for 1867, though he may have been acting in that capacity at the date before given). To mention a few blunders, the word London, which appears in capital letters, is printed "Iondon," the word "bearer" appears as "beurer," the word "pay" is printed "puy," and several other words bear the unmistakable impress of having been carelessly copied. "By order of the Court of Directors," a line which is printed in old English type, is a very poor specimen of typography; and the whole note has that general sloppy appearance about it always observable in a Chinese forgery on close inspection. The tracery on the back, however, is fairly executed, and would easily pass muster to an unpractised eye.

SHAM FIGHT AT KOWLOONG.

A sham fight took place at Kowloong on the 26th Jan. About five hundred men from H.M.S. *Ocean* landed and entrenched themselves on the "Canton-road" by the first bridge, facing the south towards the valley in which the bone charcoal manufactory is situated, placing themselves so as to dispute the passage along this road of a superior body of the enemy. The latter were not represented, and were supposed to have made good their landing in the bay on the east side of the Kowloong peninsula, covered by the fire of their fleet, to which the small number of the defenders could not expose themselves, as their artillery consisted only of two twelve-pounder Armstrong guns. To resist the enemy these guns were well posted on the last hill on the left of the road towards the harbour, and the position was also strengthened by rifle pits dug some twenty yards in advance of the guns, the rapid slope of the hill allowing the latter to fire over the marines that occupied the pits; a cloud of skirmishers was thrown forward to give due notice of the attack, and to contest the ground inch by inch. The enemy advanced in force, exposed to a well-sustained firing, and it seemed certain that the position would be held, when another body of the enemy, supposed to have landed at Yow-ma-tee, advanced up the valley from that village, and compelled a change of front to the right. This diversion allowed the main body of the enemy to advance nearly unmolested up the valley, and the day seemed lost when the crowning event took place, for as the enemy came up the road two mines, prepared by Commander Fisher, R.N., were fired in the midst of their main body. In the confusion that ensued the *Ocean's* men charged over the bridge and the defeat of the enemy was complete. Then took place the bivouac on the hard won field, which formed no inconsiderable part of the affair. After it the tars engaged in a series of field sports, sack and hurdle races being the most enjoyed, and the day closed with another torpedo explosion.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to Feb. 15. The London mail of Jan. 13 arrived on Feb. 15.

The following items are from the *Straits Times* of Feb. 15:—

A public enterprise has been set on foot likely to be speedily accomplished and to prove a paying investment. On Saturday last a meeting was held at Messrs. Boustead and Co.'s office, at which the prospectus of the Singapore Railway Company was distributed. The capital of this company is to consist of $100,000, in 1,000 shares of $100 each, with power to increase. The project is to connect the town with Tanjong Pagar Dock and Wharves by a line of railway along the shore. The company was formed at once, and 925 out of the 1,000 shares taken up at the meeting; so there is every prospect that the work will be proceeded with without delay. That such a line would yield a large profit is beyond question; the cost of cartage alone on the goods now brought from Tanjong Pagar to town amounts to $20,000 per annum, while the estimated cost of working and maintaining the railway is only half that sum, leaving $10,000 per annum for dividend as the traffic now is,—while the facilities offered for the carriage of goods and for the conveyance of passengers would without doubt largely increase the traffic and the income of the company, without greatly increasing the working expenses.

From Penang we hear of a public meeting held there on the 30th ult., to take into consideration the advisability of erecting a wharf; but instead of the merchants undertaking the work themselves, some of the speakers suggested the advisability of the Government taking it in hand, and not only erecting the wharf, but taking the control of it afterwards, and getting its money back out of the wharfage dues and working profits. Such a scheme is hardly likely to meet with approval. There is a fund in the hands of the Government, derived from the sale of the Beech-street lands, which it is pledged to expend in improving the town; but this fund only amounts to some $30,000, while the sum required to build the wharf is, according to the Colonial Engineer's estimate, $130,000. There seems to be a division of opinion as to whether the wharf, a town clock and tower, or a supply of gas would be the most desirable, each section of the community appearing to prefer what would best suit its immediate wants. To our mind the wharf is the most sensible project of the three, and the only one likely to benefit the trade of the place. If it will, as the speakers said, prove a paying investment, it is then a proper field for private enterprise; but if not, and it is needed to develop the trade of the Settlement, the people have then some excuse for asking Government assistance to make it; its control and maintenance afterwards might be left to the municipality.

When Earl Granville, as Secretary of State for the Colonies, announced to the Governor of this colony that he had purchased a small vessel especially suited for the conveyance of the Governor and officials, and ordered the two steamers *Peiho* and *Rainbow* to be sold after her arrival, it was generally believed that a check had been put upon the extravagance which has characterised the present administration in the matter of steamers, and that henceforth the colony would have only one to maintain instead of two. This was an illusion which has been rudely dispelled by what has leaked out within the past few days. A meeting of the Executive Council was held last week, the proceedings of which have not been made public, but which we learn had reference to a second

Digitized by Google

new steamer that is to be built to replace the *Rainbow*, and to sanctioning $7,000 for alterations to the new steamer *Pluto*. The transaction of such business as this by the Executive Council is, we believe, new in the history of our colonial existence, though, for all we know to the contrary, it may be perfectly legitimate. The new steamer, we hear, is to be eighty-five feet long, fifteen feet beam, to be built of teak and fitted with twin screws, and is to cost $15,000—about the sum the *Rainbow* will realise;—but we are assured by those who ought to know that a vessel of the description given could not be built for less than about $25,000. We think this is a fitting subject for the attention of the Association at home. Although Earl Granville has no longer the control of Colonial affairs, it is hardly possible that his successor will permit such a gross disregard of positive instructions to pass unnoticed.

By the last French mail a deputation from Saigon, consisting of the Director of the Interior and several officials, Mr. Kresser, late of the Hong Kong and Shanghai Bank, and others, came to this port to endeavour to induce the China Submarine Telegraph Company to make an intermediate station at Saigon, instead of taking the line direct from this to Hong Kong.

We learn that the sale of the cargo of the North German ship *G. F. Vorwerk* will take place at Saigon on the 1st proximo, and the prizes *Georg* and *Turandot* will be sold on the 15th idem. The estimated value of the vessels is f.30,000 for the *Georg* and f.40,000 for the *Turandot*.

Commercial Report.

(For dates see First Page.)

IMPORTS.

HANKOW.—The general business in imports during the fortnight had been small, in consequence of the near approach of the Chinese New Year, but Grey Shirtings had been taken in fair quantity. Latest quotations were:—Grey Shirtings, 7 lbs., Tls. 1.7.9 to 1.8.4; 8¼ lbs., Tls. 2.1.5 to 2.1.9; White Shirtings, 56 to 60 reed, Tls. 1.9.0 to 2.0.8; T-Cloths, 7 lbs., Tls. 1.3.5 to 1.6.0; Drills—American, Tls. 3.2.0 to 3.2.5; English, Tls. 2.9.0 to 3.0.5; Dutch, Tls. 2.8.5 to 3; Chintz—Assorted, Tls. 4.8.0 to 5; Spanish Stripes—Assorted, Tls. 0.4.6 to 0.4.8; Camlets, SS, Tls. 9.7.5 to 10.5.0; Lastings, Tls. 9 to 10.5.0; Long Ells—HH Scarlet, Tls. 5.1.0; Assorted, Tls. 4.8.0 to 4.9.0; Figured Orleans, Tls. 3.3.0 to 3.7.5. With the exception of Grey Shirtings, prices were almost nominal.

SHANGHAI.—The speculative demand noticed in our last issue had been only partially sustained; but, on the other hand, dealers had shown more confidence, and had effected considerable purchases both of goods on the spot and to arrive; the downward movement in Grey Shirtings had thus been checked. T-Cloths and White Shirtings continued to improve, and as arrivals had brought but small quantities of these goods it seemed highly probable better prices would prevail after the holidays.

HONG KONG.—Cotton Yarn: There had been a small business doing at quotations, but the majority of holders appeared disinclined to accept current rates. Grey Shirtings: Fair demand had existed for 7 and 8.4 lbs., at an advance of 2½ cents for the former, and the market closed firm. Heavy goods still rather neglected. White Shirtings: Common qualities dull; 64 reed fairly saleable; Fine in moderate demand. T-Cloths: Common 6 lbs. and both qualities of 7 lbs. had been in good demand at quotations, which were slightly higher than those last given. Mexican 6 lbs. had not commanded any attention. 8 lbs. readily saleable. In all other Cotton Goods, as also in Woollens, there had been scarcely anything done, and quotations were nominally unaltered from those of a fortnight before. Quotations:—Cotton Yarn, No. 16 to 24, $102.50 to 110; do., 28 to 32, $105 to 112; do., 38 to 42, $125 to 132.50. Grey Shirtings, 7 lbs., $2.12½ to 2.15 per piece; do., 8.4 lbs., $2.60 to 2.65; 9.12 to 10 lbs., $3.30 to 3.50; White Shirtings, $2 to 2.80; fine, $3.25 to 5. T-Cloths, 6 lbs., ord., $1.52½ to 1.55; 6 lbs., Mex., $1.65 to 1.75; 7 lbs., ord., $1.77½ to 1.85; 7 lbs., 32 inch., Mex., $2.05 to 2.20; 8 to 8.4 oz., 36 inch, 2.50 to 2.60.

SINGAPORE.—The dulness reported in our last continued, and except in 8¼ lbs. Grey Shirtings, which had been in good demand, transactions in Piece Goods limited. Quotations show little change, but holders generally were asking an advance, which may be established, when business is resumed after the Chinese New Year, should advices from Manchester continue favourable. Grey Shirtings, 6 lbs., very dull at $1.77½ to 1.80; 7 lbs. no demand, trifling transactions at $2 to 2.07½; 8¼ lbs. in good request, sales at $2.62½ to 2.65 on the spot and "to arrive" at the higher quotation; demand has slackened at the close in consequence of the near approach of the Chinese holidays. Stocks moderate. Other Cotton Goods—Grey Yarn: 40's very quiet, small sales at $115 to 117½. 30's and 18/24's not inquired for, quoted nominally $106 and 84 respectively. Woollens: No improvement; demand very trifling for all descriptions.

EXPORTS.

TEA.

HANKOW.—No settlements during the fortnight; 1,210 chests shipped to Shanghai on native account.

SHANGHAI.—Black: The business transacted had been of a trivial nature. Supplies had been very small. Prices showed an easier market, and one or two chops had been bought at a decline of one tael per picul on last quotations. The stock showed little alteration. Settlements for the fortnight, 1,630 chests; Re-shipments on owners' account, 650 chests; Stock, 29 chops, or 9,036 packages. Quotations: duty paid, exchange, at 5s. 11d.; freight at £2; Hohow, common to fair, Tls. 14½ to 18¼; Ningchow, common, Tls. 16¾ to 18¾; Oopack, common, Tls. 16¾. Green: A fair amount of business transacted at fully previous advanced rates, for both American and English accounts. Moyunes had been bought as high as Tls. 44 for finest chops; Fychows at Tls. 17½ for low, up to 27½ for fair common; Pingsueys, in boxes, at Tls. 37½ to 40; and Shanghai-packed (mostly Japan Leaf), Tls. 24. Supplies small, and stock much reduced. Settlements for the fortnight, 22,200 chests. Stock, 60 chops, or 22,210 packages of Teenkai, Fychow and Moyune Teas.

FOOCHOW.—Teamen appearing anxious to clear off remaining stock, a slight concession in price had been followed by the settlement of greater portion of what remained, only 3,066 chests being left on the market. Purchases showed a reduction of about 5 mace on all grades above Siftings. Closing quotations: Dust and Siftings, Tls. 4½ to 7; Broken Leaf to Ordinary, Tls. 7½ to 11½; Fair to Good Common, Tls. 12½ to 15½: Flavory, none on the market. Souchong: None on the market. Oolong: No change in rates formerly given, at which considerable settlements had been made, but at the close Teamen appeared willing to accept rather lower prices for the remaining stocks which consisted of Fair to Good cargo kinds. Scented Teas: Greater portion of remaining stock cleared off at Tls. 17½ to 18½ for Common, the few remaining Teas withdrawn from market. Flowery Pekoe: Settlements: 200 chests at Tls. 17, 438 chests at Tls. 17½ to 24½, and 376 chests at Tls 50, leaving the market quite bare.

AMOY.—Season at this port closed.

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—Business for the fortnight has been on a more moderate scale, the high prices asked and the very poor selection on offer preventing many from entering the market. The bulk of the trade has been done in 4½ and 5 Tsatlees, ranging in price from Tls. 470 to 495, on which an advance of Tls. 10 to 20 has been established. Re-reels, both Tsatlee and Haineen, have been in favour, but at former rates. For a small parcel of Chen Yuen Sing's Gnan Ling Kahing the exorbitant price of Tls. 510, and for a small lot of Yoo Kong Taysaam Chin Cum description Tls. 440 was paid. Red Peacocks are held for Tls. 520, the No. 1 and 2 Gold Lion chop has been sold at Tls. 550 and Tls. 530 respectively, and Zung Ling No. 2 Pheasant chop Tls. 540. The whole of the purchases made are about 1s. to 2s. over London rates.

CANTON.—There had been little, if any change. For fair to medium Tsatlee-reels there had been some inquiry, and about 200 bales had been taken; in fine Silks nothing offering. For America only a small business in progress. Stocks estimated at 30 bales Loongkongs, 1,300 bales Tsatlee-reels, 30 bales Kowkongs, 400 bales Cumchucks, Lacklows, &c., and 600 bales inferior descriptions.

STRAITS PRODUCE.

SINGAPORE.—Tin again advanced, arrivals taken at $32 to 32¼ per picul, the latter being closing quotation. Gambier firm at $2 80; sales, 700 tons. Black Pepper: Demand continued, price advanced to $10.75 per picul. White Pepper also in brisk demand, arrivals eagerly taken at $14¾ to 14⅞ per picul. Sago Flour: Sales of Sarawak at $2.50 to 2.55, and of Siak at $2.45. Pearl Sago: Large contracts for Small grain at $3.05 to 3.15 per picul. Tapioca: Flake, $3.45 to 3.50; Pearl, $3.55; Flour, $3.25. Coffee: Sales of Bontyne at $13.50 to 13.80, none remaining; 400 piculs unpicked Bally held for $8½.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Jan. 31, 1871	10826	67146827	44194177	349447	10929978	122631255	30352
Corresponding period last season	...	69035870	49565984	1349918	14135983	134162328	36917

Shipments Since:

Jan. 13 per Queen of the Ocean	From Foochow	...	962,779*	
— 14 ... Chariglove	... Do.	...	687,102*	
— 19 ... Chusan	... Do.	...	1,162,134*	
— 27 ... Nestor (str.)	... Shanghai	...	1,120,990*	166
— — ... Ellora (ml. str.)	... Do.	...	—	1,345 & 7 cs.

* Included in above total.

TO THE CONTINENT.

							Bales.
From June 1 to Jan 31, 1871	...	...	...	...	...	2061652	5449
Corresponding period last season	...	...	...	...	...	4076017	12675

Shipments Since:

Feb. 1-8 per Ellora (ml. str.) & Donnai	From Shanghai, &c.	...	— 40

TO UNITED STATES.

							Pcls.
From June 1 to Jan. 31, 1871	...	...	...	...	...	3726637	1650
Corresponding period last season	...	...	...	...	...	3601714	834

Shipments Since:

Jan. 14 per G. T. Ray	From Yokohama	...	330,027*
— — ... Ada	... Foochow	...	765,100*
— 15 ... Glamorganshire	... Do.	...	503,600*
— 16 ... Caernarvonshire	... Do.	...	414,500*
— 20 ... Coulnakyle	... Yokohama	...	1,000,000*
— 22 ... Royal Minstrel	... Do.		
— 27 ... Competitor	... Canton	...	36,400*
— 31 ... Rander	... Hong Kong	...	216,720*

* Included in above total.

TO AUSTRALIA.

From June 1 to Jan. 31, 1871	10,600,498 lb
Corresponding period last year	12,147,2

Digitized by Google

Shipments Since:

Jan. 7 per William Clowes	From Canton	...	29,240
— 8 ... Whirlwind	... Do.	...	32,480
— 12 ... Pons Elli	... Foochow	...	392,300
— 12 ... Hindu	... Do.	...	209,500
— 18 ... Byron	... Do.	...	228,700
— 26 ... Carl Ludwig	... Do.	...	287,985

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4½d.	4s. 4d.	4s. 4d.
Shanghai ,, ,, ...	5s. 10½d.	5s. 10½d.	5s. 11d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4d.	4s. 4½d.	4s. 4⅜d.
Singapore ,, ,, ...	4s. 4¼d.	4s. 5½d.	4s. 5½d.
Manila ,, ,, ...	4s 2d.	4s. 2½d.	4s. 2½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306 to 307	228
,, Hong Kong	26¼ to 26¾ dis.	—
Bar silver	111.5.0	8 to 8½ prem.
Mexican dollars	74.5.0	1½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20; Old, 25½ to 26 per cent. prem.
Hong Kong Gas Company, 55 dols. per share.
Hong Kong and Whampoa Dock, 35 to 40 per cent. discount.
China Traders' Insurance, 2,400 dols. premium.
Hotel shares, 75 to 80 per cent. discount.
Hong Kong and Macao Steamboat Company, 31 dols. premium.
Hong Kong Fire Insurance Company, 283 to 285 dols. premium.
Union Insurance Company, 1,300 dols. premium.
China and Japan Marine Insurance Company, Tls. 68 to Tls. 70 premium.
China Fire Insurance Company, 58 dols. premium.
Victoria Fire Insurance Company, 45 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, 1 dol. premium.
North China Insurance Company, Tls. 325 premium.
Shanghai Steam Navigation Company, Tls. 22 to 23 premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Jan. 23, Lothair.

At SHANGHAI.—From London, Jan. 25, Ada (st.); from Liverpool, 17, Nestor (st.); from Cardiff, Mary Blundel; 26, Windsor Castle; 27, Palawan.

At HONG KONG AND CANTON.—From London, Jan. 26, Neville; 28, Western Chief; from Liverpool, 27, Priam (st.); from Cardiff, 27, Canaan; from London, March 8, Ada (str.) (reported by telegram).

At MANILA.—From Cardiff, Jan. 28, Veloce de Nantes; 30, Mary, Stafia.

At SINGAPORE.—From London, Feb. 11, Havelock; from Cardiff, 11, Attair; from Newport, 5, Alblasserdam; from Glasgow, 10, Migota (str.); from Rotterdam, 5, Sjofroken; 8, Cornelissen; from London, Gemini, Albatross (str.), Sea Gull (str.); from Clyde, Kinfauns Castle (reported by telegram).

At BATAVIA.—From Liverpool, Jan. 30, Henry Grenfell, Stavers; from London, John Scott, County of Elgin.

DEPARTURES.

From YOKOHAMA.—For New York, Jan. 20, Coulnakyle; 22, Royal Minstrel.

From SHANGHAI.—For London, Jan. 26, Nestor (str.).

From FOOCHOW.—For London, Jan. 4, Beemah; 5, Gresham; 12, Queen of the Ocean; 13, Charlgrove; 18, Chusan; for New York, 6, Orpheus; 13, Ada; 14, Carnarvonshire, Glamorganshire.

From HONG KONG and CANTON.—For London, Feb. 5, Nestor (str.); for New York, Jan. 27, Competitor; 31, Randers; Feb. 5, Sea Serpent.

From MANILA.—For Copenhagen, Jan. 31, Havfruen; for New York, 20, Golden Fleece; 27, Kildonan; 28, Monte Rosa; for Cadiz, 21, Nuevo Lantaro.

From SINGAPORE.—For London, Feb. 10, Maggie Leslie; 13, Nestor (str.).

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, per steamer, £2 10s., per sailing vessel, £2; to New York, per sailing vessel, £3.

At FOOCHOW.—To London, £2 per ton of 50 cubic ft.; to New York, £2 15s. per ton of 40 ft.

At HONG KONG and CANTON.—To London, £2 10s.; New York, £2 10s.

At MANILA.—There are no charters to report during the fortnight.

At SINGAPORE.—To London, measurement £3 5s., £2 17s. 6d. deadweight; to New York, £3 deadweight, £3 10s. light freight; per telegram of March 15 the rate is quoted at £2 10s. for Gambier.

At BATAVIA.—To Continent, f.75 to f.80 per last, equal to £3 10s. per ton.

VESSELS LOADING.

At YOKOHAMA.—For New York, Solent, British Empire, Asphodel.

At HIOGO.—For New York, Lorton, Vigil.

At SHANGHAI.—For London, Sydenham, Priam (str.); for New York, Stanfield, John Nicholson, Witch.

At FOOCHOW.—For London, Omba, Portland; for New York, Her Majesty, Elizabeth Nicholson.

At HONG KONG and CANTON.—For London, Isles of the South; for New York, Stephen Bishop, Adelia Carleton.

At MANILA.—For London, Catalina; for Cadiz, Alavesa; for New York, S. D. Carleton, Kildonan.

At SINGAPORE.—For London, Heather Bell, Lochleven Castle.

At PENANG.—For London, La Plata.

VESSELS PASSED ANJER.

Date.	Ship.	From	To.
Jan. 24	Rollo	Nagasaki	London
,, —	Beemah	Foochow	,,
,, —	Orpheus	,,	New York
,, —	Chattanooga	Manila	,,
,, —	Pingsell Brown	Singapore	,,
,, 26	Callao	Macao	Callao
,, 27	Mary and Helligonda	Batavia	Holland
,, —	Maori	Whampoa	New York
,, 29	William Fruing	Macao	Buenos Ayres
,, —	Cholyn[4]	China	London
,, 30	Attagracia	Macao	Havana
Feb. 1	Golden Fleece	Manila	New York
,, —	P. A. J.	Batavia	Rotterdam
,, 2	Anita	Cardiff	Singapore
,, —	Melania	Bordeaux	Saigon
,, —	Belted Will	Yokohama	New York
,, —	Heather Bell	Singapore	London
,, —	Chusan	Foochow	,,
,, 3	Vision	Cardiff	Singapore
,, —	Naomi	,,	,,
,, —	Sparkler	,,	,,
,, —	Athena	Shanghai	Montreal
,, —	Krimpen de Lek	Cardiff	Singapore
,, 4	Hindu	Foochow	New York
,, 5	G. J. Bay	Yokohama	,,

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 11, in Copenhagen Roads, from Maulmain, for Flensburg, Greif; 14, at St. Nazaire, from Saigon, Marie Gabrielle; at New York, from Shanghai, Argonaut.

DEPARTURES.—March 15, from Portsmouth, for Galle, Hotspur; after being supplied with a boat, from Falmouth, for Batavia, Hoek v. Holland; after repairing, from Holyhead, for Galle, Hylton Castle; 13, from Bremerhaven, for River Amoor, Hampton Court; Feb. 13, from Rio de Janeiro, for Hong Kong, Fetish; March 17, from London, for Sunderland and Singapore, Manila No. II.; from Plymouth, for River Amoor, Ingertha, after repairing; 14, from Penarth, for Galle, Vimeira; 17, from Liverpool, for Singapore, Fort Regent; for Batavia, Dirigo; for Galle, Marseilles.

MISCELLANEOUS.—A telegram received from Singapore, dated 14th March, states that 500 bales have been saved from the wreck of the Don (str.), and more may be obtainable, hold diver in readiness. The Admiralty have invited tenders for the conveyance of 111 tons of stores to Hong Kong.

CASUALTIES.—Advices from Rotterdam, dated March 15, state that the Telanak, Lusink, from Amsterdam to Batavia, whilst moored in the Great Holland Canal, on account of stormy weather, was in collision March 11, and received damage to stern. The Flevo, Strootman, from Batavia, was in collision, March 14, in the Great North Holland Canal.

LATEST TELEGRAMS.

THE SITUATION AT THE TREATY PORTS.

FOREIGN-OFFICE, MARCH 14.—Mr. Wade, in a telegram from Peking, dated Feb. 26, reports that the China New Year passed a week ago; all quiet; no trouble reported anywhere in the provinces.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, MARCH 15.)

SHANGHAI, MARCH 2.—Cotton: Shanghai, Tls. 14. Grey Shirtings, 6½ catties 8¼ lbs., Tls. 2.15; unchanged. Tea: Quiet, owing to holidays. Silk: Little doing; No. 3 Tsatlee, Tls. 600. Exchange on London, bank bills, six m.s., 5s. 10¼d. Freights, £2. Latest London date, Feb. 23. Silk Settlements since departure of last mail, 450 bales; stock Shanghai, 1,500 bales; Japan, 2,000 bales; total export to date, China and Japan, since commencement of season, 43,000 bales.

HONG KONG, MARCH 8.—Grey Shirtings, 6½ catties 8¼ lbs., $2.65, limited demand; Water Twist, 16-24, $115, quiet, but steady. Tea: Total export (China and Japan) since commencement of season, 130,000,000 lbs. Exchange on London: Bank bills, six m.s., 4s. 4¼d.

STRAITS SETTLEMENTS.

(RECEIVED MARCH 16.)

SINGAPORE, MARCH 15.—Grey Shirtings, 8¼ lbs., $2.62½; Mule Twist, 16-24, $95; 40's, $115; Gambier, $2.90; Black Pepper, $9.85; Tin, $31¼. Exchange on London: Bank bills six m.s., 4s. 5¼d.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

THE GERMANS IN THE FAR EAST.

THE activity in the dockyards has been resumed, but as yet it is chiefly connected with a resolution to take a more active part in the suppression of piracy in the Chinese Sea, which the extensive and growing commerce of Germany with China and Japan is considered to justify. This commerce, chiefly the result of the establishment of German commercial houses in the ports of Eastern Asia, has already led to a very remarkable demand for articles of Chinese and Japanese manufacture in the Prussian cities. Japanese furniture and Chinese wearing apparel are sold in shops exclusively devoted to this trade, and even Chinese dainties, like *kongquatch*, are figuring in the bills of fare of the fashionable restaurants. The two flat-bottomed corvettes destined to represent Germany on the Chinese coast—viz., the *Albatross* and *Nautilus*—are to be launched at Dantzic in the course of the next few weeks.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

DE ST. CROIX—On the 21st Dec., 1870, at Newchwang, Mrs. C. de St. Croix, of a daughter.

HALLAM—On the 13th March, at Ming-lee, Hampstead-hill-gardens, the wife of J. B. Hallam, Esq., of a daughter.

KNEVITT—On the 12th March, at The Glebe, Lee, the wife of Robert K. Knevitt, Esq., of a daughter.

OVERBECK—On the 26th Jan., at Woodlands, Hong Kong, the wife of Gustav von Overbeck, Esq., H.I. and R. Austrian Majesty's Consul-General, of a son.

SCHUTZE—On the 24th Jan., at Macao, Mrs. F. S. Schutze, of a daughter.

TURNER—On the 6th Feb., at Hong Kong, the wife of the Rev. F. S. Turner, of a son.

MARRIAGES.

GILMOUR—MUIRHEAD.—On the 14th March, at St. Paul's, Avenue-road, Hampstead, by the Rev. F. W. Peile, D.D., assisted by his son, the Rev. F. W. Peile, M.A. David Gilmour, Esq., of Shanghai, to Margaret Jane, youngest daughter of the late James Muirhead, Esq., of Fairhill, Hamilton, Scotland. No cards.

SOUPER—D'ALMEIDA.—On the 6th Feb., at St. John's Cathedral, Hong Kong, by the Rev. John Piper, Acting Colonial Chaplain, Edward Bennison Souper, Esq., of Shanghai, to Josephine Augusta, second daughter of José d'Almeida, Esq., of Singapore. No cards.

SPEECHLY—STRICKLAND.—On the 7th Feb., at St. John's Cathedral, Hong Kong, by the Rev. J. Piper, Colonial Chaplain, John Speechly to Mary Strickland, of Peterborough.

DEATHS.

ADAMS—On the 27th Jan., at Shanghai, Alfred James Adams, Esq., Municipal Council Service, aged 31 years.

HOGG—On the 16th March, at Leystonstone, Essex, Annie, the beloved wife of Mr. Frederick Hogg.

LE COUTEUR—On the 17th Dec., 1870, on board the s.s. *Simla*, Charles Le Couteur, Esq., of abscess of the liver.

MCCLELLAN—On the 19th Jan., at Shanghai, Dr. A. B. McClellan, of Cambridge, New York, U.S.A., suddenly, of heart disease.

ORTON—On the 4th Jan., at Yokohama, deeply lamented, Thomas Orton, Lieut. H.M.'s 10th Regiment, eldest and beloved son of Richard Orton, Esq., Fernhouse, Bays-hill, Cheltenham, aged 25.

STEWART—On the 6th Feb., at Hong Kong, Henry Charles Stewart, M.R.C.S., late house surgeon Seamen's Hospital.

TWIGG—On the 27th Jan., at Shanghai, Lucius O'Brien Twigg, aged 12 years and 10 months.

MISCELLANEOUS.

—o—

ACTION AGAINST THE "FLYING SPUR."—In the City of London Court two suits under the Admiralty Jurisdiction Act, for damage caused to the schooner *Lass o' Doun* and the lugboat *Annie* and her cargo, were heard. The defendants were owners of the China clipper ship *Flying Spur*. It appears that on the afternoon of the 25th January the *Flying Spur* was being hauled out, stern first, of Hay's Dock. The tide had such an effect upon the vessel that the tug could not keep her under command, and she drifted against some barges, and the *Lass o' Doun* was broke adrift. The latter was then carried by the tide against the lugboat *Annie*, and sunk the craft, which had a cargo of coffee and cocoa. On the part of the ship it was denied that there had been any negligence. Commissioner Kerr said he thought there had been negligence in not having sufficient steam-power in undocking the ship, and awarded the schooner £68, and the *Annie* £75.

Prince Adalbert, cousin of the Emperor of Germany and Admiral of the Prussian fleet, has written a letter to the author of a book of travels in Asia. The Prince considers the acquisition of Saigon by Germany as most desirable. "Convinced," he says, "for a considerable period of the necessity of establishing ourselves in East Asia, I have for the last ten years exerted myself to bring about this result." Unfortunately the difficulties of concluding a peace were already so numerous that it would, he says, be imprudent to add one more; and so the project of annexing Saigon had to be abandoned, an issue which Prince Adulbert regrets "from his heart."

The Vindictive, fifty-gun frigate, 1,758 tons, which made the passage to Hong Kong in the year 1841 in sixty-eight days, and which has lately been employed as a store-ship on the West Coast of Africa, has been ordered to be sold. The Vindictive was built as a line-of-battle ship at Portsmouth in 1813, reduced to a fifty-gun frigate between 1828 and 1832, and fitted in 1861, at Cowes, as a store and depot ship, when her bottom was re-covered.

A TELEGRAM has been received at the Admiralty from Vice-Admiral Sir Henry Kellett, K.C.B., commander-in-chief on the China station, stating that the engines of the *Icarus* at Singapore have broken down to such an extent as to render the repairing them on the station an impossibility.

PARLIAMENT.

—o—

INDIAN HARBOURS.

(March 10th.) Sir J. ELPHINSTONE (C.) called attention to the imperfect harbour accommodation which existed in India, dwelling upon the great importance of the subject in a commercial point of view. For the last ten years, he said, there had practically been no marine department connected with the India House, and when it was taken into account that we had in the East something like 4,000 miles of coast abounding with harbours to deal with, that circumstance was, he thought, somewhat extraordinary. For a period of nine years, he might add, since the surveyors had been discharged, the hydrographical superintendence of the coast of India had been almost completely suspended, a statement which was fully corroborated by a letter which he had received from an officer whose services had been of the greatest value to that department. Proceeding southward the first point to which he wished to call the attention of the House was the want of lights on the coast of India. Taken altogether, there were only forty lights, of which very few were first-class, and there was an urgent want of first-class lights at the following fourteen points upon the Malabar coast:—1, Severndroog; 2, Rettna Geria; 3, Viziadroog; 4, Cape Ramup; 5, Pigeon Island; 6, Mangalore; 7, Mount Dilly; 8, Sacrifice Rock; 9, Calicut; 10, Cochin; 11, Quilon; 12, Cape Comorin; 13, Minicoy; 14, one of the Laccadives abreast Cannanore. The hon. baronet described in detail the points at which in his opinion harbours might be advantageously formed, docks constructed, or lights established, and said that, knowing what he did of these subjects, and having been requested by gentlemen deeply interested in the trade of India, he felt it his duty, though having no longer any personal interest in the matter, to press the subject upon the attention of the Government and of Parliament. On the Coromandel coast there would be no difficulty in clearing the harbour of Negapatam. The base of the river at that place continued very shallow, and laden boats were unable to cross it except at high water. Rice was principally imported into Ceylon from Negapatam, and there would be no difficulty in clearing away the bar and greatly improving the harbour of Negapatam; but the Government of India would not make the outlay necessary for the purpose. Cochin was the best harbour on the Malabar coast, and by a very little dredging it might be put in such a state that any ship might go there; but although the present state of things had been reported over and over again to the Supreme Government, no improvement had been made. There was a breach in the coast which, if not filled up, would increase, and the safety of the harbour of Cochin be endangered. As they sent an eminent engineer, Mr. Robertson, to India for the purpose of surveying these harbours, he should be ordered to survey every harbour in India and report on each *seriatim*, without waiting to complete the work, so that measures might at once be taken for this improvement piecemeal. Harbour works were the first efforts made by civilisation for a country, and he did not see why the Government of India should not place themselves in communication with the Government of this country with a view to avail themselves of such means as were intended to be applied to improve the harbour of Galle—he meant a loan from the Imperial Government, to be paid off in thirty years. He was sure that as the result of these measures trade would be increased, and the shipping of India would always be ready to pay moderate dues for increased safety, light, and comfort in making their voyages.

Mr. GRANT DUFF (Under-Secretary for India), after referring to various projects which had been brought before the Indian Government with respect to the water way between the island of Ceylon and the mainland of India, said he was not sorry that the hon. baronet opposite had thought fit to call attention to the defective harbour accommodation of India. The Government of India most fully admitted the existence of the want, and if those who took it to task did not quite do justice to its good intentions and good acts, they nevertheless really strengthened its hands. He was assured by competent persons that, especially on the western side of India, there were not a few places where very fair harbours, and two or three where admirable harbours might be made. He, however, drew attention to the fact that the very best sites for harbours in Western India—Poshetra, Seraia, Marmagao—were all, by an unfortunate accident, not in British territory, the first belonging to a feudatory of the Guicowar; the second to another native prince, the Jam of Nowa Nugga; and the third to the Portuguese. He had no doubt the time would come when we should have several very good harbours on the western coast of India, even in British territory. He was told, for example, that an excellent harbour of refuge might be made behind the Vingorla Rocks. But the hon. baronet knew something of the difficulty of getting harbours of refuge made even in England. He had sat with him on a committee thirteen years ago, under the presidency of Mr. James Wilson, to see whether harbours of refuge could not be provided along the British coasts, at Peterhead and elsewhere, but up to this day it had been found wholly impossible to get the harbours made, because no one could show how the money was to be provided. It was very far from true that the Government of India altogether neglected the harbours of India. Kurrachee had cost first and last nearly £400,000, and would cost much more. Carwar had cost more than £70,000, and a good deal had been spent at Cochin, in the Hooghly, and elsewhere. Then, as to lights; no doubt the coast of India was indifferently lighted. There was a light about every seventy miles, from the Indus round to the South of Burmah, but there should be a light every fifty miles. He instanced Dwarka Point, Viziadroog, Deria Bahadur Ghur in our own territory, and Jinjeera and Enciam Island in non-British territory, as most proper places for lights. The establishing of lights at all these places and at many others, however, was a mere question of time and opportunity, and above all of the relative urgency of the demands upon the purse of the Government.

THE debate on China in the House of Lords, noticed in our last, is fixed for the 24th inst.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is $10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch *via* Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: SATURDAY, MARCH 18, 1871.

HARBOURS IN INDIA AND CEYLON.

IF anything can rouse the enterprise of our friends in Ceylon it will be the perusal of the debate on the defective harbours of India, which we give in another column, for it is evident that now or never is their opportunity. Sir JAMES ELPHINSTONE said that the Government intends to provide the funds for the improvement of the harbour at Galle by a loan payable in thirty years, but this scheme our readers well know has broken down, and, as we showed in a late issue, the Home Government have no other resource than to recommend the harbour of Trincomalee for the mail service. It is certain, however, that the commercial interests of the East require that Galle should take precedence of the long list of less important places in India which were enumerated by Sir JAMES ELPHINSTONE and Mr. GRANT DUFF as requiring improvement, including those on which so much of the public money has already been expended without any likelihood of a return. On Kurrachee harbour alone £400,000 has already been expended, and the only result is that the entrance is considerably more dangerous than it was before, and it seems very doubtful whether it would be better to sink another half-million on the "improvements" that have been commenced, or to blow them up altogether and try another plan. At any rate, there is no doubt whatever of the feasibility of the plan proposed for Galle, where, indeed, the difficulties are not so great as at Kurrachee. Moreover, the demand for the expenditure of public money on Kurrachee unfortunately cannot be sustained by the requirements of the port. The promise of prosperity which it gave ten or fifteen years ago has been miserably disappointed. Ten years ago there were sometimes twenty ships there; five years later there were sometimes not even two. We hope Kurrachee may recover itself; but when it does there will be plenty of time to make the required expenditure for the completion of the works there, which at present looks as if it would be throwing good money after bad. Then, again, Calcutta was referred to, and attention was drawn to the large sums required for the improvement of the Hooghly. If any more money is laid out on this attempt, it will be mere waste, and, what is more, it is not required. Nothing in the world can save the Hooghly, or make Calcutta accessible to vessels drawing more than twenty-two feet. It is now admitted that it was a mistake to make Calcutta a port at all, and that the river Mutlah, twenty-eight miles from the Hooghly, must supersede it in a few years. When the railway was built to connect the two rivers—or rather to connect the Mutlah with Calcutta, the new port was called Port Canning, after the then Governor-General, who described it as the Birkenhead of Calcutta. We merely mention these facts in order to show our readers how much stronger are the claims of Galle than those of two other places which have received immeasurably more attention because their residents have been more pressing in their demands. If Ceylon were true to itself the proposed loan mentioned by Sir JAMES ELPHINSTONE would be secured without delay, but rival interests stop the way.

THE JAPANESE AT WASHINGTON.

THE New York papers report the presentation of the Japanese Prince and his suite at the White House, on the 2nd inst., by Secretary FISH. There were present, besides the PRESIDENT and Secretary FISH, Mrs. GRANT, Miss NELLIE GRANT, Mrs. FISH, HAMILTON FISH, junr., BANCROFT DAVIS, Mrs. DAVIS, and others. They were introduced to Secretary FISH by Mr. BROOKS, the Japanese Consul at San Francisco, and by the SECRETARY to the PRESIDENT, and were subsequently introduced to the assembled company when the introduction to the PRESIDENT had taken place. The PRINCE said :—

Mr. President: This audience has been sought that I might personally express to you my admiration of and interest in the many wonderful works of American enterprise, and I assure you that these expressions are not empty words but the hearty sentiments of our people. Intercourse between our respective countries has been regularly established through a monthly line of American steamships of surpassing excellence, whose trips, in connection with the Great Pacific Railway, affords us a rapid and agreeable route to Europe, with every modern luxury of speed and convenience across your continent. Our travellers and students, like myself, on their way abroad will hereafter become better acquainted with your country and people. We shall constantly encourage intercourse and aim to annually increase more intimate and important relations. We sincerely hope for your kind co-operation and assistance, and shall welcome any augmentation of present mail and travelling facilities, to more closely unite our interests. The Government of Japan is well aware that education is the basis of all progress, and therefore sends her young men to receive a scientific education in America and Europe, hoping thereby to fitly prepare them to take a wise and discriminating part hereafter in the affairs of our Government. With this view my brother, Quache Nomia, was last year sent to this country under the travelling name of Adzumah Takahiss, and I am now on my way to Prussia for a like purpose. In leaving my brother in America I feel confident of a kind treatment and certain of your friendly assistance should our Chargé d'Affaires, Ingoi Aunoni Mari request it. Our Government has commissioned a diplomatic resident to this country to assure you, that it is earnestly seeking for permanent progress in all that is great and good, as rapidly as it can acquire these cherished ends, and it desires particularly to cement more closely the already friendly relations and interests existing between our respective people.

The PRESIDENT replied :—

It gives me much pleasure to receive you in this friendly and unofficial way, and to learn from your lips the amicable feelings of the people of Japan towards the United States. The people of this country reciprocate your wish that the present means of intercourse between the two nations, great and comfortable as you describe them to be, may be increased. The United States have seen with pride the young men of Japan coming here to receive scientific education. I shall take great pleasure in contributing to make their residence in this country agreeable and profitable to them, sharing with you the opinion that education is the basis of progress, and the hope and belief that by acquiring it in the United States they will help to cement and extend the friendly relations which now happily exist between the two countries.

On the same day the newly-appointed Chargé d'Affaires, MORI, presented his credentials to the Secretary of State, Mr. FISH, and the following is a translation of his address :—

His Imperial Majesty the Tenno of Japan, desiring to bring his people into more immediate connection with those of the United States of America, and thereby cement and increase a warmer friendship and more active intercourse, has appointed me as his Chargé d'Affaires, to reside permanently in this city. In accordance with his Majesty's command, I hand you a letter accrediting me as his first diplomatic resident to the United States of America, and in requesting permission to exercise my duties in this country, I assure you of my desire, while obeying my Sovereign, to promote at all times, as far as in my power, the warmest friendship between our respective Governments and peoples.

The Secretary of State replied :—

The Government of the United States shares with his Imperial Majesty the desire that the people of the two countries should be brought into a more intimate connection. It has learned with great satisfaction of your appointment as Chargé d'Affaires to reside permanently in Washington. In receiving you in that capacity I take pleasure in assuring you that your friendly wishes will meet with a cordial response from the President and from the Government of the United States.

The PRINCE and suite arrived at Liverpool on the 15th, and are now in London, and will be waited on by Baron VON SIEBOLD.

WE learn that the scheme for the railway between the town of Singapore and the new harbour, which we lately noticed as being likely to be brought forward under the auspices of the directors of the P. and O. Company and others, has been postponed, pending reference to Singapore, it being alleged that the Government has promised a concession for a section of the line to the Tanjong Pagar Company. We understand that the Secretary of State has agreed to defer any decision on the subject until the arrival of the Governor, Sir HARRY ORD, who is expected home shortly. The prolonged agitation of rival schemes is really intolerable, and the permanent interests of Singapore are meanwhile suffering.

Digitized by Google

THE FRENCH AND ENGLISH SILK TRADE.

THE cessation of the Franco-Prussian war invites consideration to its past and present influence on the Silk trade. With the busy looms of Lyons, Orleans, and St. Etienne arrested, with tens of thousands of French silk-growers, throwsters, spinners, designers, weavers, drawn off to the wars, and the consequent diversion to our own ports of much of the raw material that would otherwise have been consigned to France, the advantages apparently thrown in the way of British manufacturers were very considerable. These, however, were moderated by the enormous importation of French silk goods into this country at the outbreak of hostilities, coincident with an advance in the price of our home stock of raw silk, and a rise in price on the part of Chinese dealers; a rise stimulated by a steady demand from America, especially for fine and clean descriptions. The estimates, too, of the next European crop were complicated by uncertainty as to the eventual area of the war, so that what had to be considered was not merely the amount of the crop but its availability. The Chinese, as we have seen, were shrewd enough to take advantage of this state of things, appropriating profits that would otherwise have served to stimulate production and to enlarge our markets. The large stocks of French silks on hand, a great proportion of which had been sold to English purchasers at a sacrifice, were priced proportionately low, and so aided to retard somewhat the advance on English silks. Until armies were actually required to be improvised it could not have been foreseen that the whole industrial organisation of Southern France would be shaken to its centre, and that the financial resources of the country, present and prospective, would be so severely taxed. As to foreign markets, exporters had to encounter at almost every point depressing influences, and the United States, a large proportion of whose silk imports from France had been in made-up goods, failed to favour our merchants with orders corresponding to the deficiency, although that deficiency was so much felt that a body of New York capitalists have since combined in a scheme for the establishment on a large scale of silk factories in that State to supply the specialities of the American market. Still, the Macclesfield manufacturers have not failed to display increased energy and vigour; the progressive rate of English silk production has latterly increased in an important ratio, and such is the present exhaustion of France, such the curtailment of mercantile credit and the disturbance alike of industrial organisation and French home and foreign trade, that the French Macclesfield manufacturers are in a position to hold their vantage ground. We by no means seek to triumph over the disasters of our neighbours, but as circumstances arise which give our manufacturers unexpected advantages, they would not be true to themselves if they failed to put these to full account.

The counterpart to the present condition of affairs in France, so far as affecting the silk trade, is only to be found in the results of the Revolution of 1790. The freeing of restrictions on the various branches of industry told on all, with the exception of that of silk. No mandate could suddenly revive a trade so largely dependent on exterior commerce, two-thirds of the raw material having been drawn from abroad; and it languished for years, until revived by the strong hand of NAPOLEON. It is not to be assumed that France will cease to maintain her wonted pre-eminence for taste and beauty in the brocades of Tours, the light silks of the Isère and the Ain, the coloured silks of Nantua, in the ribbons of St. Etienne, or in the great variety of fancy silks of the richest quality, in exquisite taste, of the choicest hues and designs that come from the Lyonnese looms. Although Lyons has unfortunately been too frequently exposed to fierce local disturbances, and has shared in the misfortunes which attend national revolutions, her industry has never degenerated, but the decline in the home demand of France for the higher classes of silks—the production of which, in the distribution of labour, is confined to the towns—must deprive them for a time of the resources of the country weavers, almost wholly engaged on the commoner descriptions; whilst the home French demand for these will proportionately fall off. Our own market will, however, be more fully than ever supplied with the best class of French silks, and for the share of business obtained by the Macclesfield manufacturers much will depend on the efforts they are now putting forth. As we have indicated, the effect of the war in curtailing monetary facilities will tell for a long period to come on the French silk industry, and in the markets for raw silk the advantage must continue for the present with the English buyer. A national industry and trade once interfered with will continue to be injuriously affected long after the original cause of disturbance has subsided. We consider that the Macclesfield silk manufacturers in the classes of goods to which they specially devote themselves have a golden opportunity offered them, and we may confidently anticipate, on a survey of the influences generated by the war, that their tendency will be to stimulate permanently British productions.

IN our last issue we noticed the seizure of two vessels under the British flag. The French Admiral, we understand, alleged that they were in reality German vessels, and the transfer a mere expedient. Be this true or not, the seizure was unwarrantable, the vessels having proper papers to entitle them to the British flag, and the attention of Parliament will be called to the subject.

THE arrangements in progress between Mr. POLLARD, as representative of the Hong Kong scheme, for connecting that place, Saigon, and Manila with Singapore, and the China Submarine Company have not yet been completed.

THE changes in the firm of ALT and Co., Japan, alluded to in our last, will be found in full in our advertising columns.

BRITISH POLICY IN CHINA.

(Continued from our last.)

The main facts of the affair at Yangchow will be best described in the words of Mr. Consul Medhurst's despatch to the Minister at Peking, August 27, 1868 :—

"A mob, headed by the literati, attacked and set on fire the premises in which the missionary families resided; the onslaught was sudden and severe—the children and ladies had to be thrown out of the windows to save their lives; one gentleman had his eye knocked out, and the whole party have been more or less injured."

And after investigation the Consul sums up the following significant inferences from the accounts given :—

1st. That the attack was entirely unprovoked.

2nd. That it was instigated by the literati and gentry generally.

3rd. That the outrage was distinctly premeditated and occupied time in being put into execution.

4th. That the local authorities took no pains whatever to prevent or put down the excitement, notwithstanding that they were warned of the possible *emeute*, and repeatedly and courteously appealed to for protection.

5th. That when the rage of the mob had been permitted to take its course, and after protection had been tardily accorded, they actually threatened the victims to leave them to their fate unless they recorded it as their opinion that the attack partook of the nature of a simple disturbance.

6th. That since the affair took place the authorities have done nothing towards expressing their disapprobation of the conduct of the ringleaders.

The appeals of the Consuls for redress and punishment having been made in vain, first to the local magistrates, and then to the Provincial Viceroy, the matter, by the instructions of Sir R. Alcock, who evidently disbelieved in the power and good-will of the Peking Government to control its subordinates, was placed in the hands of Admiral Sir H. Keppel. Under the influence of a powerful naval demonstration at Nanking, the Mandarins gave way, and complied with the demands made upon them. *Lord Stanley approved of the proceedings of the Consul* so far as they were known to him, but Lord Clarendon, who succeeded him at the Foreign-office, disapproved of the employment of coercive measures, and rebuked both the Minister at Peking and Mr. Medhurst for having resorted to them.

In his despatch of Jan. 14, 1869, Lord Clarendon writes:—"I consider Mr. Medhurst to have acted rightly in proceeding at once to the scene of outrage. I will not criticise his taking up with him a considerable armed force *under the explanation to the local authorities that it was required for his protection on the road*, and that his intentions were amicable; the subsequent stage through which the affair passed I cannot look upon as equally satisfactory." He proceeds to say that the affair should have been left for settlement by the central authority; with what effect we are now in a position to judge, with the knowledge we have of the proceedings of the Peking Government after the Tientsin massacre.

The trouble at Taiwan in Formosa was of a nature similar to that at Yangchow, and was characterised by outrages upon the persons and property of British subjects—missionaries and merchants, who were peaceably following their lawful pursuits—implication of the Mandarins in the crimes, and complete failure on the part of the higher authorities to grant redress. While the Minister at Peking was contemplating the demonstration of a naval force to aid his diplomacy with the local officials (whom he described to be in such a state of barbarism, "that they had no scruple in placing an ambuscade of armed men to intercept and kill a Consul and naval officer proceeding to the magistrate's residence on a peaceful mission"), the acting Consul, with an energy which was perhaps rash, but under the circumstances not wholly inexcusable, had brought the question to an issue and to a set-

Digitized by Google

tlement, with the assistance of a single gunboat. Unfortunately a collision occurred between the crew of the gunboat and some Chinese soldiers, and several of the latter were killed. But it cannot be denied that the native authorities brought the catastrophe on themselves, and a simple censure upon Mr. Gibson for his excess of zeal would seem to have suited the requirements of the case. Lord Clarendon, however, not only removed Mr. Gibson from his position as acting Consul, but directed that he should not be employed in the service for the future, otherwise than in a subordinate capacity. Lord Clarendon, moreover, without a word to say against the acts of the Chinese officials who had laid ambuscades for British officers, and offered rewards for the heads of British merchants, instructed Sir R. Alcock, in a despatch published in China, to disavow and apologise for the acts of violence on the part of the Consul so "wantonly undertaken."

It is needless to enter into the particulars of the affairs at Foochow and Swatow. In both coercive measures were adopted with complete success, and in both the proceeding of the consular and naval authorities were disapproved by the Foreign-office. But the British Government went further. In a letter to Mr. Burlingame (December 28, 1868), Lord Clarendon assures the Chinese Government that no such coercive measures will in future be allowed, and in a despatch to Sir R. Alcock on the same subject (Jan. 28, 1869), made public in China, he details the instructions which have been sent to British naval officers in the China waters, expressly limiting their authority to land forces, to cases of "sudden emergency and of immediate danger to lives and property," and even "in these cases only when the alternative of receiving the persons in danger on board ship was not available."

The author concludes with the following explanation of the basis of the revised Treaty which is now required :—

Instead of assuming that foreign intercourse with China has been an evil which requires to be checked, let us recognise that it has been fruitful of almost unmixed good, and endeavour to extend it. The principle of such extension to be, so long as ex-territorial jurisdiction over foreigners is reserved, the obligation of the Chinese Government to throw open, subject to special exceptions, any port or place on the coast, or in the interior, to which the British Government will undertake to appoint an official consular authority with adequate power.

Recognising the pressing want of China and of her foreign trade, to be improved means of communication and conveyance throughout the empire, the Chinese Government should be urged to commit itself to the introduction of a system of railways, if only on a tentative plan.

Illegal and irregular taxation on foreign goods in transitu should be checked by the extension of the system of transit passes on merchandise the subject of foreign trade—now existing in favour of foreigners alone—to native owners, as suggested by the Shanghai Chamber of Commerce.

Admission of the representatives of foreign Powers at Peking, to audience with the Emperor, should be required. If necessary, to the efficiency of the native administration, or to enable the Government to carry forward public works, the tariff of duties on foreign trade, the incidence of which is not heavy, might be revised, under solid guarantees, in favour of the Chinese.

Let revision be firmly declined, excepting on some such broad basis as the foregoing, and let the proposals of the British Government be supported with tact and determination by a Minister of ability, who will avail himself of all the authority and influence which circumstances are sure to place at his disposal—and success would not be doubtful.

THE OPIUM TRADE.

To the Honourable the Commons of the United Kingdom of Great Britain and Ireland in Parliament assembled.

The humble Petition of the Directors of the London Missionary Society.

Humbly showeth:—

1. That on various occasions in recent years religious and benevolent men in England have offered strong objections to the position occupied by the Government of India in reference to the opium traffic; and your petitioners are anxious earnestly to press upon the attention of your Honourable House the importance of inaugurating great changes in that position.

2. That making due allowance for certain benefits which, under competent medical advice, may be derived from the use of opium, it must yet be acknowledged that great evils of many kinds spring from the habit of opium smoking so prevalent in China; and that for a long period the Chinese Government, by its edicts and other administrative measures, has endeavoured, with laudable anxiety, to repress the practice as injurious to its subjects.

3. That under these circumstances, it is a matter of deep regret to your petitioners that great English houses and mercantile firms connected with India should engage in the opium trade, and push it so earnestly simply for purposes of gain. But your petitioners are aware that such trade is free, and must be left to the judgment and conscience of those who engage in it.

4. That for a long series of years the Government of India has been the largest producer of opium in the world, and has reserved to itself the supply of the greatest market in which opium is sold. It has annually regulated the breadth of the opium cultivation by the demands of the China market. And, with a view to secure an increased revenue, it has stimulated the trade in various ways, until it has reached its present enormous extent; and until the Indian Exchequer annually receives from the opium duty an amount that has varied in recent years from five to eight millions sterling.

5. That under such circumstances, the Chinese Government and people not only observe the opium traffic pressed upon the ports and coasts of the Empire by foreign merchants, but they contemplate the spectacle of a neighbouring Government encouraging, stimulating, and personally conducting the growth of opium, with a view to raise a large proportion of its revenue by a system which is specially obnoxious to the laws and customs of the nation among whom it knows it will be consumed. Such a proceeding would be a scandal under any circumstances; towards any European Government it would be simply intolerable, but it is peculiarly a scandal when the Government so acting professes to be guided by the spirit and the dictates, not of a heathen religion, but of the purest religion which the world has known.

6. That your petitioners are aware that the system which they deem so objectionable has grown up with years, and has attained such dimensions as to affect, in a very important degree, the revenue system of India. Nevertheless, like other great evils, they believe that it can be successfully dealt with by men of wisdom and courage; can be settled by sound principles; and that a settlement which is based upon principles of morality can only be productive of national good.

7. That your petitioners would remind your Honourable House that many able officers of the Indian Government, including Lord Lawrence, have recommended that the Government of India should impose an export duty on all the opium sent abroad, as it now imposes such a duty on the Malwa opium shipped from the harbour of Bombay. It is not for your petitioners to suggest how a revenue from opium should be raised; they cannot, however, withhold the expression of their deep conviction that it is necessary and right for the Government of India to give up altogether the production of opium; to leave its cultivation, manufacture, and sale, under proper regulations, in the hands of private persons; and, in levying a tax upon such an article as opium, rather to consider how the moral and social evils with which it is associated can be restricted within the narrowest possible limits, than calculate the amount of profit which may be derived from it as a source of Imperial revenue.

8. That your petitioners consider that the present time is peculiarly suitable for the inauguration of such a change. Under the provisions of the new Convention, the Chinese Government has increased the import duty on opium, thus both recognising the existence of a traffic which it cannot suppress and endeavouring in a greater measure than before to check it. Why should not the Government of India also assume towards the whole question the attitude which befits a Christian Government in dealing with those great social evils which only an elevated tone of public opinion can finally and radically cure?

9. That your petitioners cannot but point out to your Honourable House that the position so long held by the Government of India in relation to the Government and people of China implies, and even constitutes, a policy which is in direct opposition to that which the English Government, through its Foreign Secretary, has pressed with great earnestness in its dealings with China during the past two years. For, while the English Government has been striving to strengthen and build up the Imperial Government in China, the incessant pressure of the opium traffic in foreign hands tends ever to break it down.

Therefore, your petitioners humbly pray that your Honourable House will be graciously pleased, at an early period, to take such steps as may be deemed advisable, with a view to such a readjustment of the relations of the Indian Government to the opium traffic as may tend to the entire withdrawal by that Government from the cultivation and sale of opium within the English provinces of India, and thus bring to an end the system of raising a revenue from opium which has hitherto been followed in the Presidency of Bengal.

(Signed) J. Hawkins, Chairman.
Frank Soden, Deputy-Chairman.
Joseph Mullens, D.D., Foreign Secretary.
R. Robinson, W. Fairbrother, } Home Secretaries.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, March 15.

In yesterday's sitting of the Second Chamber a debate was opened upon the report of the commission, which had to examine the several documents regarding the reorganisation in the Preanger Regencies, which was, as you will remember, declared in force without being approved of by the Parliament. The conclusion of the commission was that the Chamber should declare its cognizance of the documents. Mr. Nierstrasz did not at all agree with this conclusion; according to his ideas the commission ought to have declared its disapproval of the action of the former Minister on this matter, or of that of the Governor-General. Mr. van de Putte, president of the commission, suggested that the Chamber was not sufficiently informed to decide the question; the members ought to know in the first place how the Governor-General justified himself; it was highly unparliamentary to criticize an ex-Minister. The Minister of the Colonial Department declared that he had forwarded instructions to Java to prevent henceforth measures being introduced without being approved of by both Chambers. As to the Preanger question, the only fault of Mr. de Waal had been that he had placed too much confidence in Mr. Myer. Messrs. Insinger and Hasselman were of opinion that the Chamber in this matter was not treated with proper deference, and the latter said that future proceedings of this kind between Parliament and the Administration in Java could only be prevented by the Chamber declining to approve the reorganisation scheme. The report of the committee was at last carried by 57 against 5 votes, and the Chamber proceeded at once with the discussions on the East India Budget for 1871. Notwithstanding that some members tried to introduce a general discussion of Java politics, the President succeeded in cutting short the debate. Of course, several complaints were made from the Opposition benches, especially the fact that the Minister had not asked, as his predecessor did, a credit of f.50,000 for the reorganisation of the general management of the outside possessions which was severely criticised. Some members urged the necessity of immediately

Digitized by Google

applying the royal decree regulating the application of the agrarian law. The Minister of the Colonial Department stated that he had ordered the Governor-General to make a draft of a decree for that purpose, but that he had not yet received it. The Minister further stated, in order to refute the financial pessimism of Mr. van Nispen, that he should maintain the coffee culture system as long as there existed no means to replace the revenues of that culture. To-day the plan of reorganisation of the Preanger Regencies is being discussed, but the debate is not yet ended. I, however, hope that before you go to press I shall be able to telegraph that the Second Chamber has decided that our rule is no longer to be "might above right"—in other words, that the reorganisation plan has been approved of. I have no doubt that it will be carried, notwithstanding our incorrigible Tories oppose it most earnestly. One of them, a certain Mr. Bergman, an obscure clerical, termed the endeavours of the Liberals to give the Javanese a just and equitable rule "love for apes" *(apenliefde)!*

Nearly all the Chambers of Commerce have now answered the letter of the Minister of the Colonial Department, stating their opinions upon his project for the revision of the East India tariff. They nearly all agree that although Free-trade principles should be applied at some future time, our cotton industry is not yet sufficiently developed to abolish Protection at once. The general wish of the Chambers is that the differential duties—by which Manchester goods are taxed higher than Dutch—should be abolished gradually. The Liberal papers, on the contrary, demonstrate that the Minister must not listen to this advice, given by parties interested in the matter, and urge him to introduce his Liberal project. And, indeed, it is quite nonsensical to make the Javanese pay higher for their cottons in order that some of our manufacturers may grow rich. The rule for general welfare prescribes low and uniform duties; our system of levying differential duties has been already maintained too long.

The man-of-war *Java* has arrived safely from Batavia at Texel. The *Noach II.* has been chartered to convey troops from here to Java. Much anxiety is felt here about the fate of the *Earl Russell*, bound from Batavia to Holland with a valuable cargo of 15,342 piculs sugar, 2,997 piculs rice, 172 cases arrack, 499 piculs rattans, and 158 piculs gum damar. The general fear is that this vessel is lost, with all hands.

A report, spread by some English papers, that the Bank of Holland had lowered its rate of discount by one-half per cent. is quite unfounded. For some days the Bourse has been more animated, and in most commercial departments a good business is doing.

The small-pox is still spreading. The average number of victims in this town has reached 112 weekly.

PRODUCE MARKETS.

Not much alteration is to be reported of our Produce Market, which, upon the whole, exhibits less activity than had been generally anticipated after the conclusion of peace. Coffee and sugar are very quiet, and prices of the former article are barely supported. The comparatively small quantity of Sugar announced by the Trading Company for their March sale contributes to prevent prices giving way, but the demand for refined for future delivery remains dormant, which causes our home refiners to suspend their purchases of raw for the present, so that there is scarcely anything doing. The Trading Company's Coffee sale for this month is to take place next week, in anticipation of which the demand will probably remain quiet. Nutmegs have been in active request for export at advanced rates, but the late decline in tin and cotton has made further progress, without any return of confidence on the part of buyers being perceptible at the present reduced rates. Most other leading articles remain in a healthy position.

COFFEE.—A quiet tone continues to prevail in the market, and prices are barely supported. Many numbers of the late trading Company's February public sale continued to be offered at the sale's prices. Transactions have been closed of the following shipments of private importation, viz.:—150 bags Java, ex Philips van Marnix, at 37½c. to 40c.; 300 bags do., ex County of Berwick, at 33¾c. to 36½c.; 438 bags Macassar, ex-Gerardina Wilhelmina, at 33½c. to 35c. The March sale of the Netherlands Trading Company will take place here on the 22nd inst., and will comprise 102,400 bags Java, Menado, Padang and Macassar.

COTTON remains dull, under the influence of lower quotations wired from America, and the continuance of heavy receipts at the shipping ports. Several parcels of North American afloat changed hands at a further decline of 1½c. to 2c., in which proportion some parcels on the spot have also been disposed of. Some business has likewise been doing in East India for February-March shipment, from Bombay, at a reduction at 1c. to 2c.

SUGAR.—The trade in raw and refined rules quietly, but prices remain unaltered. A small business only has been doing in raw at rather firmer rates, and refined has only been in request for early delivery. The Trading Company's first public sale of Sugar for this season is to take place at Amsterdam on the 29th inst., comprising about 44,000 baskets Java, stored in our different ports. The directors of the Netherlands Trading Company have abolished the allowances heretofore granted of 1 per cent. good weight and 1 per cent. discount, whilst, instead of allowing 12 per cent. for tare of the baskets, only 8 per cent. will be deducted, and for hogsheads and mats in the same proportion. This gives an alteration in the price of about f.2½ per 100 kilo.

TEA.—I have to report the arrival for our market of the *Margaret Falconer*, from Foochow, with a cargo composed as follows:—1670/4, 4852/12 chests Congou, 334/4, 857/12 chests Souchong, 346/4 chests Pekoe. The market is very firm.

SPICES.—A brisk demand has prevailed of late for Nutmegs for export, mainly for the United States, and prices, which consequently advanced, still hold a further upward tendency. Considering the decrease of the production in the Dutch colonies, in consequence of the low prices ruling a few years back, and the increasing consumption in the United States since the termination of the war, whilst shipments to Australia are also augmenting, since the means of conveyance to that country have materially improved, the prospects augur in favour of a gradual further advance, the more so as the stock on warrants has much decreased of late. No. 1's are quoted 135c. to 137c.; No. 2's, 127c. to 128c.; No. 3's, 107c. to 108c.; No. 4's, 68c. to 70c.

RICE.—Hardly any change is to be reported in the market, but prices are in general less firm. Sales have been closed by secret tender of 9,763 bags white Java, ex Insulinde, at a price not named.

TIN.—A dull tone continues to prevail, and prices have further declined. Banca sold for short prompt at f.76¾ to f.76½, and for delivery, ex the public sale on the 30th inst., at f.74½ to f.75¼.

HIDES.—Sales have been closed by secret tender of the following parcels of private importation, viz.:—820 Sourabaya and 74 Probolingo Cows, ex Helena Henrietta; 263 Padang Buffaloes, ex Padang Packet; 210 Batavia Buffaloes, ex Zeenimph; 93 do. do., ex Fop Smit; 150 Sourabaya Cows, ex Louise; 42 do., ex Zeenimph; 500 Calcutta Kips, ex Hartfeld. The business done in our market since my last includes 225 Batavia Buffaloes, ex Concurrent; 1,300 do. do., ex Oceana; 2,000 Sourabaya Cows, ex Nieuw Waterweg II.

JAVA INDIGO.—The sales closed sum up only 25 chests, at unaltered rates.

ARRACK.—The following parcels have been disposed of, viz.: 30 casks Batavia, ex Jedo; 100 casks Sourabaya, ex Louise; 88 casks Sourabaya, ex Ben Lomond, at various prices.

COCOA-NUT OIL.—Prime Ceylon is held at f.26½.

SHIPPING.

ARRIVALS.—March 8, at Texel, from Batavia, A.M.E.; 9, at Brouwershaven, from Batavia, Cornelis Gips; 11, at Texel, from Tjilatjap, Sourabaya Packet; 11, at Brouwershaven, from Foo-chow-Foo, Margareth Falconer; 12, at Texel, from Batavia, H.M. str. Java.

PASSENGERS INWARD.—From Java, per Sourabaya Packet, Mr. Kruseman.

Monetary and Commercial.

In the "Legal Intelligence" in our last issue an important Bankruptcy case came before the acting Chief Judge on appeal, involving a claim by the Chartered Mercantile Bank of India, London and China, upon the estate of the bankrupt, W. F. Howe. By the decision it is now laid down that the holder of an unpaid bill collaterally secured by shipping documents has a right to rank for dividend upon the acceptor's estate for the full amount of the acceptance, irrespective of the value of the security, until he has received from both sources 20s in the pound.

Tenders for £400,000 in bills on India have been received at the Bank of England, and the amounts allotted were—to Calcutta, £298,000; to Bombay, £100,000; and to Madras, £2,000 The minimum price was fixed as before at 1s. 10¼d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 10½d. will receive about 12 per cent.; on Bombay, at 1s. 10⅝d., about 97 per cent., and those above in full. These results show no alteration in the demand for means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer *Nubia*, from Southampton, on the 18th inst., was, in gold, to Batavia, £4,200; in silver, to Singapore, £53,770; to Hong Kong, £4,900; to Foochow, £2,450; to Shanghai, £23,395; total in gold, £4,200; in silver, £84,515; in gold and silver to Malta, £50,000.

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs' duties) remaining in the bonded warehouses of the United Kingdom on Feb. 28, 1871, compared with the quantities in warehouse on Feb. 28, 1869 and 1870:—

	1869.	1870.	1871.
Coffee (lbs.)	42,250,372	50,974,069	63,450,730
Sugar, refined (cwts.)	68,020	74,994	29,650
Ditto, unrefined (cwts.)	2,070,723	1,680,095	1,963,141
Molasses (cwts.)	57,256	174,551	205,249
Tea (lbs.)	106,752,267	101,913,074	108,555,700
Tobacco (lbs.)	61,481,644	58,132,808	54,353,174

Although it has been denied that the Suez Canal is likely to pass into the hands of English capitalists, we have reason to believe that negotiations will shortly be entered into with a view to its transfer. The Duke of Sutherland, Lord Stafford, Mr. Pender and others during the time they have been in the vicinity have been up to Cairo, and paid a visit to the Viceroy. The officers of the Duke's yacht, while passing through the canal, were engaged in taking soundings.

At a meeting of the creditors of Messrs. J. and W. Jeffery and Co., of Liverpool, who recently failed, the unsecured liabilities were roughly estimated by Messrs. Honey, Humphrys, Baggs, and Co., the accountants, at £304,828, and the assets at £155,088. It was resolved that the proceedings in bankruptcy shall be continued, and that the business shall be carried on by two trustees, under the supervision of a committee of five creditors.

Messrs. W. S. Lorrain and Gillespie, of Glasgow, announce that Mr. James William Gillespie, son-in-law of the late senior partner has been admitted into the Glasgow, Penang, and Batavia firms.

The Russian Steam Navigation Company are now despatching from Odessa the *Tchikhatchoff*, of 2,000 tons, for Shanghai and

Digitized by Google

Hankow, calling at intermediate ports. The statement of her cargo will appear in our next. The company expect her to return to Odessa with the new Season's tea, to be forwarded on to the fair at Nijni Novgorod, which has been hitherto supplied by overland caravan from China, and generally reputed to turn out in better condition than the sea-borne tea.

BULLION AND SPECIE.

GOLD.—There has been a small purchase of gold coin by the Bank, but the demand for bars, although not active enough to cause withdrawals from that establishment, is yet sufficiently so to absorb all arrivals.

SILVER.—We have had further large arrivals from India and New York during the week, amounting to about £290,000. The demand has not been very active, and the market may be considered as fractionally lower; the quotation is 5s. 0⅝d.

MEXICAN DOLLARS.—The Wisconsin has brought about £446,000 from New York, and further amounts will follow. There is a demand for China at present for the old coinage at 58¾d. per oz. The new issue, however, will only be taken for refining purposes, at 58⅝d. The outgoing P. and O. steamer of the 19th inst. will take a rather large amount of this coin for China and the Straits.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From FOOCHOW to LONDON, per Borealis, entered March 11.—Tea: 6646 chests 9421 half-chests 4680 boxes 4 packages—Order; 12 half-chests—Brown and Co.; 1 half-chest—G. Marshall.

From SINGAPORE to LIVERPOOL, per Petchelee, entered March 8.—1694 boxes pearl sago, 2441 bales gambier—H. J. Brocklebank; 4457 bundles rattans—Order.

From PENANG to LONDON, per Sea Queen, entered March 10.—736 slabs tin—Phelps, Dodge, and Co.; 4663 slabs tin, 10,775 bags pepper, 103 cases nutmegs, 460 cases cutch, 160 bags tapioca flour, 38 cases fish maws, 450 boxes cutch, 1 package merchandise, 2288 bundles rattans, 128 bales cow hides, 120 bales buffalo hides, 7 cases mace, 10 bundles canes, 2 cases tortoiseshell, 11 baskets gutta-percha, 2739 buffalo horns, 34 bags green snail shells—Order; 4 cases merchandise—S. and W. Tudor; 10 cases fish maws, 1 case nutmegs, 112 cow hides, 57 buffalo hides, 12 bales hides—G. F. Dickinson.

From SINGAPORE to LIVERPOOL, per Sir James, entered March 6.—3703 bales gambier, 1250 bags sago flour, 1891 hides, 600 baskets gutta-percha, 12,940 bundles rattans—Order.

ARTICLES OF IMPORT.

—o—

TEA.

The market is without change of importance, private purchases having been made to fair extent at the range of prices quoted in our last. There have been no public sales of China.

In Teas, ex *Borealis*, there has been a brisk business done during the past two days, at rather better rates for common kinds. Everything but common for shipping has been dull of sale.

	lbs.
Duty paid on Tea in London for the week ending March 11	1,679,699
Export to ditto	1,175,120
Coastwise	679,989
Ditto for immediate export	115,903
Total	3,650,711

SILK.

The market has been extremely quiet throughout the week, hardly any transactions worth recording having taken place; prices are ununaltered, as importers evince no disposition to press sales, but wait the Continental demand, which it is believed will set in directly communication is free for goods traffic between London and Lyons and the other manufacturing towns in the south of France. Deliveries this month are fairly good; they are, from 1st to 16th inst.:—

	1871.	1870.
China (bales)	1,494 ...	... 2,618
Canton ,, ...	526 ...	... 399
Japan ,, ...	296 ...	... 557

COFFEE.

The market continues very inactive, and of small quantities of Plantation Ceylon offered at the public sales a portion only has been quitted at about the previously ruling rates, viz., triage 50s. to 51s., small 56s. 6d. to 59s. 6d., middling coloury 66s. 6d., good bold 76s. 6d. to 79s. 6d., pea-berry 81s. to 82s. 6d.; no business has been done in Native on the spot, but for arrival 240 tons Native Ceylon are reported sold at about 56s. guaranteed; privately about 200 casks Plantation Ceylon have been sold, also for arrival 1,500 bags Native Ceylon prices not reported; an offer at auction of 223 bags Singapore picked Bally was bought in at 57s., but has since sold at 55s.

SUGAR.

The tone of the market continues quiet; the demand is still confined chiefly to good refining qualities, for which firmer rates have been paid; soft and low kinds are slow of sale, and exhibit a declining tendency, low brown being 6d. lower than last week. There are no sales of East India to report; at auction 853 baskets 11 bags soft to fine strong white Java from Singapore (duty 5s. 8d.) were bought in at 37s. to 38s.

COCOA-NUT OIL.—At the public sales a large quantity was offered, viz., 985 casks, but the demand was so moderate that only 223 casks chiefly Sydney sold. Of 263 casks Ceylon 23 pipes sold at £40 5s., the remainder being bought in at £40 to £40 5s., puncheons at £40 5s. to £41, and hogsheads at £41 10s.

COIR GOODS.—At the auctions light supplies of Yarn offered were chiefly sold at steady prices. Of 68 tons Ceylon Yarn 40 tons sold—common, £23 5s. to £25; low middling, £26 15s. to £27 10s.; good medium to fine, £32 15s. to £37 10s.; 18 tons from Bordeaux sold—common, £24 10s.; good common, £26 5s.; 240 bundles Ceylon bristle Fibre sold at £32 15s. to £34 5s.

GALLS.—There is no change in the market; about 250 cases China are been sold at 47s. 6d. per cwt.

GAMBIER.—Privately 25 tons have been sold for arrival, ex Hibernia, at 15s. 9d., ex ship, with all faults except broken. The sale is also reported of 180 tons, landing, at 15s. 6d. per cwt.

HEMP.—At auction 1,591 bales Manila met a languid demand, and only 200 bales sold—superior Boluzan, £51 to £51 5s.; the remainder being bought in—fully fair roping, £49; Sorsagon and Boluzan, at £52 to £53; fine white Quilot at £65.

PEPPER.—Black: The market has shown an improving tone; there has been more demand, and firmer prices have been obtained; following our last report, about 1,450 bags Penang were sold at 5¼d. to 5⅜d., and 250 bags Singapore at 5¼d. Subsequently at public sales 2,000 bags Penang, ex Sea Queen, sold at 5¼d. to 5 5-16d. and 600 bags Batavia at 5¼d.; privately small sales of Singapore have been made at 5¼d., also 700 bags Penang, ex Sea Queen, at 5⅜d. to 5½d.

RICE.—A moderate inquiry prevails, but no transactions of importance are reported. 700 bags white Bengal have been sold at 11s. 6d., 1,400 bags Askoolie at 10s. 6d. ex quay, 2,000 bags fine Ballam at 10s. 9d., 4,500 bags Necransie at 10s. 6d., and 2,000 bags Bassein at 10s. 7½d.

TIN.—The quantity likely to arrive here within a short period being less than was anticipated by some, the market is improving; the current quotations are Straits on the spot £128 10s. to £129, afloat £127 10s. to £128, Banca and Billiton £129 to £130.

NEW YORK MARKET REPORT.

—o—

TEA.

There has been considerable inquiry for Green, and prices for desirable grades have slightly appreciated. Blacks are rather quiet, the recent large sales having pretty well supplied the trade, but prices remain steady. Japan is neglected and irregular. The sales are 6,964 half-chests Green, per Lady Elizabeth, Anglo Saxon, Dilpussund, &c.; 2,400 half-chests Oolong, per Amandine; 300 do. Green, per Iola; 260 do., per N. B. Palmer; 2,000 do. Oolong, and 3,600 do. Green, vessels not named. There are also rumours of other sales of Japan and Green, but the particulars are withheld for the moment.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c. The market for Brazil has been quiet, the supply on offer being poor in quality and held for firm prices. Java has been sold to fair extent in lots at the current rates, besides which the following transaction are reported: 12,615 mats Java (damaged), 9,500 mats do. ex Wallace, and 2,518 bags Ceylon; the prices paid have not been reported.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.30; Cassia, $1.5 gold (in bond).

GAMBIER.—The current quotation is $3.75 to 3.80 gold (duty paid).

HEMP.—There been somewhat more activity in the market for Manila, but prices continue at a low range, the current rates being 10c. to 10¼c. gold; sales are reported of 1,100 bales, ex Glenallan, and 500 bales, ex Ringleader (before arrival), on private terms, also of 433 bales, ex W. G. Russell, and 6,500 bales, ex Zephyr, at Boston, at 10c. gold (sixty days.)

	1871. Bales.	1870. Bales.	1869. Bales.
Manila Hemp imported into the United States from Jan. 1 to March 1	31,137 ...	27,546 ...	26,675
On the way to the United States, from Manila, Feb. 28	45,549 ...	29,056 ...	20,736
Stock in importers' and speculators' hands in Boston, Feb. 28	11,900 ...	13,426 ...	3,500
Stock in importers' and speculators' hands in New York, Feb. 28	23,749 ...	19,813 ...	7,000

INDIGO.—The market for Manila continues quiet at unaltered rates, sales being reported to limited extent only, at $1.15 to $1.25 currency.

PRESERVED GINGER.—China is quoted $7 to $8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to $1.25 currency (duty paid).

RICE.—Rangoon has continued steady and in fair demand; the sales have been 650 bags at $7 to $7.12½ currency (duty paid), 1,500 bags at $3.40 to $3.50 gold, and 500 bags afloat at $3.37½ gold in bond.

SUGAR.—We note the sale of 466 baskets Java at 9⅞c.

SPICES.—For invoices, the market remains quiet. The Osceola, from Hong Kong, brings 3,500 piculs Cassia, of which 1,000 piculs sold before arrival. The trade demand has been less active, though there is still a fair business. Prices generally are steady. A line of 200 cases Nutmegs is reported sold at 95 cents currency. We notice sales in lots of Mace at $1.15; Nutmegs, 85 cents; Pepper, 16½c. to 17c.; White Pepper, 22c.; Cassia, 32c. to 32½c.; Cloves, 12½c.; all gold.

TIN.—The market continues dull and unsettled; prices still rule low, sales being reported of 100 slabs Straits at 32¾c., and 100 slabs at 33½c. gold, 30 days prompt; Banca is nominally quoted 38½c. gold.

SHIPPING.

ARRIVALS.—Feb. 18, at San Francisco, from Java, E. M. Young; 25, at Boston, from Java, Julia, Becherdass Ambaidass; 26, at New York, from Manila, Ringleader; 28, from Manila, Rattler; March 1, from Shanghai, Yokohama; from Hong Kong, Osceola; 2, from Amoy, The Cedars; 3, from Foochow, The Caliph.

DEPARTURES.—March 3, from New York, for Hong Kong and Shanghai, Endeavour.

Digitized by Google

EXPORTS FROM GREAT BRITAIN. TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Gunpowder.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmens' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	lbs.	£	Cwt.	Cwt.	£	£
Atholl, str., via S.C.	Colombo	London.	Feb. 14	...	...	...	20	...	200	850	672716	332797	...	...	...	85	...	15700	3	...	270	...	800	...	...	...	340	44	...	...	...	...	5	172	187 &16cs.
Vanguard, str., via S.C.	Singapore	,,	,, 24	...	...	...	...	...	...	...	6955 &18cs	720	...	...	...	8 pcs.	...	...	...	...	170	...	10	72	...	...	250	...	...	...	...	34	...	114	...
Do. do.	Hong Kong	,,	,, 24	...	...	...	...	...	...	407	1113551 &4cs.	...	...	...	520	1162 &13bls	...	44500	57	...	65	2	118	142	...	...	563	...	...	...	25	...	...	...	6
Do. do.	Japan	,,	,, 24	...	...	...	...	1cs.	...	46	21600	53147	...	...	...	1040 &25cs.	...	...	...	...	...	...	...	...	...	3cs.	515	...	...	...	...	1	...	...	...
Weymouth	Shanghai	,,	,, 18	212	22	7	15	...	...	422	1613300 &64900	55195	...	...	...	3365	...	...	27	130	401	404	298	353	75	146	25	...	475	40000	404	33	14	81	298
Agra	Batavia and Sourabaya	,,	,, 21	108	38	14	25	9	800	2135	611551 &21500	130021	...	...	...	122	...	70492	12	66	...	...	380	...	..	137	488	...	...	7000	1405	1635	...	376	16
Windhover	Hong Kong	,,	,, 27	16	10	½	60	...	...	432	677000 &57bls.	...	...	...	...	707	363	224236	172	131	675	75	840	1108	...	539	39	888	235	...	636	200	5	1053	296
Aracan	Shanghai	,,	Mar. 1	130	...	1	...	...	...	585	195930 &21936	91274	240	...	...	7123	...	5330	60	135	246	17	1256	750	190	157	60	...	184	...	214	258	...	210	60
Lord of the Isles, str., via S.C.	Do.	,,	,, 3	1	...	...	...	7	...	135	10181418 &2900	13200	1438	...	...	18763	...	...	...	...	...	...	47	108	...	...	239	...	...	...	23	5	...	...	84
Do. do.	Hankw. & Jpn.	,,	,, 3	...	...	...	...	...	...	13	592340 &600	...	222	...	60	6421	...	23460	...	...	...	...	20	6	...	6	73	...	..	...	40	...	...	...	...
Bertha Marion	Yokohama	Lvrpool.	Feb. 20	150	...	...	42	...	80	432	1259319	119020	...	...	132	923	...	295601	...	...	...	71	...	92	...	...	...	...	263	...	82	160¼	...	...	...
Diomed, str., via S.C.	Hong Kong	,,	,, 27	...	...	...	¼	...	...	142	2036300 &2104	607315	...	...	1225	1218	...	183400	...	...	...	...	...	132	100	...	269	40	...	...	...	...	...	...	...
Do. do.	Shanghai	,,	,, 27	...	...	...	...	...	7	...	6269395	103230	...	...	223	4945	...	...	...	...	...	...	...	...	...	...	79	...	...	...	...	...	...	...	100
Do. do.	Japan	,,	,, 27	...	...	...	...	...	...	...	154900	...	...	...	40	450	...	20000	...	...	...	...	...	...	...	...	180	...	...	...	44	...	...	...	...
Loch Awe	Batavia	Glasgow	,, 28	...	...	£330	...	...	...	230	832930 &6120	943454 &67240	...	...	...	...	...	51910	...	87	...	...	...	167	...	180	&1cs. ...	...	...	...	&3cs 833	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Atholl, str., via S.C.	Colombo	279	192	37	181	30	52	77	33	...	1cs.	10	...	...	10
Vanguard, str., via S.C.	Singapore	...	...	...	...	...	...	...	...	...	62	...	...	...	...
b Do. do.	Hong Kong	...	65	...	40 & 4cs.	2cs.	369	...	...	...	50cs.	...	363	...	...
c Do. do.	Japan	...	130	19	399	473	35	...	...	19	...	...	540	...	...
d Weymouth	Shanghai	...	21	127	362	44	...	10	60	202	31 & 108cs.	100	...	...	32
e Agra	Batavia and Sourabaya	...	50	20	...	...	104	...	...	15	414	...	..	173	...
f Windhover	Hong Kong	...	37	63 & 5gls.	200	80	37	8	...	180	...	...	30	252	30
g Aracan	Shanghai	10	...	...	74	326	38	...	...	799	43	...	...	...	...
h Lord of the Isles, str., via S.C.	Do.	...	230	10 & 14gls.	...	198	49	39	...	121	...	...	110	...	...
i Do. do.	Hankow and Japan	...	256	9	160	...	56	...	...	...	...	...	70	...	...
Bertha Marion	Yokohama	...	...	...	...	...	...	...	..	...	...	...	...	...	...
k Diomed, str., via S.C.	Hong Kong	25	178	...	...	...	47	...	...	...	...	...	...	...	...
l Do. do.	Shanghai	40	4	...	85	...	43	...	...	...	...	875	...	...	40
Do do.	Japan	...	82	27 & 1cs.	60	...	84	...	...	...	...	31	...	...	30
Awe	Batavia	...	...	...	...	...	...	...	...	...	...	...	...	...	...

SUNDRIES.

a Tea, 746 lbs; effects, £1,039; silk, £700; galvanised iron tiles, 5 tons; seeds, £5; manufactured goods, £180; billiard and bagatelle tables, £80.

b Cordials, 2 gallons; goods, manufactured, 9 cases; soda-water, £10; silk braid-stuffs, £336; photographic materials, £31; effects, £21; shot, £300.

c Steamship, £1,400; goods, manufactured, £30; quicksilver, 200 bottles; geneva, 2 gallons.

d Effects, £216; wax, £2; corks, £8; goods, manufactured, £132; sheathing felt, £30; canvas flax, £133; British wine, 24 gallons; mineral water, £87; refined sugar, 51 cases; cement, £28; pictures, £50; perambulators, £22; barometers, £28; caoutchouc manufactures, £397; clay, £30; bricks, £70; fireworks, £30.

e Lucifers, £100; brass wire, £109; pins, £23; matches, £205; caoutchouc manufactures, £30; goods, manufactured, £30; pig iron, 50 tons; fruits, 1 cwt.

f Cordials, 7 gallons; lucifers, £525 and 90 cases; galvanised iron rope, £220; old wire rope, £30; iron boiler tubes, £541; combs, £11; gilt picture frames, £10; soda-water, £80; coals and coke, 92 tons.

g Goods, manufactured, £333; iron wire, £200; mineral water, £186; felt, £17; oakum, £28; effects, £80; cement, £27; bricks, £90.

h Goods, manufactured, £200; jewellery, £30; effects, £134; pig iron, 250 tons; fruits, 19 cwt.

i Glass beads, £22; india-rubber packing, £58; compasses, £35; effects, £320.

j Matches, £20; vermouth, £22; soda-water, £65; coals and coke, 226 tons.

k Silks, £185; needles, £50; elastic web, £123.

l Haberdashery, woollens, paper, &c., £1,000; needles, £100.

m Sugar making machinery, £3,154; mixed goods, £4,496.

NOTE.—Per Windhover, from London to Shanghai, cleared Jan. 27.—Lead, 80 tons. Per Amigos, from Liverpool to Manila, cleared Jan. 23 (addl.).—Hardware, £33; linens, £300; plain cottons, 10,800 yards; linens, £94. Per Historian (str.), from Liverpool to Colombo, *via* Suez Canal, cleared Feb. 25 (addl.).—Plain cottons, 364,950 yards; coloured cottons, 204,200 yards; woollens, £685; glass, £5; hardware, £207; haberdashery, £555; cheese, 4½ cwt. Per Diomed (str.), from Liverpool to Batavia and Sourabaya, *via* Suez Canal, cleared Feb. 27.—Plain cottons, 119,854 yards; coloured cottons, 108,701 yards; haberdashery, £96; yarn, 4,000 lbs. To Macassar.—Plain cottons, 48,500 yards. Per Maiden Queen, from Liverpool to Singapore, cleared Feb. 28.—Coal, 1,095 tons; tobacco, 1 73 lbs.

Digitized by Google

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship.	Captain.	From	At
Mar. 7	A.M.E.	Kannegieter	Java, for Amsterdam.	Off Dungeness
P. to 8	Jewess	—	Macao	Off the Elbe
7	Helena	Leeuwen	Samarang	Brouwershaven
9	Tycoon	Boyd	Singapore	London
9	Coringa	Watson	Do.	Do.
9	Sea Queen	Cunningham	Penang	Deal
10	Hindostan	Nutsford	Shanghai	London
10	Borealis	Beard	Foochow	Deal
10	Racer	Hughes	Manila, for Havre	Plymouth
9	Cornelis Gips	Romyn	Batavia	Brouwershaven
11	Java	Faure	Java, for Amsterdam	Off Dungeness
11	Lord Macaulay	Care	Manila	Falmouth
10	Sourabaya Packet	Olivier	Tjilatjap	Texel
7	Emilie Marie	Gestin	Saigon	Belle Isle
6	Maria Fidela	Arrigunaga	Manila	Cadiz
Feb 21	Esperance	Boju	Batavia	Havana
Mar 11	Marie Gabrielle	—	Saigon	Belle Isle
12	Anna Marie	Guguen	Do.	St. Nazaire
11	Jeune Edouard	Leflock	Do.	Rochelle

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar. 9	Alice Graham	Morgan	Newport & Sarawak	London
8	Mallard	Young	Penang	Sunderland
5	Thos. Nickerson	Ehrhardt	Petropaulovski	Swinemunde
8	Southern Belle	Morice	Colombo	London
8	Arcot (str.)	Day	Colombo, &c., via S.C	Do.
8	Nile (str.)	Jones	Colombo, &c.	Do.
11	Craigforth (str.)	Froud	Sing., H.K., &c.—S.C.	Do.
13	Glenavon	Henderson	Cardiff and Shanghai	Do.
11	Jennie Eastman	Norman	Hong Kong	Cardiff
14	Benares	Anderson	Singapore	London
14	Star of China	Angus	Cardiff & Hong Kong	Do.
15	Leander	Knight	Hong Kong	Do.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
March 10	Enterprise	London	Singapore, China, &c.
" 9	Atholl	Do.	Colombo, &c.
" 12	Nestor	China, &c.	London
" 1—7	Alaska	New York	China
" 1—7	Emerald	London	Singapore

LOADING.

At LONDON.—For Yokohama: Devana, Fiery Cross, Flying Spur. For Tientsin, Newchwang, and Chefoo: Taitsing. For Shanghai: Victoria Nyanza, Everest, City of Aberdeen, Guinevere, Ariel. For Hong Kong: Melbrek, Veronica, Glance. For Hong Kong and Foochow: Yang-tsze. For Singapore: Star of the South. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Elgin (str.), Glensannox (str.). For Penang: Frances Milly, Ben Nevis. For Singapore and Manila: The Sir Jamsetjee Family. For Bangkok: Ocean. For Batavia and Sourabaya: Sophie Gorbitz. For Batavia, Samarang, and Sourabaya: Anita. For Colombo: Palestine, Peveril of the Peak, Caroline Hutchings, Ocean Rover. For Colombo, &c. (via Suez Canal): Europe (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred. For Manila: Estrella, Josefina. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Emblehope (str.). For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Hector (str.), Achilles (str.). For Batavia and Sourabaya: Merse. For Singapore: Blenheim. For Galle: River Ganges, Queen of Nations.

At GLASGOW.—For Manila: Dona Feliciana. For Batavia and Sourabaya: County of Berwick. For Colombo: Martaban.

SPOKEN.

LATONA, Japan to New York, Dec. 28, 27 S., 49 E.
PRIDE OF ENGLAND, Java to Amsterdam, Feb. 1, 4 S., 18 W.
MARY WHITRIDGE, Shanghai to New York, Jan. 12, 30 S., 30 E.
AGNEDA (?) (barq.), Colom. to London, 25 days out, Dec. 21, 19 S., 72 E.
WANLESS (British barq.), London to Shanghai, Feb. 12, 6 S., 25 W.
CARRICKS (ship), Shanghai to London, Jan. 5, 32 S., 36 E.
ESPIEGLE, Foochow to New York, Feb. 8.
JOHANNES, Panaroekan, to Amsterdam, Jan. 19, 31 S., 11 E.
HENRY GRENFELL (English ship), Liverpool to Batavia.

FREIGHTS AND CHARTERS.

Freights to the East are stationary, and as yet the hoped-for improvement has not taken place.

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. meast, 40s. weight. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £30. To Singapore: £27. For Galle: £25. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£2 2s. 6d. For Yokohama: £1 17s. 6d. For Hong Kong: £1 14s. For Java: 17s. 6d. For Singapore: £1 6s. For Galle: £1 4s. 6d.

CASUALTIES.

The Vrede (Dutch), van der Plas, from Batavia to Amsterdam, which put into Surinam, Feb. 17, leaky, would probably have to discharge.

The Emblehope (str.), from Liverpool, to Singapore, China, &c. (via S.C.), in leaving Morpeth Dock, March 15, fouled the pierhead and damaged stem and four plates on the port, and one on the starboard bow; she remains in dock to repair.

The Bothwell Castle, Stewart, which sailed from Glasgow, Feb. 28, for Singapore, put into Queenstown, March 15, with loss of sails.

The Hoek van Holland, Versteg, from Sunderland to Batavia, was in collision at Falmouth, Mar. 10, and sustained damage to bulwarks, mizenmast, &c., and had standard compass smashed.

The Madras, Fleming, which sailed from the Clyde, Mar. 2, for Galle, put back to Greenock, 10, with rudder-head gone, and reported leaky; she has since been towed to Port Glasgow.

A telegram received from Galle, dated 10th March, 8.50 A.M., states that the Palmerston is embedded in hard sand and coral, at the outer edge of the breakers, with ten feet of water forward and fifteen aft; she is much hogged and apparently bilged, and it is impossible to save her; the lower hold is submerged and the remaining cargo must be destroyed by manure and water; it is considered that further salvage would not repay the expense, and immediate sale is recommended.

The Hotspur, Corrigall, which sailed from Shields, Feb. 5, for Galle, and put into Portsmouth to have her bottom examined by divers, having struck the ground in the Gull, 8th, sailed thence for her destination, March 9, but put back again, 12, with loss of longboat.

The Lord Macaulay, Care, from Manila, which arrived at Falmouth March 11, reported having been in collision with the Racer (schooner), of Montrose, Feb. 24, 27 N., 37 W., and lost bulwarks, had boat stove, fore and main channels started, &c.

The Belgian (str.), from London to Singapore and Hong Kong (via S.C.), arrived at Aden, March 13, reported having been aground in the Canal.

MISCELLANEOUS.

A telegram from Hong Kong reports that the master and crew of the Don (str.), from Liverpool, to Shanghai, &c., which was lost near Amoy, had arrived safely at the last-named port.

At PORT SAID.—Historian (str.), from Liverpool, and left for Colombo; March 13, Erl King, from London, and was to proceed next morning for Singapore, China, &c.

At ADEN.—March 9, Ulysses (str.), from Liverpool, and left for Singapore, China, &c.; 13, Belgian (str.), from London for Singapore.

At MAURITIUS, Jan. 15, Hermance and Jenny, Le Moissec, from Saigon; 16, Nile, Walker, from Singapore; 22, Laughing Wave, Shaw, from Singapore; 27, Georges, Gautier, from Saigon; 25, Ernest, Mocaer, sailed for Singapore; Feb. 2, Thracian, Hay, sailed for Colombo; 4, Humbleton, Hall, sailed for Galle; 7, Boussole, Assailly, sailed for Singapore.

NOTICE TO MARINERS.

Java Sea.—Light-vessel at North Entrance of Sourabaya Strait.—The Netherlands Government has given notice that a light is now exhibited from a light-vessel at the northern entrance of Sourabaya Strait. The light is a fixed white light, elevated twenty-eight feet above the sea, and in clear weather should be seen from a distance of ten miles. The illuminating apparatus is dioptric, or by lenses, of the sixth order. The light-vessel is moored in five fathoms at low water, N.E. by E. (easterly) 5¾ miles from Panka Point, and N.W. ¼ W. two miles from the outer white buoy; she is painted yellow, with the name Soerabaya on her sides. Position, lat. 6 deg. 52 min. S., long. 112 deg. 38¼ min. E. from Greenwich. *Note.*—In case the light cannot be exhibited, a lantern, showing a bright light, will be hoisted, and a gong sounded during the night.—Hydrographic-office, Admiralty, London.

OSLER'S CRYSTAL GLASS CHANDELIERS.
WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.
Established 1807

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.
An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.
Orders must be accompanied by remittances or references, and letters must be addressed to
C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

Digitized by Google

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE PHŒNIX.

A MONTHLY MAGAZINE FOR

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Ainos, the Tartar Languages, Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

MESSRS. ROBERT COCKS and CO. beg to announce that they have THIS DAY ISSUED their LIST of NOVELTIES for 1871, containing all the newest and most popular songs, duets, piano solos, dances, &c. Will be forwarded post free on application.

A WEDDING MARCH, founded on National Melodies, by W. H. CALLCOTT. A contribution to an approaching ceremony. Beautifully illustrated. Piano Solo, 3s.; duet 4s.

THE LOUISE QUADRILLE. For the Pianoforte. By C. H. MARRIOTT. Price 4s. "Thousands will purchase this quadrille for the sake of the frontispiece, which is one of the most elegant we have ever seen." —Vide *Worcester Herald*, Nov. 12.

HAMILTON'S MODERN INSTRUCTIONS for the PIANOFORTE, 769th EDITION. 4s. "It is unapproached by anything of the kind that has hitherto been produced."—*Oriental Circular*. "It is, par excellence, the book for beginners."—*Scholastic Register*.

GEO. F. WEST'S APPENDIX to HAMILTON'S MODERN INSTRUCTION for the PIANOFORTE, consisting of thirty-seven elegant preludes and favourite pieces. 5s.

HAMILTON'S MODERN INSTRUCTIONS for SINGING. Forty-first Edition, 5s.

TIRED. Sacred Song. Poetry by Miss BURNSIDE, Music by Miss M. LINDSAY (Mrs. J. W. Bliss). No. 1 in D flat; No. 2 in D. 4s. each. "A smooth and graceful melody of the simplest type, and likely to become very popular."—Vide *Edinburgh Courant*. Ditto for Piano, Solo, by Brinley Richards, free by post, same price.

REST. By Miss M. LINDSAY (Mrs. J. W. Bliss). Sacred Song. 3s. "This is a companion to the beautiful Sacred Song 'Tired,' which has already found its way to the hearts of so many, and a popularity quite as great may fairly be predicted, for it is equally deserved."—Vide *Burton Advertiser*.

FAR AWAY. Song by Miss M. LINDSAY (Mrs. J. W. Bliss). 4s. "There is great beauty in this melody."—Vide *Standard*. "The melody is so sweet and plaintive."—Vide *Brighton Gazette*. The same for pianoforte, by Carl Luini, 3s.

London: Published only by ROBERT COCKS and Co., New Burlington-street. Order of all Musicsellers. All the above Music may be had, post free, at half-price

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

NOTICE.

THE Partnership hitherto existing between us under the style of ALT and CO. expired by efflux of time on December 31st, 1870, on which date our interest and responsibility in the firm ceased.

All liabilities will be discharged and all debts collected by Mr. W. J. ALT, who will sign the firm in liquidation.

Mr. H. J. HUNT will sign ALT and CO. in liquidation per procuration at Nagasaki.

Mr. W. MOURILYAN will sign ALT and CO. in liquidation per procuration at Hiogo—Osaka.

W. J. ALT.
RICHARD LINDAU.

Nagasaki and Hiogo—Osaka,
January 14, 1871.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at this Port will henceforth be continued by the undersigned under the same style and firm as heretofore.

H. J. HUNT.
Nagasaki, January, 1871. F. HELLYER.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at these Ports will henceforth be continued by the undersigned under the style and firm of MOURILYAN, HEIMANN, and CO. W. MOURILYAN.
CHARLES A. HEIMANN.

Hiogo—Osaka, January, 1871.

NOTICE.

THE business hitherto carried on by the undersigned has been transferred to MOURILYAN, HEIMANN, and CO.

C. A. HEIMANN and CO.

Hiogo, January, 1871.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

HOLLOWAY'S PILLS

AND OINTMENT.—From changing temperature many evils result, more formidable than mere loss of appetite, apathy, and restlessness. By headache, giddiness, and parched skin nature gives warning that a feverish attack has begun, which neglect will intensify if the sufferer fails to resort early to these cleansing and regulating Pills, or some such corrective medicine. Holloway's Pills meet all disarrangements of the circulation and nervous centres with efficiency and safety, and through these potent auxiliaries they are competent to check the advancing malady, and to conquer the threatened peril. In disordered digestion, torpidity of the liver, alvine pains, irritable bowels, diarrhœa, or dysenteric symptoms, Holloway's Ointment should be well rubbed twice a day upon the abdomen.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	AGENTS FOR BRINDISI STRS.
Hamburg	R. CARL.
Bremen	G. STEINMETER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co.
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM)

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MAHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS nd Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and PARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. — —
ALEXANDRIA ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, March 4, 2 P.M. And every alternate Saturday thereafter.	Tuesday, March 14, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, March 18, 2 P.M. And every fourth Saturday thereafter.	Tuesday, March 28, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight.

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA. VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 4th and 20th, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those coun[illegible]

H. STARR and Co., Agents 22, Moorgate-street London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 45 ,, ,,
Australia ..... in 48 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

January 22, February 19, March 19 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria fortnightly, from Saturday, the 4th February, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Office of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer rom Southampton on 2nd and 17th f each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class Steam and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sing., H. K., & Shang.	Elgin, s.s. ... via S.C.	A 100	SWID	March 20
Hong Kong..	Veronica ...	A1 14 yr.	SWID	With des.
Hong Kong..	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Everest	A1 13 yr.	SWID	With des.
Tientsin, Newchwang & Chefoo ...	Taitsing.....	A1 14 yr	SWID	With des.
Yokohama	Devana	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55. King-street, Manchester.

SINGAPORE, CHINA, JAPAN, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Gulnevere ...	A1 16 yr.	E.I.D.	With des.
Hong Kong & Foochow Foo*	Yang-tsze ...	A1 17 yr.	E.I.D.	With des.
Yokohama.	Fiery Cross..	A1 13 yr.	E.I.D.	With des.
Singapore & Manila ...	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	With des.

* To call at Amoy if sufficient inducement offers.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Yorkshire, s.s.	1,700	April 30

Their accommodation for passengers is unsurpassed and they will carry a surgeon and stewardess if sufficient inducement offer. For Freight or Passage apply, to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 3, York-street, Manchester, or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.

From LONDON.

Batavia, Sourabaya, and Padang.....	Sophie Corbitz, in lieu of Medora ..	3-3rds 11	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON (via Suez Canal) to PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent new screw steamer CANTON, 1,100 tons register, 200-horse power nominal; J. C. JACQUES, Commander (who has had great experience in the China trade), will load in the South West India Docks, and be despatched on 3rd April. This beautiful vessel has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage. Has splendid accommodation for first and second-class passengers, is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C. To be followed by the sister steamship Hong Kong.

With immediate despatch.

FOR SHANGHAI, direct, the fine Aberdeen Clipper Ship CITY OF ABERDEEN, A1 14 years, 551 tons register, ALEXANDER CLARK, Commander; loading in the East India Docks.

For Freight or Passage, apply to CRUICKSHANK and RING, 26, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 20th April, having a large portion of her cargo engaged.

FOR YOKOHAMA (JAPAN) direct, calling at Singapore, taking goods for transhipment at Yokohama to Hiogo, Nagasaki, and Kanagawa, the fine fast new clyde-built screw steamer DUNA, 100 A1, 1,330 tons register, 200-horse power nominal, L. H. BOYSEN, Commander; Victoria (London) Docks.

For Freight apply to the owner, DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship. To sail on the 25th March.

FOR HONG KONG, the splendid Clipper Ship, GLANCE, AA 1, 887 tons register, ALFRED MESSERVY, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the celebrated Clipper Ship, ARIEL, A1 16 years, 853 tons register, WILLIAM COURTENAY, Commander; East India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; now loading in the South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the Peveril of the Peak, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register. W. HAMMOND, Commander; Sout West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Saturday, March 18, 1871.

Digitized by Google

Bibl., München

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 395.] LONDON, MONDAY, MARCH 27, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

LIST OF PASSENGERS.

PASSENGERS INWARD.

By last mail to Brindisi, per P. and O. steamer *Pera*, arrived March 14.—From Shanghai: Mr. Walker, Mr. Smith, Mr. Platt. From Hong Kong: Mr. Schmitz, Mr. Cordes. From Ceylon: Mr. Underwood, Bishop of Colombo, Mrs. Temple, Mr. Sabonadiere.

To Southampton, per P. and O. steamer *Nyanza*, arrived March 24.—From Shanghai: Captain Lewis, and five second class passengers. From Hong Kong: Lieut. Dayne. From Singapore: Mr. Martin. From Penang: Mr. Fredericks. From Galle: Mr. and Mrs. Parsons, four children, servant, and one second class passenger.

By this Bombay mail, to Southampton, per P. and O. steamer *Candia*, expected to arrive April 3.—From Galle: Mr. McFarlane.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nubia*, from Southampton, March 18.—To Yokohama: Mr. W. Shand, Mrs. Curtis, Miss Sandilands, Mr. Lubousky, Mr J. Andrews, Mr. Heizkemfer. To Shanghai: Mr. J. Marsh, Mr. Bernhard, and one second-class passenger. To Hong Kong: Mr. and Mrs. T. Smith, child, and servant, Mr. Veitch, Mr. W. Christy, Mr. D. Moncur, Mr. C. E. Thomson, Mr. J. Gittins, Mrs Lyall Grant, and four second-class passengers. To Batavia: Mr. and Mrs. T. Wassink and two second-class passengers. To Sourabaya: Mr. J. Eadon. To Singapore: Mr. Hockin, Mr. W. R. Robertson. To Ceylon: Mr. P. Cummins, Ensign Scott, Mr. Baynes, Mr. Rollo, and one second-class passenger.

Per P. and O. steamer *Delta*, from Brindisi, March 28.—To Shanghai: Mr. and Mrs. W. Pugh, Mr. and Mrs. G. W. Coutts, Mr. J. G. Weston, Mr. C. Scholefield. To Rangoon: Mr. M. R. Cowie. To Hong Kong: Mr. and Mrs. E. Deacon, Mr. F. B. Johnson, Mr. H. T. Wade, Mr. M. S. Tonnochy. To Ceylon: Mr. D. W. H. Skrine, Mr. A. Heelis.

Per P. and O. steamer, from Suez, April 2.—To Hong Kong: Mr. F. Clauss

Per P. and O. steamer *Massilia*, from Southampton, April 1.—To Shanghai: Mr. R. Swinhoe, Mr. and Mrs. Gilmour. To Hong Kong: Mr. T. H. Chapman. To Ceylon: Mr. C. Wood.

Per P. and O. steamer *Nubia*, from Brindisi, April 11.—To Ceylon: Mr. and Mrs. Mercer.

Per P. and O. steamer, from Suez, April 16.—To Singapore: Mr. E. J. Erdmann.

Per P. and O. steamer *Bangalore*, from Southampton, April 15.—To Yokohama: Mr. J. Albinson. To Shanghai: Mrs. Essex. To Ceylon: Mr. and Mrs Rose, Mrs. Gorman and child.

Per P. and O. steamer *Massilia*, from Brindisi, April 25.—To Ceylon: Mr. and Mrs. H. Ross Buchanan.

Per P. and O. steamer , from Brindisi, May 8.—To Singapore: Mr. and Mrs. Coates.

Per Pacific mail steamer *Great Republic*, from San Francisco, March 1.—For Hong Kong and Yokohama: Messrs. H. D. Dunn, R. G. W. Jewell and wife, W. L. Mann, W. S. Young, Charles W. Vrooman, S. E. Payne, W. S. McGunnegle, Dr. McKenzie, Messrs. W. S. Schenck and wife, A. W. Bisbee, F. S. Bassett, and C. A. Clark.

LATEST TELEGRAMS.

INSURRECTION IN JAPAN.

YOKOHAMA, FEB. 21.—In consequence of serious disaffection in the Shinihu province, troops have been despatched from Yedo to quell the insurrection. Late accounts state that the measures taken have been successful.

THE SITUATION AT THE TREATY PORTS.

FOREIGN-OFFICE, MARCH 25.—A telegram has been received from Mr. Wade, dated Peking, March 6, reporting all quiet in the North of China.

THE TIENTSIN MASSACRE.

TIENTSIN, MARCH 15.—It is believed that the mandarins who were sentenced for complicity in the massacre have not been banisned, but have been permitted to return to their homes.

THE BAR AT WOOSUNG.

SHANGHAI, MARCH 8.—The bar at Woosung has been reduced two feet.

COMMERCIAL.

CHINA.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, MARCH 19.)

SHANGHAI, MARCH 1.—Silk: Quiet, but firm; No. 3 Tsatlee, 30s.; No. 4 Red Peacock, 27s.; No. 5 Red Peacock, 25s. 6d.; crop of Shanghai generally estimated at 35,000 bales; export of China from Shanghai since commencement of season, 31,000 bales; stock of China, 1,500 bales. Tea: Market dull, settlements small, stock light; export of Black from Shanghai, 61,600,000 lbs., 3,400,000 lbs. in excess of last season; export of Green 2,400,000 in decrease of last season; freights, 40s. Shirtings dull; Dewhurst's Eagle Chops, Tls. 2.1.3. Exchange on London: Bank Bills, 6 m.s., 5s. 10¼d.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, MARCH 27.)

SHANGHAI, MARCH 8.—Silk: Market quiet, but very strong; No. 3 Tsatlee, 31s.; No. 4 Red Peacock, 27s. 1d.; settlements, China, since 1st March, 100 bales. Tea: Nothing doing; no settlements; stock very small. Freights: To London, sailing vessels, 40s.; steamers, 50s. Shirtings: Unchanged. Cotton: Tls. 15.

THE CHINA DEBATE.

NOT even the warmest supporters of the Government can affect to be satisfied with the result of the China debate in the House of Lords, given in another col[illegible]mn. The excuses which Earl GRANVILLE put forward for [illegible] action—or rather for his inaction—since the affair at Tientsin were of the most vague and superficial kind. Throughout the debate the Foreign Secretary and his supporters appeared to forget that they were discussing the relations of their country with a people evidently bent on nullifying its treaties, and a Government either unable or unwilling to enforce their observance. They spoke as if nothing whatever was at stake; entirely putting out of view the fact that an outrage, for which retributive justice has not been insisted on, appears to the Chinese mind to be a positive advantage gained. It cannot be doubted that this is the way in which the mandarins now regard the Tientsin Massacre; and it is even more discouraging to observe that nothing that Lord GRANVILLE said on the occasion will tend to strengthen the hands of our Consuls for the future. He was very fairly rebuked by the Marquis of SALISBURY for the flippancy with which he spoke of the "weakness of British Consuls for the bunting of a man-of-war in front of their dwellings;" and his explanation that "he did not intend to cast ridicule "on our Consuls by that remark, for, if he were a Consul "himself, he should be as anxious as any one to have a "ship of war in his port" only made the matter worse. The truth is undoubted that, without the presence of men-of-war, our treaties would never have been obtained; and, without such a safeguard, they can never be expected to be observed. The speeches of Earl GREY and the Duke of SOMERSET—the latter especially—were as illogical as they were unfeeling. Some people are generous at the expense of their neighbours; it looks as if these noble lords were determined that their mercy and pity should cost them nothing. They *pity* the French at the expense of the Chinese—the missionaries at the expense of foreigners generally. We had better be merciful while we are considered strong, than be called upon to show our strength when it may no longer be in our power to be merciful. It is idle to rake up bygone traditions of grievances long since condoned by treaties, if they ever had any real existence. Such a course of action as the present is surely paving the way for a war which will make the presence of a large armed force in the Chinese ports matter of necessity, if all that it has cost so much time and money to attain is not to be sacrificed to the exigencies of the Circumlocution-office. The ambiguity of the orders sent out to our representatives in China was truly pointed out by Lord SALISBURY, who, of all the speakers, seemed to be most impressed with the gravity of the situation, and the decisive policy it so imperatively demands. Earl CARNARVON is entitled to the thanks of the China community for having brought the subject forward in the way he has; but we think he cannot be satisfied with the result as yet attained, and we hope that he will re-open the question while there is yet time. The most singular thing about the debate was that no allusion was made by any of the speakers to the mission of the Chinese plenipotentiary now in Bordeaux for the express purpose of adjusting the difficulties which gave rise to Earl CARNARVON'S motion. The name of CHUNG HOW was "conspicuous by its absence"

Digitized by Google

It was not once mentioned throughout the debate. We may, however, be sure that he is no uninterested observer of the situation in France and the debates in our own Parliament, and that he will not be slow to turn them to all the advantage he can in his communications with his Government. We are now informed that the sentence on the mandarins, who were ostensibly banished for their complicity in the Tientsin outrage, is not to be carried out after all; the mandarins are to be permitted to return to their homes.

A correspondent's letter, which appears in another column, will be read with interest, and on which we shall have something to say in our next.

CHINESE COOLIES IN JAVA.

BY the last mail we received circumstantial accounts of certain arbitrary proceedings in connection with coolies, which the Dutch authorities owe it to themselves to explain. About a year ago a French vessel, the *Frederic*, chartered with Chinese coolies, was burned in the roads of Batavia. The coolies were saved, and encamped in the neighbourhood, where they conducted themselves creditably. A few weeks afterwards another vessel, the *Italia*, also chartered with coolies, went ashore near Anjer. Many were drowned, and the survivors were sent to Batavia. They were free men, and if they could not find work it was the duty of the Government to convey them back to their native country. Many of the coolies from the *Frederic* were engaged by a private planter, and others by the Dutch Trading Company. Some disorders having arisen among them, and it being found necessary to call in the police, the private planter wished to release his coolies, and Mr. NICAISE, the captain of the *Frederic*, tried to induce them to make another contract to sail with him. The coolies refused to entertain the proposal, and expressed themselves well satisfied to remain in Java. The police sided with Mr. NICAISE, who had chartered the *Esperance* to take the unemployed coolies away. Perhaps, says our correspondent, he was justified in taking his own coolies, but those from the *Italia* were, in the true sense of the term, shipwrecked men, and entitled to the protection of the Dutch Government; instead of which the police took them on board by main force, and the *Esperance* was despatched, the coolies being in very bad case, and the affair being hushed up. Another case is mentioned more strikingly illustrating the evil. Off the coast of Sumatra a French vessel, the *Olivier*, went ashore; she was towed into Batavia by a French man-of-war, and 230 of these coolies were taken on board, besides 112 others from the *Uncowah* and *Juanpore*. They were asked to proceed to Cuba in a small vessel, the *Bernicia*, and on their refusal they were shipped off *nolens volens*. At least this is asserted to be the case by the Batavia papers, though the authorities state that a new agreement was entered into by the coolies voluntarily. The Government has, however, taken no action in the matter, and is consequently suspected of tacitly sanctioning the proceedings complained of.

LORD GRANVILLE AND SIR HARRY ORD.

IT will be in the recollection of our readers that Earl GRANVILLE, when Colonial Secretary, last year distinctly pledged his word to the Straits Association that the two steamers *Peiho* and *Rainbow* should be sold after the arrival out of the new steamer *Pluto*. It was, therefore, expected that, from the time of the arrival out of the *Pluto*, a check would have been placed on the extravagance which has characterised the present Administration in the matter of steamers, and that henceforth the colony would have only one to maintain instead of two. We are now, however, surprised by the information that not only is a sum of $7,000 required for altering the new steamer *Pluto*, but that it is also proposed to build a *second* new steamer to replace the *Rainbow*. In the meantime, no practical steps are being taken to dispose of the two old steamers, the price fixed upon them being prohibitory. It is difficult to find words to give due expression to such a flagrant breach of faith as appears to be in course of being carried out by Sir HARRY ORD. It is, however, not conceivable that, though Earl GRANVILLE presides no longer at the Colonial-office, his successor will repudiate the engagements which he made. We hope that the Straits Association in London will take this matter up without delay.

THE attendance of Peers on the evening of the China debate was small, and some disappointment is felt that Lord DERBY, who (as Lord Stanley) held the post of Secretary of State for Foreign Affairs, and devoted considerable attention to the affairs of China, did not take part in the debate. His policy was widely different from that of Lord CLARENDON, but we must conclude that family ties interposed and prevented his Lordship from expressing his views. The absence of the bishops throughout the debate was so marked as to excite comment. Notice of Earl CARNARVON's motion had been given several days before, and it might have been expected that the spiritual Lords would have exhibited some interest in the fate of their humbler brethren who carry out the Divine command to "preach the Gospel to the heathen.' We observed amongst the visitors to the House Mr. HAMMOND, the Under-Secretary, Sir RUTHERFORD ALCOCK, and Mr. MONGAN, Consul at Tientsin.

FROM the nature of the reply given by the Under-Secretary for the Colonies to Mr. BOWRING's question in the House of Commons with reference to the Hong Kong gambling farm, it is evident that the tax is doomed, and we may venture to conclude that no revenue from this source will be included in the Estimates for the next year. That this view of the question is approved of by the House was evidenced by the cheers which greeted the conclusion of Mr. KNATCHBULL-HUGESSEN's reply, which will be found in another column.

IT will be seen by the statement of Lord ENFIELD that the seizure of the *Sophia Rickmers* and *Robert Rickmers* by the French in the China Seas, on the ground of their German ownership, is likely to be maintained, and that the transfer and use of the British flag was illegal. We suppose our Consuls at Shanghai and Saigon were not properly informed on the subject, but we shall shortly lay before our readers their official reports.

WE are glad to learn that the Dutch Second Chamber of the States-General has again signified its approval of the East India Budget, including the scheme for the reorganisation of the Preanger Regencies. We are, however, informed by our correspondent at Rotterdam that the opposition of the Dutch Chambers of Commerce to free trade continues unabated, and, in the face of their representations, it is possible that the First Chamber may hesitate to confirm the act of the Lower House, at least for a time.

WE have much pleasure in drawing the attention of our readers to the letter of "A Merchant" on the Singapore Railway question, which we publish in another column. Our correspondent explains the undertaking so clearly and candidly, as to leave no doubt of the value of his information and the *bona fides* of his intentions.

WE believe that the appointment of a successor to the present Governor-General of the Philippines, who has been recalled by the new Government at Madrid, has not yet been decided on. The new tariff, which abolishes the long-vexed question of differential duties, comes into operation on July 1.

THE intended departure of CHUNG HOW for Paris has been prevented by the revolution which has broken out in that city. The Mission still remains inactive at Bordeaux.

CHINA CUSTOMS QUARTERLY RETURN.

We have received the quarterly volume of the *China Customs Gazette* published at Shanghai. We shall give a resumé of the returns from each of the open ports in our next number. Meanwhile, we may mention that the total returns of dues and duties for the quarter ending September 30th, 1870, were as follows:—Import duty, 542,079 tls.; import duty on opium, 446,615 tls.; export duty, 1,990,700 tls.; tonnage dues, 62,359 tls.; coast trade and duty, 104,824 tls.; transit dues, 53,530 tls.; duties collected on native craft, 451 tls.; total, 3,200,559 tls. The corrected quarterly report for the three months ending June 30th, 1870, shows a total of 2,157,377 tls.

Digitized by Google

Parliament.

HOUSE OF LORDS.

THE TIENTSIN MASSACRE.

(March 24th.) The Earl of CARNARVON would have been glad had any other noble lord undertaken the task of calling the attention of the House to the papers which had been published respecting the massacre at Tientsin, but in the absence of this he thought it his duty to bring the subject before their lordships. He would first refer to some of the circumstances of the case, and then to the inferences naturally to be drawn from them. The former were probably so fresh in their lordships' recollection that he need only briefly recapitulate them. Prior to the 21st of last June there had been rumours afloat of an unsatisfactory nature, and some excitement prevailed. On the 21st, without warning, the gongs sounded, and a mob rushed tumultuously to the French Consulate, and afterwards to a religious establishment occupied by some Sisters of Mercy of French, English, Belgian and Irish nationality. The French Consul was killed, as also his assistant and two French gentlemen and ladies, while the unfortunate Sisters of Mercy were murdered under circumstances of a revolting and fiendish nature. Not content with this, the mob wreaked their vengeance on the helpless bodies of the victims, and exhibited more of the passion of animals and devils than of men. Meanwhile, disciplined Chinese troops, with their officers, stood by, the local authorities were at least passive, and the Governor of the place, if not an actual participator in the crime, attempted no kind of opposition. For some days afterwards the European community of Tientsin was left to itself, and it was probably owing only to their courage and to the friendly assistance of an American captain, who showed the greatest humanity and courage, that the mischief spread no further. Now, as to the cause of this outrage four theories were laid down. It was attributed by some to a superstition on the part of the Chinese that the Sisters of Mercy were in the habit of kidnapping children for the purpose of using parts of their bodies on their *materia medica*. Others, and he thought the noble earl opposite rather leant to this view, threw blame on the acts of the missionaries. The third theory ascribed it to the general hatred of foreigners prevailing in China, and the fourth was that the official classes were engaged in and instigators of the offence. The first of these suppositions was obviously untrue, and Mr. Wade, our *Charge d'Affaires* at Peking, who at first believed there might be some foundation for it, had entirely abandoned it. Moreover, the Chinese authorities admitted that no child had been kidnapped or purchased, or was missing. As to the second, he was quite aware that missionaries, like many other zealous people, sometimes acted imprudently, but it was only due to them to say that rather more blame had frequently been imputed to them than they deserved, and there was nothing in the papers to warrant the belief that they were at all responsible in this case. As to the general hatred of foreigners, there were facts stated in the papers which appeared to strengthen this theory. During the last year or two there had been outbreaks against foreigners at different places, sometimes successful, sometimes suppressed. In one instance the Governor of a province issued a proclamation for the purpose of encouraging the belief that a drought had been caused by foreigners bathing in the rivers. Indeed, the decrees and proclamations put forth by authority had often been animated by feelings of the worst character. In the present case hatred of foreigners in general was manifested, for French and Russians both fell victims, and a day or two previously Dr. Frazer was mobbed, but being mounted escaped serious injury. In one of the few cases where the Chinese authorities had exercised a firm repression, one of them was assassinated in his public office. As to the fourth theory, it must be remembered that manifestations of animosity had occurred both at Tientsin and in other parts of the Empire. For some time past placards had been put forth, with official connivance, if not authority, denouncing foreigners, and insinuating the grossest charges against them; pamphlets had been issued containing the vilest calumnies, and fans had been printed representing mandarins standing over the corpses of Europeans. There had, in fact, been that atmosphere of suspicion and animosity which generally preceded such outbreaks. Mr. Wade, who was certainly not prejudiced against the Chinese authorities, had himself stated that the Governor of Tientsin must have been aware of the intended outbreak. What, moreover, occurred subsequently to the outrage? The officer appointed to inquire into it arrived late at his post; the inquiry commenced late, nineteen days being allowed to go by, and the first stages in the proceedings consisted of a charge against the Sisters of Mercy. What, meanwhile, was the action of the local authorities? The mandarins immediately seized some native Chinese, and for twenty days subjected them to horrible tortures, in the hope, it must be assumed, of obtaining some exculpatory evidence. When the mandarins were themselves called in question they virtually escaped with impunity. Mr. Wade anticipated that, when committed to prison, their sentence would be commuted to banishment, and that this would before long be remitted. What was the penalty inflicted on the undoubted murderers? Seven days were allowed to pass before any of the criminals were arrested. They were then brought to some kind of trial, and, finally, fifteen were proposed to the representatives of the foreign Powers as fit and proper objects for execution. Mr. Wade protested against this as altogether inadequate, and the Chinese Government then proposed that four or five additional persons should be executed. Prior to the execution of the fifteen criminals the representatives of England, the United States, Prussia, and Russia drew up a joint protest, in which they said:—

"The undersigned think it their duty to say that this decision, taken after a delay of three months, is in no way satisfactory."

The execution was conducted in a manner at least suspicious. The criminals were not required to kneel, as was usual, and they were taken to the place of execution amid the plaudits of their friends, offering up their lives as public sacrifices to the Chinese hatred of foreigners. He was not surprised that Mr. Wade, in winding up the history of the case, commented on the final decree in these terms:—

"It is neither in substance nor form calculated to satisfy the representatives of foreign Powers, who, having acted throughout as the friendly counsellors of China, can hardly fail to consider themselves as having been trifled with."

These being the facts of the case, there arose the perhaps still more serious question—what was the relation between ourselves and the Chinese? On the one hand, we were struck with the important commercial position which we held, and the still vaster fortunes in store for us on the opening up of the interior, which were wholly undeveloped and abounded in resources; and on the other, with the limited spirit of enterprise of the natives, and their readiness to carry on trade with Europeans, provided they were allowed by the official classes to do so. It was a remarkable fact that during our numerous wars with China our trade in tea had not been suspended, and why? Because the people were so anxious to maintain it that even though one-half of the Empire was at war with the foreigner the other half remained at peace. This justified the hope of a vast expansion of our trade if the existing obstructions were peacefully and gradually removed. Our position in China depended on our maintaining that spirit of enterprise among our commercial commuity which had had a footing for so many years and had so largely extended commercial relations. Lord Russell once stated that the more the point of contact between Europeans and Chinese was narrowed, the safer and better it would be. With great deference to this opinion, he believed that the converse was the fact, and that the more points of contact were multiplied, provided that this was done fairly and discreetly, the better would be our prospects. Our position also depended on our recognising the fact that the community at Tientsin was not merely an English, but a European one. The American captain to whom he had referred as placing his ship at the disposal of the women and children entered with heart and soul into the cause, and though he found no fault with the noble earl, he could not help wishing that our co-operation with the French in this matter had been a little heartier. He was no advocate for a vehement or rash policy with regard to the Chinese. He thought that in former days that policy was strained too far, but that during the last few years he thought we had to a certain extent passed from one extreme to the other. It seemed as if we were now inclined to trust solely to diplomacy, and to keep the idea of force too much in the background. The Chinese were extremely good diplomatists, perhaps better than ourselves, and when they found that despatches such as some in the recent Blue-book, in which it was hinted pretty broadly that unless they reversed their line of action we should proceed to hostilities, had, as a matter of fact, no result, they were inclined to doubt the force and value of our statements. The House was, perhaps, aware that a very intelligent Irishman, Mr. Hart, was now Inspector-General of Customs in China, and it was no exaggeration to say that he was the adviser of the Chinese Government in these matters. He was told that when a despatch arrived it was taken to him, and he was asked whether it meant peace or war. Mr. Hart, acquainted as he was with European notions, would reply that it meant peace, whereupon the statements of the despatch were disregarded, and its objects fell to the ground. There were several points in which there seemed a danger of our losing ground. There was the delicate and difficult question of enforcing audiences from the Emperor. This we had confidently anticipated as one of the results of Lord Elgin's Treaty, but the demand had hitherto been evaded. It might seem an idle form, but it was still the prevailing notion in China that there was only one sovereign ruler in the world, the Emperor of China, and that all other nations were tributaries and vassals, standing in the light of foreigners and savages. He did not press this point on the noble earl, but it was one which required consideration. Another point, and that vitally affecting our position, related to the instructions given at various times to our naval officers on the China stations. He was not prepared to say that those instructions bore the interpretations placed on them by the officers, but there appeared ample ground for misconception, and the sooner this was set right the better. Mr. Matheson, a name well known in China, writing to the noble earl in September last, stated that the naval officers, it was understood, were forbidden by the Admiralty to land their men under any circumstances, even when life was threatened, and were to confine their assistance to British subjects, to receiving on board their vessels those who might when attacked be compelled to seek an asylum. In answer to this Mr. Otway wrote:—

"The standing instructions to Her Majesty's Consuls and naval officers in China as to the employment of Her Majesty's ships of war are, in cases of great emergency, to protect the lives and properties of British subjects if placed in peril by wanton attacks directed against them, either on the part of the local authorities or by an uncontrolled popular movement."

This answer was a very guarded one, and though the subject, he was aware, was a delicate one, he thought the expressions should have been a little plainer. Almost immediately afterwards the subject was again brought forward, and Mr. Medhurst, our Consul at Shanghai, undertook to give an interpretation of the instructions. He stated:—

"One of the special purposes for which Her Majesty's ships of war are stationed in Chinese ports is to afford protection in cases of great emergency to the lives and properties of British subjects when imperilled by wanton attacks, either on the part of the local authorities or of uncontrolled masses of people; but this general definition is qualified by the warning that the interference of a naval force in any emergency is alone likely to receive the subsequent approval of Her Majesty's Government if it can be clearly shown that without such interference the lives and property of British subjects would in all probability have been sacrificed, and even in such a case Her Majesty's Government will expect to hear it established to their satisfaction that the alternative of rescuing the British subjects by receiving them on board was not available."

He still thought the instruction was so cautiously explained as to be calculated to mislead, and sometimes to discourage officers in the dis-

Digitized by Google

charge of their duty. In another letter it was stated that although the instructions did not absolutely and under all circumstances interdict commanders of ships from protecting life and property on shore, the interpretation put on them by the officers was such that half a foreign settlement might be burnt down before they actively intervened. Mr. Hammond, writing to the Shanghai Chamber of Commerce on the 28th of December, stated that if an attack on the British settlement at any of the ports was imminent, a body of marines might be landed, and if these were insufficient a detachment of troops from Hong Kong or Japan. He also wished to draw the attention of the noble lord opposite to the Treaty of 1858, the restrictions in which, he thought, might justly be relaxed. The position of our Minister at Peking should also receive consideration. At the present moment we had no Minister in China, the British interests in that country being looked after by a Chargé d'Affaires; but under ordinary circumstances our Minister was confined to Peking, and never left that capital during his term of office, and he thought it advisable that this restriction should no longer exist. Upon the military force of the Chinese he might remark that they not only possessed a large number of arms of precision of the best manufacture, but they had established manufactories of them for themselves. In justification of what he had stated, he wished to point out that through these papers there was a remarkable concurrence of opinion among those who were best qualified to judge with reference to the attitude we should adopt in China. Thus, Consul Lay, writing from Tientsin on the 20th of June, 1870, said:—

"We want a man-of-war here. These troubles increase when one is absent."

Mr. Medhurst writing from Shanghai, on the 16th July, said:—

"I reported a general uneasiness in the minds of the natives here. This feeling has subsided during the last twenty-four hours, and the bearing of the people has lost much of its aggressive character. I attribute the change to the prompt turn out and thoroughly prepared condition of the French on the night of the alarm of the 12th, the active drilling of volunteers, and to the fact that two vessels of war opportunely came into port."

Admiral Sir Henry Kellett, the admiral on the station, writing on the 21st of July, said:—

"Though the aspect of affairs has greatly improved since I last wrote, the condition of China is very critical, and requires a temperate but firm attitude of the great Powers."

And lastly, Mr. Wade, who had constantly opposed any high-handed course being taken by us with reference to the Chinese, said, on the 13th of October:—

"Had there been a gunboat, English or French, at Tientsin on the 21st of June, I doubt greatly that the atrocity of that day would have been perpetrated."

He did not wish it to be supposed because he had laid stress upon the importance of the presence of a gunboat that he was in favour of this country taking a high-handed course with regard to China. He thought that we could not do the mercantile community interested in the Chinese trade a more cruel kindness than to adopt towards China an attitude likely to result in hostilities. In the first place, the Government should insist—temperately, if you please, but, at all events, firmly—upon the terms of the Treaty of 1858 being carried out in their integrity; and in the next place, they should endeavour, whenever opportunity offered, to remove those artificial restrictions which had undoubtedly hindered to a great extent trade communications between China and other countries. He also trusted that, while keeping up our communications with the Central Government of China, we should not permit the local authorities, in the event of the occurrence of outrages of this kind, to shelter themselves behind the Central Government, but should hold them responsible to a certain extent for such breaches of the terms of the Treaty. In making these remarks, which were intended to draw attention to the critical—he would not say unsatisfactory—state of our relations with China, he trusted that he had not exceeded the bounds of fair criticism on papers of this kind, regard being had to the importance of the subject. (Hear, hear.) The noble earl, who throughout his speech was very indistinctly heard, concluded by moving for copies or extracts of correspondence relative to the revision of the Treaty of 1858.

Earl Granville was much obliged to the noble earl for the interesting speech he had made, which had evidently involved a very careful study of the Blue-book on this subject, which was issued the other day. The noble earl had called their attention, first, to the outrage at Tientsin, and, secondly, to the policy which he thought this country should adopt with regard to China. He entirely agreed with the noble earl that that outrage was utterly inexcusable, and, in fact, nobody would think of saying a word in its defence. He should also be disposed to agree with the noble earl that there were four causes which had contributed to bring about that massacre. The first of those causes was, undoubtedly, the superstitious feeling that existed among the lower orders of Chinese, who believed that their children were kidnapped into the convents for the purpose of their being put to death and their bodies made into drugs. The second cause was the course adopted by the missionaries. But he thought there was a very general opinion that any imprudent conduct on the part of the missionaries, particularly in an empire like China, was very likely to produce not the progress of Christianity, but very unfortunate secular results. (Hear, hear.) The Protestant missionaries in China stood on a very different footing from the Roman Catholic missionaries established there; they were few in number, they had received no encouragement from the Government; there were no supposed treaty rights on which they relied, and, generally speaking, they were under the superintendence of some large missionary societies in this country who had given them very good and judicious advice. Again, Great Britain had also important temporal interests in China in connection with her commerce and her manufactures, whereas, on the other hand, Roman Catholic countries had hardly any trade there, and their great object had been to propagate that Christian creed which they almost unanimously professed. There was no doubt a great deal of harm had been done by the missionaries of foreign countries claiming rights which other Europeans did not possess in China, and extending that sort of protection not merely from persecution, but of a special character over their Chinese converts, which naturally excited so much disgust among their fellow-countrymen. Although the stories about their buying children and encouraging others to kidnap children with a view to the salvation of their souls could not, he believed, be substantiated, yet there was great danger in respect to the position of Europeans generally in China unless the French Government exercised some check over religious bodies, whom they would naturally be anxious on other grounds to support. Another cause adverted to by the noble earl was the hatred of foreigners. Now that there should be some dislike to foreigners in China was almost an obvious truism. They all knew that an exclusive system had for hundreds of years prevailed there; and it was not very surprising if certain circumstances connected with the intercourse of Europeans with that country might be calculated to excite among its people some fear or distrust. They know the prejudice that existed among the literary class in China against Englishmen, and especially among the lower orders, who had not the advantage of education to give them a better feeling in regard to them. But the moral he drew from that was that, it being our desire to maintain and extend our friendly relations with the Chinese, we ought not to be hostile in our language towards them nor too intolerant of the habits and customs handed down to them from generation to generation, and which must necessarily take much time and patience totally to eradicate. Then came the question as to the supineness of the Chinese authorities. He was far from saying that there had been no such supineness, or that greater activity and vigour in taking precautions might not have prevented the massacre; but that sometimes happened, unfortunately, in other countries besides China; and all that we had a right to require was that compensation should be given, proper amends made, and the best measures adopted to avert such lamentable occurrences in future. No doubt that event had filled the country with horror. It was a calamity which it was too painful to dwell upon; ceatainly it created a great panic in China last summer, which had its rebound in this country. And he must say that great credit was due to the official representatives of Her Majesty in China, who were quite alivee to the gravity of the situation, and did all they could to calm the exaggerated alarm of their fellow-subjects. (Hear, hear.) While pressing in the strongest manner on the Chinese Government the necessity of granting redress, they also endeavoured to inspire some feeling of courage and hopefulness among the Europeans. He quite admitted that the noble earl's criticism had been offered in a very fair and conciliatory spirit with regard to the policy of both the present Government and the Government which preceded it. Considering, however, that there was an armed vessel in every Chinese port of the slightest pretension, and that only eleven years ago we took Peking and destroyed the Emperor's Summer Palace, he could not think there was any great reason to fear that the Chinese, a singularly shrewd nation, would think that we meant to trust absolutely to diplomacy alone, and would refuse to resort to force in any emergency whatever. The noble earl had expressed a hope that the ambiguity in the instructions issued to our naval officers would be removed; but he could not see how he was to set about removing any such ambiguity, because he did not conceive that any really existed in the instructions sent to those officers and to our Consuls by Lord Clarendon. What could be clearer than instructions which, while allowing them to protect the lives and property of British subjects, stated that they were not to try by force to insist on reparation, but were to refer to the Central Power and to the Minister at Peking for the redress that was necessary? The noble earl talked as if that was a new policy suddenly inaugurated, but it was inaugurated by Lord Elgin and Sir F. Bruce, and had been followed ever since we had a Minister at Peking. It was true—and the noble earl had laid too much stress on the fact—that they had one letter from a Consul who would have liked to have a man-of-war in the port where he was stationed. Now, our Consuls were a most excellent class of men, who discharged their duties with great fidelity to their country; but if the British Consul had one weakness in the world, it was his wish for the presence of a British man-of-war in front of his official residence. (A laugh.) It was exactly to prevent that accumulation of ships of war, and to prevent that authority being invested in all these local officers, acting sometimes under the pressure of panic, sometimes on the representations of a missionary body, or of a few merchants congregated together, and who desired to have the knot of some difficulty cut, that that policy was adopted, and Her Majesty had no intention of departing from it—the policy that our consuls were not to have in their hands what was practically the Queen's prerogative of declaring peace or war in every great port of the Chinese Empire. With respect to any misapprehension as to the possibility of our naval officers landing men for the protection of the lives of British subjects, it rested entirely on two letters which gave no proof whatever of the fact. These officers were informed by Mr. Wade before he got his instructions from this country that he was in communication with Admiral Kellett as to the landing of marines for the protection of life and property. The noble earl had alluded to our Embassy at Peking. Now, our policy was to make the Chinese Government themselves understand that we looked to them with whom we had made the treaty to see that its stipulations were carried out. That principle possessed every advantage both for ourselves and for China. It was for our interest to strengthen rather than to weaken the authority of the Central Government of that country; and it was also for the interest of the Chinese Government that we should adopt a course which would strengthen their control at the extremities of their empire, and although this might sometimes involve a little delay, and there might be occasions on which we should be obliged to offer the assistance of our naval force to co-operate with the Chinese authorities in redressing what ought not to have existed, yet he thought that in the long run we should obtain any just demand we had to make much better by that regular mode of proceeding than by pursuing the decentralising policy of giving back to the local authorities some of that power

Digitized by Google

which had been, as he believed, wisely taken from them by different Ministers. In December, 1868, Lord Derby (then Lord Stanley), as Foreign Secretary, gave positive instructions to the effect that the complaints of missionaries were to be dealt with, not upon the spot, but by a reference to our Minister at Peking. The noble earl opposite had adverted to the maintenance and revision of treaty rights. Sir Rutherford Alcoak, acting under instructions from Lord Clarendon succeeded in obtaining a revised treaty which he sent home from China, and which was thought by Lord Clarendon to be a great advance on the existing state of things. A different opinion, however, was entertained by the commercial classes in this country and in China; and Lord Clarendon, without changing his own opinions, felt that the opposition of those classes to the new treaty was so universal that one of his last official acts was to recommend to the Cabinet that it should not be ratified, and his advice was taken accordingly. But Mr. Wade, in the absence of Sir Rutherford Alcock, had shown almost every quality they could wish to see in the representative of this country in China; and their lordships might count on Her Majesty's Government doing all that was in their power to obtain becoming conditions at the hands of the Chinese Government. (Hear.)

The Marquis of SALISBURY thought there was some ambiguity at least in the view which the Government took of the orders sent to our naval officers in China. He would not trouble the House more than a single moment by reading extracts to show that orders had been sent to China that guns and men should not be disembarked for the protection of British subjects in China. On page 174 of the Blue-book, Mr. Wade, writing of an application by Acting-Consul Lay for assistance in anticipation of attack, said such an attack was, of course, a possibility, and he promised to call on the senior officer in the North "to relax or obtain relaxation of the standing orders so far as to admit of the debarcation of guns and men within the settlement." To what standing order did Mr. Wade refer? Whoever had issued them, they were obviously dangerous to the lives as well as the property of every English inhabitant of a Chinese port. The noble earl had departed from his usual course in ridiculing the desire of the Consuls for protection by attributing their wish for gunboats to the common desire of officials to have an armed force at their command. These Consuls had been witnesses to, and almost sufferers from, what might be called one of the most frightful catastrophes ever heard of. Surely, then, they could be excused if they applied for assistance with the prospect of a renewal of such occurrences before them? Acting-Consul Lay, in a letter to Mr. Wade, on page 175, gave a description of the state of Chinese feeling which justified the gravest apprehensions. He wrote:—

"You are aware that there is still a strong feeling against us in the city—I mean borne by the people themselves, and not confined to the rowdy class. It was stated that these troubles were caused by these rowdies, and that when they were punished all would be well. I trusted such might be the case, but it does not seem to be so. Upwards of 2,000 of these blackguards have run away from Tientsin; hundreds have been seized by the authorities; and yet, with the city clear of them, peace between foreigners and Chinese has not yet been established. Excitement still reigns and ill-feeling still exists."

It was hard indeed that a Consul confronted by this state of things should be censured for seeking assistance. He would not criticise the policy announced by the noble earl; no doubt centralisation would be a very good thing, and it would be eminently satisfactory if European Powers could induce the central authority in China to keep its people in order at the several ports; but in the meantime, while the ideal policy was being carried out, horrible catastrophes might recur again and again. The state of things in China corresponded with the state of France at the present time. A Government existed in both countries unable to insure the lives of those committed to its care, while the foreigner protested against the breach of treaties, and threatened that if the breach were continued he would attack, not the central Government, but the place in which these breaches had occurred. Count Bismark had threatened to take the place of the Government in Paris, and this policy must always be pursued where society was thoroughly disorganised. The Government of China had not the power, if it had the will, to prevent the feeling against the foreigner culminating in outrage; and the only way of preventing such outrage was by inspiring fear in the very place where it occurred. It was right that missionary difficulties and all disputes not involving danger to life should be settled with the Central Government; but the desire to fix responsibility upon the Chinese authorities should not hinder us from giving by our own acts the utmost possible protection to those European inhabitants who might otherwise be horribly slaughtered before the Chinese Government had awakened to a sense of its duty.

Earl GREY asked the noble marquis whether he was prepared to say the feeling of hostility was altogether unnatural or to be wondered at. No honest man could examine the history of the last five-and thirty years without coming to the conclusion that China had very great wrongs to complain of. (The Marquis of SALISBURY: "Undoubtedly.") Wars of the most cruel kind, involving the infliction of the most frightful suffering, had been waged against them; and our acts alone had not embittered the Chinese against us. The Taeping rebellion, which had desolated a large part of the Empire, and caused more deaths and suffering than any other rebellion in history, he had been assured by one of the most distinguished missionaries who ever served in China, could be directly traced to the disorganisation of the Chinese Government in consequence of their wars with us. Besides the disorganisation, the natural consequence of our own acts, that most horrible traffic in coolies which led to excesses and cruelties equal to those perpetrated in the African slave trade was continued, notwithstanding attempts upon the part of Government to check it. Could it be a matter of surprise that under these circumstances a feeling of hostility to England should exist among the Chinese, who distinguish as little between foreigners as Englishmen distinguish between Chinamen? He did not favour the policy of keeping a large number of ships of war in the neighbourhood of the Chinese ports. He regretted to say that their presence might incite some of our countrymen to abuse the safety of their position; it would be more prudent to cultivate a feeling among the European population in China that their safety rather depended upon their good behaviour than the presence of gunboats. And when the Chinese authorities were blamed for not having quelled disorder, he was inclined to ask whether they were singular in this? Was England perfectly successful in preventing violence against those who rashly and foolishly outraged the feelings and prejudices of the people? Had we been able to prevent serious outrages in Birmingham upon anti-Roman Catholic lecturers; and could it be supposed that if a Buddhist lecturer were to make his appearance in London, denouncing Our Saviour as an impostor, belying the Christian religion, and ridiculing all that we hold most sacred, that such a man would not receive summary punishment at the hands of an outraged people? Was it then a matter of surprise if the same thing happened in China? (Hear, hear.) Before sitting down he desired to add a word or two on another matter, and that was that in his opinion the importance of not taking up matters locally, but of always going to the Imperial Government for redress for any wrongs that might be suffered, had been very inadequately considered by his noble friend behind him. If they took the redress into their own hands, as was too much the practice thirty years ago, they might possibly succeed for the moment, but in so doing they inflicted a blow of the most fatal character upon the Imperial Government. (Hear, hear.) By persevering in that policy they would gradually break down the Imperial authority altogether, and by degrees reduce China to the state of anarchy which prevailed during the Taeping rebellion. If they destroyed the authority of the Chinese Government, when they considered how many millions of that people there were, were they prepared to set up any authority in its place? (Hear, hear.) To destroy that authority he believed would be very easy for a small force sent from this country, but he believed also that the result of such a policy would be very unfortunate for ourselves, as well as for the Chinese, who for ages had enjoyed, under their existing system of government, a very high measure of peace and happiness, and had been able to carry on with us a trade lucrative and beneficial to both parties. (Hear, hear.) Destruction of the authority of the Government might be easy, but to place in its stead a Government capable of maintaining order would prove a more difficult undertaking. For these reasons he could not but confess that he viewed with sincere satisfaction the policy which the Government had pursued. (Hear, hear.)

The Duke of SOMERSET believed, with his noble friend who had just sat down, that the policy pursued by the Government was wise and prudent, and one in which, as shown in the Blue-book, he at all events failed to see any ambiguity. (Hear, hear.) At page 220, for instance, he found the following passage written from the Foreign-office to the Shanghai Chamber of Commerce:—

"The general purport of those instructions was that Her Majesty's naval forces are only actively to be employed in China for the protection of British life and property, when actually imperilled by acts directed against them by Chinese authorities, or by the violence of the Chinese populace, which those authorities might be unable or unwilling to control."

That he believed to be the right line to lay down as to the interference of Her Majesty's naval force, for from his own connection with the navy he was perfectly aware that it was impossible to give any loose instructions to the officers commanding on the station. A young officer in command of a gunboat would, for instance, be ready enough to take a Chinese town, for he would be only too delighted at the idea of having something to do. ("Hear, hear," and a laugh.) It was, therefore, necessary to exercise some moderation in the instructions which they gave. (Hear, hear.) He also concurred in the remarks made by Consul Robertson, who, in answer to a letter from the Rev. J. Chalmers, giving an account of the destruction of a chapel at Fatshan, said:—

"In reply, I have to express my regret at the event, but am not at all surprised at its following so ill-judged an event as that of opening a chapel at a time when a strong anti-missionary feeling is agitating the minds of the Chinese, and at a place, too, which has always been turbulent and ill-disposed towards foreigners."

Again, Consul Robertson, in a letter to Mr. Wade, says:—

"Such outbreaks as at Tientsin and elsewhere may be settled for the time, but certainly the feeling of the Chinese, high and low, is strongly aroused in defence of their ancient institutions and religious tenets, which they consider in danger from foreign missionary intervention."

Was it surprising that the people should be easily excited when they saw their ancient customs and religion attacked by the missionaries? But the despatches showed how this chapel at Fatshan was destroyed, for the Consul said:—

"My own information leads me to believe that the outbreak was caused by the injudicious prominence given to the opening of this establishment at a time when the feelings of the people are strongly excited against missionaries."

If our countrymen in China would defy the feelings of the people there would, of course, be outbreaks; but he thought the Consul had throughout given wise and prudent advice. He concurred in the opinion that the policy pursued by the Government was a sound one, and trusted that they would resolutely adhere to it in the future. (Hear.)

Earl GRANVILLE desired to say but one word in explanation. It had not in any way been his intention to ridicule the conduct of our Consuls in China. On the contrary, no one who read these papers could, he thought, fail to see that when they were in difficulty Her Majesty's Government had rendered them every assistance in their power. But he did not attach much weight to the pleas of those who, clamouring for men-of-war and gunboats, urged in support of that plea, the opinion of our Consuls, who of course were, naturally enough, favourable to their presence. In saying this, he was not in any way attaching blame to the Consuls, for if he were himself a Consul he should probably do exactly the same thing. ("Hear, hear," and a laugh.)

Digitized by Google

In answer to the Earl of Carnarvon,

Lord Halifax read the following extract from the Blue-book relating to the massacre of Tientsin, observing that, as would be seen from a foot-note, the instructions therein referred to had already been published in a Parliamentary paper of 1869:—

"The general purport of those instructions and of that letter was, that Her Majesty's naval forces are only actively to be employed in China for the protection of life and property when imperilled by acts directed against them by Chinese authorities, or by the violence of the Chinese populace which those authorities might be unable or unwilling to control, and although it is not expressly stated, yet it is clearly to be inferred, from the tenor of the instructions, that it would be consistent with their spirit and with the policy of Her Majesty's Government that the senior naval officer on the spot, if satisfied that an attack on the British settlement at any of the ports, and specifically at Shanghai, was imminent, should disembark, and maintain on shore, till the danger was passed, a body of marines, which, however, it would be desirable, if possible, to relieve daily from the ships, so as to avoid the appearance of a foreign occupation."

The motion was then agreed to.

[There were several inaccuracies in the reports of this debate which appeared in the daily papers. These errors have been corrected in the above report.]

HOUSE OF COMMONS.

GAMBLING AT HONG KONG.

(March 23rd.) Mr. Bowring asked the Under-Secretary of State for the Colonies whether Her Majesty's Government had received petition from the Chinese community and others in Hong Kong against the gambling-house system at present legalised in that colony, and now producing a revenue of 15,800 dollars per month, or nearly £40,000 a-year; and whether he had any objection to lay upon the table the existing ordinance on the subject and any correspondence relating thereto.

Mr. Knatchbull-Hugessen said that no such petition had been received, but the Colonial-office had been informed that a memorial of the character alluded to from the Hong Kong Chamber of Commerce was upon its way, and would probably be received in a few days. The existing ordinance was that of 1867, and was laid upon the table of the House some two years ago. Sir R. MacDonnell was at present absent from the colony on leave, but he would be instructed upon his return to consider the whole subject, with a view to putting an end to the licensed gambling-house system as soon as practicable. (Hear, hear.) It would be inconvenient to present an incomplete correspondence upon the subject.

CAPTURE OF THE "RICKMERS'" IN CHINA.

(24th.) Mr. White asked the Under-Secretary of State for Foreign Affairs whether he had any objection to lay upon the table of the House the official despatches from China and Saigon with reference to the capture by the French of two British vessels, the *Sophia Rickmers* and the *Robert Rickmers*.

Lord Enfield: The *Sophia Rickmers* and the *Robert Rickmers* were two German vessels, sold to a Mr. R. Rickmers, styling himself a British subject, and were captured by the French during the late war between France and Germany in the Eastern Seas. Mr. Rickmers, in complaining to the Foreign-office, stated that his parents belonged to Heligoland, but did not mention whether he had been born in British dominions; he had, however, disqualified himself from becoming the owner of a British ship by taking the oath of allegiance to the Free State of Bremen. These ships are now before the Prize Court at Saigon, and Her Majesty's Government would not consider themselves justified in asking for the release of these vessels from the French authorities, as their Prize Courts have long since decided that the sale of an enemy's ship to a neutral after the commencement of a war does not entitle it to exemption from capture on the high seas. There will be no objection to produce the correspondence if the hon. gentleman will move for it.

THE CHINA DEBATE.

The only papers that have devoted articles to the debate are the *Globe* and *Standard*.

(GLOBE.)

Lord Granville's explanation of the causes of the massacre at Tientsin are not very satisfactory. He admits that there has been blame in the matter of propagandism, but shoulders the responsibility off Protestant on to Catholic countries. The trade of the former, he says, is large, while their missionary effort is small; the trade of the latter is commonly limited, but their proselytising propensities are strongly developed. We venture to think that the missionary question is less important than it seems. The practical defect lies in the Consular system and the general administrative function of the local executive, which is reduced to a mere perfunctory performance under the present central *regimé*. We are by no means convinced by Lord Granville's arguments that the instructions issued by the Foreign-office are quite so clear as he would have us to believe. We cannot help thinking that there must be a middle course between absolute delegation of the authority to declare war to a subordinate officer and the empowering a Consul to ensure the safety of Her Majesty's subjects in foreign countries. We are also at a loss to believe that a Consular system can be perfect which does not provide for the removal or reduction of the fundamental evils to which Lord Granville attributes the recent calamity.

(STANDARD.)

Lord Granville feels bound to be very tender about Chinese susceptibilities. He thinks Lord Carnarvon's carefully-modulated language is "too adverse in tone to the Chinese." He prefers to call the massacre "a calamity," and he is not prepared to say that the Tientsin authorities, who remained passive while the butchery was in progress, are chargeable with any graver fault than "supineness." Of course this is exactly the line which Mr. Gladstone's Foreign Minister might be expected to adopt, but it is hardly calculated to inspire much confidence in English communities established in Oriental countries. Already in China they are crying out that their safety is compromised by the comparative impunity with which the authors of the Tientsin massacre were allowed to escape. They will scarcely be comforted by such a speech as that which Lord Granville delivered last night, and still less by his official confirmation of the Foreign-office "instruction" limiting the power of naval commanders to come to the rescue of British residents on shore. The instruction enjoins that neither men nor guns shall be landed to protect lives or property on land. It is pointed out that this regulation would compel an English captain to remain passive while Englishmen were being slaughtered under his eyes on shore; but Lord Granville is of opinion that consuls and captains are a great deal too fond of stretching their powers, and that the more they are tied down by "instructions" the better. Lord Granville contends that we are bound to appeal to the central Government to carry out the engagements it has contracted with us; but experience has proved that, however sound this position may be in theory, it is very disappointing in practice. Our object is to secure redress at once, and on the spot where the offence or the wrong is perpetrated, in order that the native population may see that punishment follows swiftly, and that Europeans are not to be outraged with impunity.

THE CHINA DEBATE IN THE LORDS.

(To the Editor of the *London and China Telegraph*.)

Sir,—As a resident at one of the Treaty Ports in China I listened last night, with much interest and anxiety, to the debate in the House of Lords, upon the Tientsin Massacre, and upon the policy which our Government has adopted for the protection of the lives and property of British subjects in the Chinese Empire.

I am disposed to agree with Earl Granville that the four theories which the Earl of Carnarvon propounded as to the cause of the catastrophe of the 21st June, 1870, viz., the popular belief that children were being kidnapped by the agents of the Sisters of Mercy for unholy purposes—the imprudent conduct of certain missionaries—the hatred of foreigners in general—and the supineness of the Chinese authorities—were probably all more or less operative in producing the melancholy tragedy of that day, and every one will admit also, with his Lordship, that the outrage was utterly inexcusable; but, after such a dire experience, and with all the evidence that the Tientsin Blue-book contains of a widespread feeling of hatred against foreigners, I regretted much to find that the Foreign Secretary had no intention of taking any steps to relax the instructions by which Her Majesty's civil and naval officers in China are now hampered.

The charter of our rights in that Empire is the Treaty of Tientsin. This treaty was imposed by force, and, theorize as we may, by force only, latent or manifest, can its provisions be maintained. It is all very well, no doubt, to hold the Central Government responsible for the safety of foreigners at the ports, but to my mind the Marquis of Salisbury hit the right nail on the head when he said last night that, whilst this ideal policy was being carried out, horrible catastrophes might again and again recur, and that, as the Government of China had not the power, if it had the will, to prevent the feeling against the foreigners culminating in outrage, the only way to prevent such outrage was by inspiring fear in the very place where it occurred.

To inspire this wholesome fear, however, prompt action on the spot must be often taken, not only to resist aggression, but to seize aggressors, and see that these are really brought to justice; for punishment following with speed and certainty any unprovoked attack upon the lives or property of foreigners would undoubtedly be the best guarantee of future safety for both. We may admit even, with Earl Grey, that the feeling of hostility against us in China is not altogether unnatural or to be wondered at, but it cannot be denied that the feeling exists, and this fact only gives the greater weight to Lord Salisbury's timely warning.

Her Majesty's Government, however, all warnings notwithstanding, are determined to carry out their experiment; but we poor residents at the Treaty Ports, the *corpora vilia* that are experimented upon, may be pardoned if we do not regard the development of the present policy in China with that serene equanimity which characterises some noble lords.—I am, Sir,

London, March 25, 1871. M. N.

BORNEO—SARAWAK.

(To the Editor of the *London and China Telegraph*.)

Sir,—I notice in your issue of Dec. 20, which has lately reached us, an error with respect to the Sarawak territory and recent events there, which, I am sure, you would wish rectified. The items you print from the *Sarawak Gazette* of Nov. 3rd appear under the head of Labuan. It is not the case that Sarawak has any connection, beyond that of neighbourhood (and this not a very near connection) with the colony of Labuan. The Rajah's Government has been recognised by England and other nations as perfectly independent, except so far as Europeans residing within its limits are still subjects to the Queen.

The telegram received from Batavia, bringing news of an attack by Wankang, a native chief, refers altogether to an affair which happened on Dutch territory. The place attacked was not Bin-

Digitized by Google

tulu, which is the frontier residency of Sarawak towards Brunei, but Banjermassin, on the south-west coast of Borneo. The Sarawak territory lies between the dominions of the Sultan of Bruni on the north, and the Dutch territory of Sambas and Pontianak on the south.

If you will kindly insert this letter of explanation, you will oblige your obedient servant, A RESIDENT IN SARAWAK.

Sarawak, Feb. 9, 1871.

THE SINGAPORE RAILWAY.

(To the Editor of the *London and China Telegraph.*)

SIR,—As you have known this place for years, and your journal is largely read by many who are more or less interested in the welfare of Singapore, you will, I trust, afford me space for some remarks which may tend to its benefit. You will learn by this mail that the railway which has for years been talked of is about to become a reality. The prospectus has just been issued for that portion which extends from the town to Tanjong Pagar, showing, from actual goods traffic, that after allowing 50 per cent. of the receipts for working expenses, ten per cent. dividend will be left to the shareholders, and nearly the whole capital required was subscribed at the first meeting held here. I wish the promoters had been bolder and had at once brought forward a larger scheme to embrace not only the wharves at New Harbour, but an extension *via* Tanglin Barracks to the Johore side, as proposed by Colonel Collyer, R.E., while he held the office of Chief Engineer nearly ten years ago. The whole line to New Harbour would be very remunerative, and although the extension beyond its wharves would not be so at first, yet it would doubtless become so ere long, looking to the fact that barely fifty years have elapsed since the very first pathway was formed from Sir Stamford Raffles' landing-place, and that the trade which then was *nil* has now nearly reached the annual value of ten millions sterling. In order to avoid curves and gradients between New Harbour and Tanglin, some cutting and embanking would be required; but such work might easily be done by convict labour at very small cost, for which Government would be speedily recouped in the saving of carriage alone to the European barracks. The line from thence across the island could be advantageously laid in almost any direction through Government jungle. It has often been remarked, and it certainly redounds little to our national credit, that such an island as this, abundantly watered, its coasts teeming with fish, should contain so few villages, and, indeed, should, except in the vicinity of our now cathedral city, continue in a state of luxuriant jungle, spite of all its advantages, natural and commercial. Indeed, it has become a saying that Singapore only forms a resting-place for Europeans and Chinese until they acquire sufficient means to enable them to return to their respective countries. It is in the hope that some of your readers who have acquired wealth in and through Singapore will come forward and assist in the development of the island that I trouble you with the following observations. I believe that during your late visit you enjoyed a day's trip round this island, and probably you then felt as mortified as I do now, to observe, that after losing sight of the shipping at anchor in the roadstead, nearly the whole area, except a few spots near the police stations, or convalescent bungalows erected by Europeans, appeared in the same state of jungle as when first acquired by the East India Company. General Cavenagh, our late Governor, and by far the ablest and most zealous who ever held that office, if not the first to suggest, certainly appeared most anxious to promote the Singapore and New Harbour Railway, and I doubt not he would have employed all the means at his disposal towards its extension across the island in accordance with his frequently expressed sentiments, that additional roads were essential, and would be one of the principal means of developing the country. For the present uncultivated state of the island the officers of the Indian Government are not responsible. They did as much for the advancement of the place as the means at their disposal admitted of. The population, as you are aware, is mainly engaged in trade, only very few giving heed to the development of its agricultural resources, and at this moment there is little cultivation of any description going on, except in the vicinity of the town or of the roadways within easy distance of it. Although the trade has doubled in value during the past fifteen years, the population shows little or no increase, and this circumstance is doubtless in a great measure accounted for by the fact that the cost of living and difficulty of obtaining suitable plots of land for cultivation within easy reach of the city (the only market) checks permanent settlement.

It was scarcely to be expected that the Indian Government would sanction exceptional measures for such a small and distant dependency, and one of the special advantages anticipated from the transfer to Colonial rule was that such steps could be taken under local management as would tend to meet the special requirements of the place, financial, agricultural, and commercial. The fact that money can scarcely be obtained for any purpose—even tangible securities—under 12 per cent. interest, alone testifies to the difficulty of funds being forthcoming for agricultural purposes on any terms, and this indicates the advantages that might result from the judicious advance of money for the purpose of extending the clearance and cultivation of land, somewhat on the terms and conditions which have been so generally availed of at home under the Land Drainage Act. The land within easy distance of the town, being, as you are aware, chiefly occupied by European residents, but little is available for the cultivation of vegetables, and the Chinese have, consequently, to form their gardens at such a distance that, to men who have, as they do, to carry their produce daily to market on their own shoulders, there is a hard livelihood. The scarcity and dearness of vegetables, poultry, &c., is now much complained of by Europeans as well as natives; indeed, Singapore is largely dependent on supplies from distant places, which it is to a considerable extent capable of producing within itself were the island properly opened up. The necessary advances might be made through the medium of our Chinese magistrates with little or no risk of ultimate loss to Government. The rearing of stock and poultry would also be thus extended, and provender obtained for the increased number of cattle now much wanted to meet the great requirements of the shipping, &c., while improved means of communication would undoubtedly tend to the agricultural development of the island on a permanent basis, and likewise to an increase of its revenue from internal sources. Much was expected from a local Legislature, but the surplus revenue during the four years of its existence has been absorbed in the erection of a Government-house, and the purchase of superfluous steamers to an extent that would have sufficed for the construction of the whole line of railway through the island. It would be invidious in me to blame the non-official members of the Council that steps in this direction have not been taken, as they, like myself, are occupied with their own mercantile operations and have little time to devote to the initiation of measures which would be beneficial and tend to the general welfare of the colony. Is it too much to expect that capitalists at home should co-operate with those in the colony and come forward with the comparatively small amount necessary to the accomplishment of these objects by investing in the line of railway here indicated.

The capital already subscribed for a section of the proposed line amounts to about £20,000, which gives promise that the more enlarged scheme, of which this sum would form perhaps nearly a third, would, if properly advocated, meet with the requisite support; and if these observations tend in any degree to bring about so desirable a consummation, my object will have been attained.—Yours faithfully,

Singapore, Feb. 14, 1871. A MERCHANT.

SUEZ CANAL TRAFFIC, 1870.

A summary of the entire traffic through the Suez Canal, from the inauguration in November, 1869, to the end of last year, has been published by Messrs. Cory Brothers and Co., as agents for the compilers, Messrs. C. and A. Bazin, of Port Said, Suez, and Ismailia. The tables give the name and full particulars of every vessel that has entered the Canal during that period. A supplementary pamphlet gives similar particulars for the month of January last. The summaries of the traffic for the whole term give the following totals:—During the fractional month of November, 1869, 10 ships, averaging about 600 tons each; in December, 1869, 12 steamships, 7 of which were British; in January, 1870, 16 ships, 12 of which were British; February, 25 ships, 13 of which were British; March, 47 ships, 34 of which were British; April, 40 ships, 24 of which were British; May, 44 ships, 30 of which were British; June, 51 ships, 34 of which were British; July, 40 ships, 24 of which were British; August, 42 ships, 27 of which were British; September, 32 ships, 22 of which were British; October, 39 ships, of which 30 were British; November, 42 ships, 30 of which were British; December, 73 ships, of which 39 were British; and January, 1871, 74 ships, of which 40 were British. During the year 1870, of 491 ships which passed through the Canal, 319 were British, 75 French, 26 Austrian, 3 Spanish, 15 Turkish, 32 Egyptian, 9 Italian, 3 Ottoman, 2 Dutch, 2 Portuguese, and 1 each Russian, Danish, Greek, Zanzibarian, and American. No ship passed through the Canal under the North German flag.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 22.

The action of the Second Chamber on the 22nd Oct. last has been confirmed by an important majority, 44 against 31 votes, the members thus approving for the second time the proposed Preanger reorganisations, notwithstanding that the First Chamber annulled the reorganisation plan on its previous introduction; and, indeed, there was but one argument against this measure, which was that the priests would lose much of their income; and this is even denied by the Minister of the Colonial Department. Messrs. van de Beele and Fransen van de Putte asserted that the measure should have been introduced twenty, nay, forty years ago. Mr. van Bosse, in his speech upon the subject, made a brilliant *debut;* with the greatest eloquence he warned the members against rejecting the Bill, because such a course would have the worst influence upon the population. This measure constitutes the abolition of an injustice which has prevailed for several centuries. It will effectually put an end to the Preanger "squeezing" system. The First Chamber, which will meet on the 27th instant, will still have to be consulted; but we may hope that after so much fierce discussion, after so many perils, it will at last become law. The Opposition in the Second Chamber made energetic endeavours against the measure. Mr. van Goltstein proposed an amendment, in order that the resolution of the Governor-General—which was first promulgated and then suspended, because the First Chamber had not approved of the measure—should not be allowed to take effect. This amendment, however, was outvoted by the majority above stated. Of course there was but a short debate upon the other sections of the Budget, and by 39 against 28 votes the first part—Expenditure—was approved of, whilst the second part—Ways and Means—was carried by 60 against 11 votes. The question about the wages for planting coffee in the Preanger regencies was not decided. Mr. de Waal, the former Minister, proposed that f.10 per picul should be paid; the Chamber, however, fixed the sum, in accordance with an amendment of Mr. Mirandolle, at f.13, the same as is paid in all other parts of Java. Mr. van Bosse, however, reduced the pay to f.10, because the Govenor-General had already stipulated that this amount should be paid in 1871; he, however, acknowledged that the Preanger population was quite right in asking f.13, and in the next Budget he will propose that this amount shall be paid in the future. The members are now busy in the sections with the examination of the several Budgets which are laid before them. Several reports have already been published, but, nevertheless, rumours say that they will not be discussed until after the Easter recess.

The *Handelsblad* publishes an important article upon the project of the Minister to revise the East India tariff in a liberal sense. Its conclusion is that the basis of the tariff must be abolition of the differential import duties within a term of four to six years, to levy an universal import duty of five per cent., and to abolish the export duties.

Digitized by Google

NAVAL AND MILITARY.

—o—

CHANGES ON THE CHINA STATION.

With reference to the telegram received at the Admiralty last week from Vice-Admiral Sir Henry Kellett, K.C.B., stating that the engines of the Icarus, Lord Charles Scott Commander, at Singapore have broken down, instructions have been forwarded that the Icarus is to be sent home. Her place on the China station will be filled by the double-screw gun-vessel Curlew, of 3 guns, 665 tons and 160-horse power, which will be commissioned at Sheerness this week, with a complement of eighty-four officers and men.

The following appointments have been made of officers to the China station to replace those whose term of service has expired, and to recommission the Dwarf and Avon. They will proceed in the troop ship Tamar, which will sail about the 8th of April.

Sub Lieutenants.—Robert B. Maconochie, Arthur S. Hamilton, A. H. Stone, R. H. Gasley, J. Durnford, W. A. Madan.

Navigating Sub-Lieutenants.—Alfred E. Joll, Alfred Doorly.

Assistant Paymaster.—John J. A. Sloan.

Clerks.—James W. Dixon, Andrew Hume.

Assistant Clerk.—William R. Dodridge.

Midshipmen.—Arthur C. A. Bacon, Bernard Dickinson, Herbert N. Rolfe (navigating).

MISCELLANEOUS.

—o—

MERCHANT SEAMEN'S ASYLUM.—The Committee of the Royal Alfred Aged Merchant Seamen's Institution, in order to relieve the pressure on the funds of that excellent charity, have resolved to hold a fancy bazaar in the course of the approaching summer, and they invite the co-operation of all influential persons—Merchants, Shipowners, Captains of ships, &c.—residing abroad to send them any such articles of native manufacture as find ready acceptance in England, and, though comparatively inexpensive in the places where they are produced, would be especially attractive at a fancy fair. Chinese and Japanese wares of every description, toys, baskets, fans, ivory chessmen, mother-of-pearl markers, photographic frames, jars of preserves, &c., &c. There are but a few of the articles which would be sure to command ready sale on such an occasion, and greatly to enhance the interest of the Exhibition as well as to add to the resources of the charity. Benevolent persons willing to aid the cause are requested to send their contributions to the Secretary, Captain Tripe, at the office of the Institution, 2, Cowper's Court, Cornhill.

LAUNCH OF A STEAMER FOR THE JAPAN TRADE.—The composite screw steamship *Washi* (the Japanese for Eagle) was launched on the 22nd inst., from the yard of Bewley, Webb, and Co., North-wall, Dublin. The *Washi* is a very powerful and beautiful steamer, composite built, viz.: iron frames and wooden planks, is 150 feet between perpendiculars, 166 feet over all; 21 feet 9 inches beam; depth (to spar deck), 18 feet; tonnage, gross measurement, 370. Engines, high and low pressure combined, inverted direct acting, of 60-horse power (nominal), by Watt and Co.; and draught about 11 feet. The *Washi* has a figure-head representing an eagle, crouched. The ship will be hauled up on the patent slip, or put into a graving dock and coppered as soon as possible. She will be rigged as a two-masted schooner, having square foresail, foretopsail, and jib for main staysail, spanker, and gaff topsail. The cabins are placed aft, and will be fitted up in the most costly manner, having bath-rooms, &c., so requisite for a tropical climate. The steamer will shortly load in London for Japan. Her owners are Messrs. John R. Hooper and Co., of London.

THE Pacific Mail Company's steamers now leave New York for Panama and San Francisco on the 15th and 30th of the month, corresponding with arrivals from England, &c., at Aspinwall.

THE P. and O. Company's steamer *Nyanza*, with £502,966 in specie, has arrived at Southampton, with the passengers, &c., from India and China.

THE Bishop of Rochester has instituted the Rev. J. Scarth, formerly of Hong Kong, in the vicarage of Holy Trinity, Milton-by-Gravesend, to which he was appointed some time since.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

HANNAY—On the 12th Feb., at Singapore, the wife of William Cathcart Hannay, Esq., of a son.

MCLACHLAN—On the 23rd March, at 13, Cleveland-square, Hyde-park, the wife of James McLachlan, Esq., late of Java, of a daughter.

NEWBERY—On the 19th March, at Colby, Ottery St. Mary, the wife of Joseph Vickers Newbery, of a daughter.

RAWLING—On the 20th March, at Beaumont House, Stoke, Devonport, the widow of the late S. B. Rawling, Esq., formerly of Hong Kong, of a son.

RIDDELL—On the 18th March, at Kensington, London, Mrs. Walter Scott Riddell, late of Hong Kong, of a son.

SHIPMAN—On the 18th March, at 49, St. Augustine's-road, Camden-square, N.W., the wife of William Shipman, prematurely, of a son, which survived its birth only a few hours.

MARRIAGES.

COATES—RICKARDS.—On the 22nd March, at Constantine, Cornwall, by the father of the bride, assisted by the Rev. William Rogers, of Mawnan, Albert Coates, Esq., of Manila, third son of John Coates, Esq., late of Seedley, Manchester, to Lily, fifth daughter of the Rev. Robert Francis Bute Rickards, vicar of Constantine. No cards.

HUNT—CHRISTIAN.—On the 17th March, at St. Mary's, Scholing, near Southampton, by the Rev. F. Davidson, George J., eldest son of Geo. Hunt, Esq., of Southampton, to Eleanor Elizabeth, eldest daughter of Edwd. Christian, Esq., R.N.R., Commander P. and O.S.N. Co.'s Service. No cards.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—March 24, at Plymouth, from Java, for Rotterdam, County of Forfar; had been in collision with a French barque, 40 miles S.E. of Portland, which she sunk; March 21, off Plymouth, from Manila, Tonbridge; 23, from Colombo, Stanley Castle; off the Eddystone, from China, Carricks; 22, off Scilly, from Colombo, Empress; 22, at Belle Isle, from Saigon, Frederic; —, at New York, from Manila, Marchioness of Londonderry; 11, from Hiogo, Latona; 12, at Boston, from Batavia, Aurelie, Hazard; at New York, from Canton, Cleta; 13, from Shanghai, Montana; 26, at London, from Colombo, Percy Douglas; from Foochow, Aurora Australis; 27, from Shanghai, Dundonald; at Deal, from Singapore, Valkyrien.

DEPARTURES.—March 22, from Cardiff, for Hong Kong, Archos; from Liverpool, for Galle, River Ganges; for Anjer, Belvidera; from Amsterdam, for Batavia, Zes Gezusters, Jonge Cornelis; 25, from London, for Yokohama, Fiery Cross; for Cardiff and Hong Kong, Tony; —, from Amsterdam, for Batavia, Australie; 23, from Falmouth, for Batavia, Sunda; 24, from Shields, for Galle, Berkeley Castle; from Sunderland, for Singapore, Evangeline; from Portsmouth, for Penang, Mallard, after being supplied with an anchor and chain.

Monetary and Commercial.

—o—

We understand that a road steamer is to be shipped out to Tientsin, as an experiment to open the goods traffic between Taku and Tientsin, and when the Chinese become familiar with it they will no doubt use it in the carriage of coal from the mines.

Messrs. Malcolm, Brunker, and Co. have shipped off, per *Flying Spur*, for Yokohama, on account of the railway works in progress in Japan, two locomotive engines, steam and hand cranes, and goods waggons; and in addition to the sundries named per *Prince Alfred*, she took out forty miles of telegraph wire and instruments, to be laid down along the lines.

A prospectus has been issued by the Realm Marine Insurance Company (Limited), with a capital of £800,000, in shares of £20, for the general business of marine insurance, and at the same time with a special view to the trade of Egypt, India, China, and Australia.

The annual meeting of the Oriental Banking Corporation is fixed for the 20th April, the Agra for the 4th, the National Bank of India for the 4th, and the Chartered Bank of India for the 19th. The annual meeting of the Great Northern Telegraph Company will be held on the 26th of April, at Copenhagen, to declare a dividend.

We *(Grocer)* hear, on good authority, that a wholesale firm engaged in the London tea trade are about to make a compromise with their creditors, and that two or three large houses are said to be rather heavy losers.

The export of shirtings to China continues, and is likely to come up to one hundred and twenty millions for the quarter, nearly treble the quantity at the corresponding period last year.

The Bill for the Incorporation of "Lloyds," which was referred to in our issue of the 14th inst., has passed through a Select Committee of the House of Lords, but with some important modifications. With reference to these alterations the *Shipping and Mercantile Gazette* says:—Many objectionable articles have been withdrawn. The inquisitorial powers and the power of expelling members have been refused by the Committee, and the power to amalgamate with other societies and corporations has only been conceded with such restrictions as will effectually protect the assured, whether merchant or shipowner, from the consequences which might ensue from the exercise of extensive Parliamentary powers by a combination of underwriting interests. The result of the opposition to the Bill will be generally regarded with satisfaction. If Lloyd's Society aimed simply at incorporation they have achieved their object, and should be content. If the promoters of the Bill aimed at something more they have deservedly failed.

The traffic receipts over the British Indian Extension Telegraph Company's line for the four weeks ending March 25th amounted to £3,707.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th March, 1871, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th March, 1871, 10,177,328 yards; for the twelve months, 93,770,171 yards; for the twelve months, 1870, 44,613,455 yards; for the twelve months 1869, 47,608,396 yards. Increase for 1871 against 1870, 49,156,716 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1871, 1,723,537 yards; for the twelve months, 13,234,921 yards; for the twelve months, 1870, 2,219,524 yards; for the twelve months, 1869, 1,311,329 yards. Increase for 1871 against 1870, 11,015,397 yards.

COTTON YARN.—Export for the month ended 16th March, 1871, 998,560 lbs.; for the twelve months, 11,324,571 lbs.; for the twelve months 1870, 5,691,597 lbs.; for the twelve months 1869, 5,217,390 lbs. Increase for 1871 against 1870, 5,650,974 lbs.

VALUE.—For the month ended 16th March, 1871, £231,607; for the

Digitized by Google

twelve months, £2,398,566; for the twelve months 1870, £1,334,272; for the twelve months 1869, £1,263,025. Increase for 1871 against 1870, £1,064,294.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th March, 1871, 56,445,111 yards; for the twelve months, 336,336,918 yards; for the twelve months 1870, 221,610,092 yards; for the twelve months 1869, 236,221,870 yards. Increase for 1871 against 1870, 114,726,826 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1871, 610,695 yards; for the twelve months, 10,691,564 yards; for the twelve months 1870, 14,498,136 yards; for the twelve months 1869, 7,473,533 yards. Decrease for 1871 against 1870, 3,806,572 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1871, 240,680 yards; for the twelve months, 3,565,714 yards; for the twelve months 1870, 6,312,801 yards; for the twelve months 1869, 2,758,220 yards. Decrease for 1871 against 1870, 2,747,087 yards.

COTTON YARN.—Export for the month ended 16th March, 1871, 28,400 lbs.; for the twelve months, 544,536 lbs.; for the twelve months 1870, 545,483 lbs.; for the twelve months 1869, 263,580 lbs. Decrease for 1871 against 1870, 947 lbs.

VALUE.—For the month ended 16th March, 1871, £601,615; for the twelve months, £4,956,654; for the twelve months 1870, £4,409,309; for the twelve months 1869, £4,124,801. Increase for 1871 against 1870, £547,345.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th March, 1871, 3,861,780 yards; for the twelve months, 34,545,459 yards; for the twelve months 1870, 18,148,316 yards; for the twelve months 1869, 17,286,284 yards. Increase for 1871 against 1870, 16,397,143 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1871, 207,880 yards; for the twelve months, 2,599,985 yards; for the twelve months 1870, 2,449,674 yards; for the twelve months 1869, 1,147,942 yards. Increase for 1871 against 1870, 150,311 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1871, 947 yards; for the twelve months, 835,684 yards; for the twelve months 1870, 757,024 yards; for the twelve months 1869, 911,911 yards. Increase for 1871 against 1870, 78,660 yards.

COTTON YARN.—Export for the month ended 16th March, 1871, 582,801 lbs.; for the twelve months, 9,486,421 lbs.; for the twelve months 1870, 7,001,341 lbs.; for the twelve months 1869, 4,314,458 lbs. Increase for 1871 against 1870, 2,485,080 lbs.

VALUE.—For the month ended 16th March, 1871, £86,144; for the twelve months, £1,165,792; for the twelve months 1870, £864,817; for the twelve months 1869, £601,182. Increase for 1871 against 1870, £300,975.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th March, 1871, 6,121,838 yards; for the twelve months, 81,804,781 yards; for the twelve months 1870, 52,879,160 yards; for the twelve months 1869, 42,672,813 yards. Increase for 1871 against 1870, 28,925,621 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1871, 376,089 yards; for the twelve months, 9,571,013 yards; for the twelve months 1870, 6,012,065 yards; for the twelve months 1869, 4,279,795 yards. Increase for 1871 against 1870, 3,738,948 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1871, 529,669 yards; for the twelve months, 4,799,801 yards; for the twelve months 1870, 5,992,909 yards; for the twelve months 1869, 1,973,953 yards. Decrease for 1871 against 1870, 1,193,108 yards.

COTTON YARN.—Export for the month ended 16th March, 1871, 207,167 lbs.; for the twelve months, 3,622,943 lbs.; for the twelve months 1870, 2,265,382 lbs.; for the twelve months 1869, 1,393,277 lbs. Increase for 1871 against 1870, 757,561 lbs.

VALUE.—For the month ended 16th March, 1871, £107,390; for the twelve months, £1,688,630; for the twelve months 1870, £1,252,862; for the twelve months 1869, £935,031. Increase for 1871 against 1870 £435,768.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th March, 1871, 1,236,888 yards; for the twelve months, 15,170,797 yards; for the twelve months 1870, 10,981,809 yards; for the twelve months 1869, 17,013,801 yards. Increase for 1871 against 1870, 4,188,988 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1871, 201,176 yards; for the twelve months, 8,459,886 yards; for the twelve months 1870, 10,031,041 yards; for the twelve months 1869, 6,816,516 yards. Decrease for 1871 against 1870, 1,571,455 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1871, 339,937 yards; for the twelve months, 9,789,315 yards; for the twelve months 1870, 6,187,194 yards; for the twelve months 1869, 4,659,484 yards. Increase for 1871 against 1870, 3,602,121 yards.

COTTON YARN.—Export for the month ended 16th March, 1871, 121,920 lbs.; for the twelve months, 491,221 lbs.; for the twelve months 1870, 319,747 lbs.; for the twelve months 1869, 553,550 lbs. Increase for 1871 against 1870, 171,474 lbs.

VALUE.—For the month ended 16th March, 1871, £29,173; for the twelve months, £585,750; for the twelve months, 1870, £563,990; for the twelve months 1870, £607,800. Increase for 1871 against 1870, £21,760.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th March, 1871, *nil;* for the twelve months, 19,476,583 yards; for the twelve months 1870, 16,074,601 yards; for the twelve months 1869, 17,357,558 yards. Increase for 1871 against 1870, 3,401,982 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1871, 4,560 yards; for the twelve months, 7,656,455 yards; for the twelve months 1870, 9,625,571 yards; for the twelve months 1869, 16,342,096 yards. Decrease for 1871 against 1870, 1,969,116 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1871, *nil;* for the twelve months, 1,191,790 yards; for the twelve months 1870, 1,142,883 yards; for the twelve months 1869, 1,343,395 yards. Increase for 1871 against 1870, 48,907 yards.

COTTON YARN.—Export for the month ended 16th March, 1871, 4,554 lbs.; for the twelve months, 473,608 lbs.; for the twelve months 1870, 215,203 lbs.; for the twelve months 1869, 302,407 lbs. Increase for 1871 against 1870, 258,405 lbs.

VALUE.—For the month ended 16th March, 1871, £690; for the twelve months, £517,594; for the twelve months 1870, £551,373; for the twelve months 1869, £713,692. Decrease for 1871 against 1870, £33,779.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th March, 1871, 1,525,794 yards; for the twelve months, 27,892,669 yards; for the twelve months 1870, 23,637,798 yards; for the twelve months 1869, 22,957,518 yards. Increase for 1871 against 1870, 4,254,871 yards.

COLOURED COTTONS.—Export for the month ended 16th March, 1871, 341,674 yards; for the twelve months, 2,997,600 yards; for the twelve months 1870, 1,515,637 yards; for the twelve months 1869, 829,319 yards. Increase for 1871 against 1870, 1,481,963 yards.

PRINTED COTTONS.—Export for the month ended 16th March, 1871, 312,297 yards; for the twelve months, 1,835,332 yards; for the twelve months 1870 3,672,615 yards; for the twelve months 1869, 2,589,653 yards. Decrease for 1871 against 1870, 1,837,283 yards.

COTTON YARN.—Export for the month ended 16th March, 1871, 18,860 lbs., for the twelve months, 296,170 lbs.; for the twelve months 1870, 516,877 lbs.; for the twelve months 1869, 361,687 lbs. Decrease for 1871 against 1870, 220,707 lbs.

VALUE.—For the month ended 16th March, 1871, £35,011; for the twelve months, £561,794; for the twelve months 1870, £574,420; for the twelve months 1869, £468,821. Decrease for 1871 against 1870, £12,626.

SUNDRIES PER "ENDEAVOUR," FROM NEW YORK FOR HONG KONG.—MARCH 3, 1871.

OLYPHANT AND CO.
22 pkgs. clothing
10 kegs syrup 50 gals.
20 cs. bitters
15 cs. milk

CARY AND CO.
50 boxes candles 1,500 lbs.
2500 cs. oil 25,000 gls.
20 half-boxes tobacco 1,199 lbs.
93 pkgs. tobacco 6,948 lbs.
25 cs. tobacco 4,345 lbs.

W. H. SMITH AND SON.
2000 bales cotton drills 12,000,000 yds.
10 boxes cranberries

LANMAN AND KEMP.
1105 bxs. perfumery
101 cs. medicine

FAIRBANKS AND CO.
25 cs. scales

J. A. CUNNINGHAM.
21 brls. butter 1,999 lbs.
18 cs. milk
2 boxes dried apples 200 lbs.
14 boxes candles 504 lbs.
50 boxes soap
10 half-brls. beef
5 do. pork

TUCKER, CARTER, AND CO.
100 brls. pork 20,000 lbs.

ARCHER AND BULL.
16 cks. ginseng 5,237 lbs.

F. HATHAWAY.
3 cs. hardware
35 brls. butter
50 do. tar 3,297 lbs.
700 cs. oil 7,000 gls.
50 cs. turpentine 500 gls.
100 brls. pitch
100 do. tar
27 do. ginseng 3,950 lbs.
3 cs. medicine
38 brls. beef
38 brls. pork
116 do. ginseng 12,677 lb.,
10 pkgs. do. 3,461 lbs.
10 do. do. 2,063 lbs.
7 do. do. 2,038 lbs.
1 do. do. 131 lbs.
60 cs. dried fruit
32 kits fish
27 half-brls. groceries
7 pkgs. missionary goods
2 cs. books
63 pkgs. fish
465 tons coal
50 bls. oakum 2,500 lbs.

B. BININGER.
37 cs. soap
100 cs. clocks
7 cs. furniture
3 cs. tacks
10 cs. varnish 100 gls.
2 pkgs. glue 125 lbs.
10 cs. rubber boots
20 cs. peaches
1 cs. brooms
500 cs. oil 5,000 gls.
56 cs. milk

B. BININGER—*cont.*
12 brls. butter 1,200 lbs.
1 cs. lamp wick
8 brls. butter 800 lbs.
15 pkgs. chandeliers
200 cs. oil 2,000 gls.

C. J. EMERY.
875 pkgs. Government stores

G. A. POTTER.
3 cks. glassware
3 boxes gas fixtures
22 bls. cotton duck 4,876 yds.
2 brls. twine 151 lbs.
8 pkgs. butter 1,000 lbs.
10 cs. bitters
50 cs. milk
2 cs. perambulators
6 pkgs. cheese
2 cs. preserves
12 kits mackerel
2 bls. cotton duck 1,073 yds.
4 cs. cornmeal 400 lbs.
3 cs. hominy 200 lbs.
10 pkgs. butter 1,200 lbs.
50 cs. milk
1 cask cooking utensils
6 boxes scales
2 cs. perambulators
2 bls. cotton duck 1,243 yds.
7 brls. twine 529 lbs.

W. H. FOGG & CO.
21 stoves
7 cs. brads
30 brls. scoops
60 pkgs. glassware
2 cs. augers
300 cs. milk
30 pkgs. frames
21 bls. cotton duck 3,419 yds.
600 cs. oil 6,000 gls.
8 cs. hardware
11 pkgs. butts
51 pkgs. glassware
30 brls. tar
10 kits pork
10 kits stoves
34 half-brls. dried fruits
67 pkgs. brooms
23 cs. scales
5 half-brls. syrup 121 gls.
109 cs. clocks
223 pkgs. stoves
115 kegs spikes 17,250 lbs.
11 cs. oil cloth 1,098 yds.
20 cks. butter 3,810 lbs.
10 cs. yeast powders
150 oars
50 kegs nails 5,000 lbs.
1 cs. locks
5 cs. oilcloth 584 yds.
5 cks. lanterns
6 pkgs. stoves
3 do. shot 900 lbs.
7 bls. rubber goods
1 cs. oilcloth 98 yds.
1 cs. steam gauges
15 cs. whisky
40 brls. beef and pork 12,000 lbs.
20 cs. lard 2,160 lbs.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage, and Twine.	Gunpowder.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	lbs.	£	Cwt.	Cwt.	£	£
Haidee	Singapore	London.	Feb. 21	...	...	...	100	...	8	331	259200 &£550	...	...	...	...	230 &3ks.	...	27000	143	140	340	128	1480	1197	...	169	...	200	...	250	107	4	28	190 &2cks.	85
Lord of the Isles, str., via S.C.	Do.	,,	Mar. 3	3	7	...	...	¼	...	121	1131726	...	115	...	...	...	...	11600	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
Diomed, str., via S.C.	Singapore and Penang	Lvrpool.	Feb. 27	...	...	...	...	...	...	363	1363330 &£200	307410	...	...	...	463 &7bls.	...	71800	...	...	...	...	...	23	...	...	245	...	...	...	19	...	9½	15	36
Monsoon	Ilo Ilo	Glasgow	,, 22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4400	...	51	...	...	...	...	...	...	...	...	...	...	315	...	...	120	...
Bothwell Castle	Singapore	,,	,, 28	235	...	...	...	...	...	261	318435 &£145	...	...	...	...	75	...	13537	...	13	...	...	...	...	...	...	...	...	...	...	240	...	...	3	...
Southern Belle	Colombo	London.	Mar. 8	150	25	6	...	...	...	1350 70cks	55500	3700	...	40	...	...	...	10500	332	99	2137	347	445	366	150 &5cks.	64	350	459	...	750	644	87	4	432	475
Nile, str., via S.C.	Do.	,,	,, 10	...	...	...	...	...	...	83	49350	8152	...	...	...	...	...	...	...	...	...	949	48	262	...	...	67	...	...	...	...	...	...	...	...
Arcot, str., via S.C.	Do.	,,	,, 10	...	...	...	...	...	13	710	1692211 &£33	145295	...	...	46	301	218	12500	42	...	270	503	223	202	7cs.	45	2334	...	...	...	42	2	£17	251	153
Craigforth, str., via S.C.	Singapore	,,	,, 11	...	6	...	1	½	...	522	977494 &£160	...	...	360	40	2755	4328	26900	...	...	...	...	26	20	1000	499	230	...	...	...	...	260	12	155	...
Do. do.	Hong Kong	,,	,, 11	...	...	3	...	...	...	779	1271242 &£502	43760	...	...	...	4263	250	27500	...	...	100	...	80	12	...	135	...	...	..	...	14	...	1	22	43
Do. do.	Shanghai	,,	,, 11	...	...	...	...	...	...	...	2771101 &£1000	41460	...	...	...	8877	...	...	...	...	36	...	92	164	...	...	341	...	...	...	40	...	...	5cs.	10
Do. do.	Japan	,,	,, 11	...	...	...	...	...	...	...	£135	...	...	120	...	4639	...	...	...	...	...	...	...	...	. .	...	604	...	...	...	...	...	...	22	...
Dona Feliciana	Manila	Glasgow	,, 17	...	...	...	...	...	...	92	£1435	...	...	...	700	70	...	£60	...	205	...	...	...	...	£35	113	...	...	392	...	435	£27	...	4	...
Benares	Singapore	London.	,, 14	...	...	6	...	...	...	59	...	...	...	8pks	...	...	...	...	...	...	...	...	226	40	...	...	...	...	...	...	2	...	...	...	...
Leander	Hong Kong	,,	,, 15	100	2	8	350	...	...	174	829750	39305	...	...	...	234	...	103030	804	92	533	126	502	434	£50	80	...	690	95	...	776	70	9	475	169

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Haidee	Singapore	...	78	20& 39gls.	...	...	...	...	121	10	377& 34cs.	300	...	...	...
b Lord of the Isles, str., via S.C.	Do.	15	16	...	60	...	...	...	...	16	...	...	250	298	...
c Diomed, str., via S.C.	Singapore & Penang	70	30	...	...	8	...	...	...	...	5	...	2260 &5cs	...	...
d Monsoon	Yloilo	...	...	15	...	...	...	...	...	...	...	...	...	...	...
e Bothwell Castle	Singapore	...	...	...	...	...	...	...	...	...	...	...	...	...	...
f Southern Belle	Colombo	287	455	...	1cs.	110	...	19	71	35	247	...	...	867	...
g Nile, str., via S.C.	Do.	...	59	...	...	...	...	...	...	...	...	10	...	2149	...
h Arcot, str., via S.C.	Do.	67	386	12	341	93	47	74	51	39	33& 2cs.	29	...	336	...
i Craigforth, str., via S.C	Singapore	15	281	33gls.	92	228	122	...	134	...	20cs.	556	...	...	...
j Do. do.	Hong Kong	20	169	114& 12gls.	967	50	263	...	...	...	120& 36cs.	756	1196	...	...
k Do. do.	Shanghai	200	240	...	...	168	...	...	40	...	...	...	...	...	...
Do. do.	Japan	134	66	...	504	43	...	...	...	...	...	...	138	...	...
m Dona Feliciana	Manila	...	...	3gls.	351	...	...	65	...	...	...	...	...	...	...
n Benares	Singapore	...	...	...	...	...	...	...	1cs.	...	...	5cs.	...	...	...
o Leander	Hong Kong	...	70	8gls.	95	...	...	...	...	171	...	...	420	125	...

Sundries.

a Flint stones, 80 tons and £18; matches, £2,955; tombstones, £22; bricks, £100; effects, £30 and 1 case; manufactured goods, £15 and 101 cases; cement, £67; galvanised iron, 7 tons; coals and coke, 300 tons; spelter, 25 tons; zinc, 10 tons; tar and pitch, 250 barrels and 50 runlets; tin plates, 100 boxes.

b Needles, £163; iron wire rope, £18.

c Wood ferrules, £55; needles, £125 and 13 cases; sponges, £16; shot, ½ ton.

d Sugar-making machinery, £2,000; galvanised iron, 41 tons; mixed goods, £694.

e Wooden riddles, £3; plate iron boiler, £112; naval stores, £37; pease, £14; coals and coke, 161 tons.

f Galvanised iron manufactures, 15 tons; goods, manufactured, £35; cyder, 50 gallons; absinthe, 31 gallons; bags, £350; mineral water, £22; products of coal, £21; matches, 2 casks; asphalte, 18 tons; framed prints, £50; clocks, £22; effects, £3; shot, 1 ton; rum, 34 gallons; geneva 3,919 gallons; tar and pitch, 50 barrels; fruits, 6 cwt.; tin plates, 6 boxes.

g Granite, 95 tons; effects, £150; geneva, 2,304 gallons.

h Seeds, £21; jewellery, £52; earth closets, £10; galvanised iron, 4 tons; gilt mouldings, £31; prints, £31; pictures, £20; goods, manufactured, £142; photographic materials, £70; carriage, £23; effects, £350; filter cloth, £21; quicksilver, 1 bottle; rum, 9 gallons.

i Effects, £233; silk manufactures, £150; goods, manufactured, £100; cotton manufactures, 3 cases; silver coin, £45,000; beeswax, £190; needles, £640; wax, 134 cases; silk broad stuffs, £50; steel manufactures, £2,120; electro and plated ware, £60.

j Goods, manufactured, £32; effects, £764; galvanised iron tubes, £121; needles, £70; elastic web, £351; electro and plated ware, £115.

k Marble manufactures, £50; soda-water, £12; effects, £80; pictures, £60; clocks, £60.

l Surgical instruments, £300; silk manufactures, £235; screw steam-engine, £235; engravings, £16; goods, manufactured, £300.

m Goods, manufactured, £10; jute manufactures, £20; galvanised iron, 44 tons; naval stores, £27; roofing felt, £60; engravings, £17; sugar machinery, £1,630; cement, £53; pig iron, 50 tons; fruits, £16.

n Fuel, £607; coals and coke, 371 tons; geneva, 895 gallons.

o Refined sugar, 2 cwt.; iron wire, 230 cwt; effects, £205; soda water, £25; pictures, £90.

Note.—Per Windhover, from London to Hong Kong, cleared Feb. 27 (addl.).—Earthenware and glass, £165; soap, 202 cwt.; lucifers, £50; iron wire, £64; bar iron, 100 tons; oilman's stores, £11.

Per Lord of the Isles (str.), from London to Shanghai, *via* Suez Canal, cleared March 3 (addl.).—Plain cottons, 33,500 yards. To Yokohama.—Hardware, £164; fire engines, £949; (short shipped) plain cottons, 24,000 yards.

Per Craigforth (str.), from London to Batavia and Sourabaya, *via* Suez Canal, cleared March 11.—Printed cottons, 119,660 yards; caoutchouc sheets, £25; steel manufactures, ½ ton; woollens, £110.

Per Iberian (str.), from Liverpool to Alexandria, for overland to Colombo.—Cutlery, £140.

Per Marseilles, from Liverpool to Galle, cleared March 10.—Tobacco, 168 lbs.; coal, 1,483 tons.

Digitized by Google

ARTICLES OF IMPORT.

—o—

TEA.

With the exception of a better demand for fair red-leaf kinds of Congou, from 1s. to 1s. 2d. per lb., a fair supply of which came to hand, per Borealis, business has been unusually small. Prices have, however, been on the whole fairly maintained, Importers generally refraining from pressing sales, looking at the favourable prospect of supplies and deliveries, the former being likely to prove moderate, whilst the latter are progressing on a very satisfactory scale. The public sales of the 21st instant comprised 7,927 packages, of which 5,709 packages were offered without reserve.

Red-leaf Congous: siftings and broken-leaf kinds show no change, but the demand continues limited. Fair to good common have been firm at the advance last quoted. Common to fair Kaisow kinds have met with a ready sale at ¼d. to ½d. per lb. advance. In good to fine and finest Kaisows there has been scarcely any business done. Pak Lin kinds show no alteration. Black-leaf kinds: low to common kinds show great dulness, and prices have again ruled in favour of buyers; good common remains in limited request at about previous prices. In fair to good medium kinds there has only been a moderate business, and prices must be quoted a shade easier. The good to fine kinds have not been so saleable. Finest show no change. Amoy kinds are saleable in small parcels at the low rates last quoted. New-made Canton kinds show no material alteration. Oolongs continue depressed; some parcels sold at public auction without reserve show a further decline of 1d. to 2d. per lb. for fair to good kinds. A few finest still command high prices. Souchongs have met with but little inquiry, and prices remain nominally the same. Flowery Pekoes have been firm at former prices. Scented Teas: Canton kinds, in the absence of further arrivals, show no change. Foochow kinds, ex Borealis, went at slightly lower prices for fair qualities of both Caper and Orange Pekoe. Uncoloured Japans: A few parcels of fair to good quality, via Shanghai, have been sold at full prices. Green Teas: There has not been much business, and prices show little, if any, alteration. Fine qualities have been wanted for export, especially No. 1 Ping Suey Gunpowder and Young Hyson.

SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—The market has become extremely quiet since the declaration of peace, but more especially so since the news of the fresh troubles in Paris; indeed, everything is very flat, and hardly any business doing; prices are occasionally 6d. lower where transactions occur, but as importers and holders generally maintain their firmness, there is an unusual absence of business; this disappointing condition of the market is entirely owing to the uncertainty regarding matters in France, and would, no doubt, at once give place to improvement and activity, if only the revolutionary spirit in Paris could be quelled, and confidence restored. Deliveries continue good, especially of Canton Silk, which is now being largely taken for consumption. The clearances from 1st to 22nd inst. were:—China, 1,983; Canton, 738; Japan, 370; Bengal, 368; total, 3,459 bales.

COFFEE.

The dull condition of the market lately noticed has become more decided, and prices for all kinds have shown a further downward tendency, more especially since the unfavourable result of the Dutch sale became known on this market. The business in Plantation Ceylon has been confined to sales in small lots at the undermentioned prices:—Triage, 45s. to 50s.; small, 56s. 6d. to 60s.; ordinary, 57s. 6d. to 58s.; low middling to middling, 60s. to 65s.; bold, 72s. 6d.; pea-berry, 76s. 6d. to 79s. 6d. There has been no business in Native on the spot, but to arrive about 100 tons Native Ceylon have been sold at 55s., with guarantee of quality. The Dutch Trading Company's public sale of 102,400 bags, comprising 90,000 bags Java, &c., held on the 22nd, went off flatly at a general reduction of 1c. to 1¾c. from the valuations, or 2c. to 3c. under the last sale's rates, good ordinary selling at about 34c., against 36½c. to 37c.

The deliveries, although again less than in the preceding week, are comparatively heavy, and the total is fully twice as heavy as last year, being 860 tons more, and as the landings are slightly below, the stock no longer exhibits a surplus, but a relative deficiency of 1,000 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 226,792 cwt., against 230,468 cwt. at the corresponding date of 1870; Native, 28,711 cwt., against 22,310 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the eleven weeks ended March 18, 1871, was, of Ceylon, 3,916 tons, against 3,424 tons during the corresponding period of 1870; of all descriptions, 7,950 tons, against 4,550 tons. The quantity entered for home consumption was, of Ceylon, 2,160 tons, against 1,807 tons; of all descriptions, 4,225 tons, against 3,244 tons. The quantity exported was, of Ceylon, 5,118 tons, against 4,357 tons; of all descriptions, 11,394 tons, against 7,689 tons. The stock on March 18, was, of Ceylon, 10,243 tons, against 11,124 tons; of all descriptions, 16,879 tons, against 17,836 tons.

The latest Rio quotations are telegraphed as follows:—Washed $6,000 to 7,400; fine, $7,000 to 7,200; superior, $6,500 to 6,700; good firsts, $5,800 to 6,000; regular, $5,200 to 5,400; and good seconds, $4,800 to 5,000; stock on hand, 80,000 bags. Freights have declined, for Channel, Mediterranean, and United States, quotations are 30s. to 40s.

SUGAR.

The market is still extremely dull, and business since our last report has been almost wholly suspended; there have been no transactions in East India kinds, an offer at auction of 13,006 bags brown Manila (duty 4s.), per Bryn Ivor, imported Dec. 1870 being bought in at 24s.

The landings for the week include 1,100 tons Beetroot, and are only slightly in excess of last year: the deliveries are larger than in the previous week, and 2,350 tons above those at the same time last year, causing the deficiency in the stock to reach nearly 15,000 tons. Stock, March 11, 54,866 tons, against 67,382 tons; March 18, 53,743 tons, against 68,376 tons. The quantity of Sugar landed in the eleven weeks ended March 18, 1871, was, of Penang, 141 tons, against 269 tons in the corresponding period of 1870; of Manila, Java, and China, 4,196 tons, against 3,880 tons; the quantity entered for home consumption was, of Penang, 699 tons, against 660 tons; of Manila, Java, and China, 6,595 tons, against 6,204 tons. The quantity exported was, of Penang, 86 tons, against 32 tons; of Manila, Java, and China, 614 tons, against 940 tons. The stock on March 18 was, of Penang, 2,332 tons, against 1,907 tons; of Manila, Java, and China, 24,781 tons, against 32,526 tons.

CAMPHOR.—There has been a fair inquiry, and business has been done in China at 70s., and in Japan at 72s. 6d. per cwt.; at the close the market has become quiet, an offer at auction of 257 boxes being retired without bids.

CHINA MATTING.—Of 314 rolls offered, 134 rolls superior sold 4/4 white at 43s., one lot at 43s. 6d., 4/4 check at 43s. 6d., one lot at 44s.

COCOA NUT OIL.—Considerable difficulty is experienced by shippers in securing freight, and they consequently buy cautiously, thus giving a very quiet appearance to the market. At auction 263 casks Ceylon sold at 40s. 3d. for pipes; privately superior quality Cochin has sold at 48s., and Ceylon at 42s. per cwt.

COIR GOODS.—At the last sales the supply of Yarn was again light, but the demand was slow, and prices showed some irregularity, and in some instances easier rates were accepted. 63 tons Ceylon were bought in at £25 to £28 10s., except 7 tons damaged, which sold at £23 to £23 5s.; of Fibre 58 bales Singapore brush were withdrawn at £34 10s. to £34 15s. per ton.

CUBEBS.—Prices steady at recent decline; 80 bags fair quality, but slightly mouldy, offered in public sale, realised 25s. 6d. to 26s. per cwt.

CUTCH.—The demand has much improved, and a large business has been done privately, about 4,000 boxes changing hands at 21s. 6d. to 22s. for fine Pegu. At auction 500 boxes were bought in at 25s., and 332 bags at 20s. per cwt.

DRAGON'S-BLOOD.—Firm at last quoted rates; no transactions reported.

EBONY.—Scarcely any business has been done.

ESSENTIALS OILS.—Cinnamon very scarce, and wanted: 3 cases Leaf at auction sold at 1¾d. to 2½d. per oz.; Citronelle firm: none at auction. Lemon Grass steady; a single case common sold at 2d. Anniseed: 8s. 10d. has been paid, but the market is at the close lower at 8s. 8d. Cassia dull at 4s. 6d. Nutmeg: 7 cases at auction retired.

GAMBIER.—The market is firmer; at auction 357 bales were partly sold, broken and loose, 14s. 3d. to 14s. 6d., and 640 bags cubes sold at 18s. 9d. Privately 125 tons block have been sold at 15s. 6d. to 15s. 9d. ex ship, and 700 bales cubes for arrival at 16s. 9d. per cwt.

GALLS.—The market for China continues steady; of 259 cases at auction, about one-half sold at 47s. 6d. per cwt. for fine; a portion of the bought-in, however, was subsequently disposed of at 46s. to 47s.

GUMS.—Benjamin: Sumatra firm, good qualities scarce; of 65 packages (chiefly thirds) at auction, a few fair seconds sold at £9 5s. to £9 7s. 6d.; Siam is neglected, and one case block sold at £10 10s. Manila Copal offers more freely, and there is little demand; 641 packages brought to auction, and all retired. Damar again higher, and good demand; 178 cases at auction sold at 59s. to 62s. per cwt. for good, but rather small and dusty; 4,288 bags dust also offered, and retired. Gamboge steady; of 28 cases at public sale, about half found buyers at £13 5s. to £13 7s. 6d. per cwt. for good clean pipe, in sorts.

GUTTA-PERCHA.—In decidedly improved demand, and at auction higher figures have been paid for good, the greater portion of 267 packages, and 5 tons offered, being quitted at 1s. 1½d. to 2s. 7d. per lb. for ordinary reboiled to very good genuine.

HEMP.—The market for Manila continues to present an extremely dull appearance, the demand seeming to be wholly suspended; no transactions are reported.

INDIA-RUBBER.—The market is very quiet, and no business is reported.

JAPAN WAX.—The market is firm, the recent decline being arrested; private business to fair extent has been done at 75s. per cwt.; an offer at public sale of 53 boxes was held for high prices, and retired.

MUSK.—Market firm, and late high prices fairly maintained; public sales have embraced 52 caddies, one parcel of which was sold at 35s. to 38s. 6d. per oz. for fine flat pods; 22s. 6d. to 25s. rough and bally; and 22s. to 26s. 6d. wet pickings, fair to good. Of 14 tins Grain offered, about half sold, fine quality, at 55s.

PEPPER.—Black: The only business this week consists of bear sales for delivery next month at 4⅞d. to 5d. per lb., and at these figures some 4,000 bags have changed hands, the sellers having the choice of delivering either Penang or Singapore. An actual parcel of Singapore was sold to arrive, March-April shipment, at 5⅛d., at which figure importers are firm. Auctions have embraced 1,678 bags Singapore, about half sold at 5¼d. per lb. for middling, and 380 bags Penang retired. White has been steady, with only retail trade, and at the close is quiet, with little doing; of 370 bags Singapore at public sale, half sold at 7¾d. per lb. for middling dull, new crop, and 80 bags Penang were retired.

PLUMBAGO.—Fair to good lump sells well, but inferior sorts attract little attention. Of 1,822 barrels offered by auction 1,000 barrels sold, ordinary dusty to good bright lump 15s. to 25s., chips 11s. 6d. to 14s. 6d., dust 6s. to 11s. per cwt.

RHUBARB.—China is steady, but difficult of sale; auctions have embraced 203 cases, of which about one-third sold at 2s. to 2s. 8d. per lb. for fairly trimmed root, fair to good fracture; 1s. 7d. to 1s. 8d. for high dried pale pinky fracture; and 5d. to 6d. for inferior dark.

RATTANS.—The market is quiet, the only business to report being 23,808 bundles sold at auction at 2s. 9d. to 4s. 6d. per hundred.

RICE.—The market continues dull, and transactions have again been unimportant, but prices are maintained with fair steadiness; . auc-

Digitized by Google

tion 2,306 bags Rangoon, from the Cape, chiefly sold—sound at 9s. 9d.; first-class sea-damaged, 9s. to 9s. 4½d.; sound paddy, 8s. Privately 2,000 bags fine Necranzie have been sold at 10s. 9d. A floating cargo of 500 tons Akyab, consisting of Necranzie, Byat, &c., per Seadrift, early March sailing, has been sold at 10s. 9d., Continental terms.

Roots.—China: Market without change, private business in good quality being still effected at 18s.; 40 bags offered at auction were bought in. Colombo: No business reported, value still nominally unaltered.

Spices.—Cassia Lignea, &c.: There is not much offering privately, but there being rather more inquiry, higher prices have been paid; 112 cases Vera at public sale, retired; buds are again lower, with further arrivals; parcels are offering afloat. Cloves: Quiet; 6 packages Amboyna at auction retired. Mace: Very firm, with decreasing stocks in demand; auctions have embraced 7 cases Penang of new import, sold at 3s. 4d. to 3s. 5d. per lb. for good reddish and palish mixed, and 76 boxes Padang also sold at 2s. 9d. to 3s. 3d. for dark broken to good bright reddish, rather small. Nutmegs: Steady, and public sales have comprised 53 cases Penang and 278 cases Padang, the larger portion being sold—67's at 3s. 4d., 70's at 3s., 77's at 2s. 7d., 87's to 94's at 2s. 4d. to 2s. 2d., 106's to 138's at 2s. 2d. to 2s., and 130's to 174's inferior and shrivelled at 1s. 4d. to 1s. 2d.; very bad. 6d. to 8d.

Star Aniseeds.—The market for China is steady; of 97 cases at auction about one quarter sold at £5 10s. to £5 11s. per cwt. for fair, slightly mouldy.

Soy.—Private transactions in China continue to be effected at previously ruling rates; the greater portion of 125 casks offered at public sale was quitted at 2s. per gallon.

Sticklac.—Siam continues scarce and firm; no transactions have been reported.

Sago.—Market steady, but rather less doing. Auctions have embraced 2,111 bags, of which about one-third sold at 18s. to 18s. 6d. per cwt., for middling to good small, and 19s. fine large. Flour quiet, of 1,069 bags Borneo at auction, a small proportion only sold at 16s. 6d. per cwt., being the extreme value.

Tapioca.—Prices are steady, but all speculative animation has subsided; public sales have embraced 874 bags Singapore, of which one-third sold at 2¼d. to 2½d. per lb. for fine; of 1,399 bags Penang offered, about one-fourth was placed at 2d. to 2¼d. per lb. for fair; 82 bags Pearl sold at 17s. 6d. to 18s.; and 35 bags damaged Flour were retired.

Tin.—The market has improved, and a fairly active business is being done at advanced rates; the quotations are:—Straits, on the spot, £129; afloat, £128 to £128 10s.; Banca and Billiton, £129 to £130.

Vermilion.—China continues to be held firmly for advanced rates, and but little business has been done; 6 boxes offered at auction were retired.

NEW YORK MARKET REPORT.

TEA.

There has been a little more inquiry for invoices, but the market is only moderately active, and prices for other than Oolong are not very firm. The principal feature of the week has been an auction sale, at which about 6,000 half-chests were disposed of. The sale was well attended, and the prices realised were generally satisfactory. The sales are 1,100 half-chests Green per Lizzie Iredale, 433 do. per Morro Castle, 334 do. per Yokohama, 200 do. per Arracan, 1,300 do. Oolong per The Cedars, 3,934 do. Green, 800 do. Oolong, and 1,186 do. Souchong, vessels not named.

Coffee.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c. The market for all kinds has been firm, though somewhat quiet; there have been further sales of Java in lots at the current rates, and in addition sales are reported of 1,135 mats and 8,028 pockets Singapore on private terms.

Camphor.—China is quoted 15c. gold (in bond).

Essential Oils.—Aniseed is quoted $2.30; Cassia, $1.5 gold (in bond).

Gambier.—The current quotation is $3.75 to 3.80 gold (duty paid).

Hemp.—For several days following our last report there was a continued business in Manila, which resulted in the sales of 1,000 bales ordinary current quality, ex Ringleader, at 9¾c., 700 bales superior, ex same vessel, at 10½c., and 4,000 bales to arrive at 10c., part 60 days prompt, all gold. Towards the close the activity disappeared and no business was done.

Indigo.—There is no change in the market for Manila, which continues dull; the sales have been about 25 cases at $1.10 to 1.25 currency.

Preserved Ginger.—China is quoted $7 to 8 currency (duty paid).

Rhubarb.—The quotation for China is $1 to 1.25 currency (duty paid).

Rice.—Owing to the firmness of holders of Carolina business in that description has been greatly restricted. An improved demand has been shown for Rangoon, and a fair business has been done, comprising 1,500 bags in lots at $7.12½ to 7,37½ currency including one parcel choice quality to arrive at the higher figure, and 1,500 bags in bond at $3.40 gold.

Spices.—There is less activity, and, while prices are not quotably lower as a general thing, the market is not as strong and as buoyant as it has been; we notice sales of 294 bales No. 1 Batavia Cassia, ex Knight of Snowden, at 36c.; 55 do., per same, 37½c.; 49 cases Singapore Nutmegs in Boston, ex Moorhill, 82½c. (gold); and 300 do. Pepper for export on private terms. There continues a moderate trade demand, with sales in lots of Mace at $1.15; Nutmegs, 84c. to 85c.; Cassia, 32½c.; Wild Cinnamon, 33c. to 34c.; Pepper, 16½c. to 16¾c. for Sumatra, and 16¾c. to 17c. for Singapore; and Cloves, 12¼c. to 12½c.

Tin.—There is still an almost entire absence of inquiry, and prices must be considered nominal; Straits is quoted 32¾c. to 33c.; Banca, 38½c. gold.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Mar11	Grief	Jantzen	Maulm, for Flensburg	Copenhagen Rds.
20	Great Northern (str.)	Murrell	Sing. & Hg. Kg.—S.C	London
—	Nor	Koch	Rangoon	Queenstown
—	Maggie Trimble	Tinmouth	Do.	Do.
21	John Lidgett	Sleigh	Canton	Off Scilly
0	Dundonald	McLellan	Shanghai	Do.
1	Aurora Australis	—	Foochow	Do.
21	Express	—	Colombo	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
ar15	Hotspur	Corrigal	Galle	Portsmouth*
15	Hoek v. Holland	Verstieg	Batavia	Falmouth†
15	Hylton Castle	Scott	Galle	Holyhead
13	Hampton Court	Hemmings	River Amoor	Bremerhaven
Feb 13	Fetish	Greiff	Hong Kong	Rio de Janeiro
Mar17	Manila No. II.	Nielsen	Sunderland & Singp.	London
17	Ingertha	Bjorstad	River Amoor	Plymouth
14	Vimeira	Self	Galle	Penarth
17	Fort Regent	—	Singapore	Liverpoo l
17	Dirigo	—	Batavia	Do.
17	Marseilles	—	Galle	Do.
18	Europe (str.)	Jones	Colombo, &c., via S.C	London
18	Frances Milly	Folster	Penang	Do.
18	Glensannox (str.)	Davidson	Sing., H.K., &c —S.C.	Do.
18	Martin	Dall	Cardiff, Sing, & H.K.,	Do.
18	Flying Spur	Barnett	Yokohama	Do.
17	Titania	Zimmerman	Batavia	Dover
—	Prudhoe	Wallace	Penang	Shields
17	Kaisow	Anderson	Hong Kong	Cardiff
17	Madras	—	Galle	Clyde†
15	Jurgen	Ulderup	Shanghai	Hamburg
16	Anna	Davidson	Singapore	Do.
18	Hero	Henricksen	Batavia	Cardiff
18	Hector (str.)	—	Sing., China, &c., S.C.	Liverpool
21	Melbrek	Beeching	Hong Kong	London
—	Ida Maria de Raath	—	Batavia	Rotterdam
20	Queen of the Seas	Havron	Singapore	Cardiff
20	James Livesay	Harvey	Do.	Do
15	Louis A Constantine	Steurs	Samarang	Cadiz
17	Dona Feliciana	Portuonda	Manila	Glasgow
22	Emblehope (str.)	—	Sing., China, &c., S.C.	Liverpool†
21	Shooting Star	McKenzie	Colombo	West Hartlepool
Feb.27	Loch Lamar	Merryman	Shanghai	Utsalady

* After being supplied with a boat. † After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—For Yokohama: Devana, Fiery Cross. For Tientsin, Newchwang, and Chefoo: Taitsing. For Shanghai: Victoria Nyanza, Everest, City of Aberdeen, Guinevere, Ariel. For Hong Kong: Veronica, Glance. For Hong Kong and Foochow: Yang-tsze. For Singapore: Star of the South. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Elgin (str.). For Penang: Ben Nevis. For Singapore and Manila: The Sir Jamsetjee Family. For Bangkok: Ocean. For Batavia and Sourabaya: Sophie Gorbitz. For Batavia, Samarang, and Sourabaya: Anita. For Colombo: Palestine, Peveril of the Peak, Caroline Hutchings, Ocean Rover.

At Liverpool.—For Yokohama: Oneiza. For Yokohama and Hiogo: Prince Alfred. For Manila: Estrella, Josefina. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Achilles (str.). For Batavia and Sourabaya: Merse. For Singapore: Blenheim. For Galle: Queen of Nations.

At Glasgow.—For Batavia and Sourabaya: County of Berwick. For Colombo: Martaban.

SPOKEN.

Ulva (barq.), Clyde to Singapore, Jan. 31, 36 S., 26 W.
Latona, Japan to New York, Feb. 17, 9 N, 43 W.
Feiga, Hamburg to Bangkok, March 13, 50 N., 4 W.
Cleta (barq.), Canton to New York, Jan. 19, 3 N., 31 W.
Mary (ship), Cardiff to Manila, Jan. 4, off Manipa Island.
James Paton, London to Japan, Dec. 31, in Ombay Passage.
Elizabeth (barque), for Hong Kong, Jan. 16, 2 N., 135 E.
Staffa (ship), Cardiff to Manila, Jan. 19, 8 N., 33 W.
Percy Douglas, Colombo to London, Feb. 16., 4 N., 22 W.
Robin Hood, Colombo to London, Feb. 6, 10 S., 12 W.
Mary Fenwick, Liverpool (?) to Galle, March 18, 50 N., 7 W.
B. Collard, Cardiff to Shanghai, Jan. 28, 29 S., 27 W.
Hendrik Ido Ambacht, (Dut. barq.), for Batavia, Jan. 19, 20 S., 35 W.
County of Forfar, Java to Rotterdam, March 20, 50 N., 5 W.

FREIGHTS AND CHARTERS.

We have no fluctuations to note in rates to the East; coal freights from the North are a trifle firmer, but there is no great demand for tonnage.

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. meast, 40s. weight. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £28. To Sin-

Digitized by Google

gapore: £25. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£2 2s. 6d. For Hong Kong: £1 10s. For Java: 17s. 6d. For Singapore: £1 6s. For Galle: £1 6s. 6d.

The Admiralty have invited tenders for the conveyance of 111 tons of stores to Hong Kong.

CASUALTIES.

The Vimeira, of London, Self, bound to Galle, dragged her anchors and fouled the Lady Elma Bruce, and carried away galleries, mizen channels and chain-plates; she has been put back to Penarth for repairs.

A telegram received from Singapore, dated March 14, states that the Andromeda had been lost. One dated March 20, states that the Grand Duchess, Consterdine, from London to Singapore, with coals, has been wrecked in the Straits of Sunda; total loss, crew saved.

The Mallard, Young, which sailed from Sunderland, March 8, for Penang, put into St. Helen's Roads, 20, with loss of anchor, and seventy-five fathoms chain.

The John Milton, Boutillier, arrived at New York, March 10, from Canton, experienced a very severe cyclone Dec. 7, lost sails, spars, and upper part of her boats, started her copper, and shipped several seas over the stern, the water getting into the cabin; on March 4 she also encountered a heavy gale.

Advices from Rotterdam, dated March 15, state that the Telanak, Lusink, from Amsterdam to Batavia, whilst moored in the Great Holland Canal, on account of stormy weather, was in collision March 11, and received damage to stern.

The Flevo, Strootman, from Batavia, was in collision, March 14, in the Great North Holland Canal.

MISCELLANEOUS.

At PORT SAID.—Diomed (str.), from Liverpool, for Singapore, China, &c.

At SUEZ.—March 19, Ajax (str.), from Singapore, China, &c.

At ADEN.—Feb. 23, Abbotsford (str.), Mann, from London, and left, 24, for Singapore, China, &c.

A telegram received from Singapore, dated 14th March, states that 500 bales have been saved from the wreck of the Don (str.), and more may be obtainable; hold diver in readiness.

The Committee of Lloyds have issued a notice asking for information regarding the Salamander, Detlefsen, which vessel is reported to have sailed from Newcastle for Singapore June 3 last, and to have been spoken June 14, in lat. 49 N., lon. 7 W.

NOTICE TO MARINERS.

Red Sea—Shoal off Perim Island.—Information has been received from the commander of the steam vessel Evora, that in passing the north-west side of Perim Island, the ship grounded in eighteen feet water, three-quarters of a mile from the shore, and remained there upwards of forty-eight hours. From the position in which the ship struck, the lighthouse bore S.E. ½ E., and the west point of the island S. by W. ½ W. nearly a mile. The water gradually shoaled towards the shore, but increased to five and seven fathoms one cable to seaward. Mariners are cautioned in approaching this locality, as the extent of the shoal ground is yet unknown. Hydrographic-office, Admiralty, London, 18th March. [All Bearings are Magnetic. Variation 4 deg. Westerly in 1871.]

ADMIRALTY CHARTS.

A communication has been received at Lloyd's, from Singapore, stating "that the Clarendon, Heinrichs, from Saigon for Hong Kong, struck on the Soubie Reef, in the China Sea, in lat. 11 N., lon. 113 50 E., at seven P.M. on the 24th December. The chart, No. 69, which Captain Heinrichs was using, was marked 75 fathoms, no bottom, where the vessel struck, and there was no broken but a wide patch 17 yards long by about 10 broad. The depth on the rock was 16 feet forward and 15 fathoms abreast of the fore chains, and aft no bottom with 60 fathoms line out. In forty-five minutes the vessel came off with three feet water in the hold, and in the morning about 2,000 bags of rice were thrown overboard, but at seven P.M. the water had increased twelve feet. At eight o'clock captain and crew left the vessel. A court of inquiry was held at Singapore, and the master's certificate returned to him."

In consequence of the above communication the committee sent a letter to the Admiralty, and they are informed in reply that the chart used by the master of the Clarendon, and on which the reef was not marked, could not have been an Admiralty chart, as the number given (69) is not the number of the chart of the China Sea published by the Admiralty, which is 2,660 B., and on which the reef in question is shown.

A SCREW steamer is building at the yard of Messrs. Hall, Russell, and Co., Aberdeen, intended for the China trade. The Sun Foo, for the China coast, has been launched.

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, AND UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA,
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures
OXFORD STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad Street. Birmingham.
Established 1807

GREAT NORTHERN TELEGRAPH
(CHINA AND JAPAN EXTENSION)
COMPANY OF COPENHAGEN.

The ANNUAL GENERAL MEETING of the Company will, in accordance with Article 11 of the Statutes, be held at COPENHAGEN on THURSDAY, the 27th of APRIL next, at 6.30 P.M., in the READING ROOM OF THE EXCHANGE.

From the 13th April next cards of admission to the Meeting can be obtained in the Offices in Copenhagen and London by Shareholders proving their rights, as mentioned in Article 14 of the Statutes.

The Board of Directors of the Great Northern Telegraph (China and Japan Extension) Company.

Copenhagen, 17th March, 1871.

THE PHŒNIX.
A MONTHLY MAGAZINE
FOR
CHINA, JAPAN, & EASTERN ASIA.
EDITED BY
THE REV. JAMES SUMMERS,
Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—
Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—
The Ainos, the Tartar Languages, Buddhistic Literature, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

Digitized by Google

THE REALM MARINE INSURANCE COMPANY

(LIMITED).

CAPITAL, £800,000, in 40,000 SHARES of £20 each.

Deposit on Application, £1 per Share; on Allotment, £2 per Share; and Three Months after Allotment, £2 per Share; making £5 per Share. No call beyond this sum is contemplated.

First Issue:—20,000 Shares. Second Issue:—20,000 Shares, not less than Twelve Months after the establishment of the Company. These Shares to be first offered to the then existing Proprietors.

DIRECTORS.

WILLIAM ARBUTHNOT, Esq. (late of Messrs. Arbuthnot and Latham, Madras), 14A, Austin-friars.
HENRY CROUCH BATCHELOR, Esq. (Messrs. Edmund Jones and Co.), 155, Cannon-street.
ANTHONY DILLON, Esq., 3, Great Winchester-buildings.
DANIEL D. DYMES, Esq. (Messrs. Dymes and Co.), 9, Mincing-lane.
EDWARD NORTON HARPER, Esq., Proprietor of "The Jerusalem," 32, Cornhill.
ARTHUR HENRY HEWITT, Esq. (Messrs. Hewitt and Wise), 4, Cullum-street.
EDWARD JOHN LEVESON, Esq. (Messrs. Leveson, Lewis, and Co.), 6, Lime-street.
With power to add to their number.

Superintendent of the Underwriting Department—HENRY WOODFALL, Esq.

Bankers—Messrs. SMITH, PAYNE, and SMITHS, 1, Lombard-street, E.C. | **Solicitors**—Messrs. NEWMAN, DALE, and STRETTON, 75, Cornhill, E.C.

Auditors—Messrs. SIMPSON, HARPER, and BRIGHT, 2, Cowper's-court, Cornhill, E.C. | **Secretary**—PHILIP MAUGHAN, Esq.

Temporary Offices—2, AUSTIN-FRIARS, OLD BROAD-STREET, LONDON, E.C.

PROSPECTUS.

The "Realm Marine Insurance Company" is established for the purpose of supplying merchants with additional facilities for effecting marine insurances.

The completion of the Suez Canal, and the establishment of telegraphic communication with the East, have given a new and powerful stimulus to European trade with India, China, Japan, and Australia.

The chief shipbuilders of the United Kingdom are at present turning out every three months upwards of 250,000 tons of steam shipping suitable for the Canal.

British commerce in the East during the last thirty years has advanced in annual value from 17 to upwards of 200 millions sterling, and is steadily increasing. The trade of Egypt, India, China, and Australia with Great Britain is, however, still in its infancy.

Guarantees for the protection, by insurance, of this immense and advancing trade have not increased in corresponding proportions.

The Realm Marine Insurance Company will, therefore, in addition to general business, give special attention and provide adequate means for the protection at sea of Indian and Chinese commerce.

The large profits which the leading Marine Insurance Companies realise are expressed in the prices of their shares.

	Amount of Share.	Amount paid.	Present Market Value.
The Indemnity	£100	£5 13 6	£115 0 0 xd.
Marine	100	15 0 0	85 0 0
Ocean	25	5 0 0	19 0 0 xd.
Thames and Mersey	20	2 0 0	5 10 0 xd.
Universal	20	5 0 0	11 5 0 xd.
British and Foreign	20	4 0 0	8 0 0 xd.
Union	50	5 0 0	10 5 0 xd.

The "Thames and Mersey," at the close of 1869, after paying all office expenses out of interest on investments, declared for distribution a net profit of £135,000. Shares in the Thetis, established last April, on which £5 was paid, are already quoted at £4 premium, or at an advance of 80 per cent. on the amount paid.

The Realm Marine Insurance Company, in providing increased facilities for Insurance, will render service to trade and afford favourable opportunities for the investment of money.

The services of Henry Woodfall, Esq., the well-known Underwriter and Average Adjuster, have been secured as Underwriter to the Company.

A copy of the Memorandum and Articles of Association may be seen at the offices of Messrs. Newman, Dale and Stretton, solicitors to the Company, 75, Cornhill.

Applications for shares, addressed to the Directors in the accompanying form, may be made to the Bankers and Secretary of the Company, at the temporary offices, No. 2, Austin-friars, London, E.C., and to all stock-brokers in the United Kingdom; but no application will be considered unless a deposit of £1 for each share applied for shall have been previously made with the Bankers of the Company. Should a smaller number of shares than that applied for be allotted, the balance of the sum deposited with the Bankers will be appropriated towards the payment of the £3 per share, or in the event of no allotment being made the whole of the deposit will be returned.

An agreement, dated 1st March, 1871, made between William Preston Willins, as agent for and on behalf of the Realm Marine Insurance Company (Limited), of the one part, and Henry Woodfall, of London, of the other part, has been entered into, engaging Mr. Woodfall as Underwriter.

FORM OF APPLICATION FOR SHARES.

No.—— To be retained by the Bankers.

To the Directors of the Realm Marine Insurance Company (Limited).

Gentlemen.—Having paid to your Bankers the sum of £ ,being a deposit of £1 per Share, I hereby request that you will allot me Shares of £20 each in the Realm Marine Insurance Company (Limited), and I hereby agree to accept such Shares, or any smaller number that may be allotted to me, and also agree to become a Shareholder in the Company.

I am, Gentlemen, yours obediently,
Usual signature.....
Name (in full) .....
Address (in full) .....
Date .....

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

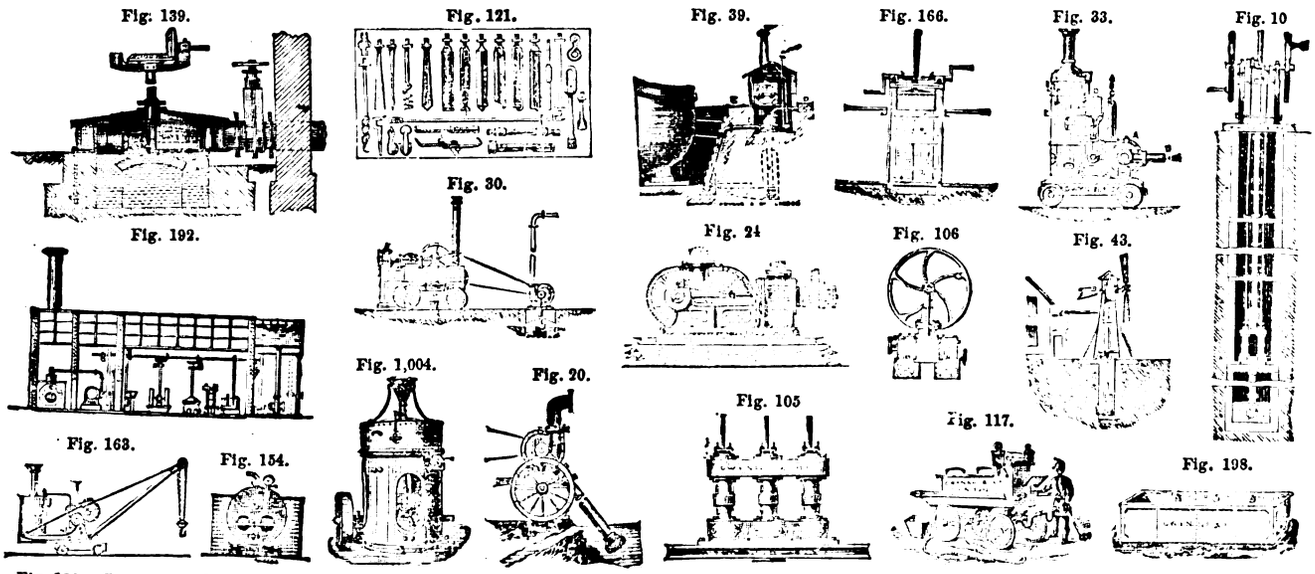


Fig. 139.—Gwynne and Co.'s Improved Turbine Water-Wheel.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.
Fig. 33.—Gwynne and Co.'s Improved Patent Pumping Vertical Engine.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed, Olives, Fat, &c., &c.
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engine and Patent Centrifugal Pump.
Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.
Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.
Fig. 163.—Gwynne an Co.'s Improved Portable Steam Crane.
Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.
Fig. 1,004.—Gwynne and Co.'s Improved Corn Mill.
Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Illustrated Catalogue of Pumping Machinery, Six Stamps. Large Illustrated Catalogue, with many estimates, &c., Twenty-four Stamps.
Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydrauli Presses, Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works
STRAND, LONDON, W.C.

Digitized by Google

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of arch, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

ROBERT COCKS AND CO.'S NEW VOCAL MUSIC.

SONGS AND BALLADS.

O FAIR DOVE! O FOND DOVE! (The most popular setting of the Poem.) Song. A. S. GATTY. 4s. "We have seldom met with so much beauty concealed in so apparently simple a song."—Vide *Edinburgh Courant.* "A singularly touching and effective melody."—Vide *Examiner.* "Cannot fail to be a favourite."—Vide *Weekly Review.*

HER BRIGHT SMILE HAUNTS ME STILL. Ballad. Words by Dr. CARPENTER. Music By W. T. WRIGHTON. The same arranged for the Pianoforte by BRINLEY RICHARDS. 4s. "There is an elegance and charm about this lovely song which is quite captivating."—Vide *Wesleyan Times.*

THE LIQUID GEM. Song. By W. T. WRIGHTON. 4s. "One of Mr. Wrighton's lightest and happiest inspirations. The composer is one of the surest and most fertile of those who supply our drawing-rooms." —Vide *Liverpool Journal.* The same for Pianoforte by BRINLEY RICHARDS, 4s.

TO HEADS OF SCHOOLS.—A New and much Enlarged Edition of the highly useful GREEN CATALOGUE OF VOCAL AND PIANO MUSIC is now ready, and may be had on application, post free.

FLOWERS OF THE GARDEN AND FLOWERS OF THE WILDWOOD. New Vocal Duet. By the Author and Composer of "What are the Wild Waves Saying?" 4s.

I PRITHEE SEND ME BACK MY HEART. Words by Sir JOHN SUCKLING; Music by A. S. GATTY. 3s.

OUR DEAR OLD CHURCH OF ENGLAND. National Song. By J. L. HATTON. 3s. The same for four voices, 2s. The same transcribed for the Pianoforte, by J. PRIDHAM, 3s.

GIVE US THY REST. New Sacred Song. Words by Miss BURNSIDE; Music by Miss M. LINDSAY (Mrs. J. W. Bliss). Post free for 18 stamps. Also, by the same Author and Composer, TIRED, Sacred Song; No. 1 in D flat. No. 2 in D. 4s. each.

THE LIGHTS FAR OUT AT SEA. Words by REA; Music by A. S GATTY, Composer of "O Fair Dove, O Fond Dove." Price 3s.

MR. ALFRED SCOTT GATTY'S NEW SONGS AND BALLADS.

I Prithee Send me Back my Heart. 3s.
Tell him I Love him yet. 3s.
O Fair Dove, O Fond Dove. 4s.
The Mother's Visit. 3s.
Oh, doubting heart. 3s.
Six Songs for Children. 3s. each.
The Northern Star. 3s.
Long, long, ago. 3s.
Heartless. 3s.
Six Songs for our little ones. 2s. 6d. each.
For Two Voices.
O That we two were Maying. 4s.

London: Published only by ROBERT COCKS and Co., New Burlington-street. Order of all Musicsellers. All the above Music may be had, post-free, at half-price.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

THE CHINA DIRECTORY FOR 1871,

NEW SERIES,

PRICE 10s.,

Contains a Directory for all the principal Ports of China and the Eastern Archipelago.

LONDON AGENT: G. STREET, 30, CORNHILL, E.C.

NOTICE.

THE Partnership hitherto existing between us under the style of ALT and CO. expired by effux of time on December 31st, 1870, on which date our interest and responsibility in the firm ceased.

All liabilities will be discharged and all debts collected by Mr. W. J. ALT, who will sign the firm in liquidation.

Mr. H. J. HUNT will sign ALT and CO. in liquidation per procuration at Nagasaki.

Mr. W. MOURILYAN will sign ALT and CO. in liquidation per procuration at Hiogo—Osaka.

W. J. ALT.
RICHARD LINDAU.

Nagasaki and Hiogo—Osaka,
January 14, 1871.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at this Port will henceforth be continued by the undersigned under the same style and firm as heretofore.

H. J. HUNT.
Nagasaki, January, 1871. F. HELLYER.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at these Ports will henceforth be continued by the undersigned under the style and firm of MOURILYAN, HEIMANN, and CO. W. MOURILYAN.
CHARLES A. HEIMANN.

Hiogo—Osaka, January, 1871.

NOTICE.

THE business hitherto carried on by the undersigned has been transferred to MOURILYAN, HEIMANN, and CO.

C. A. HEIMANN and CO.

Hiogo, January, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

HOLLOWAY'S PILLS

MEDICINE FOR ALL SEASONS. — Diseases latent in the system throughout the winter will manifest themselves on the approach of warmer weather, unless the blood be freed from all impurities, and the body generally from noxious matter. Holloway's Pills have long since established the highest reputation for the full and efficient manner in which they accomplish this purifying purpose. These excellent Pills search every organ, pervade every tissue, and successfully grapple with all deleterious substances, either by neutralising them or extruding them. Holloway's medicine promotes comfort, cheerfulness, health, and strength. This medicine is admirably adapted for the weak and delicate, whose frames are relaxed, whose nerves are unstrung, and whose digestion is upset alike by the winter's inclemencies and the spring's vicissitudes.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co.
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM)

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MAHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. Paterson, Simons and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and PARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, March 4, 2 P.M. And every alternate Saturday thereafter.	Tuesday, March 14, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, March 18, 2 P.M. And every fourth Saturday thereafter.	Tuesday, March 28, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

AUSTRALIA and NEW ZEALAND.—The steamers of the North Pacific Transportation Company leave San Francisco on the 10th of every month, calling at Honolulu, for those countries.

H. Starr and Co., Agents, 22, Moorgate-street, London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. Starr and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

April 16, May 21, June 18 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 1st April, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. Fletcher and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to John Swire and Sons, 19, Billiter-street, London; or to Alfred Holt, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer rom Southampton on 2nd and 17th f each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Everest	A1 13 yr.	SWID	With des.
Yokohama	Devana	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55. King-street, Manchester.

SINGAPORE, CHINA, JAPAN, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Guinevere ...	A1 16 yr.	E.I.D.	With des.
Hong Kong & Foochow Foo*	Yang-tsze ...	A1 17 yr.	E.I.D.	With des.
Singapore & Manila ...	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	With des.
Yokohama...	Min.....	A1 13 yr.	E.I.D.	With des.

* To call at Amoy if sufficient inducement offers.

For Freight or Passage apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO intend despatching the following first-class clipper VESSELS:—

From Liverpool.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.

From London.

Batavia, Sourabaya, and Padang.....	Sophie Corbitz, in lieu of Medora ..	3-3rds 11	London	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name	Tonnage	To Sail.
Yorkshire, s.s.	1,700	April 30

Their accommodation for passengers is unsurpassed, and they will carry a surgeon and stewardess if sufficient inducement offer. For Freight or Passage apply, to Messrs. Grindlay and Co., 55, Parliament-street, S.W.; or to Gellatly, Hankey, Sewell, and Co., 3, York-street, Manchester, or 109, Leadenhall-street, E.C

Under positive engagement to sail on the 20th April next.

FOR BATAVIA and SOURABAYA, the magnificent composite China clipper, JOHN LIDGETT, 771 tons register, A1 for 17 years; Captain G. H. Polson; now loading in the South West India Docks.

This splendid ship, built by Messrs. A. Stephens and Sons, Glasgow, has run 300 miles a day for eleven consecutive days, and will probably make the passage to Java under seventy days, and thus offers an excellent opportunity to shippers of fine goods.

For Freight or Passage apply to James Nichols and Co., 22, Laurence Pountney-lane; or to W. Arnold and Co., 53, Gracechurch-street, City.

STEAM from LONDON (via Suez Canal) to PENANG, SINGAPORE, HONG KONG, and SHANGHAI.—The magnificent new screw steamer CANTON, 1,100 tons register, 200-horse power nominal; J. C. JACQUES, Commander (who has had great experience in the China trade), will load in the South West India Docks, and be despatched on 3rd April. This beautiful vessel has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classe 1 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage. Has splendid accommodation for first and second-class passengers, is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, Watts, Milburn, and Co., 85, Gracechurch-street, E.C.; or Norris and Joyner, 60, Cornhill, E.C. To be followed by the sister steamship Hong Kong.

With immediate despatch.

FOR SHANGHAI, direct, the fine Aberdeen Clipper Ship CITY OF ABERDEEN, A1 14 years, 551 tons register, ALEXANDER CLARK, Commander; loading in the East India Docks.

For Freight or Passage, apply to Cruickshank and Ring, 26, Leadenhall-street, E.C.; or to Norris and Joyner, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 20th April.

FOR YOKOHAMA (JAPAN) direct, calling at Singapore, the fine fast new Clyde-built screw steamer DUNA, 100 A1, 1,330 tons register, 200-horse power nominal, L. H. BOYSEN, Commander; Victoria (London) Docks.

For Freight apply to the owner, Donald R. MacGregor, Esq., Leith; to Smith, Sundius, and Co., 17, Gracechurch-street; or to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship. To sail on the 31st March.

FOR HONG KONG, the splendid Clipper Ship, GLANCE, AA 1, 887 tons register, ED. C. LUSBY, Commander; East India Docks.

For Freight apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the celebrated Clipper Ship, ARIEL, A1 16 years, 853 tons register, WILLIAM COURTENAY, Commander; East India Docks.

For Freight, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; now loading in the South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the Peveril of the Peak, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. HAMMOND, Commander; Sout West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C., or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietor by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Monday, March 27, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 396.] LONDON, MONDAY, APRIL 3, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	—	—	Feb. 22*
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	—
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Dec. 16	Feb. 8	" 8
Kiu-kiang			
Chin-kiang			
Shanghai	" 22	" 8	" 15
Ningpo			
Foochow	—	—	" 14
Formosa			
Amoy			
Swatow			
Hong Kong	" 30	" 11	" 22
Canton			
Macao			
PHILIPPINES— Manila	—	—	" 16
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	—
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 21
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Jan. 27	Mar. 1	Mar. 1
Penang	—	—	" 3
CEYLON—Galle	—	—	" 23
Colombo	—	—	" 22

* Via San Francisco.

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, part on Saturday and part this morning. We have ten days' later advices from Japan *via* San Francisco. The next inward mail (French), with dates Shanghai, Feb. 22, Hong Kong, March 1, is due on the 10th inst.

Telegrams, *via* Singapore, dated Shanghai, March 16, Hong Kong, March 22, were received on the 28th ult. *via* Singapore. The line to Singapore is working well, and the communication with Java, which was lately interrupted, has been restored. By Grant's line *via* Kiachta telegrams from Shanghai to March 15 came in this day.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Ceylon*, arrived March 28.—From Shanghai: Mr. Simon. From Singapore: Col. Coote, Mr. and Mrs. Hoogland, two children, and servant, H.E. Sir Harry Ord, Lady Ord, and servant, Mr. Plow, two nephews of the Maharajah of Johore, and servant. From Ceylon: Mr. Fergusson, Miss Ferguson, Mr. Stretch, Captain Jones.

To Southampton, per P. and O. steamer *Peru*, expected to arrive April 8.—From Yokohama: Mr. Stooke. From Shanghai: Mr. Fraser. From Hong Kong: Dr. and Mrs. Scott, child, and servant, Mr. Morton, Mr. McGregor. From Singapore: Mr. Bateman, two children, and servant. From Batavia: Mr. Mitchell. From Galle: Mr. Norman, Dpt. Comy. Scott, Mr. and Mrs. Hunt, and five children, Mr. Aitken.

To Suez.—From Yokohama: Mr. and Mrs. Dredger, and three children, Mr. Van Roder. From Singapore: One second class passenger.

To Malta.—From Hong Kong: Mr. Morales.

PASSENGERS OUTWARD.

Per P. and O steamer *Massilia*, from Southampton, April 1.—To Yokohama: Mr. Hayasi, Mr. S. Aridi. To Shanghai: Mr. R. Swinhoe, Mr. and Mrs. Gilmour. To Hong Kong: Mr. T. H. Chapman. To Ceylon: Mr. C. Wood, Mr. A. G. Thomson, Mr. F. Paatz

Per P. and O. steamer *Nubia*, from Brindisi, April 11—To Yokohama: Mr. W. Galwey. To Singapore: Mr. C. R. Rigg, Mr. van den Berg. To Ceylon: Mr. and Mrs. Mercer.

Per P. and O. steamer, from Suez, April 16.—To Singapore: Mr. E. J. Erdmann. To Batavia: Mr. and Mrs. Blarcum, Miss Blarcum.

Per P. and O. steamer *Candia*, from Southampton, April 15.—To Yokohama: Mr. J. Albinson. To Shanghai: Mrs. Essex. To Ceylon: Mr. and Mrs. Rose, Mrs. Gorman and child, Miss Haddon, Mrs. Bois, Miss Broadley.

Per P. and O. steamer *Massilia*, from Brindisi, April 25.—To Ceylon: Mr. and Mrs. Ross Buchanan.

Per P. and O. steamer *Candia*, from Brindisi, May 9.—To Singapore: Mr. and Mrs. Coates, Mr. Neil McLean.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

(TEN DAYS LATER, VIA SAN FRANCISCO.)

The Pacific Mail Company's steamer *Japan* has arrived at San Francisco, with dates from Yokohama Feb. 22. She brought the following passengers and cargo:—

For New York: C. E. Hill, L. Pien, Mrs. Wesson and son, D. P Biersley, S. S. Hayes, G. W. Kenny, and sixteen Japanese students. For Europe: W. Marshall, wife, and child, Arthur Brent. Cargo for New York: 189 packages of merchandise, 349 packages of silk, 10,398 packages of tea, and 200 packages of cassia.

The steamer *Alaska* arrived out on the 21st Feb. Admiral Rogers (American) had gone to the Korea.

The following items have been communicated to the New York press:—

The Daimios are acting independently of the Mikado, and Prince Satsuma seems ready at any moment to break into open rebellion. Foreigners are generally apprehensive of a renewal of civil war during the coming summer. Satsuma has withdrawn all his troops from Yedo, and already public feeling has become alienated generally from the Mikado. Financial affairs were becoming greatly deranged, and counterfeit money was flooding the country. [This certainly must be taken *cum grano salis*.—ED. *L. & C. T.*]

Sixteen German vessels, including several steamers, are practically blockaded at Yokohama. Several of them have attempted to escape, but were all turned back by the vigilance of the French cruisers.

Colonel Dall, United States Consul at Hakodadi, is to be ousted, and will probably be succeeded by Colonel Shepard, now Consul at Yedo.

A good business was being done in Japan. The rates for silks were somewhat lower. Teas were in active demand. The exportations for New York per *Great Republic, Minstrel, Solent* and *Virgil* aggregate 2,203,958 pounds.

The annual general meeting of the Yokohama Chamber of Commerce was held on January 18, W. Marshall, Esq., in the chair. The statistics of trade given in the half-yearly report show a great falling off in the export of silk, as compared with the corresponding time last year, but that of tea shows a material increase, and the deliveries of imports compare favourably with 1869. The total exports for the six months ending Dec. 31 were:—silk, $1,247,260; tea, $1,979,060; silkworms' eggs, &c., $2,623,753; and treasure, $7,782,220. The return of foreign shipping shows 227 vessels inwards, and 262 outwards. The finances of the half-year showed receipts, $3,209.95; expenditure, $4,430.61. The report was unanimously adopted, and Mr. Van der Tak elected chairman for the next year.

NAGASAKI.

The *Nagasaki Express* has the following:—

We learn that some of the native Christians who were deported from Urakami in January last, were sent by order of the Central Government to Kioto for official examination. Of this number forty-one men, women and children recently arrived here in a Satsuma steamer; being prisoners they were not permitted to land; their final destination, we are informed, is the island of Sado. On hearing of their arrival we were in hopes that the Japanese Government intended to relax their severity and release them; but it is quite certain that Paganism in the higher circles in Japan has not decreased during the past twelve months; a fact which becomes painfully apparent by the determination shown by the Government to carry out their original intention, notwithstanding the protest made against it by the representatives of the Treaty Powers at the time the deportations were made.

Digitized by Google

We have just received news that, at Hita, in Bungo, a number of Ronins, belonging to Choshiu, have assembled for a revolt, and have been joined by a large number of the farming classes, 150 men are under orders to leave Nagasaki for the spot; the signal for their assembly was fired at one P.M. to-day, from the Hizen battery below Desima.

The new Oriental Bank Buildings which for the past year have been in course of erection on the Bund from plans by, and under the superintendence of W. Kidner, Esq., architect, have now been completed.

CHINA.

—o—

HANKOW.

A meeting of land-renters was held in Hankow on the 23rd Jan., at which the accounts of the Municipal Council for the year 1870 were passed, and Messrs. Beazley, Dawbarn, Harton, and Williams were elected Councillors for the ensuing year. It was resolved to continue the municipal taxes on the same footing as before, except the tax on brick tea, which was fixed at half a candareen per picul. Hankow seems to have gone ahead of Shanghai in procuring a public clock.

SHANGHAI.

Dates by this opportunity are to Feb. 15. The London mail (French) of Dec. 23 arrived out on Feb. 7.

The Imperialists appear to be making some way against the rebellions with which they are struggling in various parts of the country. It is stated that they have gained a victory over the Mahommedans in the North, and authentic intelligence has come to hand to the effect that they have succeeded in regaining possession of Toi-Kung-Ting, a strong and important city in Kweichow. This city, it seems, some years ago fell into the hands of the Mahommedan rebels, and remained in their possession until lately, when owing in part to the efforts made by Wong-Tai-Gam, a major-general, and in part to a stratagem on the part of Chik-Po-Tui, the Fan-Tai of Kweichow, it was again occupied by the mandarins, and has been restored to tranquillity. It appears that at the south side of the city there is a road called Yeong-Teu Road, which was strongly fortified by the rebels, and where the Imperialists were frequently repulsed with serious loss by the enemy. During the last few months Chik-Po-Tui secretly strengthened the Imperial position at the south, and, in order to divert the enemy's attention, he ordered his men to make a false attack on the north-west side of the city. The rebel chief, being alarmed at this sudden attack on his weak point, lost no time in sending troops from the garrison of the south to give assistance to that on the north-west side. Of this, the Imperialists took advantage, renewing their atacks on the south with great force. The strength of this garrison being thus considerably reduced, it was unable to stand the fire of the Imperialists, and yielded, and occupation of this strong point was speedily followed by the re-occupation of the city by the Imperialists. The rebels and their chief surrendered themselves. It is hoped that this victory will have the effect of entirely restoring order in the Kweichow Province; but this idea may probably prove too sanguine, as the rebellion in Kweichow is wide spread and deeply seated.

It will be remembered that some months ago a seaman on board H.M.S. *Zebra* was unfortunate enough, when practising along with his comrades at the rifle butts, to let off his piece accidentally, the ball of which, entering the head of the Chinese marker, killed him instantaneously. An inquest was held on the body at the Hongkew police-station, and thereafter an inquiry took place at the British Consulate, in the presence of Mr. Davenport, Vice-Consul, the Chehsien, Lieuts. Cotton and King, of the *Zebra*, and, at a later stage of the inquiry, Mr. Medhurst, British Consul, and the Hon. Capt. Denison, of the *Zebra*, were also present. It will be remembered that the inquiry was closed in some degree of confusion by the Chehsien indulging in one of his characteristic tirades against foreign Courts, and expressing his conviction that the seaman was guilty of wilful murder and ought to suffer death. The Senior Officer and Mr. Medhurst repeatedly expressed afterwards their willingness that the seaman should be tried at the Supreme Court, but that the Chinese authorities must prosecute. This the Chehsien, however, persistently declined to do, so that all legal redress against the seaman ceased. But we hear that the Admiral, on the case being referred to him, thought it well that concession should so far be made to Chinese custom in such matters, that $100 of compensation should be paid to the relatives of deceased, which sum has, we hear, been paid.

A naval court of inquiry has been held on the loss of the *Haimbota*, at Ningpo, and Captain Forman suspended for six months.

It will be remembered that four of the men condemned to death for the massacre at Tientsin were kept back for examination by the Russian Consul-General. We hear that this official has now recognised that they actually were concerned in the murder of the Russians, and that they will be executed forthwith. In regard to the final settlement, the Russian Minister is said to have taken the same course as M. de Rochechouart—left the matter open for the decision of his Government.

The compensation offered for material loss suffered, the bishop is ready to accept; but only after the following conditions have been fulfilled. 1st—the infliction of such punishment on the instigators and perpetrators of the massacre as the Foreign Ministers shall agree to be fitting. 2nd—the erection, on the actual site of the outrage, of a substantial monument, with an inscription blaming the atrocity and admitting the innocence of the victims.

This decision of the bishop is the more creditable that the state of affairs in Europe precludes the prospect of the French Government being able to exact more fitting punishment for the crime for some time to come. We rely, however, that the insult to foreigners generally and to the French nation especially will be fittingly repaired. In the meantime, we learn with sincere pleasure the stand made by the representative of the chief sufferers against the unsatisfactory terms proffered.

We are also informed that the final decision in regard to the money rests with the Rev. Pere Etienne, the superior General of the community of the Lazarists and of the Sisters of Charity at Paris.

Mr. Thomas Hanbury, chairman of a committee, embodied in November last, for the relief of Chinese paupers, has published a report of their proceedings, from which it appears that at the almshouses at Sinza from 300 to 600 beggars have been daily fed and housed, and 1,200 garments have been distributed; while, under the supervision of a foreigner, paupers beginning with thirty and ultimately numbering 160, have been employed at fifty cash a day in various sanitary and useful works. The whole scheme has cost about one penny halfpenny per head per day, and of Tls. 2,700 available Tls. 1,600 are still unexpended, so that the committee see their way to carrying the objects of the charity safe through to the beginning of warm weather.

The new steam fire-engine, the *Victoria*, was out for practice for the first time. It worked most satisfactorily, is much approved of by the Chief Engineer, and will doubtless prove a very efficient addition to the Shanghai Fire Department. As our readers are aware, this engine has been bought, and will be kept up, by the three local insurance offices. We should be glad to see the home-offices, which make large profits out of their Shanghai agencies, show an equal recognition of their obligation to the Fire Department.

At a meeting of the U.S.N. Company, held on the 16th inst., it was resolved to issue debentures to the amount of Tls. 120,000, in order to pay off the debt due by the Company on the purchase of the *Glenqyle*. The debentures are to bear interest at the rate of 10 per cent. per annum, and are to be secured on the income, property and plant. The directors point out that the estimated value of the Company's property will exceed the aggregate amount of the capital and debentures.

The Commissioner of Customs at Ningpo writes:—"San-mow, a large and wealthy sugar hong, has recently failed, to the extent, it is stated, of over Tls. 200,000, and in its fall has carried with it some thirteen *cash* shops, and created great distress amongst large numbers of Chinese who had funds in the hong laid out at interest. Several other native establishments are reported to be in difficulties, and a peculiarly gloomy termination to the Chinese year is anticipated."

The North German barque *Johan Christian*, bound from Vancouver's Island to Shanghai with a very valuable cargo, has had a narrow escape. Through stress of weather she was in the vicinity of Ningpo, and chanced to be boarded by a foreign pilot, who told of the fate of the *Robert Rickmers*, and strongly advised the captain not to venture on proceeding to Shanghai. This advice was followed, and no sooner was the port safely made than a couple of French gunboats were discovered at her heels.

We hear that a private letter, received by last courier from Newchwang, mentions that a most uneasy feeling is prevalent there, the Chinese showing unmistakable feelings of hostility towards foreigners by pelting them with stones, whenever they appear, and using a plentiful supply of the choicest abusive epithets. In fact, most foreigners shut up there devoutly wish for the reopening of the port; for the gunboat, and its forty men would prove but a forlorn hope in the event of any serious attack

(FROM A CORRESPONDENT.)

SHANGHAI, Feb. 15.

There are some people, both in England and China, who doubt the intention of the Chinese Government to go to war, or rather to commit some outrage upon Europeans, which is their only idea of avenging a wrong. The Chinese have never declared war against any European nation, but hostilities have arisen from some breach of treaty on their part, or some atrocity committed by them. Seizure of opium and imprisonment of merchants was the cause of the first war, under Sir Henry Pottinger. In the second, or "*Arrow* War," the burning of the factories at Canton and attempted poisoning of the inhabitants of Hong Kong. Third war, under Lord Elgin, there was the Taku fort affair—a treacherous proceeding, entailing great loss of life—and murder of prisoners near Peking, taken under a flag of truce. Besides these acts of treachery there have been many others, such as the murder of the Governor of Macao, Senor Amaral, whose head was cut off and carried away for a reward, massacre of foreigners near Canton, massacre at Tientsin, &c. While the bloodstained negotiator, Chung How, is in Europe trying to cajole the French Government, his masters here are straining every nerve

Digitized by Google

o prepare for war. There are now lying on one of the wharves in Shanghai a number of large guns of heavy calibre, of the newest pattern, manufactured in Belgium for the Chinese Government, with a proportionate supply of shot and shell. These guns are made upon an entirely new principle, viz., that of wedges inserted from the side at the breach; the gun is open from end to end, the cartridge is put in from the breach, and the wedges inserted at right angles, so that the recoil only tightens the wedges, and there is no danger of their being blown out, as in the Armstrong gun. While the British Government are trying to decide upon what gun they think best, and dodging about mitrailleuse, &c., the Chinese, being a more practical Government, have found no difficulty in deciding, and have ordered an unlimited supply of the latest invention. There is at this moment an English vessel in this harbour with 150 tons of gunpowder for the Chinese Government, which gunpowder very likely may be stowed in the Settlement, as the powder hulk is done away with. To these two suggestive facts I may add a third, viz., the recent dismissal of all the Europeans from the Chinese gunboats built here at the arsenal under foreign superintendence. We have nothing to fear from the Chinese people, but the mandarins of all classes are our deadly enemies, and when it suits them they can and will hound on the rabble and soldiery to assault and murder us. The orders from home give a little more latitude to naval commanders, but a milk-and-water policy towards the Chinese must lead to trouble. The want of action lately on the part of the naval forces (owing to orders from home), has made them very unpopular, and they are generally designated the "Rum-and-Water Police." Trade seems in a more healthy state, and Shanghai advances steadily. We are now in the midst of winter amusements and festivities. We have also a Japanese troupe performing here on their way to Australia, and they have attracted crowded houses. Small-pox is very prevalent and fatal at Yokohama, but as yet we have had only a few cases here.

Two German vessels have been seized while sailing under the English flag, and the French Admiral refuses to deliver them up, and does not recognise any transfer made since the war began. It should be a question with the English Government, whether they ought not to prohibit such transfers to the British flag, which is thus prostituted and insulted. It seems a more simple plan not to allow such transfers, which are only colourable, than to remonstrate afterwards on the seizure of a vessel under the British flag, which ought never to have had it. The *Robert Rickmers* and *Sophia Rickmers* have been seized and sent to Saigon; another vessel, the *A. E. Vidal*, is about to run the gauntlet. The French gunboats are on the *qui vive*, and one commander has been superseded for allowing a German vessel to escape from port.

HONG KONG.

Dates reach to the 22nd Feb. The outward mail of 30th Dec. arrived on the 11th Feb. Telegrams reached to the 7th Feb.

The following items are from the *China Mail*:—

We are requested to state that the petition from the residents of Hong Kong against a continuance of the gambling licensing system will be transmitted to the Colonial-office by the next homeward mail, and in the meantime it will lie for signature at Messrs. Lane, Crawford, and Co.'s establishment, Queen's-road.

The two houses in Shelley-street, known as Nos. 10 and 12, were sold at auction by Mr. Charles H. Morgan for $6,200. The steamer *Lightning* was offered for sale by Mr. Morgan, at Messrs. Gibb, Livingston, and Co.'s hong, and bought in at $8,400.

Mr. Antonio Feliciano Marques Pereira, of the *Echo do Povo* celebrity, took leave of China on Sunday last in the steamer *Nestor*. He goes to London with his family *en route* to Lisbon.

Fifteen Chinamen have been beheaded within Chinese jurisdiction, near Macao, for alleged murder of the captain and crew of an "emigrant" vessel, conveying them from Macao to Peru. This coolie trade from Macao is simply a brutal thing, and ought to be stopped.

A romantic incident is reported as having taken place on the downward passage of the Canton steamer yesterday morning (8th). It appears that two small-footed Chinese females, occupying a special cabin, eluded the vigilance of their amah, and took a sort of lovers' leap from the *Kinshan's* side, a little forward of the wheel. They had clasped themselves in each other's arms, and both struck the iron guards as they descended. How they escaped from the revolving wheel is a mystery; but down they went, and were passed in an instant, the steamer going at full speed at the time, and just then nearing the Bocca Tigris. Captain Cary, however, was prompt; the engines were at once stopped, the steamer backed, and a boat lowered, without loss of time. Owing partly to the loose dresses of the poor girls, and partly to the fact that they were stunned by the blow on the temple and did not struggle; they floated until the boat reached them, and they were rescued, still locked in a strong embrace. Having been taken on board, they were with difficulty severed, and restoratives were immediately applied. The younger of the two, who had suffered most, was wrapped up in a warm blanket, and recovered only after a lapse of two hours. It is said that losses at private gambling parties, and consequent loss of "face," was the cause of this bold and determined attempt at suicide. The girls are respectably connected, and on the arrival of the steamer in Hong Kong they were taken away by their brother. Great credit is due to the captain and all connected with the *Kinshan* for the praiseworthy manner in which the rescue and recovery were effected.

Nothing, says the *China Mail*, can prove the utter fallacy of Governor MacDonnell's gambling policy more than the recent investigation at the magistracy into the charge of unlawful possession against Wohang, the last holder of the gambling monopoly. As the facts of that case have already been laid before our readers, it is not necessary here to recapitulate them.

In advocating licensed gambling, Sir Richard founded his arguments mainly on the fact that the gambler would be the special machine for the detection of crimes, thereby he would do real service to the colony, and augment greatly the efficiency of the police. Now, recent events have shown that the farmer was not only reluctant in fulfilling that portion of his obligations to the Government, but had tried all he could to shield offenders. With reference to the case in view, a domestic servant, whose demeanour no doubt would betray him as such, at least to shrewd fellows like the croupiers in these "hells," was allowed to stake and lose a pair of earrings, a piece of jewellery belonging solely to the fairer sex, without the slightest enquiry as to how he came by them—in fact, fully in accordance with the "no-question-will-be-asked" system. When the matter was brought into Court, instead of acknowledging the plain facts in a straightforward manner, the gambler went to work in a crooked and dodging way by substituting for the real rings a false pair, with a view to evade justice. It is very much to be regretted that the adjudicating magistrate did not take a more serious view of the matter, and commit the prisoner for trial at the Supreme Court for receiving stolen goods. It is true that in this instance the jewellery, not as in the case of the bracelets stolen from Mr. Harris, was of Chinese manufacture, but still the analogy is the same; for earrings are not the usual ornaments of a man, and if he had them, he could not have come by them lawfully—he must have either stolen them, or wrung them from his wife.

Experiences of the past several years have unmistakably proved that legalised gambling, instead of working good, has done a large amount of mischief, and that whatever good it might have wrought has been counteracted by its permanent baneful effects. It is a standing disgrace to sanction gambling at all, but it is a still greater shame to continue it.

Further steps have been taken towards laying the telegraph cable of the Great Northern Company between Hong Kong and Shanghai, which it is hoped may be completed in the course of next month. The steamship *Cella* returned to Hong Kong on the 17th, reporting that she had sailed from Deep Bay, on the south of the island, on the 12th, and having steamed to the north and picked up the shore end of the cable, she proceeded to lay it until the 15th at noon, when the monsoon strengthened into so fresh a gale that the cable had to be cut and buoyed close to the Formosa channel.

The steamer *Don*, which arrived a short time ago, *via* the Suez Canal, has been totally lost on her way from Hong Kong to Shanghai. She was found on the night of the 14th, at five P.M., on shore on the Island of Ockseu, by the steamship *Chukiang*, the captain of which perceiving the wreck to be full of Chinese, fired grape and cannister until they disappeared, then sent a boat on board, and found the decks strewn with portions of cargo, all the tackle-falls and ropes cut, sails flying loose, and that a general pillage had been made. The ship was full of water forward, so high as the twixt decks. The vessel has been seen by other steamers, but no further intelligence has come to hand, and up to the present nothing has been heard of the crew or passengers. It is surmised, however, that they probably got off in the boats, and will make their way overland to Swatow. The *Chukiang* steamer was only able to save eight boxes opium, fifty pieces of shirtings, two dozen boxes caps, and a grindstone, from the wreck. It is hoped that a gunboat may be sent off to look after the vessel, as the amount of property at stake is something very great, the *Don* containing a full cargo of piece goods from home, besides the opium, &c., shipped from this port. She is the first vessel from home *via* the Suez Canal that has been lost.

A meeting of the Hong Kong branch of the British and Foreign Bible Society has taken place. The reports from the various stations in the interior show that the work of distributing the Scriptures has progressed favourably on the whole, though in some places, since the Tientsin disturbance, opposition has been experienced. Dr. Legge, who spoke at the meeting, took an encouraging view of Missionary labours in China, and felt confident that the recent persecutions would tend to increase the number of those who would range themselves under the banner of Christianity.

The annual distribution of prizes at the Central School has taken place, his Excellency Major-General Whitfield, Lieutenant-Governor, taking the chair.

An important case is at present occupying the attention of the Supreme Court in connection with the recent murder of the captain and a portion of the crew of the coolie ship *Nouvelle Penelope*, from Macao. One of the men concerned, who escaped to Chinese territory, was subsequently arrested here, and was brought up before Mr. May, the police magistrate, who, after carefully investigating the case, ordered his rendition to the Chinese authorities. On this, Mr. Francis, solicitor, acting on behalf of the prisoner, applied for a *habeas corpus*, in order to prevent his

Digitized by Google

being given up; and the whole question of the state of the law with regard to the rendition of Chinese criminals to the native authorities, as well as several other interesting legal points, has thus been raised and argued before Chief Justice Smale "in Chambers"—the Court, however, sitting in the public building, so that due publicity may be given to the proceedings. The arguments adduced by Mr. Francis are of an elaborate nature, and the case stands adjourned.

In the course of an inquest, it has been discovered that there is an establishment similar to the E-Tsze, the Chinese deadhouse, which some time ago caused so much sensation, at Aberdeen, a village about six miles from the city of Victoria; and it appears that, notwithstanding that a hospital is in course of erection in the town, the old system goes on in the villages, and it is said to be impossible to put it down. It might be imagined that within so small a radius as that which bounds Hong Kong it would be possible to put an end to so gross an abuse as taking moribund men to a hovel to die like dogs, and it is to be at least hoped that vigorous measures will be adopted with regard to it.

Mr. J. L. Brown, of the Imperial Customs' Service, has been admitted on the roll of barristers at the Supreme Court, and Mr. Brereton has been placed upon that of solicitors and proctors.

It is stated that the celebrated colonial cruiser *Victoria* has been sold to the Canton authorities for the sum of $35,000.

HONG KONG AND SHANGHAI BANK MEETING.

The ordinary half-yearly meeting of shareholders in the above corporation was held on February 15. Present: Hon. R. Rowett, chairman; Messrs Greig, Heard, Mencke, Lemann, Pyke, Belilios, Sassoon, Helland; Hon. J. Pauncefote; Messrs. Harris, Sherwood, Mellish, Burrows, E. Sharp, Gregor, Park, Walker, Notley, G. Sharp, Ehlers, Adams, Hancock, Budde, Chinoy, Pestonjee, Setna, Ebrahim, Rozario, Melchers, Niederberger, Hart, Lanstein, Morgan, Deetjen, Karberg, Lutkens, Pereira, Gaupp, Overbury, Simonis, C. M. Scott, J. S Cox. Schaar, Head, Beveridge; Dr. Legge; Messrs. Gibson and Detmering.

The Chairman having read the notice convening the meeting, said he would read the report if called upon, but as it had been in the hands of shareholders for some time, it might not be necessary to do so. He hoped they would be satisfied with the condition of affairs shown by the report, although the dividend was not so good as it had been in former half-years. They must remember that large sums had to be set aside by the directors for necessary purposes. The directors had thus prepared rather to meet contingencies than recommend a large dividend at present. In future they all hoped that there would be as good a dividend, if not better.

Mr. Pyke seconded the adoption of the report. Mr. Ehlers said it would be better if the large sums set aside for losses were separated, so as to show how much had been lost in the last six months, and how much lost on former accounts.

The Chairman replied that the shareholders had already been informed that part of the losses were from depreciation of previous securities, and part was lost within the last six months. The directors had not given the exact proportions, because they deemed it unnecessary to go into every detail. The shareholders surely had sufficient confidence in the directors to know that they had set these sums apart wisely.

Mr. Melchers said that, considering all the circumstances, he thought the report very satisfactory, and he proposed a vote of thanks to the directors for the able way in which they had conducted the affairs of the Corporation in very difficult circumstances. (Applause.)

The Chairman drew attention to the motion before the meeting, viz., the adoption of the report. This was carried unanimously.

The Chairman: I have to thank Mr. Melchers and those who joined with him in the vote of approbation. The directors have done everything in their power to improve the credit and standing of the Corporation, and they only want your confidence. If they have your confidence they will have the confidence of the general public, and without that no bank can stand, and with that a bank can do anything. (Loud applause.) The retiring directors and auditors having been re-elected, the meeting separated.

SIAM.

—o—

BANGKOK.

The steamer *Bangkok*, from Singapore, brought over the Chief Justice, Sir Benson Maxwell, on a visit, previous to his departure for Europe.

The *Siam Advertiser* has the following:—

THE P'USAMRET RAJAKAN PENDIN.

This distinguished nobleman, the most prominent Siamese of the age, is as courteous and gracious as ever to his personal acquaintances. Though overburdened with the affairs of State, being the Chief Executive Minister, his Highness receives with great cordiality and affability his personal acquaintances, and finds his recreation and amusement in superintending the building of elegant steam yachts, and in having what by some are commonly called Chinese histories, but what in reality are only Chinese plays, translated into Siamese. His Highness has a large number of these translated, and is waiting good opportunities to have them printed. It is to be hoped that his Highness will turn his eminent influence and talents to having useful and scientific books, which abound in the English language, translated into Siamese, and thus augment the advancement and usefulness of the kingdom of which he is the pre-eminently prominent man, and thus leave an imperishable name, an imperishable literature, and an imperishable prosperity, his best legacy, to his growing country, that is capable of untold improvements.

H. B. M.'S CONSULAR COURT.

HOWARTH V. CARTER.

The following is the decision of Thomas G. Knox, H.B.M.'s Consul General, in this case:—

This action arises out of an arrangement which was entered into between the plaintiff, who is an engineer employed in the steamer *Chow Phya*, and the defendant, an hotel keeper in this city; and the chief question in the case is what was that arrangement. The case is, that Mr. Carter asked the plaintiff to procure him a steamer 60 feet long by 10 beam and 15-horse power, built in the Clyde, for not more than £1,000, with another hundred for a pump, the latter to be procured from Gwynne and Co. He is offered a London built steamer 55 feet in length, 9 feet in the beam, and an engine of 12-horse power, at a cost of upwards of £1,500, exclusive of the cost of putting her together at Singapore, which the plaintiff asserts, but the defendant denies, that the defendant authorised him to do there. It seems to me that the plaintiff has no claim against the defendant, whether he be regarded in the light of an agent or of a vendor; he wholly departed from his orders, and has not procured for the defendant or tendered him the thing bargained for. He has no claim either as an agent to be indemnified for the loss he has sustained in his dealing with Messrs. Gwynne and Co., since they were not authorised by the defendant or as a vendor to be paid the price of the steamer, since the article tendered was not the article ordered, nor the price the stipulated price. With respect to the charges at Singapore, it is impossible to suppose that the defendant can have in any way sanctioned or authorised it many months after he had altogether rejected the vessel and the terms of Messrs. Gwynne and Co. For these reasons there must be judgment for the defendant, costs to be paid by plaintiff.

Rumours have been received from the T'acheen river of a disturbance among the Chinese employed in the New Sugar Factory, in which, it is said, that some of the Chinamen fired three shots at Captain Hicks, the local manager, but fortunately without effect; they then resorted to the knife, and report says that Captain Hicks was so severely wounded in the head that it was necessary to bring him to Bangkok.

A vessel of about 400 tons has been launched at Bangkok by Messrs. Maclean and Co., to draw, when loaded, only thirteen feet

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates by this mail are to the 1st March. The London mail (French) of Jan. 20 arrived on the 20th Feb., and that of the 27th Jan. on 1st March, per P. and O. steamer *Travancore*.

The arrivals of steamers *via* the Suez Canal have been the *Arizona*, from New York, on the 20th Feb.; the *Lumley Castle*, from London, on the 23rd; the *Said*, from Liverpool, on the 24th; and the *Leith*, on the 28th. The departures by the same route are the *William Cory* and *Una* on the 15th, and the *Ajax* on the 21st, all for London; the *Priam*, for the same port, on the 1st March.

The principal event of the fortnight has been the departure of Sir Harry Ord, Governor of the colony, who goes home by the present mail steamer, to avail himself of his leave of absence. He took his departure for Penang on Monday, embarking at Dalhousie Pier with the usual honours, consisting of a salute of seventeen guns from Fort Canning, the attendance of a company of the 7th M.N.I., and the escort of his Excellency to the barge in waiting by the leading officials. Colonel Anson, Lieutenant-Governor of Penang, who is to be our Acting-Governor during Sir Harry Ord's absence, arrived here in the *Pluto* on Wednesday last, and his place at Penang will be filled by Mr. Arthur N. Birch, of the Colonial-office.

As usual during the season of the Chinese New Year there has occurred little worthy of note during the past fortnight. The Chinese, who form by far the larger part of the population, have devoted themselves to the enjoyment of their festivities, which began on the 19th ult., and will continue until the 6th inst. The roar of crackers and squibs, the beating of gongs, and the noise and clatter attendant upon their celebrations have been unceasing. Theft and robbery, the invariable accompaniment of this season, have been unusually prevalent. In the country districts gang robberies and burglaries have been frequent, but the amounts stolen have generally been insignificantly small, so that there is little reason to apprehend the presence in the midst of any regularly organised gang of depredators.

The British steamer *Parana*, Captain Wilkinson, from London, Dec. 10, *via* Suez Canal, has arrived. The *Parana* had on board Commanding Officer R. Wadeson, Lieutenant R. Wilson, Surgeon Forbes Dick, Ensigns D. L. Baynes, W. H. Beaumont, and A. H. Payne, one hundred men, six women, and eleven children—75th Regiment.

Digitized by Google

We hear that the nephew and adopted son of his Highness the Maharajah of Johore will go home, under the care and auspices of H.E. the Governor, to receive an English education. The Raffles' Institution had better look to its laurels.

The meeting of shareholders in the Tanjong Pagar Dock was held on the 23rd Feb., when the directors' report, showing a profit of $12,918 for the half year, was passed, and a dividend declared at the rate of 4 per cent. on original, and 8 per cent. on preference shares. The Directors Report and balance sheet will be found in our advertising columns.

The *Straits Times* has the following on the Governor Ord :—

As to the influence of Sir Harry Ord on the legislation of the colony, we have to find little fault, beyond the precipitancy with which he set to work, and which has resulted in the necessity for a long list of amendments which are not creditable or ornamental to our Statute-book. We think that many useful measures have been initiated, which, had we had a less restless man for governor, might have been unthought of. It will be borne in mind that some of the most unpopular enactments—such as the reconstitution of the Court, were carried out in obedience to the Colonial-office, and are not blameable to Sir Harry Ord. Other measures, too, such as the Passenger and Pilot Ordinances, which met outspoken criticism at the time, have, with the amendments made upon them, not worked any of the evil that was anticipated from them. The only piece of legislation for which we think he is to blame is that connected with the Preservation of the Peace Act—less from any mischief which has been perpetrated under it than for the unconstitutional principles which it introduced. It was carried, too, in face of the general disapproval of the community, without, we think, any sufficient necessity. The fact that it has not been availed of goes far to prove this. But then it was a measure that accumulated arbitrary power in the Governor's hands, and fed that apparently insatiable hankering after the centralisation of authority within himself which is characteristic of the man; moreover, the very opposition it met with was a further incentive for him to carry it through—another means of illustrating his overweening self-confidence and disregard of public opinion.

In one thing Sir Harry Ord has been successful, and that is the expansion of the revenue without fresh taxation. Part of this is natural, no doubt, and due to the increase of trade and population; but a good deal is the result of his management, and a keen regard for money-making in all the transactions of Government. It has been argued that the increase in the rental of the farms—the chief source of revenue—was the result of a false and injurious bolstering up of their value, and no doubt they have been squeezed pretty tight; but Government is just as entitled to accept the best price for its farms as the merchant for his goods, and no more bound than he to say to the buyer, "My good man, you are paying too much for this; you will have no profit left." So far, too, the result has shown that the farms can be worked successfully at the increased rates; at least, we can put no other interpretation on the fact that an extension of term has been applied for by the lessees. Sir Harry Ord has worked the revenue well, and, we think, without endangering its future productiveness; we only wish we could give him the same credit for the manner in which it has been expended. But we fear this is impossible, for we cannot point to a single outlay of any magnitude that has not ministered either to his comfort or to his vanity. Government House—Government steamers, and imposing establishments have been created and maintained,—while hospitals, waterworks, drainage, and nearly every work that could have contributed to the comfort and happiness of the tax-payers have been neglected. Province Wellesley and Malacca may have had benefits showered upon them—if so, let them pay their meed of thanks—Singapore owes no gratitude.

PEACE IN THE LAND.

I.

So Sir Harry is leaving for England—
To lament, sure, would be a mistake—
Let the friends he may count on his fingers,
Wear the willow or rue for his sake—
We will not for a moment detain him,
And this prayer he will quite understand:
Don't return, most unpopular Ruler,
That we may have peace in the land!

II.

When he came we were glad to receive him,
And tried to make happy his stay,
But soon we found out our misfortune
And, now, heartily wish him away.
We will sing, as guns boom from Fort Canning,
To announce that he's leaving our strand:
Don't return, most unpopular Ruler,
That we may have peace in the land!

III.

Abilities fair though possessing—
He has made many blunders through haste—
His insatiable greed is for power,
And he meddles and worries from taste—
He may go! Good-bye!! Joy go with him!!!
And the people applaud foot and hand:
Don't return, most unpopular Ruler,
And let us have peace in the land!

IV.

His palace—his steamers—his convicts—
His contempt for our merchants and trade,
The tax on all native processions—
Odds and ends from the public purse paid—
All, have anger'd the popular feeling,
And, therefore, we sing in a band:
Don't return, most unpopular Ruler,
And we shall have peace in the land!

Commercial Report.

(For dates see First Page.)

IMPORTS.

HANKOW.—The market was quieter at the date of last advices, with little prospect of demand before the New Year's holidays.

SHANGHAI.—An excellent demand for most plain staple fabrics had characterised the fortnight, and transactions had only been limited by the unwillingness of importers to sell for delivery after the holidays, as many looked for a brisk spring demand, at full prices. Quotations were nearly the same as in our last report.

HONG KONG.—Business had improved, owing to the favourable character of the political news from Europe, and prices for most articles had improved. At the close there was nothing doing, the Chinese New Year holidays having commenced. Cotton Yarn: Good demand for Nos. 16 to 32, leading to a large business at daily advancing rates. Nos. 38 to 42 had attracted little attention, but closed firm. Grey Shirtings: 7 lbs., good demand, but sales restricted, owing to smallness of stock, and higher pretensions of importers; 8¼ lbs., in moderate inquiry; heavy goods had attracted more attention at the advance quoted. White Shirtings: Rather more inquiry for common and medium qualities; fine unchanged. T-Cloths: 6 lbs., common in good demand, but holders refused to accept current offers; Mexican 6 lbs. still neglected; 7 lbs. Mexicans saleable at quotations for quick arrival. Spotted Shirtings: Fair demand at an improvement of about 10c. Turkey Red: Declining. Other Cotton Goods: Fairly saleable at slightly higher rates. Woollens: unchanged: few transactions. Iron Nail Rod: Fair demand, prices tending upward; Square and Round Bar unchanged; Soft Bar lower. Lead: Good Chinese demand at $5.95 to 6.05. Coals: Market extremely quiet, with little or no demand: quotations, in the absence of any transactions, nominal. Arrivals: 1,300 tons Cardiff for sale, 2,470 tons English for consumers, 900 tons Australian for consumers, and 1,230 tons for sale. Quotations:—Cotton Yarn, No. 16 to 24, $108 to 116; do., 28 to 32, $112 to 119; do., 38 to 42, $127 to 135.50 per bale. Grey Shirtings, 7 lbs., $2.15 to 2.20 per piece; do., 8.4 lbs., $2.60 to 2.67½; 9.12 to 10 lbs., $3.35 to 3.55. White Shirtings, $2.10 to 2.85; fine, $3.25 to 5. T-Cloths, 6 lbs., ord., $1.57½ to 1.60; Mex., $1.75 to 1.80; 7 lbs., ord., $1.82½ to 1.90; Mex., $2.05 to 2.20; 8 to 8.4 oz., $2.55 to 2.60. Spotted Shirtings, white, $2.70 to 2.75; dyed, $3.50 to 3.70. Turkey Red Shirtings, 3 lbs., $2.30 to 2.50. Brocades, dyed, $3.60 to 3.80. American Drills, $4.15 to 4.25; English do., $4 to 4.10; Dutch do., $3.85 to 3.95. Iron, Nail Rod, $2.55 to 2.65 per picul; Bar, $2.40 to 4.20. Lead, $5.70 to 6.

SINGAPORE.—39-inch Grey Shirtings: Good inquiry for 8¼ lb., but prices weaker, the bulk of sales having been made at $2.62½, but some importers had offered to sell "to arrive" at $2.60. Stocks light. 7 lb. slightly improved; sales at $2.05 to 2.10; 6 lb. dull of sale at $1.77½. Small sales of 9 lb. at $2.85, and 8 lb. at $2.55; no transactions in 10 lb. T-Cloths: Moderate inquiry for 5 and 6 lb., met by holders at rather easier rates; transactions at $1.27½ to 1.30, and $1.50 to 1.52½ respectively; little doing in 4 lb. or 7 lb. Maddapollams in very limited demand at lower rates; small sales of 2¾ lb. at $17½, and 3 lb. $18¼ to 18½. Other Cotton goods but little changed. 36-inch Grey Long Cloths are quite out of demand, and no transactions reported. Most descriptions of Woollen goods quite unsaleable. A small sale of assorted Camlets 32 lb. reported at $14¾. A few pieces of 8½ lb. Scarlet Long Ells, placed at $5.75. Spanish Stripes, small sales of superior at 80 cents. Lustres, Bombazetts, and Lastings in no demand. Grey Yarns: No inquiry for 40's, which were quoted $116 to $118. Nothing doing in 30's, quotations quite nominal. Some inquiry for 18-22's, and sales at $90. Turkey Red Yarn 10 lb. Glasgow dye in good demand for German, no inquiry. 12 lb. Glasgow dye dull at $145 to $147½. Dark Green in good request and firm at $82 to $84. Imperial Red is in more inquiry at $70 to $71. Iron: better demand for Nail Rods, sales at $2.30 to $2.35; other kinds in small inquiry. Lead: 50 tons LB sold "to arrive" at $5.42½ cash. Sheet, no improvement.

EXPORTS.

TEA.

YOKOHAMA.—An active demand had been maintained, and full prices were being paid, especially for superior kinds. The stock was about 5,100 piculs. The Solent sailed for New York on the 6th Feb., but particulars of her cargo had not been recorded. The Asphodel, loading for Boston and New York, was nearly full, and the clipper ship Lothair was engaged full for the latter port at £2 10s. to £2 15s. per ton.

KIUKIANG.—No business; a few shipments on native account; quotations nominal.

HANKOW.—No settlements to report. Shipments to Shanghai, for sale on native account, 1,146 chests; quotations nominal.

SHANGHAI.—Black: Small business only transacted since last mail; owing to the approach of the China New Year holidays holders had been willing sellers, and had quitted their Teas when offers on a par with those existing a fortnight previously had been made; supplies again on a small scale, and stocks unsold unimportant; settlements for the fortnight, 6,700 chests; stock, 22 chops, or 7,100 packages; quotations (duty paid, exchange at 5s. 11d., freight at £2 per ton): Hohow, common, 10½d. to 11¾d.; Oonam, common, 9¾d. to 10d.; Ningchow, com-

Digitized by Google

mon to fair, 11½d. to 1s. 1½d. Green: The business done during the fortnight had been comparatively small, and settlements only amounted to 12,000 half-chests; prices without change; Moyunes had been sold at Tls. 40, common to fair chops at from Tls. 32 to 35. Receipts on a very small scale, and consisted of very inferior parcels. Settlements for the fortnight, 11,905 half-chests; re-shipments on owners' account, 310 half-chests; stock, 32 chops, or 13,306 packages, of Fychow, Moyune, and Teenkai Teas, 5 chops, or 1,756 packages, of Pingsuey and Shanghai-packed Teas.

FOOCHOW.—The settlements of the fortnight consisted of 4,208 chests Congou, and 1,685 half-chests Oolong, while the arrivals had amounted to 3,982 chests Congou, making the total arrivals of Congou and Souchong to Feb. 13, 638,435 chests against 717,655 chests last season. Congou: The purchases of the fortnight had been made at previous rates, and quotations at the close were quite nominal, business having ceased. Souchong: None on the market. Oolong: The only settlement had been 1,685 half-chests of common to good cargo, at Tls. 17½ proportion. The remaining stock consisted of 10,682 half-chests, which belonged to one Teaman, who refused to sell unless the whole lot was taken. Quotations: Common Cargo, Tls. 15 to 17; fair to good cargo, Tls. 18 to 20. Scented Tea and Flowery Pekoe: None on the market.

CANTON.—The few settlements in Canton-made teas reported, had been principally composed of parcels held by teamen anxious to close their accounts before the China New Year, and these show a slight decline on last purchases. The Isles of the South which was completing her cargo at Macao, would in all probability be the last sailing vessel for London from this port for the present season. Canton settlements from February 3 to February 17, 1871:—Scented Orange Pekoe: 3,200 boxes at Tls. 12 to 16½; Scented Caper: 1,500 boxes at Tls. 16 to 19; Canton Greens, Gunpowder: 1,800 boxes at Tls. 14 to 22; Imperial: 150 boxes at Tls. 18½.

SILK.

YOKOHAMA.—The inquiry had ruled steady, and higher values had been obtained. There were about 2,000 bales on offer, held at the following figures:—Mybash Extra, $750 per picul; No. 1, $710 to 740; Medium and Inferior, $600 to 700; Extra Oshu, $905; and Extra Sodai, $720.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s Circular is as follows:—The American mail steamer left on the 12th February with 226 bales for New York, consisting chiefly of Re-reeled Hainin and Tsatlee, with a few Kahing Taysaam and chop Tsatlee, mostly best selections, for which extreme prices have been paid. Just as the last English mail was leaving some spirited buying commenced, and has continued throughout the fortnight, prices gradually hardening as stocks decreased. Many of the later purchases have been made at an advance of Tls. 5 on Chop Silks, and Tls. 10 to 15 on 4½ and 5 Tsatlees. Re-reels and Thrown have also participated in the rise. Hangchow and Chin Cum Taysaams are quite out of stock. The bulk of the purchases are reported to be for remittances. The following are a few of the prices that have been paid:—Chooping, No. 3, 30s. 8d.; Koo Fong Sing, No. 3, 30s. 2d.; Dragon chop, No. 3, 30s. 2d.; Gold Lion chop, No. 1, 28s. 5d.; Old Lion chop, No. 3, 27s. 1d.; Red Peacock, 26s. 7d. to 26s. 10d.; Euke Fong Elephant chop, 26s. 7d. to 26s. 10d.; Pang E Tah Re-reeled Hainin, 1, 2, and 3, 29s. 11d. to 32s. 2d.; Ordinary Re-reeled Hainin, 28s. 8d. to 30s. 8d.; Ordinary Re-reeled Tsatlee, 28s. 5d. to 30s. 8d.

CANTON.—The inquiry for fair to medium Tsatlee reels, noticed in our last report, had continued during the fortnight, though at prices slightly higher than those last given, and about 150 bales had been shipped by the present mail steamer to Europe. Rumours of peace received by telegram, appeared to have given holders the impression that the price of this staple is likely to advance, but the stock coming down from the country districts after the Chinese holidays would probably have the opposite effect, and result in a decline in prices, which would no doubt induce considerable business. There are no settlements reported for America. Stock estimated at 30 bales Loongkongs, 30 bales Kowkongs, 1,100 bales Tsatlee reel, 300 bales Cumchucks, Lacklows, &c., and 600 bales inferior descriptions. At 4s. 4¾d. exchange, the following were the laying down costs in London, per overland route:—Tsatlee, reel, best selected, 18s. 5d. to 19s. 2d. per lb.; No. 1, 17s. 10d. to 18s.; No. 2, 16s. 11d. to 17s. 1d.; Loongkong, best selected, 20s. 6d. to 20s. 8d.; No. 1, 18s. 9d.; No. 2, 18s.; Cumchuck and Lacklow, No. 1, 18s. 5d.; rereeled do., 20s. 8d.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: f.85 to f.90 per leaguer; small sales, owing to reduced stocks. Cloves: f.25 per picul; nominal. Coffee: No stock. Cubebs: f.15 per picul; no stock. Gutta-percha: f.100 to f.150 per picul; in less request. Gum Dammar: f.34.50 to f.36 per picul; sales. Hides: Cow, f.30 to f.40; Buffalo, f.21 to f.27 per lb.; sales. India-rubber: f.100 to f.110 per picul; only small lots are offered. Indigo: f.4.30 to f.4.55; first quality scarce. Mace: f.190 to f.225 per picul: without arrivals. Nutmegs: f.90 to f.110; saleable. Pepper: Black—f.26 to f.28 per picul; scarce; in good inquiry. Rice: Table—None in the market; first quality, f.160 to f.175 per coyang; superior quality wanted; second, f.140 to f.150 per coyang; small stocks; cargo, f.100 to f.110 per coyang; without stocks. Rattans: Borneo at f.11 to f.13 per picul; Padang, f.8 to f.10 per picul; scarce. Sapanwood: Manila—No stocks; Java, f.2.50 to f.3; an auction of 3,600 piculs is advertised for March 11. Sugar: Jacatra, f.16 to f.16.50; on the coast, f.16.50 to f.17.50; scarce: market cleared. Tin: Billiton, none in the market.

SINGAPORE.—Business had been interfered with by the Chinese New Year, but towards the close there had been a fair demand for most articles; supplies had been coming in slowly. Gambier had been firmer and had an upward tendency; about 850 tons had been contracted for, at $2.80 to 2.87½ per picul, and the market closed firm, supplies coming forward slowly. Black Pepper had declined rapidly owing to telegrams of a fall on the home market, sales at $10.55 to 9.75 per picul; the market closed firmer, the last transaction reported being at $9.85 per picul. White Pepper had receded to $14.40 to 14.25 per picul, but subsequently recovered to $14.50. Pearl Sago steady; fair demand. Sago Flour firm at previous quotations; business limited by smallness of supplies. Tin had fallen in value owing to telegrams of a decline on the home market, a moderate business had been done at $31⅝ to 31½ per picul, the market closed weak. Bontyne Coffee inquired for, but supplies had been all bought to arrive, no business reported; quotations unaltered. Gutta Percha advancing; active demand and price higher, supplies of good and medium qualities all cleared at full rates. India Rubber in request, price firm.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Jan. 31, 1871	10826	67146827	44194177	349447	10929978	122631255	30352
Corresponding period last season	...	69035870	49565984	1349918	14135983	134162328	36917

Shipments Since:

Feb. 1 per Nestor (str.)	From Foochow	... 634,962	
— 8 ... Omba	... Do.	... 1,229,000	
— — ... Ellora (str.)	... Shanghai	... —	1,270
— 10 ... Portland	... Foochow	... 1,204,800	
— 11 ... Ajax (str.)	... Canton	... 309,145	805
— 13 ... Sydenham	... Shanghai	... 1,163,820	60
— 15 ... Orissa (str.)	... Do., &c.	... —	1,061

TO THE CONTINENT.

							Bales
From June 1 to Jan. 31, 1871	...	...	...	...	...	2061652	5449
Corresponding period last season	...	...	...	...	...	4076017	12675

Shipments Since:

Feb. 8 per Ellora (str.)	From Shanghai	... —	32
— 11 ... Leicester	... Canton	... 26,330	
— 12 ... Anita	... Foochow	... 298,300	

TO UNITED STATES.

							Pcls.
From June 1 to Jan. 31, 1871	...	...	...	...	...	3726637	1650
Corresponding period last season	...	...	...	...	...	3601714	894

Shipments Since:

Jan. 30 per Witch	From Shanghai	... 442,816
Feb. 4 ... Elizabeth Nicholson	... Foochow	... 941,800
— 7 ... Sea Serpent	... Canton	... 849,121
— — ... Stephen Bishop	... Do.	... 110,975

TO AUSTRALIA.

From June 1 to Jan. 31, 1871	10,900,498 lb
Corresponding period last year	12,147,200

Shipments Since:

Feb. 7 per Record	From Foochow	... 254,100

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	...	...	...	51,022,600	...*
„ 1845 to 1846	...	...	...	57,334,200	18,604
„ 1850 to 1851	...	...	...	63,972,000	22,143
„ 1853 to 1854	...	...	...	77,327,800	61,280
„ 1855 to 1856	...	...	...	92,240,300	50,481
„ 1857 to 1858	...	...	...	76,990,255	68,315
„ 1858 to 1859	...	...	...	65,789,792	83,134
„ 1859 to 1860	...	...	...	85,560,452	64,169
„ 1860 to 1861	...	...	...	90,066,160	70,644
„ 1861 to 1862	...	...	...	109,854,040	79,199
„ 1862 to 1863	...	...	...	121,273,580	72,887
„ 1863 to 1864	...	...	...	117,463,586	46,603
„ 1864 to 1865	...	...	...	121,236,870	32,313
„ 1865 to 1866	...	...	...	118,333,042	62,890
„ 1866 to 1867	...	...	...	118,423,290	50,052
„ 1867 to 1868	...	...	...	116,890,430	57,449
„ 1868 to 1869	...	...	...	142,789,804	70,917
„ 1869 to 1870	...	...	...	139,740,193	63,807

* Including the Continent.

TEA CARGOES EXPECTED.

Date.	Ship.	From	Cargo. lbs.
Aug. 15	Jas. Wishart	Shanghai	1,064,862
„ 20	Juanpore	„	536,707
Oct. 23	Alice	„	874,700
„ 28	Tamerlane	„	1,089,400
„ 28	Jumna	„	1,098,200
Dec. 30	Jason	„	1,046,700
Jan. 27	Nestor (str.)	„	1,121,000
Oct. 24	Margaret Falconer	Foochow	493,000
Nov. 2	Taitsing	„	1,069,800
Dec. 22	Harrington	„	723,700
„ 23	Evelyn	„	955,800
„ 31	M. M. Jones	„	368,000
„ 31	Windermere	„	654,900
Jan. 4	Beemah	„	1,221,800
„ 5	Gresham	„	1,285,000
„ 12	Queen of the Ocean	„	962,800
„ 13	Chalgrove	„	687,100
„ 17	Chusan	„	1,162,100
Nov. 26	Seabird	Canton	16,000
Dec. 8	Fair Leader	„	500,900
„ 24	Corea	„	682,700
„ 25	Kate Carnie	„	764,000
Jan. 17	Deerfoot	„	620,000

Digitized by Google

LIST OF TEA SETTLEMENTS.

Season 1870-1871.

Buyers.	Black Tea. Chests.	Black Tea. ½-Chests.	Green Tea ½-Chests.
Adamson, Bell, and Co.	31,717	10,462	35,621
Barnet, G. and Co.	—	2,024	—
Birley, Worthington, and Co.	34,339	15,351	18,226
Blain and Co.	11,883	16,833	2,830
Bourjau, Hubener, and Co.	3,571	804	—
Brand, Monro, and Co.	10,985	7,650	18,970
Bull, Purdon, and Co.	2,689	3,582	2,830
Butterfield and Swire	13,973	5,188	10,450
Chapman, King, and Co.	10,865	11,799	3,007
Cock, A.	37,952	8,392	—
Dent and Co.	4,583	2,081	—
Dent, Alfred and Co.	7,525	1,751	890
Dickinson and Co.	3,119	3,008	810
Drysdale, Ringer and Co.	2,564	6,591	2,294
H. Fogg and Co.	—	—	6,878
Gamwell, F. R., and Co.	440	1,166	2,963
Gibb, Livingston, and Co.	17,473	5,812	9,381
Gilman and Co.	22,757	26,527	10,197
Glover, Dow, and Co.	1,540	—	—
Heard, Augustine, and Co.	3,665	2,220	50,959
Hogg Brothers	7,528	4,256	11,372
Holliday, Wise and Co.	4,138	1,511	1,536
Jardine, Matheson, and Co.	17,103	4,986	13,492
Little and Co.	8,140	5,232	59,016
Olyphant and Co.	11,032	10,321	64,622
Overbeck and Co.	1,748	1,100	1,131
Overweg and Co.	11,775	4,668	1,084
Petrocochino and Co.	1,717	3,139	4,127
Pustau and Co.	2,368	4,100	—
Reid and Co.	9,935	8,860	9,547
Reiss and Co.	22,978	14,441	3,090
Rothwell, Love, and Co.	5,237	1,305	6,760
Russell and Co.	3,085	1,866	18,668
Sassoon, David, Sons, and Co.	3,453	—	—
Shaw Brothers and Co.	1,022	1,098	928
Smith, Archer and Co.	1,293	680	10,911
Tate and Hawes	15,942	10,816	15,286
Textor and Co.	215	1,589	—
Thorne Brothers and Co.	11,641	5,541	21,384
Turner and Co.	11,959	4,214	244
Weston and Co.	7,122	4,487	568
By Sundries	139	774	659
Total	381,210	225,615	420,066

SHANGHAI SHARE LIST.

February 15, 1871.

	Stock.	Cash.
BANKS.		
Hong Kong and Shanghai Bank, Old		26
Do. do. New		20.50 to 21
INSURANCE.		
North China Insurance Company		530
Union Insurance Company, Old		$2,300
Do. do. New		$2,300 per share
Yangtsze Insurance Association		740
China Traders' Insurance Company (Limited)		3,000 per share
China and Japan Marine Insurance Company		170
Hong Kong Fire Insurance Company (Limited)		488
Victoria Fire Insurance Company (Limited)		143
China Fire Insurance Company (Limited)		160
STEAM COMPANIES		
Shanghai Steam Navigation Company		137 to 138
Union Steam Navigation Company		89 to 90
North China Steamer Company		76
GAS.		
Shanghai Gas Company		131
Compagnie du Gaz de la Concession Française de Shanghai		60
DOCKS.		
Shanghai Dock Company		133
Pootung Dock Company		1,000

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	—	—	—
Shanghai ,, ,,	5s. 10d.	5s. 10½d.	5s. 11d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4½d.	4s. 4½d.	4s. 4⅝d.
Singapore ,, ,,	4s. 5d.	4s. 5½d.	4s. 5½d.
Manila ,, ,,	4s. 2d.	4s. 2½d.	4s. 2½d.

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306 to 307	227½
,, Hong Kong	26 to 26½ dis.	—
Bar silver	111.5.0	8 prem.
Mexican dollars	74.7.0	1¾ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 22; Old, 30 per cent. prem.
Hong Kong Gas Company, 55 dols. per share.
Hong Kong and Whampoa Dock, 30 to 32 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 75 to 80 per cent. discount.
Hong Kong and Macao Steamboat Company, 31 dols premium.
Hong Kong Fire Insurance Company, 283 to 285 dols. premium.
Union Insurance Company, 1,400 dols premium.
China and Japan Marine Insurance Company, Tls. 75 premium.
China Fire Insurance Company 54 dols. premium.
Victoria Fire Insurance Company, 39 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par to 1 prem.
China and Straits Steam Navigation Company, 5 dols. discount.
Indo-Chinese Sugar Company, 1 dol. premium.
North China Insurance Company, Tls. 330 premium.
Shanghai Steam Navigation Company, Tls 40 premium.

Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, Feb. 5, Dartmouth; from Cardiff Windsor Castle (reported by telegram); from London, Harpenden (s.)

At Yokohama.—From Shields, Feb. 8, Crest of the Wave.

At Hong Kong and Canton.—From London, Feb. 9, Assyrian; 10, Oberon (str.); from Liverpool, 8, Don (str.); 15, Golden Sea; 21, Sarpedon; from Plymouth, 10, Juno; from Shields, 19, Deerhound; from Callao, Dollores Uguarte; from London, Lumley Castle (str.), Agamemnon (str.), Leith (str.), (reported by telegram).

At Singapore.—From London, Feb. 19, Parana; 23, Lumley Castle; from Liverpool, 22, Coldstream; 24, Said (str.); from Cardiff, 22, Anita; 25, Eulalia; from London, Agnes (str.), Albatross (str.), Abbotsford (str.), Tweed (str.), Glendarroch (str.), (reported by telegram).

At Batavia.—From Liverpool, Feb. 11, Nederland and Oranje.

At Galle.—(Previous to March 25), Enterprise (str.), from London (reported by telegram).

At Penang.—from London, Parana (str.) (reported by telegram).

DEPARTURES.

From Yokohama.—For New York, Feb. 6, Solent.

From Shanghai.—For London, Feb. 13, Sydenham.

From Foochow.—For London, Feb. 8, Omba; 10, Portland; for Falmouth, 12, Anita; for New York, 4, Elizabeth Nicholson.

From Hong Kong and Canton.—For New York, Feb. 8, Stephen Bishop; for Falmouth, 11, Leicester.

From Singapore.—For London, Feb. 15, William Cory (str.); Una (str.); 21, Ajax (str.); 25, Havelock; for Liverpool, 25, Ferndale. For London, Ada (str.) reported by telegram).

From Batavia.—For Holland, Feb. 9, Obey; 17, J. L. Enthoven, Le Tacite, Woodbine; 20, L. G. van L. Stirum.

From Bangkok.—For Europe, Feb. 9, Norma; 14, Menaun.

VESSELS LOADING.

At Yokohama.—For New York, Lothair, British Empire, Asphodel.

At Hiogo.—For London, Lorton; for New York, Pegasus, Vigil.

At Shanghai.—For London, Vanguard; for New York, Stanfield, John Nicholson (full).

At Foochow.—None.

At Hong Kong and Canton.—For London, Isles of the South; for New York, Adelia Carleton.

At Singapore.—For London, Talbot; for Liverpool, Priam (str.), Amacre, Coldstream; for Boston, Polly Lewis, Argonaut; for New York, Desdemona; for London (reported by telegram), Glendarroch, Tweed (str.).

FREIGHTS AND CHARTERS.

At Shanghai.—To London, per steamer, £2 10s., per sailing ship, £2; to New York, £3 per ton.

At Foochow.—To London, £2 per ton of 50 cubic ft.; to New York, £2 10s. to £2 15s. per ton of 40 ft.

At Hong Kong and Canton.—To London, £2 10s. per ton of 40 cubic ft.; to New York, £2 10s. per ton of 50 cubic ft.

At Singapore.—To London, per steamer, £3 10s. to £4; per sailing vessel, £2 15s. dead weight, £3 5s. light cargo.

At Batavia.—To Channel, £3 15s.; to Holland, sugar and rice, f.75; coffee f.65.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Feb. 7	Vier Gebroeders	Batavia	Baltimore
,, —	Alma Elisabeth	,,	Holland
,, 8	Bellatrix	Amsterdam	Sourabaya
,, 9	Nederland & Oranje	Birkenhead	Onrust
,, —	Victor	Singapore	Boston
,, —	Lucie	Macao	Havre
,, —	Callisto	Batavia	Amsterdam
,, 10	Matilde Atheling	Singapore	London
,, —	Knight Templar	,,	Liverpool
,, —	Competitor	Hong Kong	New York
,, —	Monta Raza	Manila	,,
,, —	Premier	Batavia	Greenock
,, 12	Obey	,,	Rotterdam
,, 13	Kildonah	Manila	New York
,, 14	Cataluma (str.)	Macao	Havana
,, 15	Bernica	Batavia	Callao
,, —	Otter	Sarawak	London
,, 16	Mary Tatham	Cardiff	Singapore
,, 20	Cataluna	Manila	London
,, —	Maggie Leslie	Singapore	,,
,, —	Issure	,,	Marseilles

Digitized by Google

CASUALTIES.

MANILA.

The Candia (Spanish bark), lying in the bay at Manila, has her cargo on fire; posted on Lloyd's loss book.

STRAITS OF SUNDA.

The Grand Duchesse, London to Singapore, with coals, lost in Straits of Sunda (reported by telegram).

LATEST TELEGRAMS.

THREATENED DISTURBANCES IN JAPAN.

SHANGHAI, MARCH 15.—Serious disturbances are expected in Japan. One of the Mikado's councillors has been assassinated, but the act is purely political.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, MARCH 28.)

SHANGHAI, MARCH 16.—Grey Shirtings, 6½ catties 8¼ lbs., Tls. 2.10; market weaker. Cotton: Shanghai, Tls. 14. Tea; Hankow, business suspended; Shanghai quiet market for Black, Green more active. Silk: Higher demands check business; No. 3 Tsatlee, Tls. 600; settlements since departure of last mail 1,150 bales; total export to date China and Japan since commencement of season 44,000 bales against 54,000 bales at corresponding period last season. Freights 40s. Exchange on London bank bills six m.s. 5s. 10½d.

HONG KONG, MARCH 22.—Grey Shirtings: 6½ catties 8¼ lbs., $2.62, quiet. Water Twist: 16-24 $115, quiet. Tea: Quiet; limited business; total export China and Japan since commencement of season 131,000,000 lbs., against 136,000,000 lbs. at corresponding date last season. Exchange on London bank bills six m.s. 4s. 4½d.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, APRIL 3.)

SHANGHAI, March 15.—Silk: Very firm; No. 4 Red Peacock, 27s. 6d. to 28s.; No. 5 Red Peacock, 26s.; settlements of China since March 27, 600 bales; export of China from Shanghai since commencement of season, 31,300 bales; stock of China, 1,000 bales. Tea: Market firm for Greens, no change in prices; season for Black practically closed; cost of Black Teas as compared with last circular from London, one penny over London rates. Shirtings: very dull; Dewhurst's Eagle Chop, Tls. 2.0.5. Exchange on London: Bank Bills, 6 m.s. 5s. 10½d.

STRAITS SETTLEMENTS.

(RECEIVED APRIL 1.)

SINGAPORE, MARCH 30.—Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs., $1.50; Mule-twist, 40's, $115; Gambier, $2.92½; Black Pepper, $9.90; Coffee, $13.55; Tin, $3.10. Exchange on London, Bank bills, six m.s., 4s. 5⅜d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—March 30, at Deal, from Shanghai' Tyburnia; 29, at Scilly, from Canton, Benvoirlich; 31, at London' from Ceylon, Seafield; from Foochow, Brockham; March 31, at St. Catherines Point, Isle of Wight, from Manila, Walton; at Liverpool, from Singapore, Empress of India; April 1, at London, from China, Nestor, (str.); from Saigon, Frederick; at Deal, from Ceylon, Sultana; at Plymouth, from Macao, Kirkland; at Liverpool, from Rangoon, Maggie Trimble; April 1, at Liverpool, from Singapore, Empress of India; 2, at Queenstown, from Manila, Gateshead; 3, at Gravesend, from Foochow, Minnie.

DEPARTURES.—March 30, from London, for Batavia and Sourabaya, Sophie Gorbitz; for Shanghai, Everest; for Cardiff and Hong Kong, Mikado; 28, from Dublin, for Singapore, Cutwater; Feb. 14, from Callao, for China, Rosalia; March 31, from London, for Shanghai, City of Aberdeen; for Cardiff, Galle and Calcutta, Warwick Castle; from Gothenburg, for Amoor River, Anna.

MISCELLANEOUS.—At Port Said, March 27, Arcot (str.), Day, from London, for Colombo, &c. The Admiralty have invited tenders for the conveyance of 47 tons stores to Trincomalee, and 65 tons to Hong Kong; 30, Nile (str.), Jones, from London, for Colombo, &c. At Aden, 30, Kangaroo (str.), from London, and was to proceed, 31, for Hong Kong; 31, Minia (str.), from London, for Hong Kong. A letter received from Anjer states that an attempt at mutiny was made towards the end of January, by 700 coolies, on board the Callao, Lavarello, from Hong Kong to Callao; she passed Anjer Jan. 26.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BURNSIDE—On the 24th Jan., at Nagasaki, the wife of the Rev. Henderson Burnside, of a daughter.

COVENEY—On the 21st Feb., at Singapore, the wife of W. Coveney, Esq., of a son.

HANBURY—On the 10th March, at Shanghai, China, the wife of Thomas Hanbury, Esq., of a son.

PATERSON—On the 1st March, at Amoy, China, the wife of John Paterson, Esq., of a son.

REISS—On the 27th March, the wife of Mr. Fritz Reiss, of Parkfield, Eccles, near Manchester, of a son.

MARRIAGES.

GOOCH—CROSKEY.—On the 30th March, at St George's, Bloomsbury, by the Rev. F. A Walker, M.A., curate, Captain Frank Gooch, H.M.'s (Queen's Own) 4th Hussars, youngest son of Sir Daniell Gooch, Bart., M.P., of Fulthorpe House, London, and Clewer Park, Windsor, to Teressa, fourth daughter of Joseph Roaney Croskey, Esq., formerly of Southampton.

HASELWOOD—PARR.—On the 30th March, at St Mary's Paddington, by the Rev. W. K. Mott, M.A., assisted by the Rev. J. W. Buckley, M.A., vicar of the parish, Alfred Henry Charles, eldest son of N. W. Haselwood, Esq., R.N.R., Commander P. and O. service, to Florence Ada Maria, daughter of the late James Parr, Esq., of Mont-le-Grand, Exeter, and Claughton, Birkenhead.

GUNTER—MACHAGAN.—On the 2nd Feb., at the Cathedral, Colombo, by the Right Rev. the Bishop of Colombo, assisted by the Rev. J. Bacon, Howel Gunter, Lieutenant and Adjutant H.M.'s 73rd Regiment, to Mary Alice, widow of the late R. E. S. Machagan, Esq., and daughter of George Wall, Esq., Colombo.

WATSON—WAUCHOPE.—On the 21st Jan., at H.B.M.'s Legation, Yokohama, by the Rev. M. Buckworth Bailey, E. Burges Watson, Esq., fourth son of J. Burges Watson, Esq., of Nottingham-place, Regent's-park, and Boswell-place, Hayes, to Mary, eldest daughter of George Wauchope, Esq., Edinburgh.

DEATHS.

COPLAND—On the 19th Feb., at Burnbank, Singapore, the Rev. Matthew Johnstone Copland, Minister of the Presbyterian Church.

MACKINTOSH—On the 4th Feb., at Shanghai, Flora Anne, wife of Lachlan Mackintosh, Esq.

SMALE—On the 24th March, at Brighton, Henry Lewis Smale, Esq., late of Doctors'-commons, in the 82nd year of his age.

THE SINGAPORE RAILWAY.

(To the Editor of *The London and China Telegraph.*)

Sir,—I hope you inserted the letter which I wrote you respecting this railway a fortnight ago, for the following additional reasons:—

It was then understood that the chairman fairly expressed the general opinions of the gentlemen present at the meeting to which I alluded, when he stated their views were "not conservative," but it has since been alleged that the views of some of the home subscribers are ultra conservative; in fact, that their subscriptions are only promised on the express condition that they do not aid in constructing a line to extend beyond the wharves at Tanjong Pagar, in which they themselves are interested.

One of the gentlemen here referred to is the largest landowner at Tanjong Pagar, but another is a known freetrader, who, while this place was in its infancy, ably wielded his pen for its benefit, and who moreover has always shown himself so forward in advancing the general interests of the Settlement that I cannot believe he is now so inimical to progress as to connive at a scheme the aim of which is monopoly.

The Suez Canal is revolutionising our trade, ships are being rapidly superseded by steamers, and for these complete wharfage accommodation at this port is daily becoming more and more necessary.

New Harbour, you are aware, has long been used by the P. and O. and other steamers, in fact, is the only place where steamers can be efficiently accommodated, and it was in anticipation of this traffic that the railway was projected several years ago; but, unfortunetely, it now appears as if the line would neither be carried out in the spirit nor to the extent then looked for, owing to conflicting interests coming in the way.

I have already said that only New Harbour affords proper facilities for steamers; the accommodation at the nearest wharves (Tanjong Pagar) is even now found insufficient, but the wharves further off are not much more availed of than formerly, although they do not extend beyond three miles distance from town, and this circumstance will readily be accounted for by those who, knowing the place, are aware that our only means of transport are miserably small bullock *hackeries* of the most primitive description, rarely capable of a second journey, even for this distance in one day, and that their loads are exposed to damage from rain at all seasons.

Indeed, it is evident that the growing traffic to and from New Harbour can only be met by a railway conecting all the wharves with the town, and he will not be a well-wisher to Singapore who does not aid in furthering the completion of the original line suggested by Colonel Collyer, and supported by such men as General Cavenagh and Colonel Macpherson, with whom the welfare of the Settlement was permanent, and who were far above fostering petty rivalries in any form.

I trust, Sir, that you will advocate the Singapore and New Harbour Railway in its integrity, as espoused by these able officers, and not countenance the dwarfed scheme now put forward by the Tanjong Pagar Company to accommodate their own traffic only, and the accomplishment of which would tend to confine complete wharfage facilities to their own premises, thus virtually establishing a monopoly.

The general interests of the public are unquestionably concerned in this matter, and if those interests are fully kept in view, there cannot be a doubt that the original scheme of railway merits the most liberal support; indeed, the benefits to result are so obvious that if I was one of the member of the Legislative Council, instead of seeking a concession for the section in which I was personally interested, I would not hesitate to propose that the whole should be carried out by the Government itself, being confident that the New Harbour traffic would amply cover any loss on first working the extension beyond it through the island, and ere long yield an adequate return for the whole outlay.

Yours faithfully,

Singapore, 28th Feb., 1871. A MERCHANT.

The "Foreign Intelligence" of our present issue contains an important item of information from the United States. A Bill has been passed in the House of Representatives at Washington, by a large majority, abolishing the import duties upon tea and coffee. It is a singular circumstance that a measure affecting commercial interests to such a vast extent should have been allowed to pass absolutely without comment. In the course of the present week we shall probably receive advices of the introduction of the Bill into the Senate and its reception therein.

At the meeting of the Oriental Bank, which is fixed to take place on the 20th snst, a dividend at the rate of 12 per cent. per annum will be recommended.

MARVELLOUS FEAT IN TELEGRAPHY.—The result of the boat race was telegraphed by the Falmouth and Gibraltar and British Indian Cables, and arrived at Lisbon at 10.40 A.M.; Gibraltar at 10.41 A.M.; Malta at 10.41 A.M.; Alexandria at 10.42 A.M.; Bombay at 10.44 A.M.

Mr. FREDERICK WALPOLE proceeds to Constantinople to negotiate with the Turkish Government for a concession of a railway from a port on the Mediterranean to Bussorah, at the head of the Gulf of Persia. Mr. Walpole is acting on behalf of a body of British capitalists, among whom is Mr. W. P. Andrew, who has ably advocated the Euphrates route for nearly twenty years; and, according to the last advices, the concession will, it is expected, shortly be granted.

Digitized by Google

CHINA CUSTOMS QUARTERLY RETURN.

The following is a *resume* of the returns referred to in our last issue from each of the ports :—

TIENTSIN.

Mr. Commissioner Hannen reports that the trade during the quarter was influenced by the apprehension of hostilities generally entertained by the Chinese. They continued to import freely with the expectation of getting their goods into the interior before any difficulties of transport could arise. The large increase in the imports for the present quarter will, therefore, probably be counterbalanced by a decrease in those for the concluding quarter of the year. Grey shirtings show the largest increase. Drills advance steadily, and continue to force the American manufacture out of the market. Twills show a considerable increase, in consequence of the low prices consequent on their excessive import into Shanghai. The import of matches and needles show such reduced figures as to suggest that some caution is at length being exercised with regard to the supply of those articles. The opium trade has suffered from the feeling of insecurity, and prices have been anything but remunerative. The total revenue shows Tls. 105,386, against Tls. 111,803 for the corresponding quarter of 1869. During the quarter Messrs. Trautmann and Co., one of the oldest established houses engaged in the steamer traffic between this port and Shanghai, withdrew from the trade, the steamers of which they had had the management for many years passing into the hands of Messrs. Jardine, Matheson, and Co., at Shanghai, and Messrs. J. Livingstone and Co. at Tientsin.

CHEFOO.

Mr. Commissioner Wright reports a noticeable increase in the import of cotton fabrics, and the stocks were said to be unusually light. The prices of grey shirtings have ranged from Tls. 2.18 to Tls. 2.30, and that of T-cloths from Tls. 1.40 to Tls. 1.80. In exports, bean cake, and bean oil have been largely shipped, and yellow silk appears in a quantity large as compared with previous years. At the close of the quarter there were no less than fifty-five vessels in port, fourteen of which were North-German. The revenue showed Tls. 74,450 against the corresponding quarter of 1869, Tls. 55,953—and of 1868, Tls. 84,443.

NEWCHWANG.

Mr. Acting Commissioner Luson reports a satisfactory quarter's trade Imports have come to hand freely, but most articles show a decline of twenty per cent. on the rates ruling at the same time last year. Opium alone has shown an increase in price. In woollen and cotton piece goods the native merchants complain that they cannot sell them for cost price. In exports, pulse, pulse cake, and pulse oil have shown a decline; but a fair crop of the herb is expected. The scarcity caused by the failure of last year's crops and the inundations caused much privation in this province. Some excitement and many disquieting rumours were current after the Tientsin Massacre, but these soon passed away, and there has been no reason, so far, to apprehend any disturbances at this port. The quarter's revenue shows Tls. 57,031, as against Tls. 81,054 in 1869, and Tls. 66,234 in 1868.

HANKOW.

Mr. Hobson, Assistant in charge, reports the most serious inundation since this port was opened to foreign commerce. The trade, however, did not suffer as might be expected, and large transactions took place. The imports of piece goods showed 283,350 pieces Grey Shirtings, as against 246,322 in the previous year; and T-Cloths and Drills exhibited a still greater increase—the former showing 205.801 pieces, against, 47,478, and the latter 108,424 pieces against 78,281 in the previous year. The revenue showed Tls. 469,099, against 478,532 in the corresponding quarter of last year, no revenue whatever having been realised this quarter from opium, which, in the corresponding quarter of last year, produced Tls. 1,390, the general revenue may be said to have increased to almost that amount; but foreign merchants had to complain of low prices the whole quarter through. The export of tea was 3,000 piculs greater than in the corresponding quarter of last year.

KIUKIANG.

Mr. Commissioner Drew reports a smaller import of Grey Shirtings and T-Cloths than in 1868 and 1869. Drills show a gain of more than 4,000 pieces over either of those years. Woollens also stand at somewhat better figures than in foregoing years. Opium shows no falling off; and the consumption is remarkably regular from year to year. The authorities exerted unusually systematic efforts to relieve the sufferers by the summer's flood, though the sum raised would be more practically expended in repairing dykes which might prevent damage, than in charity, which, considering the vast numbers of the population, can only relieve the poor to the amount of 70 cash per head, a sum far too small to afford any substantial assistance. The revenue was Tls. 151,461, against Tls. 138,818 in the corresponding quarter of last year.

CHINKIANG.

Mr. Acting-Commissioner Woodruff reports a satisfactory quarter's trade. The import of cotton goods has increased, 239,692 pieces having been imported, 177,447 sent inland under pass, against 143,067 imported and 108,938 sent inland during the corresponding quarter of 1869. In woollens 22,423 pieces have been imported and 8,812 sent inland under pass, against 9,127 imported and 3,158 sent inland during the same time last year. The demand for nail rod increased greatly. The falling off in native sugar continued. There was a comparatively considerable gain in export duties, and the transit dues were nearly doubled. The revenue shows Tls. 21,543, against 14,616 in 1869, and 12,430 in 1868.

SHANGHAI.

Mr. Hammond, Acting Deputy Commissioner in charge, furnishes statistics which show the import of grey shirtings to be almost stationary, as compared with last year. T-cloths fell in the same time from 862,878 pieces to 598,967 pieces, and drills showed a much greater proportionate decline. Re-exports to Chinese ports exhibit a steady increase, especially in T-cloths and drills. The re-exports to Japan show 68,935 pieces grey shirtings, against 4,750 pieces in the corresponding quarter last year. The export of silk shows a falling off of about ten per cent., and tea an increase in about the same proportion. The quarter's revenue amounted to Tls. 711,121.

NINGPO.

Mr. Commissioner White reports a marked increase in the importation of cotton piece goods. Grey shirtings have increased 29 850 pieces; white shirtings, 3,720 pieces; T cloths 11,315; English drills, 228; and American drills, 7,690. Camlets have also increased 962 pieces; lastings, 600 pieces; lustres, 1,025; and Spanish stripes, 427. Nail rod and bar have fallen off 4,628 piculs. In exports, green tea has gained 8,236 piculs. Alum and wheat show a *nil* export, against 1,018 piculs and 6,720 piculs respectively in the same period of 1869. The total revenue shows an increase of Tls. 10,464, which is due to the duties on opium and exports having improved. On the whole the quarter's result is satisfactory, especially when viewed in connection with the disquieting rumours in circulation in July and August. Mr. White says the local authorities took active steps to put down any seditious placards, and disturbances were therefore prevented.

TAMSUI—FORMOSA.

Mr. Detring, Assistant in charge, reports that, owing to supplies not having been thrown on the market in large quantities, piece goods have shown a fair profit. The quantity is, however, small. Grey shirtings show 3,100 pieces, against 8,200 last year; white shirtings are 2,000 pieces, against 500. Woollens appear to have almost ceased to be imported. In exports, camphor fell from 5,093 piculs in 1869 to 3,913 piculs in the corresponding quarter of 1870. The revenue shows Tls. 25,086 against Tls. 22,049 in 1869, and Tls. 27,452 in 1868. The export o tea in the current year was expected to be half as large again as the year previous.

TAKOW—FORMOSA.

Mr. Cartwright, Assistant in charge, reports imports—cotton goods, 4,600 pieces, against 1,150 pieces in the corresponding period last year. In exports—camphor declined from 960 piculs to 105 piculs; sugar rose from 36,026 piculs to 48,516 piculs; and rice from 5,393 piculs to 28,667. The total revenue shows Tls. 16,675, against Tls. 11,099 in 1869, and Tls. 3,497 in 1868.

FOOCHOW.

Mr. Lay, Assistant in charge, reports a continued depression of trade. In imports, opium has decreased very greatly, and the decrease is steady. Malwa is less by 9 per cent. than in 1867, by 15 per cent. than in 1868, and by 28 per cent. than in 1869. Patna shows an increase over 1867 and 1868, but a decrease of 20 per cent. compared with last year. Grey shirtings have increased slightly; the figures show an increase of 1 per cent. over 1867, and 16 per cent. over 1869, but a decrease of 44 per cent. as compared with 1868. White shirtings show an increase of 11 per cent. over 1867, and 18 per cent. over 1869, but a decrease of 50 per cent. from 1868. The demand for T-cloths seems steadily on the increase, but woollens have declined altogether. The export duties are 24 per cent. under last year, and 2 per cent. under the year preceding that. The gross revenue shows Tls. 703,145, against Tls. 929,166 in 1869, and Tls. 735,243 in 1868.

AMOY.

Mr. Commissioner Hughes reports the import trade as showing an increase in nearly all the articles in which foreigners are interested. Foreign cotton is a remarkable instance, the quantity imported being 12,947 piculs, against 987 piculs during the September quarter of 1869. This last, however, was exceptional, and caused by Amoy prices being lower than Hong Kong. This year Amoy prices were much higher, and large supplies drawn from Hong Kong, where prices fell immediately on the outbreak of the European war. In imports, piece goods show 45,536 pieces, against 23,042 last year, and much above the average of some years past. The import of fancy goods has fallen off. Woollens show a large falling off. The total export of this season's teas to the 30th September was 3,855,576 lbs., showing a decrease on Congous of 814,442 lbs., and an increase on Oolongs of 2,046,560 lbs. over the export during the like period of 1869. Sugar has been exported to a somewhat larger extent than last year. The total revenue shows Tls. 159,233, against Tls. 129,012 in 1869. The construction of the lighthouse was unavoidably stopped till the commencement of the south-west monsoon, owing to the impracticability of landing natives with sufficient regularity during the north-east monsoon at Chapel Island. Amoy has been perfectly quiet, owing to the prompt action of the authorities.

SWATOW.

Mr. Huber, Assistant in charge, reports that shipping compares favourably with last year. The war in Europe put an end for a time to the large coasting trade carried on in North German vessels, but British vessels took their place, and the tonnage increased. Nearly all foreign manufactures showed a decided increase, especially noticeable in T-cloths and drills. The import of the latter is four times as large as in the corresponding quarter of 1869. The large increase in the consumption of foreign cotton may be accounted for by the failure of the crops in the North of China. Native cotton is preferred, being more easily worked up in the Chinese looms; but a small increase in the price is sufficient to make the foreign article take its place. Nail rod iron and tin also exhibit an increase; but the largest increase is in opium, which shows 354 chests more than the corresponding quarter of 1869. Exports show a decrease, attributable to the presence of Imperial troops. The revenue shows Tls. 104,959, against Tls. 84,781 in 1869, and Tls. 100,071 in 1868.

CANTON.

Mr. Bowra, Acting Commissioner, reports a slight increase in the principal imports, but it merely makes up in part for the deficit in the June quarter, and it is impossible to say how far the increased imports of the present quarter may have anticipated the wants of the next one. T-cloths appear to be advancing steadily in native estimation, the import of the first three quarters of the year (74,500 pieces) exceeding the total import of the year 1867, and falling not far short of that of 1869. Piece goods generally were at low rates during the quarter. The import of cotton was large, and it appears to be steadily on the increase. Woollens also show an increase—a fact which, contrasted with the largely decreased export of tea, shows that native prosperity, of which the consumption of woollens is usually looked upon as a fair indication,

Digitized by Google

is not wholly dependent on foreign purchases. Meta's show a falling off. The export trade was seriously depressed during the European war. For the first three quarters of 1870 the export of tea was only 36,700 piculs, as against 62,100 piculs in 1869, and 72,400 piculs in 1868. Silk shows a large export, and does not appear to have been much affected by the war. The total revenue shows Tls. 255,986, against Tls. 364,186 for the corresponding quarter of 1869, and Tls. 271,803 for 1868.

LITERATURE.

The Ancient Connection of China and the Western World.—On Monday, the 20th inst., Mr. Hyde Clarke read a paper at the Anthropological Institute on the Prehistoric and Proto-Historic Relations of the Populations of Asia and Europe, in reference to Caucaso-Tibetans, Caucaso-Asiatic, Canaanites, Amazons, Megalithic Monuments, Indian Migration, &c. This paper showed, by the collection of a large body of facts, under the analysis of the Caucasian languages, the existence of a period of unrecorded civilisation in Western Asia and Europe, from 3,500 to 4,500 years back, and extending from the Burman peninsula to these islands. The whole world, afterwards known to the Greeks and Romans, was then known to and held by a population allied to the Tibetans and Chinese, to which the term Caucaso-Tibetans was applied, and of which the present representatives were the inhabitants of the Caucasus. The language, here styled Palæogeorgian, was closely allied to the Caucasian languages, but belonging to an epoch when there was a multiplicity of roots for one term, and the power of voluntarily transposing the radical letters. Under the law thus discovered, for "river" at least 250 terms could have been used, of which many can now be identified. The selection and fixity of roots by the Semites and Aryans constituted a subsequent epoch and revolution in civilisation. The Caucaso-Tibetan area included Canaan, Mauritania, and Britain. To the Palæogeorgian class belonged the Lydian, Casian, Phrygian, Lycian, Thracian, and Etruscan languages, and probably the Akkad. The Armenians and Persians were assigned to the Caucaso-Asiatic population, though speaking Indo-European languages, and distinguished from the Western Indo-European. The influence of the ancient worship of fire and water on the mythology of Greece and Rome was referred to, and the rise of the dual principle, and the elements of Chaldean philosophy. It was with the Caucaso-Tibetans, under the name of Canaanites, that the children of Israel contended, and evidences were obtained from the orthography of Palestine. By these new discoveries a connection is formed with a common centre in High Asia for the communication of language, civilisation, mythology, and folklore between the ancient Chinese, the Assyrians, Babylonians, Lydians, Etruscans, and other leaders of civilisation in the Old World. By Mr. Hyde Clarke's law of comparative grammar, a light is obtained for illustrating the early formation of the Chinese language and characters, the relations of the radicals with the Sanskrit and other languages, and the development of Chinese philosophy. One result is that the Chinese language, and consequently modes of thought, cannot, as supposed, have been permanently immutable, because a great revolution in the grammar and logical arrangement must have taken place on its becoming a fixed language, which would be within 3,500 years. Anteriorly the language must have assimilated in form and properties to the Palæogeorgian, and consequently in some respects to the complicated languages of Southern Africa.

Who is Responsible for the War? By "Scrutator." London: Rivingtons.—This is the work of a clever partisan; but still of one who must be regarded as a partisan. "Scrutator," who is a well-known correspondent of *The Times*, labours to prove that, notwithstanding appearances, Germany was really responsible for the Franco-Prussian War; which he traces in its origin to Count Bismark's celebrated remark, that nations were no longer to be governed by majorities, but by the force of "iron and blood." This phrase "iron and blood," was, indeed, originally used by the German lyric poet Mosen, and in endeavouring to fasten it in its full significance on Count Bismark, "Scrutator" involved himself in a controversy with Professor Max Muller in the columns of *The Times*. Many persons thought that the Professor had the best of the argument at the time, and it is certainly to be regretted, for the sake of fairness, that the present author should now have reproduced his own lucubrations, with additions and modifications, but without placing beside them the arguments with which they were met by his opponent. Nevertheless, for those who like to hear one side of a story, the present book will have a special interest; and, so long as they do not listen to the representations of the other party, it is quite likely that they may be persuaded that the Hohenzollern candidature was got up by Count Bismark with his eyes wide open to all the consequences that have followed—that the French Government really desired a pacific solution of the difficulty—and that Count Bismark's deliberate intention to provoke a war with France is proved by his rejection of repeated offers to join in a policy of mutual disarmament. All this, together with its corollary, that Count Bismark requires French territory, not as a security against French aggressiveness, but as a means of keeping up the military system of Prussia, and keeping down German Liberalism, it is the object of the present book to show.

England Rendered Impregnable. By H. A. L., the Old Shekarry. London: Rivingtons.—This is a practical and earnest treatise on our military strength as it is and as it ought to be. According to the author's idea, the complete military establishment of Great Britain, as it ought to be when put on a war footing, should comprise 183,600 Regular Forces of the Line, 255,600 Militia, and 244,200 Volunteers. Of this force 71,900 soldiers should be maintained in India, where, also, according to our author's views, a preponderating strength in artillery should also be kept, besides a native army of 210,000 men. These figures will perhaps give an idea of the general scope of the writer's estimates; and, in treating of the Navy, it will be found that he is not less earnest in recommending additions to our strength. The work strikes the unprofessional reader as being thoughtful and practical, and is well illustrated by maps and engravings of the scenes and accessories of war. It is a book which will be certain to be read with interest, and may be productive of the best kind of benefit—security—if its suggestions are carefully weighed.

The February number of the *Phœnix* contains a further instalment of Mr. Carroll's "Cure for Jealousy," and another interesting translation—"A Ballad on Tea-picking"—rendered into English metre by Mr. Mercer. The verses are supposed to express the thoughts of a Chinese girl working in the tea-fields, and by no means satisfied with her employment. This is what she says of the foreign lady who is to drink the tea which she has picked:—

And yet the thought arises—who
Shall the pretty maiden be
To put the leaves in her jewelled cup,
From that cup to drink my tea?
Her griefs all flee as she makes the tea,
And she is glad, but oh!
Whence shall she learn the toils of us
Who labour for her so?
And shall she know of the winds that blow,
And the rains that pour their wrath,
And drench and soak us through, as though
We were plunged into a bath?

Giving Mr. Mercer credit for the faithful preservation of the sense of his original, we are bound to admit that we think the toil of translating thirty stanzas of this kind are scarcely repaid by the result. The present number also contains contributions by Mr. Swinhoe, Dr. Campbell, and Mr. Hodgson, in continuation of previous papers, and a graphic description of the "End of the Mussulman Fast at Christmas," by a Calcutta correspondent.

In the course of the late war a clever squib was published under the title of *The Fight in Dame Europa's School: How the German Boy Beat the French Boy, and how the English Boy Looked on.* This little production was attended with such remarkable popularity that it is said that not less than 75,000 copies of it were sold. It has naturally produced a host of imitations (several of which are before us). *Pious William and Dame Europa's School* has the peculiarity of being not only versified, but *set to music* by the author, who calls himself "Clarion." We do not know how his production may sing, but it certainly reads dully enough. Here is another extraordinary fruit of the same fertile occasion—*An Ode to England.* This "poem" commences with the following independent rhyme:—

Lo! where Despotism *sweeps*
Like the Angel of *Eclipse*;

and apostrophising England, exclaims:—

Call thy lion-hearts and lead 'em
To confront the foes of Freedom.

A Widely Different Account of the Fight, Young John Bull's Letter to his Grandmother, and *The Public School, showing how it Fared with Johnny after he ran away from Dame Europa's*, are three more variations of the idea of the original *brochure.* It is an old charge against writers of this kind that "if they get hold of a good thing, they never know when to have done with it"—as Sheridan says of the actors who fire three morning guns in *The Critic.*

The Antipodes and Round the World. By Alice M. Frere (Mrs. Godfrey Clerk). London: Hatchards.—An unaffected and graceful narrative of a journey which the accomplished authoress performed through Australia, New Zealand, Ceylon, China, Japan and California, in company with her father, on the occasion of his relinquishing the Government of Bombay. The writer has great powers of description, and a vivacious style, which she makes the medium of conveying a great deal of valuable information and reflection; the book is very handsomely got up, and illustrated with some good plates.

Tales of the Civil Wars. By the Rev. H. C. Adams, M.A., Vicar of Dry Sandford. London: Routledge.—This well got-up volume contains two interesting stories—"The Boy Cavaliers," and "Friend or Foe." The scene of both is laid in the time of the Civil Wars, and, if not decidedly novel in conception or character, they abound in incidents well connected, and told in a style that cannot fail to rivet the young reader's attention.

The Franco-German War. By Sir J. G. Tollemache Sinclair. London: Trubner and Co., is a little work of very different stamp, and of very great value. It is neither more nor less than a short view of the causes, events, and consequences of the war, set forth with clearness and impartiality in some seventy pages, from the personal observation of the writer. We predict for this pamphlet a popularity which will rival that of many more pretentious works.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 29.

In the Second Chamber, since the East India Budget was voted, not one matter has been discussed which excited any public interest or political feeling. By 42 against 13 votes the Bill was carried which reorganises the promotion and retirement of naval officers; during the debate it was much altered, and the Minister was even obliged to give up the fundamental principle. Mr. Brocx moved that promotion should take place according to the selection of the Minister, but the Chamber was of opinion that the present system of seniority ought to be maintained. A most important amendment was proposed by Mr. van Eck—viz., to abolish the stipulation by which naval officers are obliged to ask the Royal assent to their marriage. Notwithstanding much opposition from Messrs. Storm and De Casenbroot, this amendment was carried by 38 against 16 votes. The question now is whether this decision will be approved by the Upper House, which met the day before yesterday. The Budget for the West Indies was not carried with the usual haste. The plan of the Minister to introduce in these colonies a tax upon spirits, to take the place of the subsidy, which is now paid annually, created a somewhat warm discussion, finishing with the approval of the measure.

Digitized by Google

The papers are still filled with the opinions of the Chambers of Commerce on the revisal of the East India tariff. They nearly all recommend the maintenance of the differential duties for some years, and their gradual abolition. There is a general protest against the proposal of the Minister to levy an export duty of 3 per cent. on sugar. An address from Mr. J. Millard, C.S., from Amsterdam, strongly opposes this tax, which most decidedly will enormously injure the colonial sugar trade.

The *Olyftak* spreads a rumour that Mr. Loudon, ex-Minister of the Colonial Department, will be appointed Governor-General when Mr. Myer repatriates. It is impossible to say whether this is well founded.

The ironworks of Messrs. Paul van Vlissingen and Dudok van Heel have been definitively reconstructed, Mr. van der Made being appointed manager.

Much anxiety is felt about the fate of the *Ternate*, which sailed on the 9th Nov., from Batavia, and has not been heard of since.

General Leboeuf has arrived at the Hague.

PRODUCE MARKETS.

Under the influence of the disturbances in Paris business has been generally limited, and owing to the same cause, the Trading Company's public sale of Coffee last week was attended with a very unsatisfactory result. The 90/m bags East India put up found buyers, but only at a reduction of 1½c. compared with the brokers' valuations, whilst the 12,433 bags Rio and Santos were nearly all bought or withdrawn.

COFFEE.—Since the public sales last week 840 bags Java, ex Sattara, 290 bags Macassar, ex Gerredina Wilhelmina, and 300 bags Java, ex Henrietta Adriana, of private importation, have changed hands here by private treaty, on secret terms, and 1,052 bags Macassar, ex Gerredina Wilhelmina, at Amsterdam, at 29½c. to 33½c., according to quality.

DRUGS.—Nothing of moment to report.

DYES.—Several parcels of Java Indigo, of old and recent importation, in all about 40 chests, have changed hands at former prices. The stock of Indigo in the hands of private importers at Amsterdam will be offered for sale by public auction there on the 8th proximo. The sale will comprise about 1,000 chests Java and 150 chests Bengal.

HIDES.—Continue in good request. The following parcels have found buyers at secret prices:—413 Java Cows, average weight each about 6 ko., ex Fop Smit; 300 do., average weight about 8¾ to 9 ko., ex Louise; 145 do., average weight about 4¼ to 4½ ko., and 143 do., average weight about 7¼ ko., ex Gutenberg. Sales by secret tender are announced to-day (on account of sea damage) of 307 Padang Buffaloes and 62 do. Cow, ex Magdalena.

METALS.—In view of the spring sale of about 80,800 slabs Banca Tin, to be held at Amsterdam on the 31st, the market continues quiet. Small lots have sold for short prompt at f.76, and f.75 to f.75½ has been paid for delivery ex the coming public sale.

SHIPPING.

DEPARTURES.—March 23, from Texel for Macassar, India Packet; 26, from Texel, for Batavia, Telanak; 27, from Texel, for Batavia, Nieuwe Waterweg II.; for Samarang, Jupiter.

PASSENGERS OUTWARD.—For Java: Per India Packet, Mr. Lebrun and family; per Nieuwe Waterweg II., Messrs. A. M. Pfeiffer and family, G. de Lang, A. J. Hamerster, J. Maurer, L. Maurer, G. A. Obermayer and family, and 125 soldiers; per Telanak, Messrs. Boers and family, Baron van Reede van Oudshoorn and family, Y. W. Dammers and family, L. C. Kruk, R. E. Kerkhoven, N. Kramer and family, Miss Mayer; per Jupiter, Messrs. L. Gerards and family, J. J. Smits, Miss J. Boshart, G. H. C. van Zyll de Jong and family, L. Williams, J. Brumstede, A. J. M. van Hengel, R. Brons Middel, H. C. A. Cornelius and family, Miss J. Grimm, C. Schroder, Mr. J. H. Dupuy and family.

ROTTERDAM, March 29.

The Dutch Trading Company sold to-day in public auction 44,682 mats Java Sugar, at f.1¼ to f.2¾ under the November prices. It must, however, be remembered that the conditions of the auction are altered, so that there is a difference between them of 6 per cent.

The brokers' valuations of the cargo of China tea ex Margaret Falconer were published to-day; they run from 90c. to 275c., and the several lots of Java tea from 50c. to 350c. By private tenders 406 b. Java Krossok and 462 b. Java H L have been sold.

UNITED STATES.

In the Senate a Bill has been brought forward by Mr. Sherman (Republican) as follows, "To facilitate commerce between the United States and China and other Asiatic countries, being the Bill introduced last session for incorporation of a company with a capital of $5,000,000."

The House of Representatives has passed a Bill introduced by Mr. Randell (democrat), which enacts that Tea and Coffee shall be placed upon the Free List, the import duties on the same to be abolished. The Bill passed by 141 against 49 votes.

SHIPPING.

ARRIVALS.—March 10, at Boston, from Singapore, Lizzie Williams; 11, at New York, from Hiogo and Yokohama, Latona; 12, from Canton, Cleta; 12, at Boston, from Sourabaya, Aurelie; from Batavia, Hazard; 13, at New York, from Shanghai, Montana, Argonaut; 14, from Amoy, M'Gilvery; 15, from Hong Kong, Marathon; 15, at Boston, from Cebu, Chasca; 16, at New York, from Manila, Monkchester; 17, at Philadelphia, from Penang, Nyassa; at New York, from Manila, Marchioness of Londonderry; 18, from Yokohama, Horatio; 20, from Canton, John Wooster.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

PARLIAMENT.

HOUSE OF COMMONS.

CESSION OF DUTCH POSSESSIONS ON THE COAST OF GUINEA.

(Mar. 27th.) Mr. MAGNIAC (L.) asked the Under Secretary of State for Foreign Affairs whether an arrangement had been entered into with the Government of the Netherlands for the cession by it to Great Britain of the Dutch possessions on the coast of Guinea; and, if so, whether the arrangement was subject to the consent of Parliament before the purchase money was paid.

Lord ENFIELD said a convention had been signed, but it was not yet ratified by the Dutch Chambers, by which certain ports on the coast of Guinea adjacent to British territory would be handed over to the British Government. There was, however, no question of purchase, and the sum of money required for the transfer of stores, &c., would be defrayed not out of the Imperial revenues, but out of the revenues of the British settlers.

Mr. B. COCHRANE (L.) asked if the proposed cession was to be carried out without the consent of Parliament.

Lord ENFIELD said that as the expense was to be borne by loca revenues, he did not think it would be necessary to ask for the consent of Parliament.

MISCELLANEOUS.

MR. T. T. COOPER'S OVERLAND JOURNEY FROM CHINA TO INDIA.

At a meeting of the Royal Geographical Society, on the 27th ult., a paper was read by Mr. T. T. Cooper, "On the Chinese Province of Yunan and its Borders." The author had traversed the western portion of this remote province in 1669, after his unsuccessful attempt to cross from the Upper Yangtsze to Assam. The mountainous country along the border was peopled by a number of separate barbarous tribes, more or less under the influence of the Chinese. The border country is wild, but the interior of Yunan is fertile and picturesque, and exceedingly rich in agriculture and mines. All attempts made to open up a route between this fine province and our possessions in Burmah or Assam had hitherto been in vain. After the reading of the paper, the chairman read a most graphic and evidently truthful description of Western Yunan by Bishop Chauveau, who had been for fifteen years resident as Roman Catholic missionary in this little known region. The chief city, Tali-fu, is situated on the shores of a beautiful lake, forty-five miles long by twelve to fifteen wide. The plain on its western side formerly contained a population of upwards of 400,000 souls. The climate is fine and healthy; copious harvests, excellent fish, fruits, and vegetables, good and numerous horses and mules, a kind and gay population—such are some of its recommendations. There are nine other great plains similar to that of Tali. The city is the centre of a great trade with all the surrounding populations, and is the point whence starts the caravan trade with Burmah, which formerly passed by Momein to Bhamo, on the navigable part of the Irrawady. According to the Bishop the country had much deteriorated since it had revolted, under the instigation of the Chinese Mahomedans of Yunan, against the Imperial authority. In the discussion which followed Major Sladen, the commander of the late expedition from Burmah to Yunan, confirmed the Bishop's statement that the natural route for trade was *via* Bhamo, and spoke favourably of the Mahomedan chiefs, who had received him in the most friendly manner at Momein. Mr. A. Michie, of Shanghai, Dr. Barton (of the first Upper Yang-tsze expedition), and Mr. W. Lockhart (formerly resident in Peking), also spoke. All the speakers agreed in stating that English travellers met with good treatment and even welcome from the Chinese people, and that all opposition arose solely from the interested and corrupt mandarin class. The following new Fellows were elected:—Commander John Charles Best, Mr. Joseph Cubitt, C.E., Mr. Francis Horne, Mr. Murdock, G. Maclaine, Dr. Hugh Martin Macpherson (Inspector-General of Hospitals), and Mr. William W. Vine (Navigating-Lieutenant R.N.).

BANKERS' CLAIMS ON BANKRUPTS' ESTATES.

In the Bankruptcy Court an appeal has been heard against an order of the Judge of the Liverpool County Court, admitting a proof by the Chartered Bank of India, Australia, and China, for £10,012, against the estate of Messrs. Robinson Brothers, merchants, of Liverpool. It was stated that the Bank claimed to rank for the full amount of certain bills accepted by the debtors, and collaterally secured by bills of trading for cotton and other produce, without giving credit for the value of the security. The Chief Judge confirmed this view and dismissed the appeal.

THE Right Rev. Dr. Claughton (late Bishop of Colombo) has been installed at St. Paul's Cathedral as a canon residentiary and Archdeacon of London, in the place of the late Ven. Archdeacon Hale.

SIR JAMES ELPHINSTONE has delivered an address at the Westminster Palace Hotel, on the proposed plan to cut a channel for ships between India and Ceylon.

DEMOLITION AND RECONSTRUCTION OF COLOMBO FORT.—The original sum of £30,000 set apart from the revenue of this colony for the construction of new barracks has increased by £10,000 since 1864, the increase being just sufficient to pay for the levelling of the landward defences. The new hospital, nearly finished, will cost about £6,000; the barrack block, in progress, £7,000; commanding officers' quarters, £2,500; quarters for surgeon and assistant, near the hospital, £1,000; &c. From a block of houses, already sold, £5,001 has been derived, and a block of barracks is advertised at an upset price of £3,000. It is calculated that sales of buildings and grounds will bring the total available up to £70,000. When all the improvements are carried out and the "Fort" lighted with gas, Colombo will be really worth looking at architecturally. The beauty of its vegetation, its lake, and its sea, cannot be surpassed. It wants rising ground for scenic effect, but the convenience of level roads is a great compensation.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be mad to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, *and other parts of the* Far East *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The London & China Telegraph.

LONDON: MONDAY, APRIL 3, 1871.

THE SINGAPORE RAILWAY.

We intimated in February last that there was a near prospect of the long-talked-of railway between the town of Singapore and New Harbour being completed, but in a later issue we had to notice that its progress had been again interrupted through lack of unanimity among the parties interested. We deprecated this on general grounds, and are in hopes that the approaching interview between the Secretary of State and the Governor of the colony will not only result in the formation of the railway in question, but likewise in the adoption of other measures which the present position of the colony seems to call for. The importance of Singapore since the opening of the Suez Canal has become more manifest, even for coaling purposes alone, situated, as it is, on the route to China and other countries which will be more availed of than hitherto, now that our vast trade promises at no distant date to be carried on in steamers, instead of sailing vessels. In order to meet this traffic, the resources of the port will need to be fully developed, and nothing is more essential than the formation of improved means of communication between the wharves at New Harbour and the town itself. Our correspondent, "A Merchant," whose letters appear in our last and present issue, takes wider views; the convenience of the people as well as of trade would certainly be promoted by railway communication with New Harbour, and we cannot doubt that there is room for field work in an island not unlike the Isle of Wight in size or form, luxurious in vegetation, with a fair soil, healthy climate, coupled with that great desideratum in the tropics, copious rains throughout the year. It certainly appears anomalous that more than half the area of such an island is still a jungle, and that the inhabitants of the town should have to rely largely on the Dutch island of Java for food supplies in daily use.

This certainly redounds little to our national credit, although the trade of Singapore has now attained the annual value of ten millions sterling, and we cannot conceive any more likely means of removing this stigma than those suggested by "A Merchant," whose observations, we trust, will receive that consideration which they undoubtedly merit, and which we trust will tend to remove some of the local jealousies and rivalries which seem to prevail to the evident prejudice of the public interest. It was announced last year that railways in India would in future be made by Government, and the Under Secretary of State lately intimated in Parliament that some of these lines were actually in progress. The Australian and other colonial Governments, including Ceylon, are likewise constructing railways, and there seems to be no reason why this course should not be pursued by the local Government at Singapore; on the contrary, it would apparently form a small, but excellent field for such an undertaking. It would be a self-supporting line from the first; the profit obtained from the traffic of the New Harbour section would cover the expense of working the line through that portion of the island which requires to be opened up, and it would include the European barracks situated at Tanglin, three miles inland from New Harbour, for which ready and economical communication with the town and shipping seems desirable. A correspondent, signing "P. W. A.," whose letter appears in another column, holds different views, but we have no objection to give him a hearing.

The Secretary of State for the Colonies has appointed Mr. Pope Hennessy, the present Governor of Labuan, to be Governor of the Bahamas, and Mr. W. H. Rennie, formerly Auditor-General at Hong Kong, to be Lieutenant-Governor of St. Vincent. Nothing definite has transpired in reference to Sir Richard MacDonnell's return to Hong Kong.

THE BLUE-BOOK ON THE CEYLON RAILWAY.

The papers relating to the affairs of the Ceylon Railway have just been presented to Parliament. The correspondence commences with the report to the end of 1867, showing the cost of construction, and closes with the statement of the receipts and working expenses of the line from Colombo to Kandy, from its opening in 1865 to the end of 1869, with the estimate for 1870. The Ceylon Railway is 75 miles long, single line; its formation width is 20 feet, 18 feet in rock cuttings; gauge, 5 feet 6 inches; weight of rails, 72 lbs. per yard; length of incline, 12 miles; ruling gradient on lower portion, 1 in 100; gradient of incline, 1 in 45 throughout. There are ten stations and eleven tunnels, the length of the longest tunnel being 365 yards. The cost of the line, exclusive of interest on debentures and incidental expenses, amounted to £1,436,127, or about £19,148 per mile, a cost which is believed to be extremely moderate, considering the rugged character of the country, the excessive unhealthiness of a large portion of it, and the fact that the labour of Ceylon is almost entirely imported. The working receipts of the line to June, 1868, the first half-year in which it was open throughout, were £74,102, of which £19,136 was from passenger, and £54,416 from goods traffic. For the same period the working expenses were £35,971. The total receipts for the year 1868 were £163,667. In 1869 they rose to £180,965; and in 1870 the traffic manager estimates the probable further increase as likely to realise £212,300. The working expenses were, in 1868, £74,685. In 1869 they were reduced to £72,500. For 1870 they are estimated at £76,700. We have from time to time published these facts as they have transpired. It is, however, satisfactory to find that they are now officially confirmed, and that the prosperous results which were anticipated for the Ceylon Railway have been more than realised. We trust that the success which has attended their enterprise in this direction will encourage the residents to turn their attention next to the most pressing present requirement of the island—the formation of a safe harbour at Galle.

Our present Postmaster-General, Mr. Monsell, is an enemy to the present system of subsidising a company for the India and China mail service, and we suppose we must attribute his obfuscation to his nationality. It must, however, be apparent to any one not blinded by prejudice that a subsidy is only required over a line where it would not pay to run steamers with a fixed time of arrival and departure. In replying to a member in the House of Commons as to increased postal facilities for Bristol, Mr. Monsell took the opportunity to point out that he regretted to say that the people of this country were burdened with a heavy tax in the shape of a contribution to the loss incurred on the Eastern service, which he did not consider right. He would, forsooth, make the merchants engaged in the trade pay the entire cost of the service, ignoring or failing to appreciate the advantages gained directly and indirectly by the population of Great Britain from our intercourse with India, China, and the colonies; besides which, we maintain that the surplus of the Post-office should be devoted entirely to the improvement of the whole service, home and foreign, and not appropriated as a source of revenue.

Mr. D. B. Robertson, C.B., the senior Consul in China, and lately serving at Canton, comes home by the next mail, and it is understood that his retirement from the service, after twenty-seven years, will follow. Mr. W. H. Medhurst, at present Officiating Consul at Shanghai, is the next in seniority, and we trust will receive the appointment without delay. The salary at Canton is £1,600, and at Shanghai £1,500. Mr. W. H. Fittock, Consul at Ningpo, has also obtained leave, and will leave in April for England, *via* San Francisco. The filling up of the posts vacated is, we understand, left to the discretion of Mr. Wade, and we shall probably hear the result by next mail. Mr. Markham and Mr. Swinhoe, who lately left for Shanghai, will be available; and Mr. Mayers, lately acting at Chefoo, will also be relieved of that post. Mr. Chaloner Alabaster, we believe, proceeds shortly to his post of Vice-Consul at Shanghai. Mr. W. E. King, who left China on leave some months since, has not yet arrived in London. Messrs. H. L. Bickmore, G. Brown, J. H. Gubbins, and E. B. Paul have been appointed to be student interpreters in Japan. Sir Harry Parkes, from Japan, and Sir Harry Ord, from Singapore, are expected in London to-day.

Digitized by Google

SHIP CHANNEL BETWEEN INDIA AND CEYLON

At a crowded meeting of the East India Association, held on the 21st ult., at the Westminster Hotel, Sir James Elphinstone gave a description of the proposed plan for cutting a channel for ships between India and Ceylon, with many interesting details that were not mentioned in the recent debate, when Sir James brought the matter before Parliament. Sir James said that the subject of cutting through a point of land in the district of Madura, in the Madras Presidency, to connect the Gulf of Manas with Palk's Bay was first brought to his notice by the late Captain Ethersay, of the Indian Navy, who surveyed the locality, and that he visited the spot in 1842 and in 1844. Since that time trade at Ceylon had been wonderfully developed, and passenger trade to that extent that 86 000 passengers passed down in the direction he spoke of last year. The present channel, called the Paumben, being shaped like a snake, was not suited to ships of the present time, because long ships could not easily go through a crooked channel. The proposed work is about 100 miles to the eastward of Cape Comorin. By cutting through 250 or 300 yards of sandbank it would give access to a harbour of sixteen square miles, with an anchorage of from 24ft. to 36ft., and perfectly smooth. The estimated cost of the proposed work was £90,000, and the channel could be kept clear at a small annual cost. One of the benefits arising from this would be that vessels could coal in the harbour or at jetties outside. A saving of 750 miles would be effected on the double journey, which meant something like 4 per cent. on ship expenses. In considering the question in reference to the Suez Canal, they must recollect that the whole of their East India trade had been revolutionised, so that for the future it must be a steam trade. Among those present were Sir J. D. Hay, M.P., Sir Thomas Bazley, M.P., Sir Arthur Cotton, Mr. B. Smith, M P, and a number of gentlemen interested in Indian matters. All the speakers were unanimous as to the desirableness of opening up this communication, and it was resolved to bring the matter before the Government and the Chambers of Commerce of England. It is, however, only right to mention that the opinion of practical men is by no means agreed on this point. We have been assured by a most experienced captain in the P. and O. Company, that the proposed channel might assist the coasting trade; but it would be of no use to large steamers. Vessels of 2,000 tons could not possibly go through it, especially at the time when they would have to encounter the south-west monsoon.

THE NEW RUSSIAN STEAM COMPANY.—BETWEEN ODESSA AND HANKOW.

We have already called the attention of our readers to the arrangements recently made in Russia for the establishment of a direct trade between that country and China, by way of the Suez Canal. The pioneers of the line, the *Tchihatchoff* and *Nachimoff*, two fine iron screw steamers (equal in size, quality, and speed to the *Achilles* and *Ajax* of Holt's line), will load at Hankow for Odessa in June next. The steamers are owned by the "Russian Steam Navigation and Trading Co.," a rich and powerful corporation, much favoured by the Imperial family, and enjoying a large yearly subsidy from the Russian Government. The captains are experienced officers of the Imperial Navy, the management of the company hitherto has been excellent, and no pains will be spared to make the establishment of the new line permanent and successful. We understand that these two steamers, which together will carry about four million pounds of tea, have been promised full return freights to Odessa by the Moscow merchants engaged in the tea trade, at £6 per ton of 40 cubic feet. There are seventy Russian firms, some of them very wealthy, engaged in the tea trade, and the Imperial Government has requested them to support the new line of packets and direct trade; and there is no doubt but that henceforward Russia will draw its supplies of tea from China direct to a great extent, though not exclusively, unless it be found possible to stop the large smuggling business between Konigsberg and the Russian frontier towns. It is said that the Imperial Government has under consideration plans likely to cope efficiently with the smuggling trade, and to suppress it thoroughly. The Kiachta trade, which has been dwindling away for four or five years past, will, however, be now exclusively confined to the supply of Asiatic Russia.

The tea trade of Russia is of much greater importance than is generally supposed. The returns of the Imperial Customs are quite fallacious. We know that the quantity passed through Kiachta has always been vastly in excess of the official return; chests of tea often pay duty as if half-chests, and 500 lb. packages as if 300 lbs. or 400 lbs. The weight of tea smuggled across the Russian frontier yearly is considerable, and the statement that one-third of the entire import into Russia pays no duty at all is probably within the mark. The consumption of tea in European Russia, therefore, can only be conjectured, and the general estimate that it amounts to fifty millions of pounds yearly (exclusive of brick tea) may be accepted as moderate and probable. A rapid increase of demand may be looked for, as European Russia, thanks to the new and magnificent system of railway communication now nearly complete, is becoming very rich and prosperous, and all Russians, from tchinovniks to moujiks, are passionately fond of tea. As the opening of the direct tea trade between Russia and China under such favourable auspices, the consequent increased competition in China, and probable decreased demand in London for the Russian market, are matters of great importance to the English merchants engaged in the trade, we desire to offer a few remarks to our readers.

The loading of the two steamers of the new line will bring about a change of some importance to the English tea traders. The first two cargoes will be almost entirely drawn from the stocks of first crop Congous, which will be on the Hankow market in the first days of June; for the fine Hunan teas formerly sent by caravan *via* Kiachta, but which in future will in great part be sent from Hankow to Odessa, cannot be ready for shipment before the middle of July. These very fine teas are of late growth, and their preparation for export is slowly and carefully made, so that the cargoes of the *Nachimoff* and *Tchihatchoff* will consist of the first crop Oonam, Oopack, and Ningchow teas, which in past times would have been shipped to London. The English traders should, therefore, consider the probabilities of greatly increased competition for the best first crop teas in Hankow, and the loss of much of the Russian demand in London. Our remarks apply principally to the Hankow market, as hitherto there has been little or no competition between Russian and English merchants for the fine Fohkein teas, which sell in Russia at very high prices, and have been exclusively bought by Russian merchants in China. It should be said that hitherto the Moscow tea merchants have not been satisfied with their imports of sea-borne tea, which is known in Russia as "Canton" tea. Most of the Hankow tea imported into Russia has been, by reason of too hasty preparation for export, and consequent imperfect curing, deficient in keeping quality. We have seen in Russia first crop Oopacks of the best chops, which had left Hankow in the month of June, yet were soft and out of condition in the following April. Now, the Russian caravan teas, like the Assam Congous, will keep good, sound, and crisp for three or four years. Although so many losses have been suffered by English and Russian tea merchants in consequence of the imperfect curing of Hankow teas and frequent admixture of old with new leaf, we fear that unless unusual precautions are taken in the coming season the increased competition which we may expect for the early teas will cause the carelessness and fraudulent packing complained of to be rather perpetuated than ended. It is said that in the year 1873 this company's steamers will load and unload at Sevastopol, and not at Odessa. Sevastopol is a very fine port, always open, and the railways now near to completion will give it great advantages for the traffic between North and South Russia and the rich countries bordering the Azov and Caspian.

The establishment of this new line of steamers deserves consideration also in regard to the probable development of important markets in China for Russian manufactures. The rapid extension of Russian manufacturing enterprise is startling to observers. Thanks to the commercial policy of the Imperial Government, which encouraged, by a system of temporary differential duties, the establishment in Russia of cotton and woollen mills, iron works, machine factories, &c., the great natural resources of the country have been turned to good account, and the native manufacturers have generally prospered, so much so that in a short time they will be able to hold their own, even without the aid of high tariffs, against foreign competitors. From the first we may look for a notable growth of trade in woollen goods between Russia and China. The Moscow millowners' productions are much liked in China. The Russian cloths are of excellent quality, and in material, fashion, width, and colour, are made to suit Chinese requirements. It is to be regretted that the Yorkshire manufacturers are not equally watchful of the market. The English woollen trade with China is in an unsatisfactory condition; the Spanish stripes, long ells, and camlets sent

Digitized by Google

by us in such large quantites rarely pay the shippers a profit; more frequently the goods are sold at a loss. The woollen trade with China deserves the intelligent attention of English manufacturers, especially as we may be certain that there will be a greatly increased export of Russian woollens to China henceforth. It is not likely that much, nor, indeed, any, cotton fabrics will be sent from Russia to China, as the great mills of St. Petersburg, Narva, and Moscow, even if they doubled or trebled their present rate of production, could not supply the home Russian demand for the excellent calicoes and other cloths made. We are informed it is likely that a large quantity of the fine steel and iron of South Russia will be sent to Canton and the Yangtze ports by the direct steamers. At present a considerable quantity of the fine Perm steel and charcoal iron is sent to China by caravan, and, notwithstanding high costs of carriage, the sales made in China are almost uniformly profitable to the Russian merchants.

MINERAL RESOURCES OF CHINA.

No geographical discovery of modern times is likely to have such important bearings upon Asia and Europe as the recent disclosure of the immense mineral resources of China, and yet perhaps no fact of equal significance has attracted less attention. After Lord Elgin's treaty and Sir Hope Grant's army had opened up China, our countrymen, on reaching Peking, found excellent coal in general use in all directions. Mr. R. Pumpelly was invited to investigate the subject; and accordingly in company with an interpreter he visited the mines on the west of Peking during the winter and spring of 1863-4. He gave two reports—the one preliminary, the other elaborate, and published *in extenso* in the "Smithsonian Contributions to Knowledge" for 1867. In this district he found a vast field of coal, bituminous and anthracite, of superior quality. In the *Quarterly Review* (April, 1866, p. 446), in an article on "Coal," the writer says:—

> Having examined coal from nearly every part of the world, we have seen no steam coal superior to that from the neighbourhood of Peking, where there is a field of one hundred miles in extent.

Mr. Williamson also threw considerable light on this subject. In his journeys in Shantung, Shansi, Manchuria, and other places, he came upon immense coal-fields, an account of which is found in his volumes. Baron Richthofen followed up the discoveries of these gentlemen. Engaged in the survey of the Western States of America, he heard of the coal-fields of China, and came over with the view of placing his great scientific skill at the disposal of the Chinese Government. His services were declined. He made several journeys on his own account, and ultimately was employed by the Shanghai Chamber of Commerce to investigate the mineral resources of the country. Preliminary reports have already appeared. He has found not only all the published statements true, but made great additions to our knowledge. In the province of Hunan he has discovered a magnificent coal-field of no less than 21,000 miles in extent. Of this he says:—

> The inclined position of the strata makes mining tolerably easy. The situation is no less advantageous. Many mines are worked close to the river side, and at little distances from it there is thus direct water communication with Hankow. The coal in this district is all anthracite; I think it will compare favourably with the best kinds of anthracite known.

In his last journey he found another coal-field near Juchow, about twenty-three miles broad, having seams ranging in thickness from six to eight feet. Not far from the city of Honan-Foo he came on a third of considerable extent, with seams varying from six to eighteen feet. At Tai-Hang Shan he estimated the quantity of coal produced, even by their rude methods, at between 200,000 and 300,000 tons annually. He then entered Shan-Si, and confesses himself perfectly amazed at the extent and quality of the coal-fields of that province. He says that as far as he knows they are not equalled in the whole world. He speaks of the remarkable simplicity of structure, and calculates their area at somewhat about 30,000 square miles. The coal formation in this province is about 500 feet in thickness, and many of the coal beds 30 feet thick. He also remarks that carboniferous strata lie far above the level of the plain, so that railways or tramways could be carried right into the seams in the mountains, and load on the spot. He admits the disadvantage of being so far from the sea or water communication, but asserts that the superiority of the Shan-Si coal over the coal near Peking will more than counter-balance the extra expense of carriage. The present disturbed state of China has put an end to his investigations for the present; and we are thus left without any account from actual observation of the coal-fields in Western and Southern China. In lieu of this we have the next best authority. Mr. Pumpelly took the trouble to employ Chinese scholars to investigate native books in reference to minerals. Fortunately, these are numerous and accurate, every department and district—*i.e.*, "*foo*" and "*hien*" having its own gazetteer. By the help of his secretary he examined over one thousand volumes. Taking the information contained in them in connection with observations of European travellers, he made a hypothetical map of China proper, showing the position and extent of the various formations. The correctness of this map has been verified in several instances, and may be taken, at all events, as a good approximation of the geological structure of the country; and what a stirring tale it tells! The disclosures are perfectly astounding. He shows that under everyone of the eighteen provinces—each of which, be it remembered, is as large as Great Britain—there are large deposits of coal, in some instances the coal underlying nearly the whole area. To bring out the extent of the coal-fields as clearly as possible, we shall make a tabulated comparison between them and those of Europe.

In the official catalogue of the Great Exhibition (vol. 1, p. 181), Professor Ansted gives the undernoted as the coal area of the following countries:—British Islands, 12,000 square miles; France, 2,000; Belgium, 520; Spain, 4,000; Prussia, 1,200; Bohemia, 1,000. Total, 20,720. Place this side by side with what we actually know of China:—The Province of Hunan, 21,000 square miles; the Province of Shan-si, 30,000; the Provinces of Chih-li, Shantung and Southern Manchuria,* 84,000. Calculations based on Mr. Pumpelly's map:—The Province of Sz-chuen, say 70,000; the Province of Shen-si, 25,000; the Province of Kan-suh, 20,000; the Province of Ho-nan, 10,000; the Province of Kwei-Chow, 14,000; the Province of Kwang-si, 13,000; the Province of Kwang-tung, 23,000; the Province of Hupeh, 5,000; the Province of Fuh-Kien, 25,000; the Province of Cheh-Kiang, 6,000; the Province of Kiang-Si, 35,000; the Province of Ngan-Whui, 4,000; the Province of Kiang-Su, 4,000; the Province of Yu-Nan,† 20,000. Total, 419,000 square miles. These figures are most extraordinary, and yet we have kept within Mr. Pumpelly's indications. For instance, the area of Sz-Chuen is 166,800 square miles. He represents nearly the whole area as belonging to the coal measures, with a narrow fringe round the edge as Devonian Limestone, while we have set down the coal districts as a great deal less than the half of the area. We do not know to what extent these latter coal-fields are capable of economical mining, nor the quality of the coal; but judging from what is known, and taking it in connection with the remarks of stray travellers, we have reason to believe that the coal is equal to that of the North, and its situation in many places quite as easy of access.

But making all due allowance, this is a most extraordinary revelation. Here we have in Hunan a coal-field larger than the aggregate of the coal-fields of the greatest coal-producing countries in Europe; in Shan-Si another coal-field, one and a-half times larger than that aggregate; while in the other parts of North China we have coal-fields seven times greater than all the coal districts in Great Britain, and so on with the other provinces. Or looking at it in another light, we have 419,000, or nearly half-a-million of square miles of coal in China. This is sufficiently startling, but there is another fact connected with this matter which adds tremendously to the import of these figures. Side by side with all the coal-fields explored are iron ores and iron stone of all descriptions; and most remarkable of all, the commonest in North China is the black oxide of iron—true magnetic iron ore. So extensively does this prevail that the natives use only this variety in the preparation of their iron utensils; and pass by fields of other iron ore and iron stone, which would be perfect fortunes to manufacturers in our own country. The writer speaks of what he has seen, for he has picked this iron ore out of the ground, found it to contain from 60 to 80, and 85 per cent. of pure iron, and placing it among needles found it a magnet of the most powerful description.

* Estimated by W. G. Kingsmill, C.E.

† Pumpelly does not give Yu-Nan, but from the French expedition, *Revue des Deux-Mondes*, and other sources we give as above.

Digitized by Google

THE SINGAPORE MARKET GARDEN RAILWAY.

(To the Editor of the *London and China Telegraph.*)

SIR,—The card which I enclose will, I think, in your opinion authorise my saying that, in common with most old residents in Singapore, I still feel a deep interest in its welfare. I mention this lest the criticisms I may have to make on the letter of "A Merchant," in your issue of the 24th inst., should be taken as conceived in a spirit hostile to the Settlement.

Your correspondent appeals to all connected with the Straits to assist in finding means to construct a line of railway from one end of New Harbour, *via* Tanglin Barracks, to the coast opposite Johore, and he encourages them to carry out his suggestion by a reference to the success which has attended the establishment of the Singapore Railway Company. I am bound to say, after a careful study of his letter, that less real inducement for the investment of capital than appears in it could scarcely be offered.

"A Merchant" discusses the subject in both a sentimental and practical mood. To avoid trespassing too much on your space, I will note as briefly and categorically as possible the points he makes under each head.

Sentimentally, then, the island is abundantly watered, its coasts are teeming with fish, but, alas, how few villages it contains! Sad that, except in the neighbourhood of the city, the land should continue in a state of luxuriant jungle! Sad that along the dusty road the poor coolie must "wend his solitary way!" Is it too much to expect that we will "come forward" with the "comparatively small amount" required to enable him to travel third class at least? All this is very impressive, and I shall leave it to commend itself to the more poetical of your readers.

Practically the trade of Singapore has doubled during the past fifteen years. Tangible securities in the settlement command twelve per cent. interest. Vegetables and poultry are at present very dear. The market for them is dependent on distant places for its supplies. The shipping in the harbour is scantily supplied with beef. The cost of convict labour, if supplied by Government, would be speedily recouped them in a saving of carriage to the European barracks.

Trade in Singapore has vastly increased: granted—but it is fast centering at New Harbour, a district which we know is to have immediate railway communication with the town. Securities command 12 per cent.—*tangible securities*—but land, unless perpetually attended to, is worth little more than nothing. I can see the face of an investor as he came to foreclose a mortgage on a large extent of "Lalang." Cabbages and fowl are more expensive than "A Merchant" could wish, but, from my remembrance, I should say they are not much dearer than in London. The amount of fresh beef consumed daily among the shipping in the harbour, allowing each man one pound per diem, would aggregate, say, 2 cwt. (without bone). As to the advantage to be gained by Government from a railway between the town and Tanglin, I am not able to offer an opinion, but if they think such a line needful it is for them to construct it. We must be content with the capabilities of Singapore as they are, not as they appear in the dreams of your able correspondent. The Settlement is simply an *entrepot* of commerce for the Archipelago. As a mineral country it is valueless until the supplies of iron-stone elsewhere are exhausted. An agricultural country it can never be. The land is poor, and the sure successor of cleared jungle is the curse of "Lalang" grass.

We may be quite sure that in a thriving and enterprising colony railway communication will not be long in coming when need of it appears. Witness the fact of its successful commencement, to which your correspondent appeals, and the rumour that a second line is to be constructed from the town to New Harbour. "Railways make traffic"—So they do, but they must have something to make it out of. They must connect places of importance or they must pass through a country rich in something of value. Does the line which we are called on to support prefix either of these requirements? Will it bring produce to the town? No—for that can and ever will be brought along the calm waters of the Straits to Singapore, at far less cost than it could come by land carriage.—I am, Sir, your obedient servant, P. W. A.

London, March 30, 1871.

THE CHINA DEBATE.

TO THE EDITOR OF THE "GLOBE."

SIR,—In the discussion on Chinese affairs in the House of Lords last Friday three noble lords warmly supported "the policy of the Government;" but it is not so easy to gather from the debate what that policy really is. The immediate question under discussion was the massacre of Europeans at Tientsin last June, and Lord Carnarvon very clearly showed from the Blue-book lately published that justice had not overtaken the guilty parties, that Her Majesty's Government had been vainly scolding and threatening the Chinese Government for six months, and had, according to the Chargé d'Affaires, been made a fool of. Instead of answering this—which was indeed unanswerable—Lord Granville discoursed on other topics, explaining that certain habits of the Chinese would take an immense time to eradicate,—among them presumably that of killing foreigners—and that our duty is patience and tolerance of these habits; and he connected the Tientsin Massacre with some unspecified, but in his view very reprehensible, practices of the Roman Catholic missionaries. Earl Grey went a step further, and laboured to show that the Chinese were perfectly justified in their hatred to foreigners, and brought in the coolie traffic from the south of China as a set-off against the massacre in the north. It might be sufficient to answer Earl Grey that the hostility which he endeavoured to describe, to account for, and to justify, exists only in his imagination; were it real, no European could live a day in China.

Let us, however, try to extract from Lord Granville's speech what the policy of the Government is. The practice of keeping a ship of war at the Consular ports is in a general way condemned, and their lordships were amused by his allusion to a supposed mania of consuls to see men-of-war close to their houses. This was *à propos* to a request by Consul Lay, of Tientsin, to have a gunboat there—a request preferred before the occurrence of the massacre. In another part of his speech, however, Lord Granville took credit to himself for doing what Mr. Lay had been laughed at for asking: the only practical difference being that whereas the one gunboat Mr. Lay asked for, if on the spot on the 20th June, would have prevented the massacre, the flotilla that came in July was merely a shutting of the stable-door when the horse was stolen. The question is whether this lesson is to be of any use in the future. What people want to know is, in the event of an outrage being apprehended again, would the policy of the Government be to wait until persons were slaughtered and then send the gunboat, or send her a day or two beforehand, even at the risk of gratifying the desire of a consul?

On one point Lord Granville was quite intelligible—in his statement of the policy of Her Majesty's Government to refer all matters of dispute or outrage in China to the Central Government at Peking, and to seek redress for injury from them alone. This, as was well said by Lord Salisbury, is unexceptionable as an ideal policy, but there may nevertheless be practical inconveniences attending too rigid an adherence to it. Lord Elgin and Sir F. Bruce were referred to as having originated this policy; but it should not be forgotten that Sir F. Bruce, after three years' trial—as did his successor, Sir R. Alcock, after five years'—emphatically pronounced it a failure; for in no one case out of the scores "referred" was any satisfaction ever obtained from the Central Government. Peking is thoroughly understood to be a diplomatic limbo. The powerful and active enemies of foreigners in China like nothing better than the reference to Peking, for it is to them plenary indulgence for any aggression they may set on foot either on foreign person or property. What they want, above all things, is an assurance that proceedings against them will not go farther than Peking—and the speech of Lord Granville, which will in six weeks be translated into Chinese, is admirably calculated to give that assurance; and when that degree of confidence is attained we shall not have long to wait for occasions for the display of that "tolerance" under outrage which Lord Granville recommends as the becoming spirit for British subjects in China.

If this be "the policy of the Government" so enthusiastically applauded by the Duke of Somerset and Earl Grey, then God help them whose lives and fortunes are at its mercy!—I am, yours faithfully,

LIBERAL.

THE HONG KONG GAMBLING QUESTION.

The *Pall Mall Gazette* remarks that the licensed gambling-house system at Hong Kong, referred to in the House of Commons by Mr. Bowring, more nearly affects the Legislature of this country than is generally imagined. The impression is almost universal, and was even shared by the late Lord Clarendon when Foreign Minister, that Hong Kong is nothing more to us than a treaty port of China, and is therefore entirely beyond our jurisdiction. It is this ignorance which has allowed large revenues derived from several very questionable sources to be annually collected in that colony without comment or remark. Until lately a considerable income was derived from the licences granted to brothels, and for the last three years the Government of the colony has been in receipt of upwards of £50,000 a-year from the tax levied on gambling-houses. By a Parliamentary return we learn that during the years 1868-1869 the tax imposed of seven per cent. on moneys won at the licensed gambling-tables yielded a gross sum of $373,616, by which it is to be inferred that upwards of a million sterling changed hands within those periods. A further calculation, which shows that this sum was an aggregate of the moneys staked by daily averages of 14,631 players, proves that every eighth inhabitant—men, women, and children, European and Chinese included—was a frequenter of these "hells." The result of thus encouraging gambling among our Chinese subjects has been most pernicious. Scarcely a session passed, as was lately remarked by the Chief Justice of the colony from the bench, without one or more cases being brought into court in which Chinese employés are charged with having robbed their European masters to made good their gaming losses. "It is of constant occurrence," said the same authority recently, addressing a Chinaman found guilty of passing a forged bank-note at a gaming table, "that victims suffer as criminals for the seductions of the gaming-tables." The losses annually sustained both by private individuals and firms in consequence of the gambling propensities of their employés are so large that the consideration is at length forced upon them whether it may not be economy on their part to purchase increased honesty in their servants by raising a tax of an equal amount with that derived from gambling-houses on some more legitimate principle.

The *Globe* says there has always been a taint of immorality about the Government of Hong Kong. The proximity of the mainland of China and the evil communications of the mandarins have corrupted the good manners of the colonial authorities, who have been in the habit for years of farming out the licence to gamble in the colony to the highest bidder. By the mail just arrived we learn that the annual licence was put up to auction by the Government at the beginning of the year, and that the privilege was purchased by Ho Ahsik for 15,800 dollars per month, or about £40,000 a-year. This sum is considerably above that received last year, so that it is plain gambling is on the

Digitized by Google

increase; and it is evidently the interest of the Government that it should be, although it is directly opposed to the well-being of both the foreign and native residents, who have been driven to seek to repair the losses met with at the gambling-table by thieving. The natives are now at last beginning to perceive the baneful effects of a system by which a sum of about £70,000 a-year—the approximate cost of keeping up the gambling-houses, including the tax payable to Government and the profits of the farmer—is drawn from their pockets, and, with an energy which reflects shame on the English merchants, are getting up a petition for presentation to the Colonial-office, praying that licensed gambling may be abolished from the colony. That such a system, entailing as it does so much crime and violence, should have been allowed to exist for so long is a disgrace to our colonial legislation; and we trust that when the matter is brought before the House of Commons, as it most surely will be, a speedy end will be put to it.

It is reported (says the *Echo*) that the Chinese community in Hong Kong have petitioned Her Majesty's Government to put a stop to the gambling-house system existing in that colony under the protection of the law, and producing a revenue of $15,800 a month, or nearly £40,000 a year. If this be true, we hope Englishmen will take to heart the deserved rebuff administered to our Christian colonists by the poor benighted heathen. Of course, where we civilised people are, *en famille*, with no barbarians looking on, we can do as we like, at Baden or at Tattersall's; but self-respect should teach us not to disgust Chinamen with our immorality.

PROPOSED OCEAN TELEGRAPHS.

(NEW YORK TIMES.)

The very interesting report presented to the Chamber of Commerce by Mr. Ruggles deals so exhaustively with the general condition of ocean telegraphy, and the prospects of success held out by a cable uniting Eastern Asia with our Pacific shore, that it almost seems hypercritical to point out omissions. There are, however, several points left untouched to which public attention might advantageously be directed. Mr. Ruggles gives us the totals representing the relative commercial intercourse between the United States and Europe and the seaports of "the Pacific and Indian Oceans." But he omits to point out the enormous and in some cases preponderating increase of direct trade by vessels under the American flag with the seaports of China and Japan. Thus, we find that during 1869 the carrying trade of Hankow, the great emporium of Central China, and without doubt fated some day to take the lead of its older rival, Shanghai, showed a large excess in favour o. American vessels. The steam navigation of that noble river, the Yang-tsze-Kiang, is almost solely in American hands, the well-known house of Russell and Co. managing, and to a large extent owning, the vessels of the Shanghai Steam Navigation Company, which, recently amalgamated with a rival line, controls the freight and passenger traffic of six hundred miles of riverine navigation. American interests are scarcely less prominently represented in the various coastal lines which make Shanghai and Hong Kong their headquarters, and a similar remark applies to the communication with Japan, which (apart from the Pacific Mail Company's steamers) is maintained by vessels mostly built and owned by citizens of this country.

Yet another, and by no means unimportant point, has been omitted in Mr. Ruggles's report. The vast Chinese colony which now forms an integral portion of San Francisco numbers among its members a large number of rich and commercially influential natives, who would readily avail themselves of the telegraph to communicate with their friends in China. To put aside the American and European element altogether, the shrewd, business-like Chinaman would almost support such a cable as that proposed in the various schemes projected by American telegraphists. But if we take into consideration the foreign element also, the prospect held out to any company undertaking the new line is more than encouraging. The completion of the Indo-Singapore cable, and the measures taken to connect that port with Hong Kong, are less antagonistic to the success of a Pacific line, even as regards the English communities, than might at first sight appear. One great and hitherto insurmountable disadvantage has attended the transmission of messages from India to Europe, and will consequently extend to those forwarded by the new line from China—the numerous and often alien hands through which they must pass to reach their destinations. Illustrations of the sad havoc made by operators with the simplest English sentences are so plentiful that scarcely a journal appears in further Asia without some unintelligible sentence which the editor, by a "query," or more elaborate expression of doubt, confesses his inability to decipher. Not long ago a blunder of this sort caused a run upon the leading bank at Colombo (Ceylon), and by way of sequel an animated and expensive lawsuit to determine the responsibility attaching to the paper first publishing it. Not unnaturally, therefore, the communities of the Eastern settlements are favourably disposed to the establishment of a rival telegraphic line which would both lower the existing tariff and induce greater care in transmission. The fact that two breaks only would, by the Pacific line, intervene between Shanghai and London would form a powerful inducement to avail themselves of its services in preference to those of the many-sectioned cable *via* Galle and the Red Sea.

The trade between China, Japan and the United States is so obviously in its infancy that the least enthusiastic admit a probable development which will exert an immense influence upon both the social and religious status of the vast populations of Eastern Asia. Everything tends to favour the assumption that before many years have elapsed this country will possess a preponderating influence among peoples who will owe their first lessons in material improvement to our machinists and metallurgists, our civil engineers and our shipwrights. Our moral triumphs in the same direction are already matters of record. The pioneer in the field of Japanese literature is an American missionary. The translator of Wheaton's *International Law* into the language of Confucius is also a member of our missionary body. Pumpelly has first explored and thoroughly mapped the geology of Nippon and North China. Turning to the material advances so recently made by both nations, we may note that the superintendent of the leading Chinese arsenal is an American. There is, in short, scarcely a single department of business or commerce, in either China or Japan, uninfluenced or unrepresented by American agents. It is too much the fashion to ignore the immense and ever-increasing interests we have at stake in those countries; and the apathy regarding telegraphs and steamers making Asiatic ports the termini of their lines must give way to judicious action, if we would secure the advantages already within our grasp. The wonderful strides in this direction made by British enterprise within the past twelve months should awaken us to a sense of what we shall lose if we permit it to exclusively occupy a field so easily made our own. Americans have unfortunately been able to boast of but little support from their Government towards schemes such as that under consideration; but Mr. Ruggles's report will, it may be hoped, do some good in directing public attention to so imperfectly understood a matter as the actual conditions of our Asiatic trade. Time and a judicious policy are alone wanting to make the United States its great mart, whence supplies would reach every quarter of Europe.

Monetary and Commercial.

The Bill for the reconstruction of the Albert Life Assurance Company and for the settlement of all matters in dispute, through the agency of an arbitrator to be named by Parliament, has been heard before the Committee of the House of Lords, of which the Duke of Richmond is chairman. The case of the opposition to the Bill having been brought to a close, Mr. Denison, Q.C., replied. It had been admitted by the official liquidator, who opposed this Bill, that he did not remember a single case of an insurance company in liquidation being finally wound up. There were fifty-eight of such companies in the Court of Chancery, and some of them had been there for fifteen years and upwards, but in no one instance had the winding up been completed. On the ground of expense, too, there could be no dispute. On the general question of expenses incurred in liquidation the Lord Chancellor had stated in evidence before a committee that "the expenses incurred in liquidation were even beyond his discernment and altogether beyond his control." Lord Romilly and Lord Justice James had been equally emphatic on the same subject. In the case of the liquidation of the Albert Company in Chancery, up to October last £21,000 had been paid, and this included a solicitor's bill of £6,000 made up to the previous June only. At the rate at which it had hitherto proceeded the liquidation expenses would amount to something like £30,000 per annum. Upon every ground, both of time and expense, he trusted their Lordships would be of the same opinion as that expressed by Lord Justice James, when he said that "nobody but Parliament can find an extrication for this matter, and I hope they will." With respect to the large sums paid for amalgamations and compensations, which had been so prominently stated in the evidence, the promoters of the Bill would accept any clause that may be framed to put the law in force against those who had levied the "black mail." The room was then cleared, and on the readmission of the public the Chairman announced that the Committee considered the preamble of the Bill to be proved. The arbitrator to be named by Parliament was announced by Mr. Denison to be Lord Cairns.

The report of the Agra Bank (Limited), to be submittted on the 4th proximo, states that the net profits during the past twelve months, including the balance brought forward, amounted to £47,171, and that the available balance is £33,791, after deducting the interim dividend paid in October. Owing to the heavy decline in cotton and silk during the war, and to the consequent failure of some of the customers of the bank, the directors have determined to reserve out of the profits the sum of £14,000. After making this provision, there will remain £19,791, out of which a dividend is recommended at the rate of 4 per cent. per annum, free of income-tax, leaving £75 to be carried forward. It is hoped that the improvement of trade and the stimulus that will be given to commercial transactions of all kinds by the cessation of hostilities on the Continent will afford better opportunities than have recently been available of employing the funds of the undertaking to advantage. A payment of £1 5s. per share on account of return capital is announced on the old shares of the late Agra and Masterman's Bank. The progress made in the realisation of the assets of the old bank in India has fallen short of expectation.

A letter to the *Shipping Gazette* complains of the system adopted by the China houses of compelling shipmasters to reduce the freight on tea after the bargain is actually made. The writer adduces the following instance:—

The ship —— was despatched from Shanghai early in December last to Foochow, freights there being £2 10s. On arrival the master was led to believe that his ship was engaged full at that figure. About ten days after that freights drooped, and a party who had 150 tons "on

Digitized by Google

refusal" wrote that he would not require the room. Another did the same, and the consequence was that, in order to fill up, the ship had to take the balance of the cargo required—some 400 tons—at £2, and at which rate the shippers of the 900 tons, for which bills of lading had been signed at £2 10s., now require their tea to be carried; whereas, had freights advanced to £5, not another shilling would they have paid! Representations have been made by the London and Liverpool Shipowners' Associations to the Shanghai Chamber of Commerce, but without success, and the extortion (for it is nothing else) is still practised by those of whom I once heard it remarked "it was their pride to have it thought they never did anything shabby." The remark applied to the China merchants, of whose liberality, &c., in mulcting the unfortunate shipowner of some £500 or £600 on a cargo valued at £50,000 or £60,000, I leave your readers to judge.

There is no truth in the report alluded to by a contemporary as to the difficulties of a firm of wholesale tea dealers, certainly not with a firm of any importance.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 1st inst., was in gold to Calcutta, £10,000; in silver to Aden, £5,000; to Singapore, £10,000; to Hong Kong, £44,500; to Shanghai, £7,435; to Penang, £22,000; total in gold, £10,000; in silver, £88,935.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¾ to 8¼
25	Bank of Egypt	All	39 to 41
20	Chartered Bank Ind., Aust., and China	All	13 to 14
25	Chartered Merc. of India and China ...	All	22 to 24
20	City Bank	10	11 to 11½
100	Colonial Bank	25	48 to 50
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	33 to 35 xd.
28½	Do. Do. new	16¼	4½ to 5½ pm.
100	Imperial Bank	20	18¾ to 19¼
50	London and County	20	52 to 53
50	London Joint Stock	15	37½ to 38½
100	London and Westminster	20	62½ to 63½
25	Oriental Bank Corporation	All	42½ to 43½
50	Union of London	15	40½ to 41½
	Telegraph Companies.		
100	Anglo-Mediterranean	All	132 to 135
10	British Indian Submarine	All	6¾ to 6⅞
10	British Indian Extension	All	7⅜ to 7⅝
10	British Australian...	8	4 to 3½ dis.
10	China Submarine	All	6 to 6½
10	Falmouth, Malta, and Gibraltar ...	All	9⅝ to 9⅞
10	Great Northern	All	11½ to 12
10	Do. China and Japan Extension	All	8½ to 9
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company ..	All	25½ to 26½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	41½ to 42½
	Miscellaneous		
20	British India Tea Company	All	2½ to 3½
20	Brit. and Foreign Marine Insurance Co.	4	4½ to 4¾ pm.
—	Ceylon Deb., 6 percent., May & Nov. 1878	100	108 to 110
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	4 to 3 dis.
20	Do. A shares	5	4 to 3 dis.
50	Colonial Company	20	3 to 2 dis.
10	Credit Foncier of England	All	3½ to 3¾
10	General Credit and Discount Company	7½	¾ to 1 pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2¼ to 2 dis.
—	Japan Loan, 9 per cent.	All	98 to 100
20	London and Prov. Marine Insurance Co.	2	1½ to 1¾ pm.
25	National Discount Company	5	12 to 12½
25	Ocean Marine Insurance Company ...	5	13½ to 13¾ pm.
500f.	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	46 to 48
50	Do. Do. 1867	10	3 to 1 dis.
100	Royal Mail Steam Company	60	64 to 66
20	Thames and Mersey Marine Insur Co.	2	3¾ to 4 pm.
20	Universal Marine Insurance Company	5	6¼ to 6½ pm.

BULLION AND SPECIE.

GOLD is now not in so much demand, and although the supplies to hand during the week have nearly all been absorbed, we may look for an influx of gold to the Bank ere long, more particularly as there is a probability of some important sums being received from America shortly, the first shipment thither having been already notified.

SILVER.—We have received several amounts from New York and India, amounting in the aggregate to £217,000. This sum has been sold for the Continent at prices varying from 60¼d. to 60 5 16d.; the demand not being now so active, the former price may be considered as the nearest.

MEXICAN DOLLARS.—About £65,000 have been received from New York during the week, and these, together with previous arrivals, have been taken chiefly for the East; the Nubia having sailed with about £88,710 for China and the Straits.

EXCHANGE on India for Banks Drafts at sixty days' sight is 1s. 10⅝d. to 1s. 10 11-16d. per rupee. India Government Loan Notes show no alteration. The Four per Cents. are 92¼; the Five per Cents. 100; and the Five-and-a-Half per Cents. 107¼.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA. CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862 ...	... £6,890,810	... £2,530,663	... £669,987	... £10,091,460
1863 ...	... 5,971,632	... 1,995,909	.. 295,470	... 8,263,011
1864 ...	... 5,008,291	... 891,338	... 354,375	... 6,540,004
1865 ...	... 2,738,762	... 560,026	... 299,270	... 3,598,058
1866 ...	... 2,009,580	... 303,196	... 52,850	... 2,365,626
1867 ...	... 370,231	... 265,766	... 6,915	... 642,912
1868 ...	... 1,000,635	... 474,945	... 160,062	... 1,635,642
1869 ...	... 1,349,680	... 780,014	... 233,119	... 2,362,943
1870 ...	... 187,600	... 887,212	... 504,661	... 1,579,473
1871 to date ...	—	... 96,880	... 129,650	... 226,530

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From MANILA to LONDON, per Lord Macaulay, entered March 18.—1,000 bales hemp, a quantity sapanwood—Order; 2270 bales hemp—Baring Bros. and Co.; 23,681 mats sugar—Benecke and Co.

From SINGAPORE and HONG KONG (via Suez Canal) to LONDON, per Great Northern (str.), entered March 20.—From Singapore: 1 package merchandise—Borneo Company; 3 packages merchandise, 1765 bags sago flour, 402 bags tapioca, 1530 bales gambier, 344 bags pearl sago, 4501 slabs tin, 3690 bags pepper, 1227 bags coffee, 70 cases cassia—Order. From Hong Kong: 400 cases 30 casks ginger, 218 packages merchandise, 50 casks preserved ginger, 4 cases cheroots, 77 bales waste silk, 25 cases cassia buds—Order; 1 package merchandise—Meyer; 1 package merchandise—H. F. Prehn; 2 packages teaf, 1 package merchandise in transit—Ericksen; 1 case merchandise—Mallaliew and Co.; 3626 packages tea—I. Reiss Bros. and Co.

From SHANGHAI to LONDON, per Dundonald, entered March 27.—2 cases merchandise—Rodocanachi and Co.; 2 cases merchandise—Killick, Martin, and Co.; 1 bale silk—C. Shaw and Co.; 270 bales silk, 37 bales waste silk, 102 packages merchandise, 40 cases shells, 83 bales raw silk, 2455 chests 2559 half-chests 5416 packages tea—Order; 557 packages tea—J. Swire and Son; 12 packages tea—E. Hall; 49 bales waste silk—Benecke and Co.; 100 half-chests tea—C. A. Dickinson.

From SHANGHAI to LONDON, per Carricks, entered March 27.—1100 packages tea—Konisberg Association; 1628 chests 5278 packages tea—L. Reiss Bros. and Co.; 3364 chests 1731 half-chests 3741 packages tea, 342 bales silk—Order.

From CANTON and MACAO to LONDON, per John Lidgett, entered March 27.—From Canton: 150 cases 2 casks ginger, 17 cases preserves, 250 packages merchandise, 400 rolls matting, 62 bales raw silk, 7 boxes silk, 184 packages canes, 165 bales waste silk, 3 boxes shells, 2650 chests 19,165 boxes tea—Order; 1347 chests 8643 boxes tea—L. Reiss, Brothers, and Co. From Macao: 3914 half-chests 2790 boxes tea, 1 package merchandise, 25 cases ginger—Order; 1 package merchandise—C. W. Murray.

From FOOCHOW to LONDON, per Aurora Australis, entered March 27.—4863 chests 3601 half-chests 2626 boxes tea—Order; 10 quarter-boxes tea, 8 boxes preserves—Master.

From MANILA to LONDON, per Tonbridge, entered March 28.—228 cases mother-o'pearl shells, 459 bales hemp—The Borneo Company; 5 cases, contents unknown, 5 bags coffee—Sieveking and Co.; 2 cases merchandise—Rosing, Bros. and Co.; 362 cases almaciga, 1 case cheroots, 4 packages merchandise, 77 bales hide cuttings, 1512 bales hemp, 2169 bundles canes, 40 bales fibre, 160 piculs sapan wood, 247 cases gum, 21,718 bags sugar, 430 cases copal, 37 cases cigars, 279 bags coffee, 150 cases mother-o'pearl shells—Order.

From SINGAPORE to LONDON, per Valkyrien, entered March 29.—1 case merchandise, Borneo Company, 1119 cases cutch, 1316 bales 1954 bags gambier, 341 bags tapioca, 1021 bags sago, 7675 bundles rattans, 1633 bags coffee, 424 bags sago flour, 48 cases gum benjamin, 2460 buffalo horns, 211 bags pepper, 605 bags pearl sago, 447 bags pearl tapioca, 852 hides—Order.

From FOOCHOW to LONDON, per Brockham, entered March 31.—4610 chests 7272 half-chests 1045 boxes 11,681 packages tea—Order; 1 case tea, 4 cases preserves—Master.

From SHANGHAI to LONDON, per Tyburnia, entered March 31.—2027 packages tea—J. Swire and Sons; 767 packages — Rathbone Bros.; 12,358 packages tea, 82 bales silk, 30 packages merchandise—Order; 1 package tea—J. G. White; 109 bales silk—Drake and Co.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Digitized by Google

ARTICLES OF IMPORT.

—o—

The market for TEA and SILK has been quiet, without change in prices. COTTON has been in moderate demand, at a slight advance upon the prices current last week. Plantation Ceylon COFFEE has gone off in small quantities, with more steadiness, though without actual improvement in value; Native Ceylon and other East India have not been dealt in. The market for Ceylon COCOA NUT OIL is steady, at £40 to £40 5s. Business has been done in GAMBIER at 18s. 6d. for Cubes on spot, and in bales to arrive at 15s. 9d. ex ship, with all faults. There is still an absence of business in MANILA HEMP PEPPER exhibits a declining tendency, with large supplies of Black on the market. RICE is quiet, the business done being scarcely sufficient to afford a fair test of values. There has been scarcely a single transaction in SUGAR, and quotations for all descriptions are absolutely nominal. With regard to other articles there is nothing to report.

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

Owing to large sales of Cotton in Liverpool at slightly higher rates this market has been very steady during the week, and an average amount of business has been done. Producers generally endeavour to obtain some advance upon the rates ruling a week ago, but, as a rule, are only successful in doing so where immediate or early delivery can be given.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Mar21	Tonbridge	Pizzey	Manila	Off Plymouth
23	Stanley Castle	Teulon	Colombo	Do.
27	Carricks	Anderson	Shanghai	London
22	Empress	Hodson	Colombo	Off Scilly*
22	Frederic	Baudrouet	Saigon	Belle Isle
26	Percy Douglas	Roche	Colombo	London
26	Aurora Australis	Todd	Foochow	Do.
24	County of Forfar	—	Java, for Rotterdam	Plymouth
27	Valkyrien	Edom	Singapore	Deal
26	Tyburnia	Stephens	Shanghai	Off Mevagissy
25	Brockham	Richardson	Foochow	Off theEddystone
25	Queen of the Age	—	Shanghai	Off the Longships
24	Jason	Rusman	Java, for Holland	Off Scilly
27	Bato	Kramer	Do.	Do.
27	Constantin	Danielsson	Batavia, for Abo	Off Beachy Head
26	Seafield	—	Colombo	Off the Start
29	Sultana	—	Do.	Scilly

* Not Express as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar22	Archos	Miller	Hong Kong	Cardiff
22	River Ganges	—	Galle	Liverpool
22	Belvidera	—	Anjer	Do.
23	Bothwell Castle	—	Singapore	Queenstown
—	Zes Gezusters	Rutgers	Batavia	Amsterdam
—	Jonge Cornelis	Goedkoop	Do.	Do.
25	Fiery Cross	Murray	Yokohama	London
25	Tony	Petersen	Cardiff & Hong Kong	Do.
—	Australie	Lucas	Batavia	Amsterdam
23	Sunda	Overgaauw	Do.	Falmouth
24	Berkeley Castle	—	Galle	Shields
24	Evangeline	Adams	Singapore	Sunderland
24	Mallard	Young	Penang	Portsmouth*
27	Veronica	Evans	Hong Kong	London
27	Taitsing	Bloomfield	Tientsin, Newch., &c.	Do.
27	Elgin (str.)	Hutton	Sing., H.K., &c.—S.C.	Do.
—	Indian Packet	Dupering	Macassar	Amsterdam
25	Oneiza	Morton	Cardiff & Yokohama	Liverpool
24	Prince Waldemar	Edger	Hong Kong	Hamburg
24	Lotte	Hildebrand	Bangkok	Cuxhaven
24	Chance	Ulrich	Nicolajefsk	Do.
28	Sterling Castle	Hamilton	Cardiff and Galle	London
—	Martin Luther	—	River Amoor	Baltic
25	Atma	Watson	Singapore	Shields
26	Fair Wind	Perkins	Batavia	Cardiff
26	Ellen Lamb	Braithwaite	Singapore	Swansea
27	Merse	—	Batavia	Liverpool
28	Peruvian	—	Singapore	Do
29	Victoria Nyanza	Jones	Shanghai	London
24	Peter Joynson	Watson	Japan	Shields
28	NieuweWatrwg. No.2	Zwart	Java	Off Dungeness
—	Jupiter	Kiewit	Batavia	Amsterdam
25	Midnight	Brock	Yokohama	Penarth
25	August	Rus	Shanghai	Hamburg

* After being supplied with an anchor and chain.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.		Steamer.	From.	For.
March	22	Vanguard	London	Singapore, H. Kong, &c.
"	—	Diomed	Liverpool	Do. China, &c.
"	—	Tchihatchoff	Odessa	China
"	—	Minia	London	Hong Kong
"	—	Lord of the Isles	Do.	Singapore, China, &c.
"	—	Ajax	S'pore., China, &c.	Liverpool
"	—	Kangaroo	London	Singapore

LOADING

At LONDON.—For Yokohama: Devana. For Shanghai and Nagasaki (via Suez Canal): Great Northern (str.). For Shanghai, Nagasaki, and Wladiwastock (via Suez Canal): Africa (str.). For Shanghai: Everest, City of Aberdeen, Guinevere, Ariel. For Hong Kong: Glance. For Hong Kong and Foochow: Yang-tsze. For Singapore: Star of the South. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Canton (str.). For Penang: Ben Nevis. For Singapore and Manila: The Sir Jamsetjee Family. For Bangkok: Ocean. For Batavia and Sourabaya: Sophie Gorbitz, John Lidgett. For Batavia, Samarang, and Sourabaya: Anita. For Colombo, &c. (via Suez Canal): Excelsior (str.). For Colombo: Palestine, Peveril of the Peak, Caroline Hutchings, Ocean Rover.

At LIVERPOOL.—For Yokohama and Hiogo: Prince Alfred. For Manila: Estrella, Josefina, Luz. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Achilles (str.). For Singapore: Blenheim. For Galle: Queen of Nations, St. Kilda.

At GLASGOW.—For Singapore and Yokohama (via Suez Canal): Duna (str.). For Batavia and Sourabaya: County of Berwick. For Colombo: Martaban.

SPOKEN.

CHRISTIANA MARIA (Dut. brq.), Samarang to Rotdm., Feb. 7, 34 S., 26 E.
MIRANDA (barq.). Hong Kong to Monte Video, Jan. 23, 25 S., 60 E.
GLENCOE (ship), Sourabaya to Amsterdam, Feb. 11, 35 S., 18 E.
CALYPSO (barq.), Philippines to London, Feb. 8, 34 S. 27 E.
SUSANNA JOHANNA (barq.), Batavia to Boston, Feb. 21, 23 S. 2 E.
MAGDALA, Singapore to London, Jan. 30, 13 S., lon 9.
GLORIA (Span. ship), Liverpool to Manila, Jan. 28, 30 S., 27 W.
NAGASAKI, Batavia to Rotterdam, Feb. 9, 10 S., 12 W.
GREFO BORG (Russ. str.), Batavia to Amstdm., March 11, 34 N., 34 W.
SEAFIELD (barque), Colombo to London, March 19, 46 N., 21 W.
HORATIO, Jeddo to New York, Feb. 23, 2 N., 33 W.
JOHANNES, Java to Amsterdam, March 6, 24 N., 25 W.
LUCAYAS, Penang to London, Feb. 12, 3 S., 18 W.
BLANCHE (Fr. ship), Marseilles to China, Jan. 18, 33 S., 28 W.

FREIGHTS AND CHARTERS.

Freights to the East are without change; business continues dull.

Current rates of freight for vessels on the berth: To Yokohama: 35s. weight, 30s. meast.; per steamer, via Suez Canal, 90s. meast. To Shanghai: 30s. weight or meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. meast, 40s. weight. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £28. To Singapore: £25. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£2 2s. 6d. For Hong Kong: £1 10s. For Java: 17s. 6d. For Singapore: £1 6s. For Galle: £1 6s. 6d.

MISCELLANEOUS.

At SUEZ.—March 22, Minia (str.), from London; 23, Kangaroo (str.), from London, both for Singapore; 23, Priam (str.), from Singapore, China, &c., for London.

At ST. HELENA.—Feb. 13, Alphington, Beith, from Ilo Ilo, for London; 15, Elizabeth A. Oliver, Sanderson, from Manila, for New York; Malacca, Rivet, from Singapore, for Bordeaux; 16, Glenlyon, McIntyre, from Manila, for New York; St. Antoine, Corfinat, from Batavia, for Falmouth; 18, Newcastle, Teesdale, from Manila, for Liverpool, Mongol, Galiardy, from Saigon, for Falmouth; 19, Vrachtzoeker, Vellengar, from Macassar, for Rotterdam; 20, Beatrice, Minhinnick, from Java, for Queenstown; Cortenaar, Pot, from Banjoewangie, for Rotterdam; 24, Lady Melville, Harrison, from Colombo, for London; Kosmopolite, from Batavia, for Dordt; 25, Aureliana, from Ilo Ilo, for Corunna; Gysbertus Hermanus, Hiedfeld, from Batavia, for Amsterdam; Vincenza, Bassick, from Java, for the Clyde; 26, Elizabeth and Jacoba, Bakker, from Macassar, for Amsterdam; Isaac da Costa, Dirksen, from Samarang, for Rotterdam; 27, Glengairn, Garriock, from Zebu, for Liverpool.

Off ST. HELENA.—Feb. 19, Silurian, from Colombo, for London.

Off ADEN.—March 22, Historian (str.), from Liverpool, for Colombo.

At TABLE BAY.—Feb. 11, Copenhagen, Kowie, from Colombo, and sailed 16, for London; 12, Calypso, Kirkup, from Zebu, and sailed 15, for London.

The Salamander (barq.), of Sonderburg, Detlessen, sailed from Newcastle on June 3 last, with coals for Singapore, has been posted by the Committee of Lloyd's as a missing vessel, having been spoken, June 14, in lat. 49 N., lon. 7 W., and has not since been heard of.

CASUALTIES.

The County of Forfar, Lamont, from Java to Rotterdam, put into Plymouth with loss of jibboom and bow damaged, having been in collision, March 23, 37 miles S.E. of Portland.

The Diane (French ship), from Saigon, which put into St. Helena, Jan. 27, with damage, had discharged about 100 tons rice, of which 245 pockets and 115 sacks were damaged and had been sold. Her repairs would be completed very shortly.

LAUNCH OF THE "SUN FOO."—An iron three decked steamship, named the Sun Foo, was launched last week on the Clyde by Messrs. Alex. Stephens and Sons. The vessel is 255 ft. in length, 33 ft. beam, and 24 ft. 6 in. in depth, of 190-horse power nominal, 1,500 tons burthen, and is classed A 100 at Lloyd's. She is barque rigged, has a teak deck, and is fitted with shifting blades to the propeller. The Sun Foo is designed for the China coasting trade.

THE Enterprise, from London to China, arrived at Galle on the 25th March, performing the passage from Suez in fifteen days, and thirty-three from London, notwithstanding a loss of four days in passing through the Canal, and a succession of gales from London to Port Said.

The Lord of the Isles, which left London on 4th March for China, passed the Canal in two days, and left Suez on the 23rd.

Digitized by Google

THE TANJONG PAGAR DOCK COMPANY

(LIMITED).

REPORT OF THE DIRECTORS.

The Balance Sheet for the half-year ending 31st December, 1870, and the Profit and Loss Account now laid before you sufficiently show that your Directors' anticipation of a steady increase of business has been realised, for although you will observe some of the charges, such as repairs to the Wharf, are exceptionally heavy, the profit is greater than that shown in our previous report.

The Net profit for the half-year is $12,918.50, which enables your Directors to recommend the payment of Dividends at the rate of 4 per cent. per annum on the Original Shares, and of 8 per cent. per annum on Preference Shares, which will dispose of $11,028.00, leaving a balance of $1,890.50 to carry forward to next year.

The agreement made in June last with the Patent Slip and Dock Company has, although attended with some difficulties, on the le worked well, and while each Company gets a fair share of the work, both benefit by the arrangement.

On the 10th October last the first series of Debentures, amounting to $180,000, fell due and were redeemed by the issue of a third series to the same amount, but bearing interest at the lesser rate of 7 per cent. per annum and maturing 10th October, 1873.

On the 20th of March proximo the second series of Debentures, amounting to $46,400, become payable, and it is intended to replace them by the issue of a fourth series, bearing the same rate of interest and maturing at the same date as the third series.

Nearly all the holders of the above Debentures, second series, have applied for a renewal of their loan, at the reduced rate, while applications for the investment of considerable sums in these securities have been made, showing the increased confidence of the public in our undertaking.

During the half-year there have been berthed at the Wharf:—135 Steamers of register tons 94,062; 45 Sailing Vessels register tons 23,037; while the Dock has accommodated 10 Steamers of register tons 6,196; 16 Sailing Vessels of register tons 9,151; these vessels occupying the Dock 165 days.

Coal stored on account of constituents, was on December 31st, 19,452 tons, while 35,315 tons of coal and 42,982 tons of general cargo have passed over the Wharf during the half-year.

To meet the increasing traffic and to specially afford accommodation for the coaling of the China tea steamers, your Directors consider it necessary to extend your wharves at once and have already commenced such extension to the westward. It is their intention to construct 300 feet in the above direction and 200 feet on the east side of the Dock to afford accommodation to vessels while under repairs without interfering with the cargo wharf. Other godowns will also be required, and these it is very desirable should be of brick. Permanent coal sheds in place of the present temporary ones, as well as other improvements, are also necessary; entailing a considerable outlay. And it is the intention of your Directors to defray the cost of these by the issue of additional Preference Shares as authorised at an Extraordinary meeting held for the purpose on the 28th June, 1869, and which authority was confirmed at a subsequent meeting held on the 17th July of the same year. At the above mentioned meeting, the issue of 2,500 of these Shares was sanctioned, while up to the present time only 1,267 have been placed.

Your Directors are convinced that these additional works will prove a benefit to the Shareholders, but before incurring so considerable an expense they are desirous of obtaining your approval.

The efficiency of the staff and plant has been maintained.

THOS. SCOTT, Chairman.

BALANCE-SHEET, 31ST DECEMBER, 1870.

CAPITAL AND LIABILITIES.

CAPITAL—ORIGINAL SHARES.			
Total amount received from Shareholders		$298,000.00	
Total amount of shares	3,000		
Do. issued	2,980		
Do. remaining unsold	20		
Amount received per share	$100		
Arrears of calls	None.		
Shares forfeited	None.		
PREFERENCE SHARES.			
Total amount received from Shareholders		126,700.00	
Total number of Preference Shares...	2,500		
Do. issued	1,267		
Remaining unsold	1,233		
Amount received per share	$100		
Arrears of calls...	None.		
Shares forfeited	None.		$424,700.00
LIABILITIES.			
Debentures, No. 2 series	$46,400		
Do. No. 3 series	180,000		
		226,400.00	
Loans for short periods		26,350.00	
Bills payable		2,899.44	
Due for goods received		385.34	
Wharf coolies wages for December..		2,716.18	
Interest on Debentures to 31st December		5,150 68	
Sundry accounts owing		1,996.50	
Due for wages for dock, wharf, and machine shop, office salaries, directors' fees, &c.		4,460.83	270,358.97
			$695,058.97
Balance, being profit on this half-year's working ...			12,918.50
			$707,977.47

We, the undersigned, have examined the above balance-sheet, with the books of the Company, and hereby certify the same to be correct, and to exhibit a fair and correct view of the Company's affairs.

JOHN CAMERON, H. T. POWELL, } Auditors.

Singapore, Feb. 15, 1871.

PROPERTY AND ASSETS.

PROPERTY—			
Freehold Land		$51,656.25	
Permanent Works, viz.:—			
Dock, &c....	$357,784.82		
Wharf, Godowns, and Coal Sheds	170,113.57		
Machine Shop	28,003.94		
		555,852.33	
			$607,508.58
MOVABLE PROPERTY—			
Working Plant		$43,497.69	
STOCK IN TRADE—			
Iron and steel	$8,476.97		
Timber	8,279.53		
Copper and Yellow Metal	4,574.21		
Miscellaneous Stock	8,784.86		
Nails and Screws	1,281.28		
Firewood	173.05		
Gunny Bags	12.70		
		31,582.60	
			75,080.29
FIRE INSURANCE—			
Premia paid and belonging to next half-year...		$1,796.00	
DEBTS OWING TO THE COMPANY—			
Local, being chiefly December Accounts		17,810.26	
London Agents		1,304.99	
			19,115.25
Cash in Chartered Bank of India, Australia, and China			4,477.35
			$707,977.47

We certify that this Balance-sheet contains, to the best of our belief, a true account of the Capital and Liabilities, and of the Property and Assets of this Company

THOS. SCOTT, Chairman.

W. ADAMSON, JASPER YOUNG, } Directors.

Digitized by Google

HUGHES & KIMBER,

MANUFACTURERS OF

MACHINES AND MATERIALS

For Lithographers, Printers, Engravers, Bookbinders, and Stationers,

LITHOGRAPHIC

AND

COPPERPLATE PRESSES,

London, 1851. LITHOGRAPHIC CYLINDER PRINTING MACHINES. Paris, 1867.

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

Paper-Cutting Machines (Diagonal Cut,)

As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.

ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.

An Illustrated List Post Free on Application.

London, 1862. CONTRACTORS TO HER MAJESTY'S GOVERNMENT. Dublin 1865.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burlin Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co.
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIEGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM)

THE PHŒNIX.

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Ainos, the Tartar Languages, Buddhistic Literaturé, Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign.
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

THE Partnership hitherto existing between us under the style of ALT and CO. expired by efflux of time on December 31st, 1870, on which date our interest and responsibility in the firm ceased.

All liabilities will be discharged and all debts collected by Mr. W. J. ALT, who will sign the firm in liquidation.

Mr. H. J. HUNT will sign ALT and CO. in liquidation per procuration at Nagasaki.

Mr. W. MOURILYAN will sign ALT and CO. in liquidation per procuration at Hiogo—Osaka.

W. J. ALT.
RICHARD LINDAU.

Nagasaki and Hiogo—Osaka, January 14, 1871.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at this Port will henceforth be continued by the undersigned under the same style and firm as heretofore.

H. J. HUNT.
F. HELLYER.

Nagasaki, January, 1871.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at these Ports will henceforth be continued by the undersigned under the style and firm of MOURILYAN, HEIMANN, and CO.

W. MOURILYAN.
CHARLES A. HEIMANN.

Hiogo—Osaka, January, 1871.

NOTICE.

THE business hitherto carried on by the undersigned has been transferred to MOURILYAN, HEIMANN, and CO.

C. A. HEIMANN and CO.

Hiogo, January, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

CHING CHONG,

SHIPCHANDLER & GENERAL STOREKEEPER,

HONG QUE,

SHANGHAI.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

Digitized by Google

THE REALM MARINE INSURANCE COMPANY

(LIMITED).

CAPITAL, £800,000, in 40,000 SHARES of £20 each.

Deposit on Application, £1 per Share; on Allotment, £2 per Share; and Three Months after Allotment, £2 per Share; making £5 per Share. No call beyond this sum is contemplated.

First Issue:—20,000 Shares. Second Issue:—20,000 Shares, not less than Twelve Months after the establishment of the Company. These Shares to be first offered to the then existing Proprietors.

DIRECTORS.

WILLIAM ARBUTHNOT, Esq. (late of Messrs. Arbuthnot and Latham, Madras), 14A, Austin-friars.
HENRY CROUCH BATCHELOR, Esq. (Messrs. Edmund Jones and Co.), 155, Cannon-street.
ANTHONY DILLON, Esq., 3, Great Winchester-buildings.
EDWARD NORTON HARPER, Esq., Proprietor of "The Jerusalem," 32, Cornhill.
EDWARD JOHN LEVESON, Esq. (Messrs. Leveson, Lewis, and Co.), 6, Lime-street.
With power to add to their number.

Superintendent of the Underwriting Department—HENRY WOODFALL, Esq.

Bankers—Messrs. SMITH, PAYNE, and SMITHS, 1, Lombard-street, E.C. | **Solicitors**—Messrs. NEWMAN, DALE, and STRETTON, 75, Cornhill, E.C.

Auditors—Messrs. SIMPSON, HARPER, and BRIGHT, 2, Cowper's-court, Cornhill, E.C. | **Secretary**—PHILIP MAUGHAN, Esq.

Brokers—Messrs. GEORGE BURNAND and Co., 69, Lombard-street, E.C.

Temporary Offices—2, AUSTIN-FRIARS, OLD BROAD-STREET, LONDON, E.C.

PROSPECTUS.

The "Realm Marine Insurance Company" is established for the purpose of supplying merchants with additional facilities for effecting marine insurances.

The completion of the Suez Canal, and the establishment of telegraphic communication with the East, have given a new and powerful stimulus to European trade with India, China, Japan, and Australia.

The chief shipbuilders of the United Kingdom are at present turning out every three months upwards of 250,000 tons of steam shipping suitable for the Canal.

British commerce in the East during the last thirty years has advanced in annual value from 17 to upwards of 200 millions sterling, and is steadily increasing. The trade of Egypt, India, China, and Australia with Great Britain is, however, still in its infancy.

Guarantees for the protection, by insurance, of this immense and advancing trade have not increased in corresponding proportions.

The Realm Marine Insurance Company will, therefore, in addition to general business, give special attention and provide adequate means for the protection at sea of Indian and Chinese commerce.

The large profits which the leading Marine Insurance Companies realise are expressed in the prices of their shares.

	Amount of Share.	Amount paid.	Present Market Value.
The Indemnity	£100 ...	£5 13 6 ...	£115 0 0 xd.
Marine	100 ...	15 0 0 ...	85 0 0
Ocean	25 ...	5 0 0 ...	19 0 0 xd.
Thames and Mersey	20 ...	2 0 0 ...	5 10 0 xd.
Universal	20 ...	5 0 0 ...	11 5 0 xd.
British and Foreign	20 ...	4 0 0 ...	8 0 0 xd.
Union	50 ...	5 0 0 ...	10 5 0 xd.

The "Thames and Mersey," at the close of 1869, after paying all office expenses out of interest on investments, declared for distribution a net profit of £135,000. Shares in the Thetis, established last April, on which £5 was paid, are already quoted at £4 premium, or at an advance of 80 per cent. on the amount paid.

The Realm Marine Insurance Company, in providing increased facilities for Insurance, will render service to trade and afford favourable opportunities for the investment of money.

The services of Henry Woodfall, Esq., the well-known Underwriter and Average Adjuster, have been secured as Underwriter to the Company.

A copy of the Memorandum and Articles of Association may be seen at the offices of Messrs. Newman, Dale and Stretton, solicitors to the Company, 75, Cornhill.

Applications for shares, addressed to the Directors in the accompanying form, may be made to the Bankers and Secretary of the Company, at the temporary offices, No. 2, Austin-friars, London, E.C., and to all stock-brokers in the United Kingdom; but no application will be considered unless a deposit of £1 for each share applied for shall have been previously made with the Bankers of the Company. Should a smaller number of shares than that applied for be allotted, the balance of the sum deposited with the Bankers will be appropriated towards the payment of the £3 per share, or in the event of no allotment being made the whole of the deposit will be returned.

An agreement, dated 1st March, 1871, made between William Preston Willins, as agent for and on behalf of the Realm Marine Insurance Company (Limited), of the one part, and Henry Woodfall, of London, of the other part, has been entered into, engaging Mr. Woodfall as Underwriter.

FORM OF APPLICATION FOR SHARES.

No.—— To be retained by the Bankers.

To the Directors of the Realm Marine Insurance Company (Limited).

Gentlemen.—Having paid to your Bankers the sum of £ ,being a deposit of £1 per Share, I hereby request that you will allot me Shares of £20 each in the Realm Marine Insurance Company (Limited), and I hereby agree to accept such Shares, or any smaller number that may be allotted to me, and also agree to become a Shareholder in the Company.

I am, Gentlemen, yours obediently,
Usual signature.....
Name (in full) .....
Address (in full) .....
Date .....

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

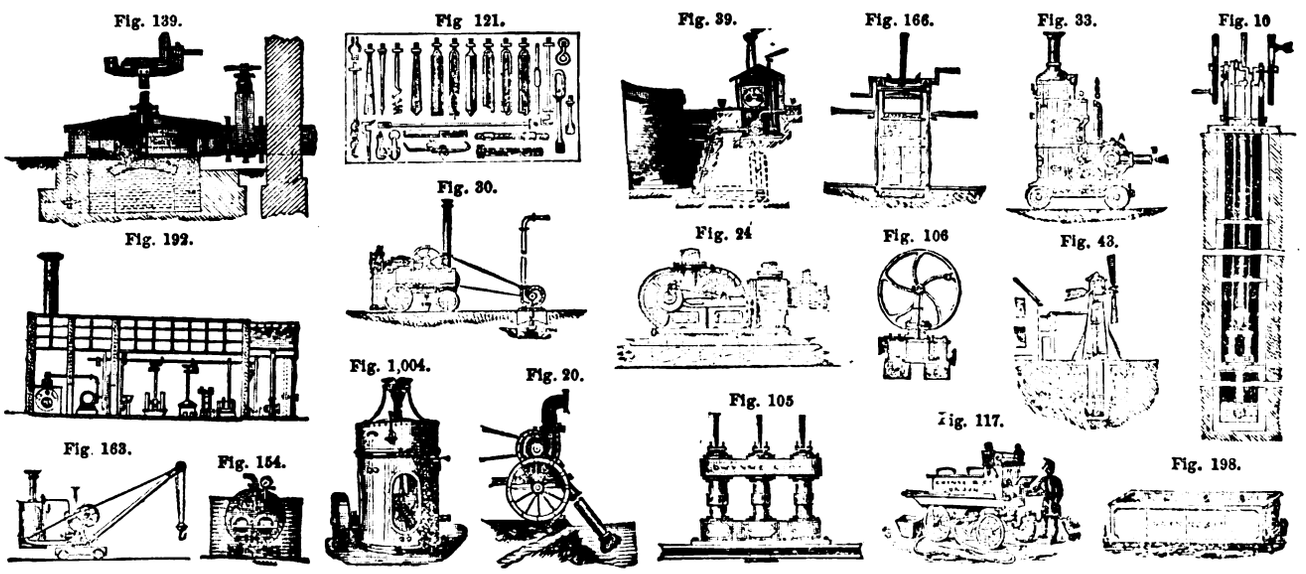


Fig. 139.—Gwynne and Co.'s Improved urbine Water-Wheel.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.
Fig. 33.—Gwynne and Co.'s Improved Patent Pumping Vertical Engine.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed, Olives, Fat, &c., &c.
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engine and Patent Centrifugal Pump.
Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.
Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.
Fig. 163.—Gwynne an Co.'s Improved Portable Steam Crane.
Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.
Fig. 1,004.—Gwynne and Co.'s Improved Corn Mill.
Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Illustrated Catalogue of Pumping Machinery, Six Stamps. Large Illustrated Catalogue, with many estimates, &c., Twenty-four Stamps.

Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presses, Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works

STRAND, LONDON, W.C.

Digitized by Google

HONG KONG & SHANGHAI BANKING CORPORATION.

CAPITAL 5,000,000 Dols., in 40,000 SHARES of 125 Dols. EACH.

PAID UP 4,000,000 DOLLARS.

DIRECTORS.

CHAIRMAN—R. ROWETT, Esq. | DEPUTY-CHAIRMAN—THOMAS PYKE, Esq.

G. F. HEARD, Esq. | JULIUS MENKE, Esq. | A. JOOST, Esq.
H. B. LEMANN, Esq. | S. D. SASSOON, Esq. | E. R. BELILIOS, Esq.

ELEVENTH REPORT

Of the Court of Directors to the ORDINARY HALF-YEARLY GENERAL MEETING of Shareholders, held at the CITY HALL, HONG KONG, on WEDNESDAY, the 15th February, 1871.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN,

The Directors have now to submit to you a General Statement of the affairs of the Corporation, and Balance Sheet for the half-year ending on 31st December last.

The net profits for that period, including $99,398.33 brought forward from last account, after paying all charges and deducting interest paid and due, amount to $465,968.82, of which, after taking out Rebate on Bills not yet due, and remuneration to Directors, there remains for appropriation $451,141.46.

From this sum the Directors recommend the distribution of a Dividend of $5 per share on the Paid-up Shares, and of $3 per share on the New Shares, being equivalent to Four per Cent. for the half-year; this will absorb $160,000, and of the balance, the Directors propose retaining $268,587.13 to meet eventual losses on present outstandings, carrying the balance of $22,554.33 to the credit of New Profit and Loss Account.

If this appropriation of profits be confirmed by the Meeting, the Shareholders will have received as Dividend for the year 1870 the sum of $370,000 (Ten per Cent. on the paid-up Capital), all bad and doubtful assets will be amply provided for, and undivided profits of $22,554.33 will be carried forward.

The Directors regret that the depreciation on previous valuations of some of the Bank's securities, together with the position of some transactions entered into during the Six Months under review, compel them to recommend the retention of such a large sum as $268,587.13 out of the half-year's earnings, and, in consequence, to reduce the usual dividend of Six per Cent. for the half-year to Four per Cent.; but they deem it best for the interest of the Shareholders to make full provision for all doubtful outstandings, and at the same time to leave the Reserve Fund intact.

Although the Dividend for the Six Months is not so favourable for Shareholders as in previous half-years, still, the Directors think the general result is extremely satisfactory, if Proprietors will bear in mind the stagnation in trade, the depreciation of securities, and the unremunerative turn taken by Exchanges in consequence of the Franco-German War.

The Proprietors may be congratulated on the strong position held by the Bank at all places where its business is carried on. Its resources have increased materially during the past year, the Deposits alone showing an increase of $3.400,000, and in every way the Bank's business has most successfully progressed in proportion with the increase of the Paid-up Capital.

AGENCIES.

A new Agency has been established at Saigon, and is working satisfactorily.

CALLS.

The fourth call of $25 per share on the New Shares in the Capital of the Corporation will fall due on the 1st July next, and the fifth and final call of the same amount on the 1st July, 1872.

DIRECTORS.

The Hon. R. ROWETT has been appointed Chairman of the Corporation for the year 1871, *vice* Mr. H. B. LEMANN, whose term of office has expired, and Mr. THOMAS PYKE has been elected Deputy-Chairman.

According to the provisions of the Deed of Settlement, three members of the Court, Messrs. R. ROWETT, J. MENKE, and G. F. HEARD, retire from the Direction, but they are eligible for re-election, and offer themselves accordingly.

AUDITORS.

The Directors have much pleasure in recommending the election for the year 1871 of the present Auditors, the Hon. PHINEAS RYRIE and Mr. J. M. VICKERS.

R. ROWETT, Chairman.

ABSTRACT OF ASSETS AND LIABILITIES, HONG KONG AND SHANGHAI BANKING CORPORATION, DECEMBER 31, 1870.

ASSETS.	
Cash and Bullion	$10,178,701.18
Government Securities	2,946,851.26
Bills Discounted, Loans, and Credits	8,111,149.03
Exchange Remittances	16,670,776.52
Bank Premises	84,471.14
Dead Stock	60,586.56
	$38,052,535.69

LIABILITIES.		
Paid-up Capital:—		
$125 per Share on 20,000 Shares	$2,500,000.00	
First, Second and Third Calls on New Stock	1,500,000.00	
		$4,000,000.00
Reserve Fund		800,000.00
Notes in Circulation	$1,714,769.83	
Deposits	9,399,215.01	
		11,113,984.84
Exchange Acceptances		21,672,582.03
Profit and Loss Account		465,968.82
		$38,052,535.69

PROFIT AND LOSS ACCOUNT, HONG KONG AND SHANGHAI BANKING CORPORATION.

DR.		
TO AMOUNTS WRITTEN OFF:		
Remuneration to Directors	$10,000.00	
Rebate on Bills not due	4,827.36	
		$14,827.36
TO CONTINGENT ACCOUNT:		
Amount retained to meet doubtful debts		268,587.13
TO DIVIDEND ACCOUNT:		
At the rate of 8 per cent. per annum,		
On Paid-up Shares	$100,000.00	
On New Stock	60,000.00	
		160,000.00
TO BALANCE OF UNDIVIDED PROFITS:		
Carried forward to next half-year		22,554.33
		$465,968.82

CR.	
By Balance of Undivided Profits, 30th June, 1870	$99,398.33
By Amount of Net Profits for the Six Months ending 31st December, 1870, after deducting all Expenses and Interest Paid and Due	366,570.49
	$465,968.82

RESERVE FUND.

DR.		CR.	
To Balance, 31st December, 1870	$800,000	By Balance, 30th June, 1870	$800,000

JAMES GREIG, Acting Chief Manager.
F. F. GIBSON, Acting Accountant.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

P. RYRIE
J. M. VICKERS, } Auditors.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MAHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and PARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Ever Saturday, at 2 P.M.	—
ALEXANDRIA ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, April 1, 2 P.M. And every alternate Saturday thereafter.	Tuesday, April 11, 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, April 15, 2 P.M. And every fourth Saturday thereafter.	Tuesday, April 25, 2 A.M. And every fourth Tuesday thereafter.

And all ports touched at by the steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15 h calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	"	"
China ..... in 44	"	"
New Zealand in 45	"	"
Australia ..... in 48	"	"

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

April 16, May 21, June 18 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 1st April, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the Nationa Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of arch, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

THE CHINA DIRECTORY FOR 1871,

NEW SERIES,

PRICE 10s.,

Contains a Directory for all the principal Ports of China and the Eastern Archipelago.

LONDON AGENT: G. STREET, 30, CORNHILL, E.C.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or ollects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

HOLLOWAY'S OINTMENT

AND PILLS.—RHEUMATISM AND GOUT.—These purifying and soothing remedies demand the earnest attention of all persons liable to rheumatism, gout, sciatica, or other painful affections of the muscles, nerves or joints. The Ointment should be applied after the affected parts have been patiently fomented with warm water, when the unguent should be diligently rubbed upon the adjacent skin, unless the friction should cause pain. Holloway's Pills should be simultaneously taken to reduce inflammation and purify the blood. This treatment abates the violence and lessens the frequency of gout, rheumatism, and all spasmodic diseases which spring from hereditary predisposition, or from any accidental weakness of constitution. The Ointment checks the local malady; the Pills preserve the vital power.

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer rom Southampton on 2nd and 17th f each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London. E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Tonbridge...	A1 17 yr	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama	Devaua	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55. King-street, Manchester.

SINGAPORE, CHINA, JAPAN, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port.	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Guinevere...	A1 16 yr.	E.I.D.	With des.
Hong Kong & Foochow Foo*	Yang-tsze ..	A1 17 yr.	E.I.D.	With des.
Hong Kong	Ornato	A1	E.I.D.	With des.
Singapore & Manila ...	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	With des.
Yokohama ..	Min.....	A1 13 yr.	E.I.D.	With des.

* To call at Amoy if sufficient inducement offers.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama and Hiogo.	Prnce. Alfred	A1	Prnce's	With des.
Batavia and Sourabaya	Chloris	—	Prnce's	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Under positive engagement to sail on the 20th April next.

FOR BATAVIA and SOURABAYA, the magnificent composite China clipper, JOHN LIDGETT, 771 tons register. A1 for 17 years; Captain G. H. Polson; now loading in the South West India Docks.

This splendid ship, built by Messrs. A. Stephens and Sons, Glasgow, has run 300 miles a day for eleven consecutive days, and will probably make the passage to Java under seventy days, and thus offers an excellent opportunity to shippers of fine goods.

For Freight or Passage apply to JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. Arnold and Co., 53, Gracechurch-street, City.

STEAM from LONDON (via Suez Canal) to PENANG, SINGAPORE, HONG KONG, and SHANGHAI—The magnificent new screw steamer CANTON, 1,100 tons register, 200-horse power nominal; J. C. JACQUES, Commander (who has had great experience in the China trade), is loading in the South West India Docks, and will be despatched immediately. This beautiful vessel has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage. Has splendid accommodation for first and second-class passengers, is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C.

To be followed by the sister steamship "Hong Kong."

Steam via the Suez Canal. To sail on the 1st May.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offer, and taking goods for Java and Japan at through rates, the splendid full-powered screw steamer AVON (A1 18 years, in red, Liverpool Book), owned by Louis Merton, Esq., of London, 1,232 tons register, 180-horse power, nominal; WILLIAM YOUNG, Commander; South West India Docks. This fine steamer was built last year, is fitted with all the modern improvements, and has superior accommodation for first-class passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal. To sail on the 20th April.

FOR YOKOHAMA (JAPAN) direct, calling at Singapore, the fine fast new Clyde-built screw steamer DUNA, 100 A1, 1,330 tons register, 200-horse power nominal, L. H. BOYSEN, Commander; Victoria (London) Docks.

For Freight apply to the owner, DONALD R MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the celebrated Clipper Ship, ARIEL, A1 16 years, 853 tons register. East India Docks

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; now loading in the South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the Peveril of the Peak, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register. W. HAMMOND, Commander; Sout West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON.

And of all other Chemists throughout the world.

N.B.—Ask for DINNEFORD'S Magnesia.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 3, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS [illegible]NA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 397.] LONDON, MONDAY, APRIL 10, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Dec. 31	Feb. 20	Feb. 22*
Yedo			
Osaka and Hiogo	„ 23	„ 14	„ 18*
Hakodadi			
Nagasaki	—	—	„ 15*
CHINA — Peking			
Tien-tsin			
Chefoo	—	—	„ 12
New-chwang			
Hankow	—	—	„ 17
Kiu-kiang			
Chin-kiang			
Shanghai	„ 30	„ 18	„ 23
Ningpo			
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	—	—	Mar. 1
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	—	—	„ 6
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak	—	—	„ 2
JAVA — Batavia	—	—	„ 3
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	—	—	„ 8
Penang			
CEYLON — Galle	—	—	„ 16
Colombo	—	—	„ 14

* Via San Francisco.

THE MAILS, &c.

The above mail (French) was delivered, *via* Marseilles, this morning; also ten days' later advices from Japan *via* San Francisco. The next inward mail (P. and O.), with dates Shanghai, March 2, Hong Kong, March 8, is due on the 17th inst.

Telegrams, *via* Singapore, dated Shanghai, March 22, Hong Kong, March 29, were received on the 6th inst. *via* Singapore. By Grant's line, *via* Kiachta, telegrams from Shanghai to March 22 came in this day.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *Japan*, at San Francisco, 18th March.—For New York: D. P. Bursley, A. A. Hayes, jun., G. W. Kenney, C. E. Hill, T. Pim, Mrs. Uesson and son, Hutori, Stataki, Truchi Yama, Ewaraki, Yamagawa, Kuriwara, Oasaka, Yakahar, Kuroda, Mogami, Yaneda, Yamao, Maida, Yagere, and three in the steerage. For Europe: W. Marshall, wife, child, and servant, A. Brent.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, April 1.—To Yokohama: Mr. Hayasi, Mr. S. Aridi. To Shanghai: Mr. R. Swinhoe, Mr. and Mrs. Gilmour, Miss M. Henderson. To Hong Kong: Mr. T. H. Chapman, and two second class passengers. To Ceylon: Mr. C. Wood, Mr. A. G. Thomson, Mr. F. Paatz.

Per P. and O. steamer *Nubia*, from Brindisi, April 11.—To Yokohama: Mr. W. Galwey. To Batavia: Mr. C. R. Rigg, Mr. van den Berg. To Ceylon: Mr. and Mrs. Mercer.

Per P. and O. steamer, from Suez, April 16.—To Singapore: Mr. E. J. Erdmann. To Batavia: Mr. and Mrs. Biarcum, Miss Biarcum.

Per P. and O. steamer *Candia*, from Southampton, April 15.—To Yokohama: Mr. J. Albinson, Mr. J. Geekie. To Shanghai: Mrs. Essex. To Singapore: Mr. Alexander Martin. To Ceylon: Mr. and Mrs. Rose, Mrs. Gorman and child, Miss Haddon, Mrs Bois, Miss Broadley.

Per P. and O. steamer *Massilia*, from Brindisi, April 25.—To Ceylon: Mr. and Mrs. Buchanan.

Per P. and O. steamer *Bangalore*, from Southampton, April 29.—To Yokohama: Mr. Y. Duer. To Singapore: Mr. R. W. Hullet.

Per P. and O. steamer *Candia*, from Brindisi, May 9.—To Singapore: Mr. and Mrs. Coates, Mr. Neil McLean.

Per steamer *Achilles* (Holt's Line), Captain Russell, from Liverpool, April 4.—To Penang: Mr. F. W. Duke. To Singapore: Mr. and Mrs. v. der Heyde, Mr. H. Gellinger. To Hong Kong: Mr. L. L. Bush. To Shanghai: Mr. W. M. Rawlinson, Mr. E. Fisher, Mr. J. D. Thorburn.

Per steam ship *Canton*.—For Shanghai: Jas. F. Gibbs, Albert Croad, T. S. Southey, . Davies, W. Murray. For Hong Kong: Chas. F. Walsh.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates *via* San Francisco extend to Feb. 22, the Pacific mail steamer *Japan* arriving at that port on March 18.

The following summary of news is from the *Japan Mail* of February 22:—

There has been a little excitement with regard to the movements of the French man-of-war in harbour here, owing to a rumour that several North German vessels intended making an escape. At the present moment there are some fifteen North German vessels in port, and so far as we can foresee there does not appear to be much chance of their sailing before the conclusion of the war in Europe. The report as to the proposed escape was current on the 10th inst., and although generally discredited it received apparent confirmation in the fact that the French men-of-war in port, the *Alma* and the *Dupleix*, sailed for a cruise on the following day. However, none of the German ships left, and the *Alma* and *Dupleix* have now returned.

In connection with this superabundance of North German vessels some little difficulty has arisen, owing to the different interpretations the French and German authorities place upon a point in international law. The German merchants, naturally anxious to avoid any unnecessary outlay, have in several instances attempted to dispose of their vessels. The French authorities, however, insist that any ship, the property of a belligerent, being sold to a neutral, is still liable to capture. Upon this plea two ships sold to British merchants have been seized and condemned, while the Japanese, who were most anxious to purchase, are now afraid to touch German ships. The news of the taking of Paris, which reached us by the last mail, however, gives us some hope that the North German merchant fleet will shortly be free from the supervision and watching of the French navy.

Two rival gas companies are canvassing the settlement for support. The first formally announced was a German company, introduced under the auspices of Messrs. Schultze, Reis, and Co., a firm of high respectability. The other is a company started by Japanese capitalists for the purpose of lighting the Japanese town, and has promise of the support of the Government for this purpose. This gives it an advantage at starting which the German company will have much difficulty in contending against, and the question fairly arises of how far we require two companies. The consumption in the Japanese town will be large, and if the consumption of the settlement be added to this it will enable the Japanese company to work more cheaply than its rival. It is already prepared to supply gas fifty cents per thousand cubic feet cheaper than the German company, and as foreign trustees have been appointed by the Government to direct it, and it will be managed by a foreign overseer and foreign workmen, there is as much guarantee for its efficiency as the other company can hold out. The majority of the Fire Insurance Offices have expressed an opinion that the Japanese Company will be a source of so much danger to the settlement as to necessitate a probable increase in the enormous rates already charged for fire-insurance. And they would undoubtedly be right were the company under Japanese management. But its direction by foreigners certainly disposes of most of the objections brought against it, and a small minority of the insurance offices, by refusing to subscribe to the manifesto, has undoubtedly shown a wise discretion.

On the 15th a trial of the new steam fire engine imported by the Victoria Fire Insurance Company was held on the Bund. The trial was in every respect satisfactory, and the value of the engine, which has been questioned by several parties, is beyond doubt. We only hope that no jealousy or ill-will will prevent its being made as useful as it should be.

At a meeting of the Y. U. Club, held on the 15th, it was decided to hand over the management of the club to Mr. Smith for

Digitized by Google

another five years, with option for a succeeding five. Various changes were made in the rules, which we regret to say have had the effect of making the club nothing but a subscription hotel.

A marked improvement is observable in the general appearance of the settlement. The drainage works are being pushed on gradually, and as fire sweeps away the ill-built houses in the streets leading towards and in the Homura-road, they are replaced by buildings of better construction. But the want of some sound system of municipal government is manifested in the number of idle vagabonds who infest the settlement, and who are becoming more and more the terror of the orderly population.

Rumours of very uncertain foundation are afloat that it is highly probable there will be an outbreak among the Japanese during the next few months. At the "Nippon Bashi," a bridge in Yedo, the proclamations of the Government have been torn down, and there has been a disturbance among the peasant farmers in Sinchiu, which was, however, soon quelled.

Mr. Hannen, the new Judge for this port, has recently arrived, and will shortly relieve Mr. Russell Robertson from the heavier cases which come before the Court. The change is expected to give universal satisfaction.

Messrs. Dallas and King, who were attacked in Yedo last month, have recovered from the effects of their wounds. The assassins have been captured and are awaiting punishment. The exertions made by the Government to arrest them and the attention it has in various ways shown to the sufferers deserve the highest commendation.

Small-pox has raged with great violence and malignity both amongst the native and foreign population; it is now disappearing. The Government has taken measures for the vaccination of the people, and large numbers of them have submitted to this salutary process.

Mr. Longford of H. B. M. Legation met with a severe accident while riding. His horse shied suddenly and threw him with much violence, the effects of the fall being to break his right arm badly. The limb was set by Dr. Purcell, of H.M. 1st-10th Regiment, and Mr. Longford is doing well.

Directly the armistice between France and Germany was declared, the *Willie Rickmers* with the new organ for the church at Yokohama left Singapore, where she has been lying for some months, for Hong Kong. It is probable, therefore, unless the *Rickmers* meets with contrary winds and fails to make Hong Kong within the duration of the armistice, that the organ will arrive here within the course of a few days.

The committee of the concert given in aid of the French wounded have rendered an account of their receipts and expenditure, and it affords us sincere pleasure to state the following results.

Gross receipts	$3,393
Expenses	193

This sum has been remitted to the French Minister for Foreign Affairs in a bill on Paris for 17,500 frs., and will be handed over by him to the Society for the Aid of the Wounded.

We have also to state that Mr. Rothmund, as almoner for the Freemason's Lodge, has handed to the French Minister a sum of $107, the offerings of the Lodge in aid of the same good cause. This has also been remitted to the French Minister for Foreign Affairs in a draft for $588.90. A similar sum was subscribed, if we understand rightly, in aid of the wounded German soldiers

The *Japan Mail* devotes several columns to the description of some misunderstanding which appears to have followed Mr. Geisenheimer's resignation of the Belgian Consulate, and led to an exchange of hostile messages between that gentleman and Mr. Strauss, without, however, as it appears, leading to any breach of the peace.

HIOGO.

Dates extend to the 18th Feb. The following items are from the *Hiogo News*:—

Another explosion of a Japanese steamer, the *Habicht*, has taken place. The Osaka correspondent writes:—

I am told that the accident has probably occurred from the grossly rash conduct of the engineer in working the boiler at an excessive pressure. The steamer is the new one whose appearance I described in my last letter. It appears she was intended to run from Simioshi to Sakai, and this afternoon was making a trial trip down the Kidsugawa, whence she was to go round by Temposan and return here by the Adjikawa. Soon after she had left the mouth of the former river she exploded, and with such violence that one report says that she was blown literally to pieces, and sank almost immediately. I expect to know the exact state of the matter to-morrow, but at present cannot understand how so few as only four persons were killed. The boiler and engines, I am told, were originally intended for land use, but were bought for some $5,000 or so by the Tsusho from the Netherlands Trading Society, and adapted by the former for their new steamer.

Another steamer accident happened this afternoon. The Japanese owned steamer *Adler* ran upon an anchor when near the old guard house on the Adjikawa. A hold having been made in her iron bottom, she commenced to take in water rapidly; it was well she was so near home.

After a long spell, the saw-mills on the other side of the bay are again at work. If the whole of the cutting were done at this establishment it would probably have a good effect on the length of building contracts, but most of the Japanese master builders prefer to jog along in their old style, with bad saws and lazy sawyers.

The Japanese appetite for small steamers is not yet thoroughly sated. Messrs. Fitzgerald and Strome have lately built two boats, and Mr. J. H. Wignall another, all of them being about forty feet long. The engines for two of them were turned out from Mr. Wignall's yard, whilst the other has been supplied by the Vulcan Iron Works.

The railway works appear to necessitate an alteration in the course of the river Ikuta-ngawa, and, judging by the line at present staked out, the proposed course is to run a considerable distance from the present one, the mouth of the new river being a mile or more to the east of the present outlet. The alteration commences some little distance before the mills on the road to the waterfall are reached.

We hear that Lot 44 on the Foreign Settlement has been bought by the Masonic body, and that a Masonic Hall will soon be erected therein.

We have still to regret that no steps have been taken to cleanse the drain on the western side of the Concession, so glibly promised by the Vice-Governor at the last meeting of the Municipal Council. We must give over anticipating that this very necessary work will be done at all, unless it is done by foreigners. Japanese promises are evidently not made in sincerity.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)
(VIA SAN FRANCISCO.)

Nagasaki, Feb. 15.

Since my last, on the 16th ult., *via* San Francisco, the English and French mails of Nov. 25 and Dec. 2 have been received here—those of Dec. 16 and 23 should have come to hand yesterday by the P.M. steamer *New York* under the new arrangement made between the American and English postal authorities; but from some cause at present unexplained she did not bring them.

During the interval events of public interest have been few and unimportant, the chief one is the Amaxa question, which has been taken up by the United States Minister at Yedo, who, I hear, has issued instructions to the American Consul at this port to notify by circular that American citizens may visit the island if they wish to do so, they having the right to do so by the Treaty, as Amaxa is part of the Imperial dominions. It is said that the foreign representatives at Yedo take different views on the question, and on this, like many other subjects, they disagree.

The movements of the vessels of war have been as follows:—Russian corvette *Almaz*, from Kagosima, arrived Jan. 21; U.S. flagship *Colorado*, arrived from Hiogo on the 28th ult., and left for Hong Kong on the 3rd inst.; H.B.M. gunboat *Elk* sailed for Hiogo on the 30th ult.; French corvette *Linois* arrived from a cruise on the 7th inst., coaled, and left again on the 10th idem, destination unknown. U.S. corvette *Alaska* is hourly expected from Shanghai. Remaining in port—Russian vessels *Almaz* and *Sobol*.

The changes in the firms of Alt and Co., Nagasaki, Hiogo, and Osaka, have been announced by advertisement. In addition to these a circular issued to the firms at this port states that the interest of the Nagasaki firm is distinct from the other ones. Mr. J. M. Rainbow, of the late firm of Rainbow, Lewis, and Co., of this port, has compromised with the creditors on this side, and an official notification has been issued by H.B.M.'s Consul annulling the bankruptcy.

The *Nagasaki Gazette* (the first number of which appeared on the 11th inst.) gives the export of coals from Nagasaki, including supplies to America, European and native steamers, as follows:—

	Takasima.	Karatz and other kinds.	Total.
January	2,870 tons ...	10,154 tons ...	13,024 tons
February, to date ...	362 „ ...	2,104 „ ...	2,466 „*
	3,232 tons	12,258 tons	15,490 tons

The memorial to Yedo respecting a reduction in the ground-rents at this port will not be presented by some of the Ministers, as they do not think favourably of it. Some hint that the matter will be attended to privately has become a rumour, but many renters look upon the question as indefinitely shelved. Whether anything will be ultimately done is doubtful—certainly not this year, as the land officers are now engaged in collecting the rents to December 31 next. Lot 25, Oura, recently sold as stated in a previous letter, has been returned to the Japanese after the purchaser had removed the buildings. Lot 30, Megasaki, has also been returned.

Shortly after one o'clock on the morning of the 13th instant a fire broke out in the house on lot 10, Decima, and extended to the one next to it on lot 11, the residence of Dr. van Mansvelt, superintendent of the Government hospital at this port, both of which buildings were consumed, as they were almost adjoining each other. Owing to the promptitude of the Russian men-of-war sailors in landing, and likewise those sailors who came from the North German merchant vessels, together with the native fire brigade, and nearly the whole of this community, who in their usual manner rendered good assistance, the danger to the surrounding buildings soon became very slight. The next house on lot 9,

* Shipments suspended owing to want of tonnage.

Digitized by Google

occupied by Messrs. Boeddinghaus, Dillmer and Co., is considerably scorched, but it was the means of preventing the fire from spreading, which shows that the Nagasaki style of building with plaster walls have great fireproof properties. Both the buildings and likewise the furniture in them is uninsured. The policy of Dr. Van Mansvelt has only recently expired, and as he intended to sell his furniture the day previous to his departure for Europe, he did not renew the insurance. Messrs. Boeddinghaus, Dillmer, and Co., whose damage is by water only, are insured.

Exchange on London 4s. 5d. nominal; Ne-bus 400. Freight to London, no vessel loading direct, but the agents here for the steamer *Priam* advertise that goods will be transhipped from the Nagasaki vessel to her at Shanghai, free of charge. Rate, Shanghai to London, Tea, 50s.; general cargo, 70s.

The paragraph in our last issue announcing the completion of the Oriental Bank buildings at Shanghai was by an error placed under the heading of Nagasaki instead of Shanghai.

CHINA.

—o—

SHANGHAI.

Dates extend to the 23rd Feb. The London Mail of Dec. 30 arrived 18th Feb.

We take the following items from the *Shanghai Courier* :—

The despatch addressed by the Belgian Minister to the Tsung-li-Yamen is the first announcement of a definite determination on the part of any of the representatives of the outraged nationalities to reject the solution which the Chinese Government proposes that has been made known to the residents in China. The French Chargé d'Affaires has stated that he has neither rejected nor accepted the terms. Of the action of the Russian Legation we know little; while the British Minister is, we have long ago discovered, not given to official utterances for the information of his countrymen. The despatch of Baron Roodenbeek is commendable in its moderation and equally commendable in its firmness and distinctness. Having allowed the Chinese Government to argue the matter, and received its assurances at the outset that justice should be done, it is but fair to allow it to prove its sincerity by responding to a calm appeal to its honour. This leaves it no loophole of escape, it must take a straightforward path or show its colours as false and defiant.

This China New Year appears to be characterised by the number of announcements by Government and public offices and banks that they will be closed for three days during the Chinese holidays. This really indicates no new condition of things, as it is well known that in previous years these establishments were practically closed, that is, though the doors might be open there was almost no business done. The only difference this year is that, instead of this and that and the other office keeping open lest one and another and somebody else should keep open, a general friendly understanding has been come to not to keep open, and the public duly notified, so that no one should be put to inconvenience by making arrangements in ignorance of the fact. Thus no damage is done to public or private convenience, while two or three days holidays will send the occupants of the offices back with a fresh stock of health to pursue their business with freshened energy.

The Shanghai Fire Department have made a claim on the *Andromeda* for salvage to the amount of Tls. 2,000.

It has, we understand, been fully notified that the Chartered Bank of India, Australia and China will appeal against the judgment of the Acting Chief Judge, in the special case recently submitted to him as between the Bank and the Trustee in the liquidation of R. F. Thorburn and bankruptcy of W. Hargreaves.

The P. and O. Company have erected a new flagstaff at the head of the jetty in front of the entrance to their office. It consists of a lower and top mast, the extreme height from the street being 137 feet 6 inches; with a step buried ten feet in the ground. Ten feet below the truck will be four gilded compass points, while the vane will be formed by a model of a P. and O. steamer. The lower mast will be braced by four shrouds, the upper by three.

Among the news from Chefoo two items are of special interest. In an attempt to take the North German *Pallas*, the French gunboat *Flamme* fouled her, and the case being taken into Court, the war vessel had to pay the merchantman $75 damages! On the other hand there are no less than fifteen coasting vessels under the North German flag, detained in that single harbour, and that by the single gunboat *Flamme*, whose attempt at prize-making, as above mentioned, ended in a manner unique, we believe, in the annals of naval warfare.

We learn from the *North China Herald* that the Municipal Council have been straining their prerogative to impose a tax on Chinese tea-houses without asking the consent of the ratepayers. We incline to think their action illegal, and hear that it is likely they will be sued for damages. The tax imposed will oblige the closure of some tea-houses unless a reduction be made in the rental. Therefore the tax will come virtually out of the pocket of the property-owner.

We are glad to find that the condition of the river and its approaches is at length attracting the attention of the Consular body. The correspondence is not satisfactory, but we hope, now the matter has been taken up, it will be pressed to an issue at Peking.

A Ningpo correspondent writes :—"H.B.M.'s gunboat *Cockchafer* has just returned from a trip to Chusan, whither she went to expend her three months' supply of ammunition. The trip was a pleasant one, despite the cold weather. The Chinese seem to be getting up a foreign drilled force in Foochow, for I hear that men are being bribed by offers of higher pay to leave the Anglo-Chinese force here for that port."

COCHIN CHINA.

—o—

SAIGON.

Dates are down to the 6th March.

From the *Courrier de Saigon* we learn that intelligence of the armistice between France and Prussia had been received. The Governor had, consequently, issued a proclamation restoring protection, under certain provisos, to German vessels at sea, but prohibiting them from entering Cochin China before the declaration of peace.

The eleventh list of subscriptions for the wounded raises the total amount subscribed in Saigon to f.70,625.

The news from the interior was generally favourable. The harvest was everywhere satisfactory. A fire had occurred at Mytho, destroying rice to the value of 8,000 or 10,000 piastres; it was the result of accident.

The cultivation of the sugar-cane is extending round Long-thank and Tay-ninh.

A strange disorder has broken out among the buffaloes; almost all the young ones die from fifteen to twenty days after birth.

Reports from Tan-an describe the harvest as abundant, and the district as undisturbed. Public works—bridges, markets, and pagodas—are everywhere being erected.

A sum of f.1,300 had been subscribed by the Annamese for the relief of the sufferers by the fire at Cholon, a fact which seems to show that the natives are well-disposed to the French.

BORNEO.

—o—

SARAWAK.

Dates are to March 2.

During the absence of Mr. Marten the business of the British Consulate will be conducted by Mr. O. St. John, postmaster, &c. Mr. St. John publishes a request that all stamps bearing the head of H.H. the late Rajah Sir James Brooke may be returned to the Sarawak Post-office, to be exchanged for those bearing the head of H.H. Charles Brooke, Rajah of Sarawak.

From the *Sarawak Gazette* we learn that H.H. the Rajah has appointed Edwin Sinclair, Esq., to do duty as Acting Resident of Bintul, in the place of A. R. Houghton, Esq., recalled to Sarawak; George Gueritz, Esq., to do duty in the Bintulu Presidency; and Ed. Cocks, Esq., to do duty on extra service in the Sarawak Residency.

The report of the Resident at Bintulu describes the result of the Brunei expedition against the unfortunate people on the Barram river as a complete failure, only about forty Kayans turning out from the three villages noticed in the report, so that it is evident that Nakoda Raman's influence can be but very slight; as also that of his Government when relating to affairs connected with Barram.

A new harmonium by Alexandre, presented to St. Thomas' Church, Sarawak, by the Rajah, arrived on Saturday, Jan. 28th, and was used for the first time on the following Sunday.

Commercial Report.

(For dates see First Page.)

—o—

IMPORTS.

YOKOHAMA, FEB. 22.*—The market for both Cottons and Woollens had been steadily active, and large transactions had taken place in both Grey Shirtings and Yarns, the former more than maintaining previous quotations, the latter showing a slight decline. T-Cloths had also been inquired for. Black Velvets, Taffachelass, and Turkey Reds had continued in moderate request, and sales of various descriptions of Worsted and Woollen Goods, viz., Orleans, Black and Scarlet Camlets, Lastings, and Blankets, are reported. The current quotations were as follows :—G.E. Grey Shirtings, 7 lbs., per piece, $2.40 to 2.45; 8 lbs., $2.80 to 2.82½; 9 lbs., $3.20 to 3.22½; G.E. White Shirtings, $2.65 to 3.5; T-Cloths, 6 to 7 lbs., $1.80 to 2.15; Handkerchiefs, Assorted, per doz., 65c. to $1.10; Brocades and Spots, White, per piece, $2.90 to 3; do. Dyed, $3.50 to 3.75; Chintz, Assorted, $2 to 2.50; Turkey Reds, 80c. to 90c.; Velvets, Black, $6 to 8; Muslins and Cambric, $1.15 to 1.25; Taffachelass, Double Weft, $2.85 to 3.10; do. Single Weft, $2.30 to 2.70. Cotton Yarn, 16 to 24, per picul, $39 to 39.50; 28 to 32, $40.50 to 41.25; 38 to 42, $41 to 42. Camlets, SS, Assorted, per piece, $11 to 12; do. Black, $9.50 to 10; do. Scarlet, $13.50 to 14; Lastings' $11 to 11.50; Long Ells, Assorted, $6 to 6.50; Blankets, per lb., 33c to 36c.

HIOGO AND OSAKA, FEB. 18.*—There had been a somewhat improved demand for Cotton Goods during the month, and prices in some instances showed a slight advance. Grey Shirtings: The demand for both 8¼ lbs. and 7 lbs. had improved, sales having been made at an advance upon previous rates, and the market closed firm. Cotton Yarn :

* Via San Francisco.

Digitized by Google

28-32 continued saleable, and for best chops higher prices were offered; other counts still neglected. Turkey Reds: Good colours wanted at about former quotations. Black Velvets sold to a fair extent, but at the close the market appeared somewhat weaker. Taffachelas: Best patterns continued in fair demand. Camlets: Slightly improved, favourite colours being blue, green, and orange. Black Lustres: Best quality somewhat higher. Mousellines de Laine: Good patterns readily saleable, and a further advance established. Black Cloth in rather less demand, but Grey wanted at advancing rates. Blankets without improvement. Nail Rod Iron: Small sizes inquired for. The native New Year holidays would commence on the 19th February, and business would consequently be suspended for some days.

Nagasaki, Feb. 14.—Grey Shirtings, 8¼ lbs., $2.86 per piece. Dyed Shirtings, dark blue, $3.50; light blue, $3.38 per piece. T. R. Cambrics, 2½ catty, $2.75. Chintzes, $2.25 to 2.75 per piece. Camlets, SS assorted, $14.50, but black are worth only $10.50 to 11 per piece. Lustres, plain black, $5 per piece. An improved demand and better prices after the holidays were anticipated. Metals: Nail Rods, small sizes, $3.50; medium, $3.25 per picul. Steel: in tubs, $4.75 to 5 per picul.

Shanghai.—The market had been closed during the week in consequence of the Chinese new year holidays.

EXPORTS.

TEA.

Yokohama, Feb. 22.*—The business had been irregular; at first the demand was quiet, settlements were small, and were made at easier rates; but subsequently a somewhat brisk demand sprung up, resulting in fair settlements at from $1 to 1½ per picul rise on last quotations; since then, however, the approach of the Japanese New Year had caused native dealers to be more anxious to clear stocks, and prices had again receded to about those last quoted, but the market closed firm, more especially for the finer grades. Settlements, principally of good medium and fine leaf, amounted to about 11,000 piculs, including some common leaf inferior to that quoted, almost entirely for the New York market; the quality, more particularly of the medium kinds, had been much mixed with inferior; supplies had been fair, and stocks remained with little or no change. The Coulnakyle with 617,819 lbs., the Royal Minstrel with 390,297 lbs., and the Solent with 805,882 lbs., had sailed for New York. The Asphodel was about to sail; the Lothair, 795 tons, had her cargo fully engaged for New York. Quotations:—Common, $20 to 23 per picul; good common, $24 to 26; medium, $28 to 30; good medium, $31 to 34; fine, $35 to 38; finest and choice, nominal.

Hiogo and Osaka, Feb. 18*.—Business since last American mail had been limited; for the commonest descriptions holders had shown more anxiety to realise, and purchases had been made at easier rates, but the better grades were scarce and firm at former quotations. The Vigil sailed for New York on Jan. 31, with a cargo of 597,840 lbs. Settlements, 1,800 piculs. Arrivals, 3,000 piculs. Stock, 3,000 piculs. Quotations: Common, Rios 15 to 19 per picul; Good Common, Rios 20 to 25 per picul; Medium, Rios 26 to 31 per picul; Good Medium, Rios 32 to 38 per picul.

Nagasaki, Feb. 14.*—Holders had shown a strong disposition to realise during the month, and some large settlements had been made of medium sorts at some reduction on last quotations, but best kinds were still firmly held. Stocks of good leaf consisted of 11,000 bales. Common to good were quoted $14 to 17; medium to fine, $18 to 21; and fine to finest, $23 to 26 per picul.

Shanghai.—The market had been virtually closed during the week, owing to the intervention of the Chinese New Year holidays. Settlements were, however, reported of 886 chests Congou at Tls. 14¼ to Tls. 18¼, and about 1,000 chests Green Tea. In face of continued favourable advices from home, and small stocks here, quotations were not likely to be reduced on the reopening of the market. Stock of Congou, 6,200 chests; ditto of Green Tea, 13,800 half-chests.

SILK.

Yokohama, Feb. 22.*—There had been considerable activity in the market during the month, and large quantities had been purchased, but owing to the inferiority of the parcels to muster nearly one-half had been rejected on inspection, and actual settlements only amounted to 700 bales, of which Hanks formed the greater proportion. A parcel of Sodai had been purchased at $755 per picul, and a few bales of Ida Hanks at $860. At the close of the market for the native New Year holidays prices were firm at former quotations. Settlement—Hank sorts, 400 bales; other sorts, 300 bales; total, 700 bales. Stocks, 3,000 bales.

Hiogo and Osaka Feb. 18*.—No business had been done; holders had remained firm; prices demanded having been higher than buyers would accede to much of the Silk lately on offer had been withdrawn until after the native New Year holidays.

Shanghai.—Since the departure of the last mail the market has remained closed owing to the intervention of Chinese New Year holidays. Sellers were not anxious to realize, and stocks continued very small.

TEA CARGOES EXPECTED.

Date.	Ship.	From	Cargo. lbs.
Oct. 28	Jumna	Shanghai	1,098,200
Dec. 30	Jason	,,	1,046,700
Feb. 11	Sydenham	,,	1,159,800
Dec. 22	Harrington	Foochow	723,700
,, 23	Evelyn	,,	955,800
,, 31	M. M. Jones	,,	368,000
,, 31	Windermere	,,	654,900
Jan. 4	Beemah	,,	1,221,800
,, 5	Gresham	,,	1,285,000
,, 12	Queen of the Ocean	,,	962,800
,, 13	Chalgrove	,,	687,100
,, 17	Chusan	,,	1,162,100
Feb. 8	Omba	,,	1,229,000
Feb. 10	Portland	,,	1,204,800
Nov. 26	Seabird	Canton	16,000
Dec. 24	Corea	,,	682,700
,, 25	Kate Carnie	,,	764,000
Jan. 17	Deerfoot	,,	620,000
Feb. 11	Ajax (str.)	,,	809,200

* *Via* San Francisco.

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 18th February, 1871.

(North China Herald.)

	Bales.		Bales.
Adamson, Bell, and Co.	790	Jarvie, John, and Co.	1,574
Balfour, F. H.	420	Meynard and Co.	40
Barnet and Co.	1,202	Milsom and Tod	1,042
Birley, Worthington, & Co.	669	Nachtrieb, A., and Co.	518
Birt and Co.	188	Petrocochino and Co.	165
Bland, J.	150	Pila and Co.	158
Borntraeger and Co.	422	Pustau, W., and Co.	71
Bourjau, Hubener, and Co.	296	Reid and Co.	85
Bovet, Brothers and Co.	226	Reiss and Co.	88
Bower, Hanbury and Co.	1,795	J. S. Robison	58
Brand, Monro, and Co.	2,133	Russell and Co.	1,358
Bull, Purdon and Co.	41	Remé, Wm., and Co.	895
Butterfield and Swire	47	Sassoon, D., Sons, and Co.	150
Chapman, King, and Co.	186	Sassoon, E. D. and Co.	33
Chinese	165	Scheibler, Matthaei, and Co.	511
Cumine and Co.	66	Shaw Brothers and Co.	618
Dent and Co.	164	Siemssen and Co.	628
Dickinson and Co.	5	Skeggs and Co.	1,620
Essex and Co.	844	Smith, Archer, and Co.	245
Fogg and Co.	294	Textor and Co.	925
Gamwell, F. R.	787	Thorne Brothers and Co.	392
Gibb, Livingston, and Co.	464	Trautmann and Co.	79
Gilman and Co.	1,194	Turner and Co.	430
Glover, Dow, and Co.	266	Westall, Brand, and Co.	183
Heard, Augustine, and Co.	786	Sundries	3,604
Helbling and Co.	132		
Hogg Brothers	556	Total bales	30,401
Jardine, Matheson, and Co.	815		

SILK SHIPPERS FROM YOKOHAMA.—SEASON 1870-71.

	England.	France.	America.
Aspinall, Cornes, and Co.	368	—	—
Abegg and Co.	77	—	—
Bavier and Co.	232	15	—
Bolmida	24	7	17
Eccard and Raud	30	—	—
Fraser, J. C., and Co.	87	—	—
Gilman and Co.	—	17	—
Gutschow and Co.	109	2	—
Heard, A., and Co.,	8	—	69
Hecht, Lilienthal, and Co.	—	19	—
Hooper Brothers	5	—	—
Hudson, Malcolm, and Co.	81	—	—
Jacquemot, J. M.,	34	—	—
Jardine, Matheson and Co.	—	12	—
Kniffler, L., and Co.	75	—	5
Leggatt, C. E., and Co.	23	—	—
Macpherson and Marshall	167	—	10
Morf, H. C., and Co.	115	—	—
Ravel, Blanc, and Co.	41	—	—
Reiss and Co.	162	—	—
Sitwell, Schoyer, and Co.	59	—	—
Schultz, Reis, and Co.	187	59	—
Shaw, Winstanley, and Co.	20	—	—
Seyd, E., and Co.	90	24	—
Siber and Brennwald	35	—	—
Textor and Co.	285	—	—
Thorel and Co.	51	—	—
Valmale, Schoene, and Milsom	39	111	—
Van der Tak	—	12	—
F. W. A. White	2	—	—
Wilkin and Robison	53	3	—
Walsh, Hall, and Co.	33	—	51
Ziegler and Co.	32	—	—
Sundries	2	—	—
Shipment to England			2,526
Do. to France			311
Do. to America			135
Shipped per P. and O. Company			2,463
Do. M. I. Company			327
Do. P. M. S. S. Company			236

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 4½d.	4s. 4¾d.	4s. 4¾d.
Shanghai ,, ,,	5s. 10d.	5s. 10½d.	5s. 11d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4½d.	4s. 4½d.	4s. 4¾d.
Singapore ,, ,,	4s. 5d.	4s. 5¼d.	4s. 5½d.
Manila ,, ,,	—	—	—

Digitized by Google

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306	227½
,, Hong Kong	26 to 26⅛ dis.	—
Bar silver	111.4.0	8 prem.
Mexican dollars	74.7.0	1¾ prem.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Feb. 18, Pride of the Thames; from Marseilles, 20, Antaris.

At HIOGO AND OSAKA.—From London, Feb. 10, James Paton; 14, British Empire.

At SHANGHAI.—From London, Feb. 14, Titania; 15, Taeping; 17, Cutty Sark; from Liverpool, 14, Sarah Nicholson; from New York, 22, Surprise; from Liverpool, Sarpedon (str.), Lumley Castle (str.) (reported by telegram).

At SINGAPORE.—March 1 to 8, from Cardiff, Precious, Krimpenvanderbek, Lucknow Vision, Batavia; from Shields, Lodore; from Liverpool, Mount Vernon; from Falmouth, Sanspareil (str.); from London, April 3, Enterprize (str.); 4, Emerald (str.); 6, Cheops (str.) (reported by telegram).

At BANGKOK.—From London, Aurora (reported by telegram).

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO and OSAKA.—For New York, Jan. 31, Vigil.

From SHANGHAI.—For London, Feb. 17, Priam; for New York, 17, John Nicholson; 18, Stansfield.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, nothing loading; to New York, £2 15s. per ton of 40 cubic feet.

At HIOGO.—To London, £2 7s. 6d. to £2 10s. per ton.

At NAGASAKI.—To London, £3 per ton. of 50 cubic feet.

At SHANGHAI.—Rates remain unchanged.

At SINGAPORE.—To London, by telegram of April 6, £2 7s. 6d. per ton Gambier.

VESSELS LOADING.

At YOKOHAMA.—For New York, Lothair.

At HIOGO.—For London, Lorton, British Empire, Herald of Light, James Paton.

At SHANGHAI.—For London, Vanguard; for Bordeaux, Pegasus.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For London, Isles of the South; for New York, Adelia Carleton.

At SINGAPORE.—For London, Talbot; for Liverpool, Priam (str.), Amacre, Coldstream; for Boston, Polly Lewis, Argonaut; for New York, Desdemona.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.

April 6, at Queenstown, from Rangoon, Vigilant; 4, at Cuxhaven, from Batavia, Condor; at Texel, from Batavia, Grefre Berg, Jacob Roggeveen; from Panaroekon, Johannes; from Patjitan, Baltimore; off the Wight, from Colombo, Robin Hood; off the Eddystone, from Java, Aguarius; 7, at Liverpool, from Singapore, Huddersfield; 5, at Texel, from Batavia, Hollands Trouw; from Macassar, Catherine, Elizabeth; at Gironde, from Saigon, Notre Dame de Bon Port.

DEPARTURES.

April 6, from London, for Shanghai, Guinevere; 1, from Newcastle, for Batavia, Scharnhost; 5, from Cardiff, for Singapore, Siberia; 6, from Liverpool, for Yokohama, Prince Alfred; 8, from the Downs, for Penang, Singapore, &c. (via. S.C.), Canton (str.); from Amsterdam, for Sourabaya, Petronella; 5, from Cardiff, for Shanghai, Glenavon; 6, from Sunderland, for Yokohoma, Kelso.

SPOKEN.

ALCESTES, Sunderland to Borneo, Feb. 17, 1 N., 23 W.
HENRIETTA GEERTRUIDA, Banjowangie to Amsterdam.
HENDRIKA, Java to Rotterdam, Jan. 15, 34 S., 24 E.
A North German barque, bound towards Singapore, Feb. 28.
LOUISE (N. G. barq.), steering towards Singapore, Feb. 28.
PASAROEANG, Java to Amsterdam, Feb. 5, 12 S., 10 W.
CALLER OU, London to Shanghai, Feb. 17, 3 N. 27 W.
JUMNA, Shanghai to London, Feb. 23, 7 N., 22 W.
CORSICA (Fr. brq.), Java to Cuba, Dec. 25, off Mossel Bay.
NOTRE DAME DES VICTOIRES (F.b.) China to Belle Isle, Feb. 27, 20 N., 35 W.
OCEAN BREEZE (brq.), Singapore to London, Mar. 1, 21 N., 37 W.

LAID ON.

At London, for Yokohama, Min, Walton.

MISCELLANEOUS.

At SUEZ.—Hector (str.), from Liverpool, and left, April 5, for Shanghai, &c.; William Cory (str.), Edington, from Singapore.

At ST. HELENA.—March 2, St. Louis, Audouard, from Batavia, for Amsterdam; Sea Bird, Martin, from Macao, for Falmouth; 3, Euphrosyne, Beoker, from Hong Kong, for London; Arabia, Leitch, from Sourabaya, for Amsterdam; 5, Buston Vale, Savage, from Colombo, for Lrndon; 10, Pierre, Bernard, from Saigon, for Belle Isle; Maria and Elizabeth, Bonjer, from Banjoewangie, for Rotterdam; 11, Madras, Wupper, from Hong Kong, for Falmouth; Beemah, Wakeham, from Foochow; Jedo, 12, Schmid, from Batavia, for Rotterdam; 13, Jason, Leslie, from Shanghai, for London.

Off ST. HELENA.—March 11, Windermere, from Foochow.

At TABLE BAY.—Feb. 18, Levant, Sangster, from Java for Amsterdam; Corea, Bang, from Zebu, and sailed 23 for Liverpool; 24, Lois, Lewis, from Zebu, and sailed 25 for London; 27, Alice Ritson, Matches from Sunderland, and sailed for Singapore.

At MAURITIUS.—Feb. 17, Silence, Defoy, from Singapore; 25, Bordeaux, Blanchard, sailed for Galle; March 1, Jacques Seurin, Jalabert, sailed for Saigon.

At ADEN.—March 20, Casmao (Fr. gn-bt) from Marseilles, and lefr for China; 22, Historian (str.) Lutton, from Liverpool, and left for Colombo, &c.; April 6, Arcot (str.) from London, and left for Colombo, &c.

At PORT SAID.—March 24, Ajax (str.), Kidd, from Singapore, China, &c., and proceeded, 26, for London; 26, Priam (str.), Butler, from Singapore, China, &c.; 29, Craigforth (str.), Cuming, from London, and left for Singapore, China, &c.

CASUALTIES.

The Hector (str.), from Liverpool, to Singapore, China, &c., arrived at Suez, reported having been detained in the Canal by the Bengal (str.), from China to London, being aground.

LATEST TELEGRAMS.

THE SITUATION AT THE TREATY PORTS.

FOREIGN-OFFICE, APRIL 3.—A telegram has been received from Mr. Wade, dated Peking, March 16, reporting all quiet.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, APRIL 6.)

SHANGHAI, MARCH 22.—Grey Shirtings, 6½ catties 8¼ lbs., Tls. 2.12; quieter. Cotton: Shanghai, Tls. 14. Tea; Nothing doing. Silk: Total export to date China and Japan since commencement of season 44,000 bales. Exchange on London bank bills six m.s. 5s. 10½d. Latest London date March 14.

HONG KONG, MARCH 29.—Grey Shirtings: 6½ catties 8¼ lbs., $2.62, quiet. Water Twist: 16-24 $112½, quiet. Tea: Quiet; limited business; total export China and Japan since commencement of season 131,000,000 lbs. Exchange on London bank bills six m.s. 4s. 4½d.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, APRIL 10.)

SHANGHAI, March 22.—Silk: Crop of Shanghai generally estimated at 35,000 bales; export of China from Shanghai since commencement of season, 31,800 bales; stock of China, 1,000 bales. Tea: No business; export of Black from Shanghai 62,000,000 lbs., 2,700,000 lbs. in excess of last season; export of Green 2,600,000 lbs. in decrease of last season; freights sailing vessels 40s. Shirtings: very dull; Dewhurst's Eagle Chop, Tls. 2.11. Exchange on London: Bank Bills, 6 m.s. 5s. 10½d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

AUCHINCLOSS—On the 4th April, at 28, Seedley-road, Manchester, the wife of P. W. Auchincloss, of a son.

BONHOMME—On the 4th April, at Maestricht, Holland, the wife of M. Dohmen Bonhomme, of Japan, of a daughter.

DOW—On the 17th Feb., at Shanghai, Mrs. James Dow, of a daughter.

LAWRENCE—On the 1st April, at No. 47, West Abbey-road, Kilburn, N.W., the wife of Frederick William Lawrence, Esq., of a daughter.

DEATHS.

BIRD—On the 16th Feb., at Hiogo, Josiah Sillars Bird, late of Shanghai.

MURROW—On the 4th April, at Highbank, Dulwich, Bellermina Francisca, the devoted and affectionate wife of Mr. Y. J. Murrow, late of China, aged 27.

ROBINOW—On, the 25th Jan., at Yokohama, of small pox, Adolphus Robinow, aged 27.

THE SINGAPORE RAILWAY.

(To the Editor of the *London and China Telegraph.*)

SIR,—We must trespass on your space to correct a misapprehension of the objects of the above company, apparent in a letter published in your paper of the 3rd inst., under the signature of "A Merchant."

The "dwarfed scheme" to which he individually objects, has met the approval of the chief mercantile residents in the settlement, as was evidenced by the reception given to it at a late public meeting in Singapore, and by the fact that the capital required for its completion was subscribed in a few hours.

The advocacy of a scheme defined by your correspondent as "The Singapore and New Harbour Railway in its Integrity" is, rightly or wrongly, understood to involve the appropriation of the profits clearly derivable from the line to Tanjong Pagar, not as a dividend to shareholders, but to the continuation of the railway to a point at which there exists little, if any, traffic with the town.

A railway throughout New Harbour is only a thing of time, and our company is doing good service in undertaking the construction of the first section of it, viz., from the city to Tanjong Pagar. The traffic on this part of the line shows an estimated return of 10 per cent. on the capital invested; but, so far as we are aware, no figures are forthcoming as to the dividend likely to be earned from an extension beyond Tanjong Pagar.

Our directors are merchants, not philanthropists; so are our shareholders; and both will probably be borne out by public opinion in their determination to restrict their operations within safe and profitable limits. We have only to add that it is open to any one who is so disposed to carry on a line of railway from Tanjong Pagar westward, and that every facility for doing so has been promised by our directors.—We are, Sir, your obedient servants,

MACTAGGART, TIDMAN, AND CO.,
Agents for the Singapore Railway Company.

London, April 4, 1871.

Digitized by Google

FREIGHTS IN CHINA.

(To the Editor of the *London and China Telegraph.*)

Sir,—In your issue of the 3rd inst., under "Monetary and Commercial Intelligence," is an extract from the *Shipping Gazette*, which reflects strongly, and I think I can show unjustly, upon the conduct of merchants in China in regard to a long-established custom as to loading tea-ships homewards, viz., that if a vessel after commencing her loading reduces her rate of freight to fill up the earlier shippers are to have the benefit of such reduction. This has long been the rule, and I cannot see that its abolition would benefit the shipowner at all, inasmuch as in that event the shipper, when offering his freight, would make what is now never disputed a distinct part of his offer, and if one vessel would not take the teas on those terms another would; or if the captains were so sure of their ground that they could afford to turn away freight so offered, it is obvious that there could be at the time no risk of freights declining.

Supposing a shipper has 500 tons ready, and offers it to a vessel carrying 1,200 tons at say £3. The consignee thinks that with so good a start she is sure to fill up shortly. However, she does not; freights come down, and she lowers her rates. Is it fair that the shipper who first started her, and who has had his teas detained by her not filling up, should be the man whose goods are landed in London on the worst terms out of her?

As regards freights rising after a vessel has commenced to load the cases are so extremely rare that they could scarcely form a precedent, and when such a thing has occurred it has usually been for quite the filling up "chops," and the consignees have been able to get a little more at the end, because previous shippers have made her the "going" ship. The case quoted as possible, viz., a rise from £2 10s. to £5 by the same vessel, is one that could only happen under most exceptional circumstance, and cannot fairly be made a basis of argument for the usual run of shipping affairs in China or anywhere else. Certainly merchants in China are not open to the charge of illiberality to shipowners. How often does it happen that a ship consignee having freight to offer starts his ship at ten shillings per ton or more over what he could get tonnage at elsewhere, rather than reduce the rate to the shipowner's detriment? and all conversant with the trade know how often consignees buy to fill up a vessel in their hands, and lose money on the teas so bought rather than see her detained or lower the rate.

If shipowners are not satisfied with the way their business is done, let them start ship-brokers at the principal ports, and I am much mistaken if the result would not be lower freights than under the present system.

Doubtless last season was very disastrous to sailing shipowners, who would not see the great revolution that was imminent in the carrying trade by reason of steamers and the Suez Canal, and who sent their vessels on to China precisely as in former days, when the Canal did not exist, and when steam for the long voyage was a rarity.

Apologising for the length of this letter, I am, Sir, yours faithfully,

Old Canton.

London, April 6, 1871.

STRAITS SETTLEMENTS ASSOCIATION.

A meeting was held on Tuesday, the 28th March, for the purpose mainly of considering a letter, numerously signed by residents in Singapore, and calling on the Association to take immediate action with regard to the appointment of a Chief Justice in the Straits, as successor to Sir Benson Maxwell, should he elect to retire. The opinion of the writers was strongly to the effect that only a man of standing and first-rate legal attainments in this country should be selected, and, to widen the sphere from which such selection was to be made, it was suggested that the present salary of £2,500 might be increased to £4,000 per annum.

A long discussion ensued, and eventually a resolution was carried by a majority of the meeting, to the effect that the Association deemed the proposed increase fit and proper, provided that no pension were in future to attach to the office. The only dissentients were Messrs. Shaw, Gilfillan, and Tidman, who voted against the motion on the ground that by the Pensions' Ordinance passed last session a scale of pensions had been laid down for all officers of the colony, including the judges, and that in making any suggestions to the Colonial-office it was necessary to recognise the existence of this Act, and its bearing upon the amount of salary to be hereafter attached to the office of Chief Justice. The letter from Singapore did not allude to the Pensions' Ordinance, and it was a matter of conjecture whether the writers contemplated an advance of salary to a maximum of £4,000, coupled with the usual pension, or in place of it.

The rumours as to the proposed increase of expenditure on steamers in the Straits were then referred to, and it was determined to bring the matter to the notice of the Secretary of State.

It appears that there is an old resident of the Straits now in Manchester, who has always written under the signature of "P. W. A.," and he wishes us to state that he is not the author of the letter which appeared in our last, signed "P. W. A."

NAVAL AND MILITARY.

—o—

THE RELIEFS FOR THE CHINA STATION.

The troop-ship Tamar, which is to take out the officers and crews for Her Majesty's ships Avon, Dwarf and Ocean, on the China station, has been at Plymouth, embarking a portion of the seamen and others. She has arrived at Portsmouth, where she will embark the remainder of the officers and men appointed to sail, and it is expected that she will finally leave this day, the 10th inst. The appointments to the vessels to be re-commissioned are detailed below, and in order to render the list complete, we repeat those which were given in our issue of the 27th ult. In addition to the naval officers and seamen, one corporal and two gunners Royal Marine Artillery, and seven privates Royal Marine Light Infantry, for the Avon; and one chaplain and two gunners Royal Marine Artillery, and seven privates Royal Marine Light Infantry, for the Dwarf, will be embarked in the Tamar.

Commander.—Henry T. Boger, 1864, to Dwarf, vice Walker, whose period of service has expired.

Staff-Commander George Raymond to the Princess Charlotte.

Lieutenants.—R. W. Forster to Dwarf; Edward W. W. Noble to Nassau; Robert G. Baker to Ocean; Henry J. Fairlie to Ocean (for disposal.)

Sub-Lieutenants.—C. W. H. Hutton to Avon; Robert B. Maconochie, Arthur S. Hamilton, R. H. Gasley, J. Durnford, W. A. Madan, John Edwards, Charles W. Sleeman, Owen H. H. Bentley, D. McN. Riddell, and Walter H. B. Graham to Ocean (for disposal).

Navigating Sub-Lieutenants. — Alfred E. Joll, Alfred Doorly to Ocean (for disposal); George A. C. Webb to Avon.

Assistant Surgeons.—Dr. A. M'Donald, M.D., 1863, to Hong Kong Hospital; Henry Macdonell, 1861, to Ocean.

Assistant Paymasters.—Bernard F. Meyer to Dwarf; John J. A. Sloan and Dixon P. Sambell to Ocean (for disposal).

Engineers.—Peter Robertson, George N. H. Michell to Avon; John Crichton, Nicholas H. Rowe to Dwarf; George Sullivan to Ocean (for disposal).

Assistant Engineers.—First Class: James F. Lewis, Courtney O. Weeks to Ocean (for disposal); Second Class: William Broad to Dwarf; Charles W. Thorne, Edward R. Vine to Ocean (for disposal).

Midshipmen.—Arthur C. A. Bacon, Bernard Dickinson, S. W. A. H. Gray, W. H. H. Montreover, George H. Thunder to Ocean (for disposal).

Navigating Midshipman.—Herbert N. Rolfe to Ocean (for disposal).

Clerks.—James W. Dixon, Andrew Hume to Ocean (for disposal).

Assistant Clerk.—William R. Dodridge to Ocean (for disposal).

The Curlew, double-screw gun-vessel, 3 guns, 665 tons and 160-horse power, which has been commissioned for the China station, to take the place of the Icarus, will probably sail about the end of next week. The following are the appointments which have been made to this vessel up to the present time.

Lieutenant.—Ernest F. Bricdale (1867).

Assistant Surgeon.—Dr. F. M'Clement.

Assistant Paymaster.—Gervase F. Mathew (in charge).

Engineers.—James Bowman, William Williamson.

Sub-Lieutenant.—H. A. Ogle.

Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, April 4.

The intelligence with which I commence this letter will no doubt prove interesting to many of your readers in the Far East. It is simply that they may shortly expect to see a German merchant steamer from this port as the pioneer of a regular service to China *via* the Suez Canal. Several of the leading merchants of this city trading to the East have resolved to take advantage of the new route so admirably adapted for steamers, and looking ahead whilst the war was being carried on with France, had quietly taken all the needful measures for carrying out their plan. The requisite capital having been subscribed, the company was formed and the order given to Messrs. Godeffroy's Iron Works to build the first steamer of the new line. The principal firms who have been instrumental to the formation of the company, and who form the board of management, are Herr G. Th. Siemssen, Messrs. Ross, Vidal and Co., and Herr August Bolten, one of our largest shipbrokers. The vessel is called the *Sedan*; she was successfully launched from the Godeffroy building-yard last week, and is now fitting out, being advertised to sail on the 15th of May for Singapore, Hong Kong, and Shanghai. The following are the particulars I have been enabled to learn through the courtesy of one of the above-named firms:—The dimensions of the *Sedan* are as follows: length, 225 feet; breadth of beam, 32 feet; and depth of hold, 22 feet. She is able to carry 1,000 tons of cargo, besides fuel for her own consumption, and she has an iron ballast tank that can contain 220 tons of water. Her engines are on the so-called compound principle, of 180-horse power, on the system of Wolf's patent, combining the advantages of the high-pressure engines, and taking up but little room, with the safety of the low pressure and consequent freedom from the danger of explosion. She is fitted out with lifeboats and all the appliances and improvements of modern ship-building, has a reserve screw on board in case of accidents, will draw fifteen feet of water when fully laden, and has accommodation for ten passengers in the chief cabin and twenty second class. She will be commanded by Captain Winter, who is stated to have great experience of the navigation of the China Seas.

COMMERCIAL.

The Tea market is firm, with a moderate amount of sales in execution of shipping orders for the north of Europe. Among the sales of Sugar reported this week is one of 11,827 kranjangs of Java at 12½ mks. bco.

Digitized by Google

per centner. Cassia Lignea is quiet, but not to be obtained under 13 sch. bco. to 13¼ sch. bco. Of Flores 100 chests have been disposed of at 17½ sch. bco. to 18 sch. bco. Pepper dull of sale, and somewhat lower; Singapore quoted nominally at 6 sch. bco. to 6¼ sch. bco., and Penang 5¾ sch. bco. to 5⅞ sch. bco. In Spelter no alteration; the article again totally neglected.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 6.

You will remember that last year the First Chamber rejected the East India Budget, including the important measure for the reorganisation of the Preanger regencies. While acknowledging that this measure was most necessary, the Chamber rejected it, because the Governor-General had promulgated the decree without Parliament having granted the necessary credit. Thus the native population, already delighted with the higher wages given for coffee-planting, were disappointed to satisfy the nice susceptibility of the Chamber. Months elapsed, the measure was again laid before the Second Chamber, and, as you know, carried by a larger majority than at first. The Budget passed on to the other House, and, after a discussion of two days, in which not one new argument could be brought forward, it was approved of by 25 against 5 votes. In the same sitting the members had the wisdom to give their adhesion to the Bill regulating the promotion and retirement of naval officers, after which they took their well-deserved Easter recess. The Lower House will meet again on the 11th inst.

The Ministers are now busy with their replies to the section reports on the several Budgets. That of the Premier is, as usual, most laconic, but it is in so far important that he states positively that the Cabinet is quite homogeneous, which, of course, means that Mr. Thorbecke has not changed his principles, as was stated some time ago. The programme for Java is stated; the Ministry declares that it adheres to the principle that Java is a part of the State, whose material and moral welfare is to be studied as much as that of the mother-country. This, of course, is the whole aim of the Liberal party, and the only difference of opinion can be as to the means by which it is to be realised.

The better appearance of our Stock Markets has been rudely interrupted by the insurrection in Paris, which has also tended to change public opinion, which is now more in favour of Germany. The shock to confidence has been very great, and the old feeling of suspense which lately prevailed has revived. For some stock, however, there is still a tendency towards improvement, but upon the whole only a trifling business is doing. Money is very abundant, and is in the open market somewhat cheaper than before the success of the Red insurrection of the Red Republic in Paris.

In several towns agitation prevails among the workmen to obtain higher wages. There, however, is not the least revolutionary spirit amongst them, as is stated by foreign papers. It is true an effort has been made to organise a League in Utrecht, but it resulted in a fiasco, the workmen being convinced that it was not by means of brutal opposition that they could ameliorate their position.

It is now stated that the first steamer direct from Nieuwe Diep to Batavia *via* Suez Canal, the *Willem III.*, will sail on the 15th of May, and that his Royal Highness Prince Henry will proceed by the vessel as far as Suez.

The death of the Queen of Sweden, eldest daughter of Prince Frederic, has made a very painful impression. It is stated that the marriage of his youngest daughter, Princess Mary, with the Prince of Wied will be again delayed.

Count van Bylandt, now our ambassador at the Court of Berlin, is appointed to that post at the Court of St. James's.

The Radical daily paper, *het Noorden*, will cease to be published at the end of this month. Owing to want of sympathy, it cannot find the necessary capital to continue publication.

I am glad to state that small-pox is somewhat diminishing. The average number of fatal cases is much smaller now than a week ago.

PRODUCE MARKETS.

Although dulness continues the prevailing characteristic of our market for Colonial and Foreign Produce, the Trading Company's public sales of Sugar, Tin and Rattans, the result of which is communicated below, have all gone off pretty satisfactorily. The tone of most of our leading articles remains unaltered, but Coffee has assumed rather more firmness, and confidence begins to be shown in the article at the late decline.

COFFEE.—The market exhibits upon the whole but little activity, but the returns of last month's deliveries from the Trading Company's stores have turned out in excess of the general expectations, under the influence of which the market looks rather stronger, and several numbers of the public sale are sought after in vain at the prices paid therein. The business done by private treaty embraces 636 bales Java, ex Insulinde, 240 bales do., ex Anna and Sophia, 682 bales do., ex Singapore, at various prices, 1,600 bales, ex Henriette Adriana, at 32½c., 85 bales do., ex Nestor, at 32½c., 440 bales do. ex County of Berwick, 1,108 bales do., ex Henriette Adriana, 308 bales do ex Satara, 325 bales Bali, ex do. Total stock in Holland, 694,100 bags against 607,200 bags. Floating supplies to Holland, 406,600 bags

SUGAR.—Although the result of the Trading Company's public sale held at Amsterdam, turned out upon the whole better than had been anticipated, the prices realised have been very irregular, an advance of f.¼ to f.½ above the brokers' valuations having been paid for lots of good quality, whereas weak and moist descriptions were less competed for, and sold slowly at from f.½ to f.1 below the valuations. About 1,500 baskets were secured for export, and the balance has mainly been bought for our own home refiners. No sales have been closed since the public sale, but the market looks firm, and there is very little offered; according to the prices paid, the value of the Dutch standard has been fixed by the brokers as follows—to which I add, for the sake of comparison, the currency established at the November sale, but as the same has taken place on the old conditions, which were 6 per cent. more advantageous for the buyers, than those brought into practice at the last public sale, I add thereto a calculation of the November prices, based on the new conditions to show the exact difference between the currency established at the two public sales.

	Old Cond. Nov. 29, 1870.	New Cond. Nov. 29, 1870.	Mar. 29, 1871.		Old. Cond. Nov. 29, 1870.	New Cond. Nov. 29, 1870.	Mar. 29, 1871.
No. 5. ...	f.28½ ...	f.26.72 ...	f.26½	No. 13. ...	f.38½ ...	f.36.09 ...	f.36¾
„ 6. ...	30½ ...	28.59 ...	28½	„ 14. ...	39 ...	36.56 ...	37¼
„ 7. ...	30 ...	28.13 ...	28	„ 15. ...	38½ ...	36.09 ...	37
„ 8. ...	32½ ...	30.47 ...	30	„ 16. ...	38¾ ...	36 33 ...	37½
„ 9. ...	34½ ...	32.34 ...	32	„ 17. ...	39 ...	36.56 ...	37½
„ 10. ...	35½ ...	33.05 ...	33	„ 18. ...	39½ ...	36.80 ...	37¾
„ 11. ...	36¾ ...	34.45 ...	34¼	„ 19. ...	39½ ...	36 80 ...	37¾
„ 12. ...	38 ...	35.63 ...	35¼	„ 20. ...	39½ ...	37.03 ...	38½

Stock of Sugar, 1,250,000 kilo.

TEA.—In waiting for the coming auctions of China and Java the market is inactive.

SPICES.—Sales have been closed of the following small shipments of private importation, viz.: 7 casks Nutmegs and 2 chests Mace, ex Insulinde; 5 casks and 16 chests Mace, ex Concurrent. The following parcels sold by public auction, viz.: 73 casks Nutmegs, at 54c. to 131c.; 6 casks Mace, at 218c.; 385 bags Amboina Cloves, at 21c. to 21½c.; 8 chests Stems of ditto bought in at 12c. Under the influence of advices from London Black Pepper looks quiet; good Lampong is quoted 31c. to 31½c., but buyers keep backward. Stock on warrants: Nutmegs, 2,836 casks; Mace, 178 casks; Cloves, 2,726 casks; Cinnamon, 29 packages; Pepper, 937 bags. Deliveries in March, 190 cases Nutmegs, 16 casks Mace, 46 casks Cloves.

RICE.—Without change. The article continues to attract but little attention.

RATTANS.—I have to report the sale by private contract of 250 piculs, ex Nestor; whilst the Trading Company's public sale, of about 95,100 bundles, which took place here to-day, went off as follows, viz.: Borneo at f.9.40 to f.14.70, Padang at f.8.90 to f.13.30, mixed parcels f.8.20 to f.12.50.

TIN.—The whole of the 80,791 slabs Banca put up for sale by public auction for account of the Trading Company at Amsterdam on the 30th ultimo has found buyers. The biddings ranged from f.73½ to f.75¼, and the price of the public sale has been fixed at f.75, at which figure the orders collected by the brokers have had to be curtailed by 48 per cent. Shortly after the public sale transactions took place by private treaty at f.76¼, f.76¾, f.76½ for public sales' prompt, but sellers offer now at f.76. Stock of Tin 109,615 slabs.

INDIGO.—About 60 chests have been sold at steady prices, making the aggregate sales closed last month in our market 138 chests, leaving a stock in the hands of private importers of about 400 chests.

HIDES.—A fair business has been doing in this article, the following parcels having been sold by private contract:—3,600 Java Buffaloes, ex Energy; 1,060 do., ex Weljekset; 2,494 do. Cows, ex Gutenberg; 95 do., ex Gerredina Wilhelmina; 245 do. Buffaloes, ex St. Jan; 74 do. and 310 do., ex Gladstone; 329 do., ex Catharina Maria; and by secret tender, 307 Java Buffaloes damaged and 62 do. Cows do., ex Magdalena.

SHIPPING.

ARRIVALS.—April 1, at Texel, from Batavia, Jason; 4, at Texel, from Batavia, Buto, Grefve Berg, Jacob Roggeveen, Pride of England; from Panaroekan, Johannes; from Patjitan, Baltimore; from Batavia, Nieuwland.

DEPARTURES.—April 4, from Texel, for Batavia, Anna Lucretia; for Samarang, Anna Elisabeth; for Sourabaya, Petronella.

PASSENGERS OUTWARD.—For Java: per Jupiter, Messrs. L. Gerards and family, J. J. Smits, Miss J. Boshart, G. H. C. van Zyll de Jong, and family, L. Williams, J. Brumstede, A. J. M. van Hengel, R. Brons Muddel, H. C. A. Cornelius and family, Miss J. Grimm, C. Schroder, M. J. H. Dupuy and family; per Telanak, Messrs. Boers and family, Baron van Reede van Oudshoorn and family, Y. W. Dammers and family, L. C. Kruk, R. E. Kerkhoven, N. Kramer and family, Miss Mayer; per Noach II., Messrs. Overdyk and family, Beeger, van Willigan, Miss de Braauw, Miss de Weyer and family, Mr. de Bie and family, Romback and family, Mr. Knyff and family, Huschmann, Ernst, Elshout, Miss Flora Engers, 125 soldiers.

PASSENGERS INWARD.—From India: per Nieuwland, Mr. P. M. C. Kipp. From Java: Per Jason. Messrs. Vogelzang and family, J. Phanher and family, H. L. Stornebrink, Mrs. Ruijs and family.

DIRECTORIES FROM THE FAR EAST.

We lately had the pleasure of noticing the appearance of the Hong Kong Directory, and the various improvements and additions it exhibited. We are now able to add to the list of Chinese directories the *Desk Hong List*, a general and business directory for Shanghai and the Northern and River ports. This volume, which is published at the office of the *North China Herald*, is very creditably got up, and well illustrated with a street plan of the settlement. The *Penang Almanack and Directory* is another work of the same kind, published at the office of the *Penang Gazette*. It contains a great deal of information, and bears evidence of care and accuracy. The *Colonial Directory of the Straits Settlement*, including Sarawak, Labuan, and Saigon, is a handsome volume published at the Mission Press, Singapore. It makes its appearance somewhat late in the year, but the compiler explains that the delay was unavoidable, owing to the difficulty of getting the required information from Saigon; and certainly the completeness with which the work is now issued is a most satisfactory way of accounting for the slight loss of time.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

Any Information required by Subscribers in reference to Commercial or general matters in China, Japan, Singapore, *and other parts of the* Far East *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The London & China Telegraph.

LONDON: MONDAY, APRIL 10, 1871.

MINERAL RESOURCES OF CHINA.

II.

In a former article we pointed out the extraordinary distribution of coal and iron in the various provinces of China, but the diffusion of the precious metals appears to be on a scale of equal magnificence. There is not a province without one or other of them; while in many of the provinces gold, silver, copper, tin, lead, and quicksilver are all found, often in great profusion. Gold is known to exist in fourteen out of the eighteen provinces, and in order to set the degree of its diffusion as vividly as we can before the reader we shall point out the number of places in the several provinces where it occurs. And here we shall be guided mainly by Pumpelly's table. In Chihli it is found in three places, in Shensi at four, in Kan-suh at six, in Shantung at ten or twelve, in Hupeh at three, in Szchuen at twenty-two, in Chehkiang at four, in Fukien at two, in Kiangsi at four, in Kwantung at four, in Hunan at eight, in Kwangsi at ten, in Kweichow at two, and in Yunan at seven. These figures of course give us no idea of the quantity or quality of the gold at the respective localities, and on this point our information is somewhat scanty; but we know sufficient to guide us to an approximation. Nuggets are often found in Shantung and in other districts, sometimes of considerable size. Mining is employed in several places, and the quartz and sand are said to be often of great richness, as may be seen from recent accounts of North China. But the common way of procuring gold is by searching the streams and washing the sand of the rivers, and here we have a key to the quantity of gold in the country. Many streams are known to have yielded gold for centuries, and every heavy fall of rain even yet brings down its fresh burden of gold. Now, this tells its own tale, and speaks of the inexhaustible supply which must be stored in the hills. The Jesuit Fathers say that in Shen-si "an infinite number of persons gained their livelihood in this way," and this we can well believe. Chinese gold differs in quality and colour. Some of it is bright yellow, and other kinds light in shade. Samples from Shantung have been assayed by the banks in Calcutta and Bombay, and pronounced excellent. We regret we have not the two deliverances at hand for quotation. But not only is gold found in China Proper, European travellers have come upon it in Manchuria; at Jehol, in Inner Mongolia, and in enormous quantities in Siberia. It has also been discovered in the Chinese dependency of Thibet. Major Montgomerie sent out some pundits to investigate this matter. They returned, and have given minute descriptions of no less than seven gold-fields, so that the Major pronounces the gold-fields of Thibet "as practically inexhaustible." The distribution of the other metals will be most easily and effectively set forth in the following table:—

	Silver Districts.	Copper Districts.	Lead Districts.	Tin Districts.	Quick-silver.
Chih-li	6	1	Lead is generally found with silver, sometimes with antimony, and a trace of gold.	1	—
Shan-si	2	67		2	—
Shen-si	2	3		—	3
Kan-suh	7	4		—	2
Shantung	8	4		3	—
Kiang-su	—	3		—	—
Ngan whei	1	1		—	1
Honan	—	2		5	—
Hupeh	1	3		2	—
Szchuen	3	13		3	4
Kiang-si	5	5		1	—
Hunan	6	3		4	10
Kwei-chow	—	—		—	13
Cheh-kiang	7*	10		4	1
Fu-kien	7	2		1	—
Kwang-tung	5	1		5	1
Kwang-si	7	1		4	3
Yunan	16	18		3	3

* At Yin-kung, in Chang-shan-hein, yielding $300 to the ton of ore.

As we remarked, in reference to the gold, these figures ca give us no idea of the richness of the ores; but, judging from specimens we have seen in North China, and from reliable native reports, there can be no doubt as to their value. We may further observe that the number of the localities where these metals are found is rather below than above the mark; the Government, with whom the *jus metallorum* rests, have shut up many mines, and skilled explorers who go out "prospecting" always discover new localities—giving one the idea of indefinite abundance. The veins known are often very rich and extended.

Lime is found in many forms throughout every province in the Empire. Marble of all colours and degrees of quality is met with, often in immense quantities, in many places, but more especially at King-yuen-foo, in Kwang-si, and in North-West Chihli, and Shan-si. Alum is produced in all directions, generally from pyritiferous shales. Salt is not only prepared from sea-water, but there are innumerable salt wells in different parts of the Empire. This is true in a most extraordinary manner in the province of Szchuen. Here at Wu-tung, near Kia-ting-foo, some ten thousand of these brine pits are found in a space of about 30 miles long by 13 broad. Within the department of Tszchowfoo, in the same province, there are 333 salt wells, and so on in the same way in the various districts. These wells also abound in Yunan. In Shan-si and Shen-si are salt lakes, some of which yield an immense supply of that commodity for the inland regions of North China. Petroleum is found in Shen-si, but the great seat of this oil is Szchuen; here it springs up in many places, apparently in inexhaustible quantities. At Wu-tung are four pits, said to be 3,000 feet deep, which produce tremendous supplies. They use it chiefly for evaporating the salt brine, and in this respect the natives are enabled to produce salt most economically. We need hardly refer to the clays of China, for their variety, richness, and importance have been long appreciated; we may only remark that their distribution is found to be much greater than was anticipated, and add that Major Montgomerie's pundits met with immense quantities of borax in Thibet, of which he says, "As to borax, there is enough to supply the potteries of the world if the Tuscan supply is exhausted."

The soil, more especially of Chihli, Honan, Kansuh, Hupeh, and many parts of Szchuen, Hunan, and Yunan, yields abundant supplies of nitre. Sulphur is produced in great abundance in Fukien, Shansi, and Shantung. Amber is found in many localities in Shensi, Shansi, Szchuen, Kwantung, and Yunan, as well as in Shantung and other places. Precious stones, such as agates, jade stones of many colours, amethysts, rock crystal, lapis-lazuli, topaz, and most beautiful sapphires are often met with; rubies are common, emeralds are rare; malachite, serpentine, aqua marine, tourmaline, and garnets are common; diamonds are known, but are rare. Districts are noted for their specialities—as Shantung is famed for its amethysts and cairngorms, Shensi for jade stone, Chehkiang and Shansi for lapis lazuli, and so on. Much might be said in reference to these minerals, but we content ourselves in the meantime with one observation—one hundred and thirty generations of Chinamen have been gathering these precious metals year by year. In China, therefore, at the present moment, we have the accumulations of four thousand years. But this is not all; we have also the tribute which has been received from outside nations, the taxes which have been levied on the neighbouring peoples, as well as the proceeds of trade and commerce, for very many centuries, with the islands of the Malayan Archipelago and distant countries. The wealth of China is therefore absolutely enormous; and travellers know that it is not confined to a class, but very generally distributed among the people: for we have often been surprised to discover what immense sums comparatively obscure persons could produce when required. But this wealth is, for the most part, buried in the earth. The rebellions which have prevailed for the last twenty years, the consequent disorganisation, the present corruption and rapacity of the rulers, and the wide-spread want of security, have led wealthy men to conceal their treasures in their gardens and elsewhere, and to put on the mask of poverty. This is emphatically the case in the interior of the country. Commerce, therefore, has not had fair play—especially under the exclusive *regime* of the Tartar dynasty. But this cannot last; and when we reflect upon the genius of the Chinese; their propensity to trade, being as ready to buy as we are

Digitized by Google

to sell; their capacities; their keen appreciation of whatever is for their own advantage; their taste for things good, useful, beautiful, and cheap; their delight in profuse expenditure when occasion calls for it, as in their marriage processions, feasts, equipages, funerals, furniture, dresses, and ornaments, we may reasonably anticipate a day when China shall be, beyond all question, the largest market in the world.

YET another telegram, forwarded by Mr. WADE from Peking on the 16th March, was issued by the Foreign-office on the 3rd inst. We are particular about the *date*, because there is nothing in the *matter* of the present despatch to distinguish it from the many messages which our Chargé d'Affaires has sent home since the dangers of which such long and ample warning had been given burst forth in the massacre at Tientsin. "All's well," is still the stereotyped assurance of Her MAJESTY's philosophical representative at Peking. We devoutly hope that he may not be mistaken, but we feel that his confidence is very far from being shared by those who are most certain to suffer in the event of another outbreak, and we must own that we should place more confidence in Mr. WADE's assurance of the perfect safety of others, if he were in a position of the slightest danger himself. Meanwhile, in painful contrast with the complacent and euphuistic language of our Chargé d'Affaires appears the protest of the Belgian Minister, expressed in no uncertain terms. In a despatch to the Chinese Foreign Board, Baron KINT VON ROODENHEEK tells them plainly that nothing short of a strict inquiry, with a view "to convict the real authors of the plot, whoever they may be," will satisfy him. At the same time he has no hesitation in giving it as his own opinion that the real culprits are the two civil magistrates of Tientsin and a military officer.

THE Directors of the Messageries Maritime have decided on a reduction of their rates of passage-money, on a similar scale to the P. and O. Company. The rates from Marseilles to Galle will be for first-class, £60; Calcutta, £65; Singapore, £75; Batavia, Saigon, and Hong Kong, £85; Shanghai and Yokohama, £95; including vin ordinaire or table claret. All passengers at these rates will be entitled to a berth in a cabin not exceeding two berths. A new class has been introduced, viz., "second cabin passengers," who will be provided with berths in cabins containing three or four berths, in the forepart of the steamers, and have a separate saloon on the main deck, for their meals and general use. The rates for this class will be one-fourth less than the first or *premiere* class. The rates for steerage passengers will be about one-third less than the second cabin rates.

WE learn that the whole of the plant of the Colombo Gas Works, the shipment of portions of which we have noticed from time to time, has at length been despatched. Arrangements have been made for a supply of coal, and, according to present prospects, both the town and the pettah will be lighted by July next, and Colombo will be redeemed from the reproach of being the slowest place in the Far East to introduce gas, in which it has long been anticipated by Hong Kong and Singapore.

IT will be remembered that in a recent issue we stated that the laying of the Great Northern Telegraph between Hong Kong and Shanghai was suspended, after 250 miles of cable had been laid, through the strength of the north-east monsoon. We are glad to learn that a telegram has been received, announcing that the whole line was successfully completed on the 29th March, and that the cable is in perfect order.

IN answer to a suggestion made in the House of Commons, that a parcel post be established for India and the Colonies, the POSTMASTER-GENERAL stated that the present contract with the P. and O. Company did not admit of such extension without an increase in the subsidy, which he had no intention of recommending.

Monetary and Commercial.

The traffic receipts on the Falmouth, Gibraltar, and Malta Telegraph (Limited) Company's line for the month of March amounted to £9,276.

The traffic receipts on the British Indian Submarine Telegraph (Limited) Company's line amounted for the month of January to £5,462; for the month of February to £7,419; and for the month of March to £11,901—together, £24,782. During the month of January and the first eleven days in February the Falmouth cable was interrupted.

The traffic receipts on the Marseilles, Algiers, and Malta Telegraph (Limited) Company's line for the month of January amounted to £939, and for the month of February to £1,071. The disturbed state of France still continues to affect the company's revenue.

The annual meeting of the Great Northern Telegraph Company will be held on the 26th of April, at Copenhagen, to declare a dividend.

The export of shirtings to China has been enormous, up to one hundred and twenty-two million yards for the quarter, being double the quantity at the corresponding period last year.

The meeting of the Chartered Bank of India will be held on the 19th, but it is not announced what dividend will be declared. The meeting of the Chartered Mercantile is to be held on the 18th, when a dividend of 2 per cent. will be declared, making 6 per cent. for the year. The directors' report says:—

"As announced at the last interim meeting, provision is now made for the final extinction of the bad and doubtful debts of previous years, to which have been added those appertaining to 1870. The sum of £117,411 13s. 11d., representing the aggregate amount of those losses, has been debited to the reserve fund account, which, after crediting it with the above sum of £4,479 14s. 3d., will then stand at £37,068 0s. 4d. The directors regret on this occasion being obliged to reduce the dividend. The year, as a whole, has been the most unfavourable for Eastern exchange operations within the experience of the bank. On the other hand, it is matter of congratulation that in the midst of such trying difficulties the losses of the year have been comparatively small. The business of the bank at its several branches for the current half-year is more satisfactory and encouraging than for some time past, and leads the directors to believe in a better result than they have lately been able to show."

At the meeting of the National Bank of India (Limited), noticed in another column, the chairman stated that by the transactions of the late manager at Hong Kong about £60,000 has been placed in jeopardy, but it is hoped that by the favourable realisation of securities part of that sum may be recovered. £22,000 has been transferred from the reserve fund to provide for ascertained losses, and to wipe off the balance at debit of profit and loss account. Under these circumstances no dividend was declared.

The P. and O. Company have decided on despatching the *Indus* and *Khedive* from Liverpool, through the Suez Canal, to Bombay and Hong Kong respectively, with general cargoes.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £287,500; to Bombay, £100,000; and to Madras £12,500. The *minimum* price was fixed as before at 1s. 10¼d. on all the Presidencies, and tenders on Calcutta and Madras, at 1s. 10⅜d., will receive about 25 per cent., on Bombay, at 1s. 10⅜d., about 91 per cent., and those above in full. These results show a diminution in the demand for means of remittance to the East.

The meeting of the Singapore Gas Company is announced for the 25th inst., when a dividend will be declared.

ARTICLES OF IMPORT.

TEA.

The market has been very quiet during the past fortnight, the demand from the trade being very limited, whilst exporters, though shipping largely from previous purchases, have only bought sparingly. Prices for all good Teas have been fairly maintained, but low to common grades have sold heavily at a further slight decline, the supplies being in excess of present requirements. The deliveries from London for the month have been very large, exceeding 15,500,000 lbs. Public sales of the 4th instant comprised 8,124 packages, of which 5,456 packages were sold without reserve.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

The market has been very quiet during the last fortnight; this to a great extent is owing to the recent insurrection in Paris, arresting as it does the confidence of the trade, and absolutely checking for the time being operations with Lyons and elsewhere, which would otherwise take place; meanwhile, business is doing chiefly in China and Canton Silk for home consumption and for certain Continental markets, but only to a moderate extent, and where holders desire to make sales they have to submit to a reduction of 6d. to 1s. Importers generally, however, decline to make such concession. Japan Silks are extremely quiet. From China, the last advices per telegram point to an early closing of the season's export, 800 bales only remaining on hand, prices had advanced under the more favourable political news from Europe. The deliveries last month were wonderfully good—indeed, larger than for many months past—and April has opened with equally good clearances. Deliveries, 1st to 4th inst. inclusive:—China, 320 bales; Canton, 91 bales; Japan, 55 bales; total, 466 bales.

COFFEE.

A slight improvement is noticeable in the market for Plantation Ceylon, and though prices do not exhibit any actual advance they are maintained with more steadiness than has lately been observable.

Digitized by Google

The improvement has chiefly originated from the smallness of the supplies placed on offer. There has been no business in Native Ceylon. Transactions comprise, on the spot, 574 casks, 197 tierces and barrels, 594 bags Plantation Ceylon, low middling to good middling bold palish and greyish 59s. to 65s., good middling to superior bright 70s. to 90s. 6d., small 54s. 6d. to 58s., peas 75s. to 82s. 6d.; and 200 bags Singapore at 56s. 6d.

The deliveries are much smaller than for several weeks past, but are still 140 tons larger than last year, and as the landings are fully 500 tons less, the deficiency in the stock is further enlarged to 2,550 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 295,408 cwt., against 304,246 cwt. at the corresponding date of 1870; Native 38,406 cwt., against 30,194 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the thirteen weeks ended April 1, 1871, was, of Ceylon, 4,443 tons, against 4,687 tons during the corresponding period of 1870; of all descriptions, 9,258 tons, against 6,935 tons. The quantity entered for home consumption was, of Ceylon, 2,498 tons, against 2,033 tons; of all descriptions, 4,821 tons, against 3,685 tons. The quantity exported was, of Ceylon, 5,876 tons, against 5,023 tons; of all descriptions, 13,093 tons, against 8,820 tons. The stock on April 1, was, of Ceylon, 9,674 tons, against 11,495 tons; of all descriptions, 16,092 tons, against 18,649 tons.

SUGAR.

A better demand has appeared for common brown qualities, and a slight recovery from the recent depression has been established, but, as holders show greater firmness, sales are not so extensive as they might otherwise have been. Other qualities have met a moderate inquiry at an advance of about 6d. per cwt. above the recent lowest point. Holders, however, generally require a further advance. The following are the transactions reported:—Penang: By private contract 1,000 baskets common date (duty 4s.) sold at 19s. Manila: At auction 10,000 bags unclayed Ilo Ilo sold at 21s.; also for arrival 500 tons Zebu February shipment at 21s. 6d., and 50 tons unclayed Taal at 21s. landed. Java: 1,500 bags low sirops sold at 18s. per cwt.

The landings for the week, although including 1,300 tons Beetroot, are 1,800 tons less than in 1870, and as the deliveries are 2,400 tons in excess, the deficiency in the stock is increased to about 22,000 tons. Stock, March 25, 52,642 tons, against 70,791 tons; April 1, 51,476 tons, against 73,335 tons. The quantity of Sugar landed in the thirteen weeks ended April 1, 1871, was, of Penang, 141 tons, against 313 tons in the corresponding period of 1870; of Manila, Java and China, 5,406 tons, against 4,498 tons; the quantity entered for home consumption was, of Penang, 708 tons, against 726 tons; of Manila, Java, and China, 7,620 tons, against 6,588 tons. The quantity exported was, of Penang, 98 tons, against 32 tons; of Manila, Java, and China, 614 tons, against 1,107 tons. The stock on April 1 was, of Penang, 2,311 tons, against 1,885 tons; of Manila, Java, and China, 24,966 tons, against 32,593 tons.

China Matting.—At auction 190 rolls were bought in, 3/4 white at 45s., 4/4 at 43s. 6d., 3/4 red check at 48s. 6d., 4/4 at 45s., 5/4 at 61s., 4/6 at 75s., also 186 rolls Gowqua's extra contract, 4/4 check at 45s., 5/4 at 55s., 6/4 at 60s. per roll.

China Grass.—There have been no transactions; the nominal quotation is £52.

Cinnamon.—Ceylon has barely maintained previous rates; at auction 44 bales Plantation kinds realised 1s. 10d. for fourth, 1s. 6d. to 2s. 2d. for third, 2s. 7d. for second, and 2s. 9d. for first sort; 105 bales low coarse were withdrawn; 146 boxes China, coarse quality but strong flavour, were mostly bought in; a few boxes stained sold at 10½d. per lb. Of Chips 310 bags coarse bark were offered and bought in at 2¼d. per lb.

Camphor.—China: The market is exceedingly dull, and 257 boxes at auction were retired at 72s. 6d. per cwt.; quotations are purely nominal. Japan: the entire stock of this description being held by a few firms, the nominal value is 77s. 6d. to 80s. per cwt., but with supplies, a decline would occur.

Cocoa-Nut Oil.—There is less demand for the common and medium qualities of Ceylon, but fine descriptions being very scarce command extreme prices. At public sales about 50 tons have been sold at £40.

Cutch.—There is a moderate enquiry at prices corresponding with those ruling a fortnight since; at public sale of 985 boxes Pegu offered a small part sold at 21s. 3d. to 21s. 6d. for SM and Co.; Fish mark is held at 21s. 6d.; 216 cases fine Penang have been partly sold at 21s. per cwt.

Cubebs continue steady, with but limited business.

Coir Goods.—At the last sales small quantities of Yarn offered went off with some irregularity, but no material alteration can be reported in prices; 69 bales Ceylon Yarn sold—common to middling, £25 10s. to £30; good middling, £33; of 112 tons Ceylon in dholls offered, 85 tons sold—low coarse to common at £20 10s. to £25 10s.; low middling to middling, £26 to £30 10s.; good middling to good, £31 to £34 5s. 2,241 ballots Ceylon Fibre sold at £15 15s. per ton.

Dragon's-blood.—The supply continues far in excess of the demand, and sales can only be effected from time to time at a reduction in price; 9 cases good reed at auction were withdrawn at £9, 1 case fine at £10 10s., and 16 cases fair bright lump at £6.

Essential Oils.—Aniseed: 15 cases were sold at 8s. 7½d., at which there are sellers afloat. Cassia dull, and 40 cases have been sold at 4s. 3d., but 4s. 6d. is now asked. Nutmeg flat; 3 cases at auction retired. Cinnamon very scarce and wanted; 7 cases Leaf at auction retired. Citronelle firm; 11 cases at auction sold at 2d. to 2½d. per oz. Lemon Grass steady; none offered.

Galls.—China: have remained very firm, although only a few Continental orders have yet come forward; privately moderate sales have been effected at 47s. 6d., and at auction 225 cases have been placed at the same figure for good. The quantity at present afloat from China appears to be very small, so with any good demand the market should improve. Japan are in good inquiry, but there is no supply.

Gambier.—A rather active demand has prevailed, and prices have risen 3d. to 6d. per cwt. At auction 135 bales block sold at 15s. 9d. to 16s., 6 tons broken at 14s. 6d. to 15s. 6d., and 1,085 bags Cubes were bought in at 21s. per cwt.; privately, on the spot, small parcels of fair pressed Cubes have sold at 18s. 6d., and some quantity of free at 19s. 6d. to 19s. 9d.; and for arrival about 500 tons block at 15s. 7½d. to 16s. 1½d., closing at the latter figure.

Gums.—Benjamin: Sumatra firm, good qualities scarce; of 59 packages (chiefly 3rds) at auction, a few fine 2nds sold at £10 10s.; middling to fair white £8 17s. 6d. to £9 10s.; TT and Co. 3rd Penang dull at 85s.; Siam is neglected, and 3 cases 3rd sold at £8 10s., parcels are advertised. Manila Copal is dull of sale, and arrivals; 14 cases at auction sold at 30s. for fair soft. Damar in good demand, and stock reduced; of 543 cases Singapore at public sale, about three-fourths sold at 60s. to 61s. 6d. per cwt. for fair to good, in sorts. Gamboge steady; 9 cases at public sale retired.

Gutta-percha.—There is a fair inquiry for good and fine quality, but in sale 1,843 packages mixed and white mixed were nearly all withdrawn; privately ordinary mixed have realised 1s. 2d.

Hemp.—The market for Manila continues very dull, and about 1 000 bales have changed hands privately, chiefly at low figures; Sorsagon at £50 included. Auctions have embraced 2,240 bales, nearly the whole of which were retired.

Hides.—At the last sales there was an inactive demand for East India Hides, but importers generally being willing to meet the market, a considerable business was done. Occasionally previous sale prices were obtained, but the bulk of those sold were ½d. and in some cases ¼d. per pound in favour of buyers. 751 Ceylon Hides offered and sold—Light and Small, 5d. to 6¼d.; Heavy 6d.; Thirds 4d.; Buffalo 4¼d. to 4¾d. per lb. 2,060 Singapore and Penang Buffalo Hides offered, 1,353 sold. Best Heavy 4⅝d.; Seconds 4¼d. to 4⅜d.; Light 5⅜d. to 6⅛d. per lb. 625 Java Buffalo Hides offered, none sold. 456 Siam Buffalo Hides offered, none sold.

India-rubber.—The market is generally very steady; of Java and Singapore 280 packages have been offered at auction, and the fine was held for 1s. 11d. to 2s. per lb., and good but rather foul for 1s. 9½d.

Isinglass.—The demand at the moment is very small, and prices are lower, though fine qualities are still scarce. Of 61 packages offered in public sale only a few sold.

Japan Wax.—An advance has taken place, and all offers are taken off at 70s. to 77s. 6d., according to quality; as stocks are low the rising tendency is likely to continue.

Musk.—The market is steady, and prices still high for fine quality, but common is difficult to sell. At auction, of 36 caddies Tonquin, a few only sold at 30s. 6d. to 31s. 6d. per oz. for fine, and 17s. to 21s. rough and bally; 5 caddies Cabardine mostly sold at 17s., and 7 tins fine grain retired; but privately parcels have been sold at 52s. 6d. to 56s.

Preserves.—At public sale 180 cases Chyloong China Ginger sold at 7¾d. to 8d., and 96 cases Shingloong at 7½d. to 7¾d.; 30 casks were bought in at 6¾d. and 97 cases Chow Chow at 8d.; 24 cases Comquats sold at 7¾d. to 8¼d. per lb. in bond.

Pepper.—Black: The movement by bear speculators noticed in our last continued for a week, as low as 4d. being accepted on same terms for delivery at the end of the year; many buyers showing a disposition to take anything at these rates, the parcels offering were withdrawn, and with improved prices on the spot higher rates have been paid afloat—say, up to 5⅛d. for Singapore. In auction the same operators accepted 4⅞d. for Singapore, and 4½d. for Penang, about one-third of 9,509 bags offered being sold, but there has been a large demand since for export, and some 5,000 bags have changed hands up to 5½d. for Singapore, and 4⅞d. for Penang. White is dull, but held firmly; in public sale 257 bags Singapore and 104 bags Penang were offered; a few of the former only sold at 7½d. per lb. for very low.

Plumbago.—Rather easier prices are still accepted, but there is not much disposition to purchase. Public sales have embraced 1,085 barrels, about half of which were quitted; Lump at 16s. 6d. to 27s. 6d., drossy to very fine bright bold; chips 13s. to 14s., middling to good; and dust 7s. to 13s., ordinary to very fine.

Rattans.—Steady; at auction, of 13,295 bundles Singapore offered half sold at 3s. 4d. to 3s. 6d. per 100 canes; 2,288 bundles Penang sold at 3s. 4d. to 3s. 11d.

Rice.—A recent decline in the value of White Bengal has led to a better demand for this description, and about 10,000 bags middling to good middling have been sold at 10s. 3d. to 10s. 10½d., a little broken Askoolie, 9s. 9d., 50 tons fine white at 12s. 6d., ex quay, and 150 tons yellow Bengal at 9s. 3d., ex quay; in other descriptions there has been little doing, sales being limited to 18,000 bags Rangoon at 9s. 1½d. to 10s. per cwt. For arrival, several cargoes soft grain have changed hands, Bassein at about 10s. 3d., and Rangoon at about 10s. 7½d. for the Continent.

Rhubarb.—There is little change in the market for China; at auction, of 197 cases (mostly new lots) offered the bulk was sold at firm rates, viz., selected bold fair fracture, 5s. 4d. to 5s. 9d.; duller and smaller, sound grey, 3s. to 4s. 7d.; fair root, rather small and horny, fair fracture, 2s 2d. to 2s. 5d.; dull and grey (very cheap), 11d. to 1s. 1d.; high dried inferior, 6d.

Roots.—China: Private business in good quality continues to be done at 18s. Colombo: Without alteration.

Sago.—The only demand is for large and medium grain, small in superabundance, and most difficult of sale, even at 6d. decline; a few lots of very fine have proved the exception, and have sold at 18s. 6d., one lot at 19s. for bags; of 2,255 bags small, and 258 boxes offered only 800 bags sold, fair current and good quality at 17s., very good at 17s. 6d., and occasionally 18s.; at the last auction there were ready sellers of good small at 17s., but no buyers over 16s. to 16s. 6d. Flour has declined; privately 850 to 1,000 bags have been sold at 15s. to 15s. 1½d. full terms; 2,086 bags Borneo were retired from auction at 16s. 6d., and 560 bags Singapore at 15s. 6d.

Sapanwood.—Higher prices paid for all sorts, and little offering; 15 tons Manila damaged sold at auction at £6 10s., and 15 tons Siam retired.

Digitized by Google

SHELLS.—Mother o' Pearl: The market is steady, but the demand is somewhat inactive, consequent upon the disturbed state of Paris; quantities brought to auction have been moderate. Macassar: 32 cases at auction, part not ready, were all withdrawn, present nominal value £11 10s. per cwt. Manila: 17 cases indirect were offered at auction, and retired at £9; sales have been made at £7 10s. per cwt. A large arrival has just taken place. Tortoise: Prices are fairly steady, but the present disturbances in Paris cause a slight flatness; auctions have been comparatively unimportant; 8 cases Singapore offered in previous auctions were again retired above value.

SOY.—Market quiet; parcels of China offering at 2s. 1d. without finding buyers.

SPICES.—Cassia Lignea: Private sales of unworked are reported at 110s. to 112s., and the stock is reduced. Buds are again lower, further arrivals of 155 cases were quitted at auction at £7 7s. 6d. to £7 12s. 6d. per cwt. for fine Cloves. Prices higher, and the market has been cleared of Penang up to 1s. 5d. per lb. for fine; Amboyna are dull, no fine offering. Mace: Very firm, and with decreasing stocks, in demand; auctions have embraced 18 cases of new import sold at 2s. 9d. to 3s. 6d. per lb. for middling broken red to fine. Nutmegs: Steady, and public sales have comprised 45 cases, chiefly quitted—63's at 3s. 9d. to 3s. 10d., 66's 3s. 6d., 76's to 86's 2s 8d. to 2s. 4d., 104's to 144's 2s. 3d. to 2s.

STAR ANISEEDS.—China continue steady and firm; 45 cases at auction were retired.

STICKLAC.—Siam is still scarce, and rates for that description continue to be firmly maintained; small transactions are reported at 73s. to 75s. for fine quality.

TAPIOCA.—There is no improvement in value, but more doing privately; of 1,650 bags Penang in auction (a large portion old import), only 400 bags found buyers at 2d. to 2¼d. per lb. for good fair quality. Singapore. Of 1,228 bags offered, only 900 bags sold, fine and very fine white Rio kind at 2¼d. to 2½d. per lb., lump being retired at 2d. Pearl: Of 462 bags offered at auction, the bulk was sold—large and medium grain of fair colour at 18s., bullets at 17s. 6d., and extra large at 17s. 6d. The article is low in price as compared with former years. Flour: Of 1,424 bags Singapore offered, only 320 bags damages sold at 1¾d. to 2¼d.; sound at 2¼d. to 2½d. Of 363 bags Penang offered, 100 bags middling sold at 2d.; damages, 1d. to 1½d.

TIN.—The demand continues steady, but with no excitement. Until the result of the Dutch sale of 30th ult. was known, there was some uncertainty, but when the news came that the whole quantity, 80,791 slabs, was sold at 75 guilders—equal to £129 to £130 laid down here, and that the orders were considerably curtailed, the price became very firm. Here there is no disposition to advance, as dealers will not operate largely, the rapidity of telegraphic communication with the East equalising prices so nearly that there is but little margin of profit. The actual quantity taken out of stock, notwithstanding the disturbed state of the Continent, amounted, during March, to about 750 tons. The current quotations are Straits on the spot £129, afloat £128 to £128 10s., Banca £130, Billiton £129.

TOBACCO, &c.—The following were the transactions at the last sales. Tobacco. 1 bale Japan overtaker sold at 2¼d., 1 ditto repacked damaged at 2d.; 42 ditto Java offered and withdrawn. Cheroots: Of 5 cases Manila offered 1 case 2a sold at 6s. 3d., 2 cases Manila Cigars 3a sold at 7s. 3d. to 7s. 9d.

TURMERIC.—Market dull.

VERMILION.—China is still held firmly for advanced rates, and but little business has been done.

NEW YORK MARKET REPORT.—MARCH 26.

TEA.

The following is from Messrs. Beebe's Circular of the 20th ult:—Since our report of the market under date of February 17th, transactions have continued on a fair scale in Greens and Oolongs, but to a limited extent only in other descriptions. The tendency to a lower scale of prices then noted in Greens and Japans became more marked after the departure of the mail, and a decline has since been realised of fully 5 cents average on the former, and 2 to 5 cents on the latter. Oolongs, while held with more firmness, as a rule, are only fairly quotable at 1 and 2, and offered, the trade at the close showing but little disposition to operate, unless at a further concession in prices of common to good cargo grades. Sales reported from first hands since our last, include 27,500 half-chests Green, 6,000 half-chests Japan, 23,500 half-chests Oolong, and 3,400 half-chests Souchong and Congou. We revise our quotations to make the figures correspond with prices accepted in the more recent sales.

The question of duty, we regret to say, has again become a disturbing element in the market, the House of Representatives having recently voted to place Tea and Coffee at once upon the free list. While there is little or no expectation that the Senate will concur in the measure at this time, the fear they will do so at their next meeting is likely to check consumptive or duty-paid buying materially during the last half of the year.

The following are the current quotations (in gold, duty 15c. paid):—Greens, new crop (Moyune, Teenki, and Fychow): Gunpowder, fair to good, 60c. to 95c.; fine to finest, 68c. to 110c.; Imperial, fair to good, 38c. to 80c.; fine to finest, 43c. to 95c.; Young Hyson, fair to good, 33c. to 85c.; fine to finest, 36c. to 100c.; Hyson, fair to good, 35c. to 65c.; fine to finest, 38c. to 75c.; Hyson Skin, 25c. to 33c.; Foochow Oolongs, common and good, 42c. to 53c.; superior and fine, 55c. to 62c.; finest, 80c. to 100c.; Amoy Oolongs, common and good, 40c. to 52c.; superior and fine, 55c. to 62c.; finest, 65c. to 70c.; Souchong and Congou, common and good, 27c. to 38c.; superior and fine, 43c. to 55c.; finest, 60c. to 80c.; Japans, common, 45c. to 48c; medium, 52c. to 55c.; good medium, 57c. to 60c.; fine and finest, 63c. to 70c.; choice, 73c. to 80c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to March 18, 1871, were as follows:—Greens, 10,411,747 lbs.; Japans, 4,257,495 lbs.; Souchongs, 1,303,732 lbs.; Oolongs, 5,717,116 lbs.; other sorts, 89,720 lbs.; total, 21,779,810 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 38,528,471 lbs., as the total supply. Subtracting from this total the exports from Jan. 1 to March 18, 1,537,226 lbs., and the withdrawals for home consumption during that period, 15,770,806 lbs., there remains a total of 21,220,439 lbs., representing the stock on the last-named date. The receipts from Feb. 15 to March 18 amounted to 9,831,841 lbs.; the withdrawals for home consumption to 4,888,092 lbs.; and the exports to 784,855 lbs.

SILK.

The following is from Mr. O'Donoghue's report:—The market continues satisfactorily active, and fine silks are in good demand, prices remaining firm, with an upward tendency. The late arrivals of re-reeled Tsatlee and Haineen are not up to the standard in regard of quality. I would again draw attention to the absolute necessity of ordering silks free from weighting matter, and more care should be paid to the reeling, manufacturers requiring, particularly for piece goods, now becoming a large interest, good clean stock. Re-reeled Tsatlee and Haineen, good quality, meet a steady sale at quotations; inferior grades neglected. Usual reel Tsatlee and Taysaam have been in more favour lately, prices remaining unchanged. Re-Reeled Canton: The demand has been fair, confined principally to Cotisgown and No 1 Cumchook. Japans: Nominal; no sales.

Currency prices (six months' terms):—Tsatlee, No. 2, $9.25; No. 3, $9; Nos. 4 and 5, $8.25. Taysaam, No. 1, $8; Nos. 2 and 3, $7.25 to 7.50; Nos. 4 and 5, $6.75. Canton, re-reeled, good, $6.7-8 to 7; fair, $6 to 6.3-8; coarse, $5.75. Tsatlee, re-reeled, best, $9; fair and medium, $8.3-8 to 8.5-8. Haineen, best, $9; fair, $8.50; Canton, re-reeled, extra fine, $7.1-8. Japans: Nominal; no demand.

Imports:—In February, 1,100 packages—gold value, $506,813; corresponding month last year, 302 packages—gold value, $185,104. Total imports: From Jan. 1 to Feb. 28, 1,642 packages—gold value, $811,304; corresponding period last year, 766 packages—gold value, $379,045.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c. The market for all kinds is very dull, purchases being only made for immediate requirements, owing to the doubts which exist as to whether the Senate will confirm the action of the House of Representatives, and abolish the import duties. The only sales of East India have been 2,000 mats Singapore, per Janet Ferguson; 4,809 mats do., per W. A. Farnsworth; and 103 bags Government Java—all on private terms.

CORDAGE.—Prices have been reduced half a cent per lb., at which there is a good demand. We quote Manila 17 cents, do. 6 thread and 9 thread (¼ inch and 5-16th inch diam.) 18, do. 12 thread (⅜ inch diam.) 17½, do. Hay Rope, 17½, Manila Cordage bolt rope yarns 19, do. 6 thread and 9 thread 20, Tarred Manila 16½, fine Tarred Manila Lath Yarn 18, cash.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.30; Cassia, $1.5 gold (in bond).

FIRE CRACKERS.—There is a heavy supply, and prices show a declining tendency, No. 1 being quoted $2.45 to 2.50; 2,000 boxes are reported sold on private terms.

GAMBIER.—The current quotation is $3.75 to 3.80 gold (duty paid).

GUNNY CLOTH.—Is inactive, but prices remain steady. Sales have been made, in bond, of 100 bales Borneo at 12¾ cents gold.

HEMP.—The dulness in the market for Manila, which we noticed as having set in at the close of our last report, has continued throughout the fortnight; the nominal quotation is 9¾c. to 10c. gold; no transactions have been effected.

INDIGO.—There is a moderate but not active business doing in Manila at our last-quoted rates, viz., $1.10 to 1.25 currency.

PRESERVED GINGER.—China is quoted $7 to 8 currency (duty paid).

RHUBARB.—The quotation for China is $1 to 1.25 currency (duty paid).

RICE.—There has been a continued good inquiry for Rangoon, and prices show a slight advance; the sales have been about 900 bags in bond at $3.40 to 3.50 gold, and 1,600 bags, for home consumption, at $7 to 7.50 currency.

SUGAR.—Considerable attention has been paid to Manila, a description which a few months ago was in excessive stock and scarcely marketable at any price, but which has recently been taken freely for refining, the change being accounted for by the arrivals of Melado and new crop Cuba Sugar, enabling the refiners, by mixing, to use it to advantage, and the stock, though still large, has become quite manageable; the sales include the following:—28,100 bags, per Her Majesty, at 7¾c.; 14,574 do., per Mountain Ash, 7½c.; 11,409 do., per Rattler, 8⅝c.; and 19,734 do., per Monkchester, on terms not reported.

SPICES.—The market for Pepper is firmer, owing to the receipt of accounts advising a continued scarcity, and a high range of prices at the ports of delivery, together with a more active demand in this market. We notice sales of 800 piculs Singapore, to arrive at Boston, on private terms; and 2,000 bags, in lots to the trade, at 16½ to 17 cents gold for Sumatra and Singapore. For other Spices the market is quiet; Nutmegs are very firm; other descriptions steady. We note sales of Mace at $1.15; Cassia, 32; Cloves, 12½; all gold, duty paid.

TIN.—The market for Straits is still very dull, and the only transaction reported during the fortnight consists in the sale of 500 slabs at 32¾c. to 31½c. gold; at the close Straits is held at 32½c. to 32¾c., and Banca is nominally quoted 38c. to 39½c. gold.

SHIPPING.

ARRIVALS.—March 18, at New York from Yokohama, Abby Bacon; 23, from Hiogo, Oberon; from Singapore and Penang, W. A. Farnew.

DEPARTURES.—None.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Ham, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£
Glensannox, str., via S.C.	Singapore	London.	Mar. 18	...	...	...	...	...	...	...	144250	85200	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	209	...	...	...	...	...	...	20
Do. do.	Hong Kong	,,	,, 18	...	...	...	...	...	...	...	340130 &£950	...	...	...	...	2233	...	112053	...	...	...	...	...	...	...	...	...	...	...	...	...	16½	...	...	10
Do. do.	Shanghai	,,	,, 18	...	...	4	...	2	...	127	4847265 &£5521	102300	...	...	34	6262	...	20000	17	...	...	...	...	47	358	...	42	129	...	...	...	11	...	...	3
Do. do.	Japan	,,	,, 18	...	...	...	...	...	...	...	22495	12000	...	...	...	235	...	55600	65	...	...	...	...	...	...	...	...	...	24	...	...	...	...	...	...
Frances Milly	Penang	,,	,, 18	70	...	12	...	...	...	629	123638	...	...	50	396	...	...	£3396	100	40	67	505	7	235	331	...	...	227	320	172	550	64	...	75	156
Flying Spur	Yokohama	,,	,, 18	28	36	...	10	¼	...	540	2458958	31440	1794	...	...	600	558	260000	...	...	80	25	27	300	640	550	360 15 cs	...	...	250	30	...	...	12	...
Europe, str., via S.C.	Colombo	,,	,, 18	...	...	...	17	...	610	642	486300	102133	...	50	25	135	450	11800	...	33	...	10	7	96	474	...	32	335	...	...	28	22½	48½	129	54
Melbrek	Hong Kong	,,	,, 21	250	...	18	176	...	...	642	211350	...	...	...	...	...	1423	...	50	113	201	346	351	269	304	...	...	...	115	656	722	12	...	15	20
Fiery Cross	Yokohama	,,	,, 25	...	...	11 &£700	69	...	...	393	1720900 &£1297	...	...	...	...	319400	35	306400	...	27	26	580	175	2710	1147	...	...	320	...	...	176	24	...	51	...
Elgin, str., via S.C.	Singapore	,,	,, 27	...	...	...	...	3	...	71	1005622 &£3997	2340	215	355	...	508	468	20060	...	...	...	...	62	...	36	...	12	222	166	..	...	...	...	165	55
Do. do.	Hong Kong	,,	,, 27	...	...	...	...	...	...	62	1342350 &£2100	42970	...	714	250	3330	...	57600	...	...	...	13	33	...	52	600	242	392	...	346	60	50	...	14	38
Do. do.	Shanghai	,,	,, 27	...	...	...	...	2	...	294	4580547 &£20020	108230	1551	...	...	9293	...	...	...	...	...	...	...	910	122	...	38	400	...	110	35	14	17½	100	105
Do. do.	Japan	,,	,, 27	...	...	...	...	...	...	150	36500	46300	...	...	...	6292	...	...	...	...	...	...	...	...	27	...	...	30	...	...	...	...	...	50	...
Emblehope, str., via S.C.	Singapore	Lvrpool.	,, 18	...	...	...	...	...	...	95	2122725 &£293	335652	...	...	250	190	...	135220	...	...	...	...	...	...	60	...	...	...	...	...	50	...	...	...	...
Do. do.	Hong Kong	,,	,, 18	...	...	...	...	...	...	...	1260385 &£194	246330	...	...	200	10500	...	1670	...	...	...	...	...	...	...	...	...	420	...	...	...	...	...	...	...
Do. do.	Shanghai	,,	,, 18	...	...	...	...	...	...	...	4566192	103775	...	...	...	6938	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hector, str., via S.C.	Hong Kong	,,	,, 18	...	...	...	...	...	...	49 &11cs.	2299906 &£100	593170	...	351	341	4128 &29cs.	...	365334	...	...	...	...	...	...	...	...	5	256	...	...	30	...	7	...	100 &2cs.
Do. do.	Shanghai	,,	,, 18	...	...	...	...	...	...	25 &1ck.	8554242	67750	...	...	...	7348 &22cs.	...	10000	...	...	...	...	8	4	12	...	...	196 &8cs.	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
a Glensannox, str., via S.C.	Singapore	...	...	38gls.	...	...	12	...	...	...	...	20	...	...	...
b Do. do.	Hong Kong	151	...	30	40	121	...	...	...	440	...	220	1768	...	...
c Do. do.	Shanghai	25	70	...	...	11	800	21	67	45	...	...	120	...	...
d Do. do.	Japan	...	60	...	35	490	...	...	...	...	...	15	335	...	...
e Frances Milly	Penang	...	46& 21cs.	54& 19gls.	40	7	15	74	19	20	201	629	...	...	...
f Flying Spur	Yokohama	...	139	...	...	30	...	...	...	...	...	19	..	...	...
g Europe, str., via S.C.	Colombo	...	121	...	...	35	59	...	...	...	...	...	93	1515	...
h Melbrek	Hong Kong	...	204	69	74	...	...	...	34	...	...	200	...	...	...
i Fiery Cross	Yokohama	40	78	...	687	130	108	...	...	50	...	...	15	529	...
j Elgin, str., via S.C.	Singapore	86	10	120gl.	...	...	...	...	70	42	...	...	...	...	...
k Do. do.	Hong Kong	282	308	24	1766	316	330	...	38	...	...	819	1840	...	190
l Do. do.	Shanghai	210	320	27& 6gls.	100	256& 1cs.	120	200	9	231	...	...	...	...	...
m Do. do	Japan	...	63	...	110	220& 1cs.	...	...	...	...	...	...	...	...	...
n Emblehope, str., via S.C.	Singapore	30	...	...	20	...	...	...	...	...	...	...	...	...	...
o Do. do.	Hong Kong	20	1cs.	...	...	...	...	...	...	...	...	...	...	...	...
p Do. do.	Shanghai	...	50	...	...	...	...	...	...	...	...	...	...	...	...
q Hector, str., via S.C.	Hong Kong	147 & 5cs.	10& 4cs.	...	5	...	28& 4cs.	...	...	...	10	...	43cs.	...	...
r Do. do.	Shanghai	144& 1cs.	2cs.	75	...	...	27	...	...	100	...	...	98& 13cs.	...	...

SUNDRIES.

a Goods, manufactured, £17; silver coin, £25,000; buttons, £201; shot, 6 casks.—*b* Elastic boot web, £26; quicksilver, 100 bottles.—*c* Effects, £180; clock, £43; silk manufactures, £54; quicksilver, 100 bottles; geneva, 53 gallons.—*d* Emery cloth, £10; watches, £45; seed crushing mill, £757; prints, £19.—*e* Matches, £1,300; rosin, £22; galvanised iron wire rope, £160; clocks, £8; goods, manufactured, £15; effects, £35; steam-working machinery, £90; pictures, in frames, £1,482; guano, 30 tons; shot, 1½ tons; tar and pitch, 30 barrels and 100 runlets.—*f* Goods, manufactured, £122 and 5 cases; hemp sacks, £70; silk piece goods, £112; lighthouse apparatus and fittings, £1,800; jute bags, £53; parts of two locomotive engines, £2,500; balance cranes, £392; steam cranes, £624; railway waggons, £792; iron tanks, £333; iron barge, £1,000; rum, 775 gallons; geneva, 600 gallons; tar and pitch, 40½ barrels.—*g* Goods, manufactured, £26; refined sugar, 2 cwt.; silk and cotton handkerchiefs, £330; jewellery, £42; effects, £229; silk broad stuffs, £74; geneva, 400 gallons.—*h* Galvanised iron, 3 tons; boiler tubes, £210; framed pictures, £210; goods, manufactured, £30; sheathing felt, £85; old wire rope, £115; needles, £400; corks, £46; capsules, £16; pig iron, 50 tons.—*i* Goods, manufactured, £246; effects, £30; cement, 20 tons; sheathing felt, £70; cotton wick, £12; mineral water, £28; cordials, 293 gallons; sugar, 19½ cwt.; corks, 4 bales; cotton manufactures, 34 bales; geneva, 170 gallons.—*j* Silver coin, £9,790; effects, £213; beeswax, £4,000; cotton and silk stuffs, £235.—*k* Effects, £490; goods, manufactured, £122; glass beads, £150.—*l* Effects, £44; goods, manufactured, £135 and 12 packages; timber, £25; thermometers, £50; globes, £12; cordials, 10 gallons; plain cottons, 1 case.—*m* Aniline, £120; tortoise hoof and shell, £700; goods, manufactured, £75 and 6 cases; surgical instruments, £50; silk manufactures, £38.—*n* Pig iron, 100 tons.—*o* Cotton lace, £350; jute bags, £25; taps, £40; pipes, 1 case.—*p* Brass helmets, £30; marine screw engines, £850.—*q* Scientific instruments, £80; plain cottons, 4 cases.—*r* Effects, £10; tissues, £70; silk curtains, £60; refined sugar, 1 cwt.; needles, £500; rum, 43 gallons.

NOTE.—Per Southern Belle, from London to Colombo, cleared March 8 (addl.).—Glass, £115; manure, £350. Per Leander, from London to Hong Kong, cleared March 15 (addl.).—Hardware, £43; hats, £40; provisions, £187; earthenware, £25; furniture, £74; perfumery, £17; apparel, £25; lead, 51 cwt.; sail-cloth, £190. Per Glensannox (str.), from London to Java, *via* Suez Canal, cleared March 18.—Plain cottons, 108,464 yards; woollens and cottons, £446; dyed silks, £230; twist, 4,005 lbs. To Singapore, Hong Kong, and Shanghai.—Silver coin, £25,000. Per Elgin (str.), from London to Batavia and Sourabaya, *via* Suez Canal, cleared March 27.—Millinery, £100; twist, 25,120 lbs.; plain cottons, 30,835 yards; printed cottons, 28,000 yards; paints, £13; hardware, £50. Per Amigos, from Liverpool to Manila, cleared Jan. 23 (addl.).—Steam packing, £85. Per Bertha Marion, from Liverpool to Yokohama, cleared Feb. 20 (addl.).—Lead, 12 tons. Per Peruvian, from Liverpool to Singapore, cleared March 1.—Coal, 1,554 tons. Per Fort Regent, from Liverpool to Singapore, cleared March 10.—Coal, 939 tons. Per River Ganges, from Liverpool to Ceylon, cleared March 18.—Coal, 1,061 tons. Per Emblehope (str.), from Liverpool to Java, *via* Suez Canal, cleared March 18.—Plain cottons, 381,490 yards and £285; printed cottons, 201,435 yards; yarn, 4,000 lbs. To Macassar.—Mixed cottons, £66. To Japan.—Worsteds, £695; plain cottons, 344,050 yards; yarn, 205,620 lbs.; marine engine, £900. Per Hector (str.), from Liverpool to Java, *via* Suez Canal, cleared March 18.—Lead shot, 2 tons; coloured cottons, 42,624 yards; linens, £204; haberdashery, £20; military fittings, £15; plain cottons, 110,801 yards; beeswax, £130. To Foochow.—Steam machinery, £100. To Japan.—Cotton manufactures, £1,800; books, £35; drugs, £16; scientific instruments, £12; woollens, £575 and 12 cases; haberdashery, £114; paper, £53; cigars, 1 case. Per Glensannox (str.), from Glasgow to China, *via* London and Suez Canal, cleared March 2.—Perfumery, 78 gallons; umbrellas, £535. To Hong Kong.—Coloured cottons, 21,800 yards.

Digitized by Google

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Mar30	Tyburnia	Stevens	Shanghai	Deal
29	Benvoirlich	Macdonald	Canton	Scilly [I.W.
31	Walton	Mercer	Manila	St.Catherines Pt.
31	Empress of India	—	Singapore	Liverpool
April1	Nestor (str.)	Drenning	Shanghai,&c.,via S.C.	London
1	Kirkland	Colledge	Macao	Plymouth
1	Gateshead	Lamb	Manila, for Liverpool	Queenstown
1	Ceylon	Joass	Colombo	London
3	Lincelles	Sleightholm	Do.	Do.
3	Free	Varden	Yokohama	Do.
3	Magdala	Hall	Singapore	Do.
3	Minnie	Hertzell	Foochow	Do.
2	Cornelius	—	Batavia, for Rotrdm.	Deal
3	Ceylon	Leach	Colombo	Do
2	Pride of England	—	Java, for Amsterdam	Off Folkestone
1	Nieuwland	Thoen	Batavia, for Rotrdm.	Off Beachy Head
3	Fair Leader	Newman	Canton	Off Scilly
Mar26	Viagante	Gonsalves	Bangkok	Lisbon
23	W. A. Farnsworth	Howes	Singapore	Do.
April4	Blackwall	Simpson	Java, for Amsterdam	Off Falmouth
4	Vicksburg	Wilson	Maulmain	Queenstown
—	Chateaubriand	—	Saigon	Gironde
1	Hollandstrouw	de Vos	Batavia, for Amstdm.	Off Dover
5	Amity	Purdy	Maulmain	Falmouth
3	Cornelia	de Boer	Sourabaya	Brouwershaven
3	Maasinis	Kuehler	Tjilatjap	Do.
6	Lord Collingwood	—	Colombo	Falmouth
6	River Boyne	—	Java	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Mar30	Sophie Gorbitz	Gorbitz	Batavia & Sourabaya	London
30	Everest	Owen	Shanghai	Do.
30	Mikado	Ilberry	Cardiff & Hong Kong	Do.
28	Cutwater	Hallett	Singapore	Dublin
Feb. 4	Rosalia	Garcia	China	Callao
Mar31	City of Aberdeen	Clark	Shanghai	London
31	Warwick Castle	Freebody	Cardiff, Galle, &c.	Do.
—	Anna	Holmblad	River Amoor	Gothenburg
April1	Peri	Irving	Galle	Shields
Mar30	Gustav	Kummer	Do.	Newcastle
April3	Estrella	—	Manila	Liverpool
3	General Caulfield	—	Galle	Shields
4	Glance	Lusby	Hong Kong	London
4	Lady Louisa	Marsh	Cardiff and Shanghai	Do
4	Achilles (str.)	—	Sing., China, &c.	Liverpool
5	Sir George Grey	King	Newcastle & Colombo	London
3	Johanne	Brunge	Hong Kong	Cardiff
Mar26	Vimeira	Self	Galle	Penarth*
26	Charger	Creelman	Singapore	Do.
26	The Bruce	Braes	Galle	Do.
April4	Manila	Nelson	Singapore	Sunderland

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING

At LONDON.—For Yokohama: Devana. For Shanghai and Nagasaki (via Suez Canal): Great Northern (str.). For Shanghai, Nagasaki, and Wladiwastock (via Suez Canal): Africa (str.). For Shanghai: Tonbridge, Guinevere, Ariel. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Brockham, Burdwan, Ornate. For Hong Kong and Foochow: Yang-tsze. For Singapore: Star of the South. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Canton (str.). For Penang: Ben Nevis. For Singapore and Manila: The Sir Jamsetjee Family. For Bangkok: Ocean. For Batavia and Sourabaya: John Lidgett. For Batavia, Samarang, and Sourabaya: Anita. For Colombo, &c. (via Suez Canal): Excelsior (str.). For Colombo: Palestine, Peveril of the Peak, Caroline Hutchings, Ocean Rover.

At LIVERPOOL.—For Manila: Josefina, Luz. For Manila (via Suez Canal): Buena Ventura (str.). For Singapore: Blenheim. For Galle: Queen of Nations, St. Kilda.

At GLASGOW.—For Singapore and Yokohama (via London and Suez Canal): Duna (str.). For Manila and Ilo Ilo: Sinbad. For Batavia and Sourabaya: County of Berwick. For Colombo: Martaban.

SPOKEN.

CORNELIA, Liverpool to Batavia, Feb. 28, 8 N., 25 W.
AZOFF, Batavia to Amsterdam, March 14, 38 N., 39 W.
ALLANDALE (barq.), Sunderland to Singapore, Feb. 20, 5 N., 22 W.
UNDINE, London to Shanghai, Feb. 18, 4 S., 24 W.
IRONSIDE, Cardiff to Singapore, Feb. 28, 7 N., 26 W.
KOSMOPOLIET II., Batavia to Dordt, Feb. 19, 8 S., 14 W.
COUNTY OF AYR, Passaroeang to Rotterdam, 5 N., 27 W.
SIRIUS, Batavia to Amsterdam, March 9, 21 N., 38 W.
JONGE CORNELIUS, Amsterdam to Batavia, March 26, 47 N., 9 W.
JOHANNES, Java to Schiedam, March 29, 49 N., 7 W.
WILLIAM RITSON, London to Hong Kong, Feb. 24, 6 N., 21 W.
NORHAM CASTLE, Clyde to Singapore, Feb. 26, 8 N., 23 W.
PRINCE ARTHUR, London to Singapore, March 3, 9 N., 25 W.
JACOB ROGGEVEEN, Batavia to Nieuwe Diep, Mar. 25, 49 N., 11 W.
SIR FOWEL BUXTON (?), Java to Amsterdam, Mar. 24, 50 N., 9 W.
JACOB ROGGEVEEN, Batavia to Amsterdam, Mar. 27, 48 N., 8 W.

FREIGHTS AND CHARTERS.

Freights to the East have been almost stationary for some time, and rates continue to rule about the same, rather inclining to a reduction than otherwise. We append the latest quotations:—

Current rates of freight for vessels on the berth: To Yokohama: 30s. weight or meast.; per steamer, via Suez Canal, 90s. meast. To Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast.; per steamer, via Suez Canal, 60s. meast. To Hong Kong: 25s. weight, 27s. 6d. meast.; per steamer, via Suez Canal, 60s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast; per steamer, via Suez Canal, 50s. to 60s. meast. To Ceylon: 20s. weight, 17s. 6d. meast.; per steamer, via Suez Canal, 50s. meast, 40s. weight. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £28. To Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£2 2s. 6d. For Hong Kong: £1 10s. For Java: 17s. 6d. For Singapore: £1 6s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of 47 tons stores to Trincomalee.

CASUALTIES.

Advices from Surimam, dated March 7, state that the Vrede, van der Plas, from Batavia to Amsterdam, which put into Bramspoint, Feb. 17, leaky, was, after an ineffectual attempt on the part of the Dutch war steamer Svestdydk, and the discharging of part of her cargo into schooners, towed up to town March 3rd by the Dutch war steamer Schonwen. The cargo would be further discharged.

MISCELLANEOUS.

Advices from Amsterdam, dated April 1, state that the Dageraad, v. Striemen, from Birkenhead to Sourabaya, stranded on the coast of Madura, was sold, Feb. 14, for 380 florins; the materials were sold at the same time for 4,000 florins.

At Alexandria, April 1, Wm. Cory (str.), from Singapore.

At Suez, April 4, Evora (str.), Kaison, from Colombo, &c.

At Port Said, April 4, Europe (str.), Jones, from London, for Colombo, &c.

At Aden, March 13, Emerald (str.), Smith, from London, and left for Singapore; 11, Irmak (Russian gun boat), sailed for China; 30, Kangaroo (str.), from London, and was to proceed, 31, for Hong Kong; 31, Minia (str.), from London, for Hong Kong.

A letter received from Anjer states that an attempt at mutiny was made towards the end of January, by 700 coolies, on board the Callao, Lavarello, from Hong Kong to Callao; she passed Anjer Jan. 26.

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, and UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.
*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

OSLER'S CRYSTAL GLASS CHANDELIERS.
WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign.
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.
An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.
Orders must be accompanied by remittances or references, and letters must be addressed to
C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

Digitized by Google

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

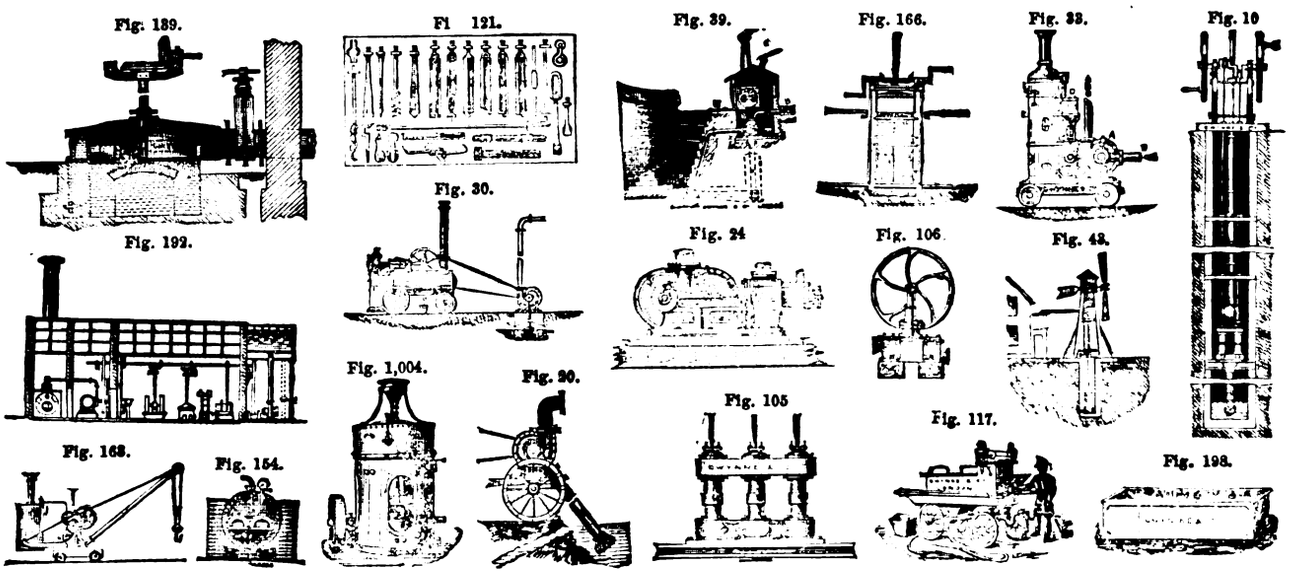


Fig. 139.—Gwynne and Co.'s Improved Turbine Water-Wheel.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.
Fig. 33.—Gwynne and Co.'s Improved Patent Pumping Vertical Engine.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed, Olives, Fat, &c., &c.
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engine and Patent Centrifugal Pump.
Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.
Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.
Fig. 163.—Gwynne an Co.'s Improved Portable Steam Crane.
Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.
Fig. 1,004.—Gwynne and Co.'s Improved Corn Mill.
Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Illustrated Catalogue of Pumping Machinery, Six Stamps. Large Illustrated Catalogue, with many estimates, &c., Twenty-four Stamps.

Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presses, Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works

STRAND, LONDON, W.C.

HUGHES & KIMBER,

London, 1851.

MANUFACTURERS OF

MACHINES AND MATERIALS

For Lithographers, Printers, Engravers, Bookbinders, and Stationers,

LITHOGRAPHIC

AND

COPPERPLATE PRESSES,

LITHOGRAPHIC CYLINDER PRINTING MACHINES.

Paris, 1867.

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

Paper-Cutting Machines (Diagonal Cut,)

As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.

ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.

An Illustrated List Post Free on Application.

London, 1862.

CONTRACTORS TO HER MAJESTY'S GOVERNMENT.

Dublin 1865.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. Blanchard Jerrold, Charles Burton, J. Cordy Jeaffreson, G. W. Reid, Hyde Clarke, George Augustus Sala, W. R. Ralston, John Forbes Robertson, Henry Blackburn, G. W. Yapp, John Piggot, Jun., E. Ollier, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

Digitized by Google

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of arch, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta. Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13 Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

T. W. JACKSON, COMMISSION AGENT. SAN FRANCISCO.

THE CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

The THIRTEENTH ANNUAL GENERAL MEETING of the Shareholders will be held within the Banking-house, No 65, Old Broad-street, City, at one o'clock precisely, on Tuesday, the 18th inst., in accordance with the terms of the Deed of Settlement.

A Dividend of two per cent. (free of income-tax) for the half-year ended the 31st of December has been declared, and will be paid to the Proprietors on the London Register on or after the 15th inst.

The Transfer Books of the Bank will be closed from the 6th to the 14th inst., inclusive.

By order of the Court of Directors,
D. T. ROBERTSON, Chief Manager.

No. 65, Old Broad-street, London, E.C.,
4th April, 1871.

ORIENTAL BANK CORPORATION.

The COURT OF DIRECTORS do hereby GIVE NOTICE that the ANNUAL GENERAL MEETING of SHAREHOLDERS will be held at the OFFICE of the CORPORATION in THREADNEEDLE-STREET, in the City of London, on THURSDAY, the 20th day of April next, at One o'Clock P.M. precisely.

CHARLES J. F. STUART, Chief Manager.

London, 20th March, 1871.

N B. The Transfer Books will be closed from the 17th to the 30th day of April, inclusive.

CHARTERED BANK OF INDIA' AUSTRALIA, and CHINA.

NOTICE is HEREBY GIVEN, that the SEVENTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the LONDON TAVERN on WEDNESDAY, the 19th day of April, at One o'Clock precisely, to receive the accounts, and for ordinary business.

The Transfer Books will be closed from Wednesday, the 12th, until Wednesday, the 19th, both days inclusive.

By order of the Court,
WM. CHAS. MULLINS, Secretary.

Hatton-court, Threadneedle-street, London,
22nd March, 1871.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

THE PHŒNIX.

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Ainos, the Tartar Languages. Buddhistic Literature. Changes in Japan. Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

THE CHINA DIRECTORY FOR 1871,

NEW SERIES,

PRICE 10s.,

Contains a Directory for all the principal Ports of China and the Eastern Archipelago.

LONDON AGENT: G. STREET, 30, CORNHILL, E.C.

NOTICE.

THE Partnership hitherto existing between us under the style of ALT and CO. expired by effux of time on December 31st, 1870, on which date our interest and responsibility in the firm ceased.

All liabilities will be discharged and all debts collected by Mr. W. J. ALT, who will sign the firm in liquidation.

Mr. H. J. HUNT will sign ALT and CO. in liquidation per procuration at Nagasaki.

Mr. W. MOURILYAN will sign ALT and CO. in liquidation per procuration at Hiogo—Osaka.

W. J. ALT.
RICHARD LINDAU.

Nagasaki and Hiogo—Osaka,
January 14, 1871.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at this Port will henceforth be continued by the undersigned under the same style and firm as heretofore.

H. J. HUNT.
Nagasaki, January, 1871. F. HELLYER.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at these Ports will henceforth be continued by the undersigned under the style and firm of MOURILYAN, HEIMANN, and CO. W. MOURILYAN.
CHARLES A. HEIMANN.

Hiogo—Osaka, January, 1871.

NOTICE.

THE business hitherto carried on by the undersigned has been transferred to MOURILYAN, HEIMANN, and CO.

C. A. HEIMANN and CO.

Hiogo, January, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burlin Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDE. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
enang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, AnjerHotel.
Manila	
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM)

HOLLOWAY'S OINTMENT

AND PILLS.—RHEUMATISM AND GOUT.—These purifying and soothing remedies demand the earnest attention of all persons liable to rheumatism, gout, sciatica, or other painful affections of the muscles, nerves or joints. The Ointment should be applied after the affected parts have been patiently fomented with warm water, when the unguent should be diligently rubbed upon the adjacent skin, unless the friction should cause pain. Holloway's Pills should be simultaneously taken to reduce inflammation and purify the blood. This treatment abates the violence and lessens the frequency of gout, rheumatism, and all spasmodic diseases which spring from hereditary predisposition, or from any accidental weakness of constitution. The Ointment checks the local malady; the Pills preserve the vital power.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the abov there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. Paterson, Simons and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and PARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on he blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	" "	Every Tuesday, at 2 A.M.
ADEN	" "	
BOMBAY	" "	
GALLE	Saturday, April 1, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, April 11, at 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, April 15, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, April 25, at 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15 h calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. Starr and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. Starr and Co., Agents 22, Moorgate-street, London".

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

April 16, May 14, June 11 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 1st April, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. Fletcher and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to John Swire and Sons, 19, Billiter-street, London; or to Alfred Holt, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th f each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Tonbridge...	A1 17 yr.	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora			
	Australis...	A1 13 yr.	SWID	With des.
Yokohama	Devana	A1 13 yr.	SWID	With des.
Do.	Walton	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

SINGAPORE, CHINA, JAPAN, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong & Foochow				
Foo	Yang-tsze ...	A1 17 yr.	E.I.D.	With des.
Hong Kong	Ornate	A1	E.I.D.	With des.
Singapore & Manila ...	The Sir Jamsetjee Family	A1 14 yr.	E.I.D.	With des.
Yokohama...	Min.....	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to Killick, Martin and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From Liverpool.

Destination.	Ships.	Class.	Dock.	Date.
Batavia and Sourabaya	Chloris	—	Prnce's	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Under positive engagement to sail on the 20th April next.

FOR BATAVIA and SOURABAYA, the magnificent composite China clipper, JOHN LIDGETT, 771 tons register, A1 for 17 years; Captain G. H. Polson; now loading in the South West India Docks.

This splendid ship, built by Messrs. A. Stephens and Sons, Glasgow, has run 300 miles a day for eleven consecutive days, and will probably make the passage to Java under seventy days, and thus offers an excellent opportunity to shippers of fine goods.

For Freight or Passage apply to James Nichols and Co., 22, Laurence Pountney-lane; or to W. Arnold and Co., 53, Gracechurch-street, City.

Steam via the Suez Canal. To sail on the 1st May.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offer, and taking goods for Java and Japan at through rates, the splendid full-powered screw steamer AVON (A1 18 years, in red, Liverpool Book), owned by Louis Merton, Esq., of London, 1,232 tons register, 180-horse power, nominal; WILLIAM YOUNG Commander; South West India Docks. This fine steamer was built last year, is fitted with all the modern improvements, and has superior accommodation for first-class passengers.

For Freight or Passage apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal. To sail on the 20th April.

FOR YOKOHAMA (JAPAN) direct, calling at Singapore, the fine fast new Clyde-built screw steamer DUNA, 100 A1, 1,330 tons register, 200-horse power nominal, L. H. BOYSEN, Commander; Victoria (London) Docks.

For Freight apply to the owner, Donald R. MacGregor, Esq., Leith; to Smith, Sundius, and Co., 17, Gracechurch-street; or to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail on the 18th April.

FOR SHANGHAI, the celebrated Clipper Ship, ARIEL, A1 16 years, 853 tons register. East India Docks.

For Freight, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship BROCKHAM, *AA1, 1,048 tons register; W. RICHARDSON, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to Shaw, Maxton and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM VIA THE SUEZ CANAL.—To sail 10th May, direct for Singapore, Hong Kong, and Shanghai, taking cargo for transhipment to Japan and Java at through rates, the splendid new full-powered screw steamer SUNFOO, 100 A1, the highest class at Lloyd's, 1,450 tons gross register, 200-horse power nominal; East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to shippers. Has excellent accommodation for first and second-class passengers.

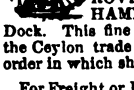
For Freight or Passage apply to J. D. Willis and Co., 115, Leadenhall-street, E.C,

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; now loading in the South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the Peveril of the Peak, and will meet with the usual quick despatch.



DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. HAMMOND, Commander; Sout West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C., or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietor by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Monday, April 10, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 398.] LONDON, MONDAY, APRIL 17, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	—	—	Feb. 24
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Dec. 23	Feb. 13	" 23
Kiu-kiang			
Chin-kiang			
Shanghai	" 30	" 19	Mar. 1
Ningpo			
Foochow	" 30	" 23	Feb. 28
Formosa			
Amoy	—	—	Mar. 4
Swatow			
Hong Kong	Jan. 20	Mar. 2	" 8
Canton			
Macao			
PHILIPPINES—			
Manila	Dec. 30	Feb. 15	" 1
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 9
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	—	—	" 15
Penang	Feb. 13	Mar. 13	" 13
CEYLON —Galle	—	—	" 23
Colombo	—	—	" 22

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, this morning. The next inward mail (P. and O.), with dates Shanghai, March 16, Hong Kong, March 22, is due on the 29th inst.

Telegrams, *via* Singapore, dated Shanghai, March 30, Hong Kong, April 5, were received on the 12th inst. *via* Singapore. Telegrams from Yokohama to March 23, *via* San Francisco, are due to-morrow.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived April 12.—From Hong Kong: Mr. J. B. Lloyd. From Singapore: Mr. McVicar. From Galle: Mr. C. H. Cameron, Mr. Arbuthnot.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive April 21.—From Yokohama: Mr. Portenaar. From Hong Kong: Mrs. Pyke, two children, and servant, Capt. G. Whittoff. From Singapore: Mr Shortridge, Mr. J. Haldick, and three second-class passengers. From Galle: Mr. Farr, Mr. Southey, the Rev. Mr. and Mrs. Mayon and four children, Mr. Hinks, and two second-class passengers.

To Suez.—From Hong Kong: Mr. H. Peers. From Batavia: Mr. Wartel, Mr. Van Wabien.

By this Bombay mail, to Suez, per P. and O. steamer *Tanjore*, arrived April 7.—From Hong Kong: Mr. L. B. Stone, Mr. P. Skonberger.

By last mail to Marseilles, per Messageries steamer *Hooglu*.—From Yokohama: Mr. Blackway. From Hong Kong: Messrs. Heard, Lozas, Shee, Coste, Rey, Cossi Artaud, Mrs. Pauncefort, Mrs. Keswick and infant. From Saigon: M. Jeantet, Madame Rieu. From Batavia: Messrs. Van Goens, Irac, Springer, Van Delden, Doornik, Felix, Legarcon, Geoffroy. From Singapore: Messrs. Del Castillo, Caller, Vives, Muller, Sanz, Torres, Bugallal, Beaumont, Ortez, Fernandez, Bouhler, Hitè, Gandara, Carrion, Devos, Lopez, Urialdi, Loysaga y Cadrana, Escuin, Aussicago, Lazarte, Giminez.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, April 15.—To Yokohama: Mr. J. Albinson, Mr. J. Goekie. To Shanghai: Mrs. Essex. To Singapore: Mr. Alexander Martin. To Ceylon: Mr. and Mrs Rose, Mrs. Gorman and child, Miss Haddon, Miss Broadley, Mr. R. D. Swan, Miss Tranchell, Mr. P. W. Keir, Mr. J. F. McLeod.

Per P. and O. steamer *Massilia*, from Brindisi, April 25.—To Ceylon: Mr. and Mrs. H. Ross Buchanan.

Per P. and O. steamer *Bangalore*, from Southampton, April 29.—To Yokohama: Mr. Y. Duer. To Shanghai: Mr. Ludovick Cameron. To Singapore: Mr. R. W. Hullet. To Ceylon: Mrs. Bois and child.

Per P. and O. steamer *Candia*, from Brindisi, May 9.—To Singapore: Mr. and Mrs. Coates, Mr. Neil McLean.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The dates by the present mail extend to the 1st March. The London mail of Jan. 13 was expected on the 3rd March.

A meeting of the Shanghai Race Club was held on the 27th, at which the accounts for the past year, showing a total receipt of Tls. 12,519.78 and expenditure of Tls. 9,767.34, were passed. It was agreed to devote Tls. 1,000 of the balance towards reducing the mortgage on the Grand Stand. Messrs. Annecke, Dallas, Higson, King, Markham, Low, and Ringer were elected stewards for the current year.

The owners of Messrs. Bower and Hanbury's compound consent that the objectionable corner shall be rounded off, and agree to make the alteration at their own expense, claiming only that the municipality shall pay one cash per annum as rental for the ceded ground. Mr. Bower explains that his previous demand for the restoration of the wall arose from no desire to inconvenience the community, but from an impulse to resist what he considered as an act of aggression. As Mr. Bower's letter may convey an impression that the wall was pulled down without previous application to his local agents for permission, we are requested by the Municipal Council to say that a written application was addressed to Messrs. Bower, Hanbury and Co. as far back as the 12th July, 1869, though it does not seem to have been forwarded by that firm to the owners; further, that Mr. Hanbury's consent was personally asked by the chairman of the Public Works Committee, on the day before the wall was pulled down, and a letter based on that conversation was written on the day following, asking, formally, for the permission which was understood to have been verbally accorded.

A paper was read at the meeting of the Asiatic Society, by Mr. J. B. Robertson, communicated by Dr. Williams, of the United States Legation at Peking, giving an extremely interesting account of a visit to Loochoo at the commencement of the present century, made by a Chinese statesman who was sent to that State for the investiture of its king. One of the Imperial envoys kept a journal in which he noted, from day to day, all incidents of travel which transpired from the day of his departure from Peking to the termination of his mission. On his return he published his diary, which Dr. Williams has translated and enriched by explanatory notes.

The stained glass for the windows in the south transept of Trinity Church, subscribed for as a memorial to the late Mr. Hobson, arrived in the *Priam*, and is being put up.

The British Post-office has been moved from the house at the foot of Nanking-road to one of the rear houses of the Commercial Bank-buildings. The Local Post-office, we hear, will follow in about a month's time to the front house of the same premises. It occurs to us, in connection with these movements, to ask whether an arrangement could not be made that the American and French Post-offices, the British Packet Agency, and the Local Post, should all occupy one building. The convenience to the community would be very great; the position of the Commercial Bank-buildings is very central, and there must be room there for all.

A gentleman who has lately returned from Soonkong informs us that the marble slab marking the vault where the foreign officers killed at or near that city were buried has been removed, and that Ward's grave has been covered over with earth, so as to resemble an ordinary native mound. Those who know the spot will remember that Ward's coffin was first placed in the grounds of the Confucian temple, but was subsequently removed by the Chinese to a field, where it seems to be much neglected. We are glad to hear that the U.S. Consul-General intends to move in the matter.

The new year seems to have passed off at Hankow without any failures. There has been next to no business done during the

Digitized by Google

fortnight, and the market had not re-opened on the 24th. Business was expected to recommence with the current week.

From Peking we learn that a memorial has been presented to the Emperor by a high official, charging Tseng-kwo-fan with being afraid of foreigners, and therefore acting in concert with them. The particular case mentioned is that he has misrepresented the real state of affairs in his account of the investigation of the Tientsin Massacre. He is charged with knowing full well that the charges of kidnapping children, plucking out their eyes, &c., are perfectly true. Hence the Imperial Government is urged to give that affair a further and more satisfactory investigation.

We have letters from Newchwang to the 27th January, reporting everything quiet. The thermometer had fallen to 9 deg. below zero, and the weather was fine and cold. Skating consequently was active, but opium dull—at Tls. 600 nominal, and no buyers. Produce remains high.

A Consuls' meeting was held at Her Majesty's Consulate on the 27th of February. Present:—Messrs. Mejan, Medhurst, Redding, Schlik, Kroes, and Seward. The Commissioner of Customs and Harbour-master were also present, by invitation. The inability of the Consul for North-Germany to attend the meeting was stated. It was resolved:—That the Consular Body accept with thanks the exertions of the Harbour-master in sketching out a survey of the best channel across the Woosung bar; that they consider, with him, that a verification of the survey will be a desideratum in the interests of all concerned; and that they will invite the commanders of vessels-of-war in port to verify the survey, and to consult with him upon the best method of marking the channel.

The charts of the Yang-tse from River Point to Woosung, from the recent survey by the United States ship *Alaska*, were laid before the meeting. It was resolved: That the survey of the Yang-tse-kiang from River Point to Woosung, by Commander H. C. Blake, U.S.N., be laid on the table; and that the hearty acknowledgments of the Consular Body, on behalf of their respective flags, be presented to Captain Blake, Lieutenant Commander Chester, and the officers of the *Alaska*, for their energetic and useful services in the cause of navigation and commerce in these waters.

A sketch chart of the new or northern channel between Woosung and the sea was laid on the table, and the general question of a re-survey of the approaches to the port was considered. It was resolved—That a re-survey of the approaches to the port of Shanghai is very much needed, and that a survey of the northern channel, between Woosung and the sea, is to be desired.

In response to questions put to them, the Commissioner of Customs and Harbour-master stated that the lightships and buoys on the Confucius and Lang-shan crossings will be placed as recommended by Captain Blake, so soon as the changes needed at Woosung can be effected.

The judgment of Chief Judge Goodwin in the case of Chung-Chin-Lien *v.* Jardine, Matheson and Co., agents of the S.S. *Lismore*, was delivered on the 27th Feb. After a careful summing up of the law and evidence in the case he found for defendants on the ground that plaintiffs manifestly knew that the mate's receipt was treated as in all respects the same as a bill of lading. The judgment, however, did not carry costs, except costs of Court; but, at the instance of Mr. Rennie, it was stated that this was not to be taken as a precedent.

It is rumoured that the Chinese authorities at the Kaou-Chang-Meaou intend inaugurating their operations for this year by beginning the manufacture of needle guns; but we are unable to vouch for the accuracy of the report.

Among the passengers arrived per *Costa Rica* from Japan last week we observe the name of John Markham, Esq., H.B.M. Consul at Chefoo.

A preliminary meeting of the North China Steam Carriage Company (Limited) was held, Mr. Hanbury in the chair. Present: Messrs. R. L. Fearon, David Maclean, F. Porter, J. B. Tootal, R. S. Gundry, D. Partridge, Osar Stamenan, F. C. Adams, Wm. Harwood, F. Boyce, J. S. Robison, W. J. Blydenburgh, James Henderson, H. Hertz, F. King, and J. F. Leaman, Jun. After some discussion as to the value of the company's scrip, the chairman proposed that the shares should be for Tls. 250 instead of Tls. 500 as originally intended, which was carried. Mr. Adams proposed, and Mr. Boyce seconded, a resolution approving of the action taken by Mr. J. Henderson, in ordering a road steamer, omnibus, and trucks, which was also carried; and the rules and regulations, adopted as a preliminary constitution of the company, the object of which is to carry goods and passengers to the province of Chihle, principally between Taku, Tientsin, and Peking, and the surrounding districts. Mr. Henderson will take the full management for twelve months after the arrival of the road steamer at Tientsin. The capital is at present fixed at fifty or more shares, of Tls. 250 each, with power to increase it, if the enterprise is found to answer.

The third annual report of the American Episcopal Mission Hospital exhibits subscriptions from foreigners Tls. 1,742, from Chinese Tls. 372. The committee also acknowledge with thanks the valuable and gratuitous services of Drs. Henderson, Jamieson, and Thin, to Messrs. Churton and Co. for a gift of medicines, and to Drs. MacGowan and Forrest for assistance in time of need.

The public examination of Mr. Wm. Hargreaves, adjourned from the 21st. Jan. to enable bankrupt to separate furniture bought after his arrival in Shanghai in 1867 from that previously in his possession, was held on the 25th Feb.

Bankrupt deposed:—I have three marriage settlements, resettling the furniture, last is dated in 1857. When I left China in 1862, the whole of the furniture set out in the schedule to these settlements was sold, except engravings and paintings. The money I received for the furniture I paid in to my agents, and when I got home I re-invested it in furniture, along with moneys of my own, to the extent of £6,000. None of the proceeds was paid over to the trustees under the marriage settlement, but they were informed of the sale of the furniture. No fresh settlement was made for the last investment. The furniture, plate, pictures, &c., amounting to £6,000, which I bought in London, was sold there again, and the proceeds paid to Hyde and Jones, to account of my indebtedness with them. In regard to local operations here, I did not speculate on my own account, it was on account of the firm, and I kept no separate one. The transactions were always entered in the bank pass-books of the firm. I had no particular reason for not entering certain of them in the business books, except that the books were behindhand. I told Mr. Price when the local transactions were finished to enter up the results as profit or loss, but up to the time I left China this was not done, as Mr. Price's books were behind. I never told him not to enter them at all.

Mr. Thorburn handed in a note of Tls. 4,000 not entered. He also mentioned a sum of Tls. 60,000 drawn but not entered in the cash-book, and put in a memo. of cheques drawn by Mr. Hargreaves on the Chartered Bank of India, Australia and China, the sum total reaching Tls. 320,000. Being asked if it was true that these were not entered in cash-book, witness said he supposed it was true.

In the course of his subsequent examination the bankrupt said:—I entirely deny having put any profits to my own private account. I was allowed to draw £2,500 a-year to my private account besides table allowance. The balance at my debit for the two years till January, 1869, was Tls. 17,948, and in 1869 Tls. 8,912 99. From the 1st January to April, 1870, my credit was more than the debit, being Tls. 2,789 to Tls. 2,064. The whole balance of my debit, without crediting myself with anything, is Tls. 26,135.99. That amount I had spent by paying Mr. Liebert £2,000, life insurance, £210 a-year, education of my children at home, £300 a-year, £200 a-year allowance to my sister, and I bought gas shares to Tls. 1,200. The annual payments I have mentioned were made for three years. The rest I used for personal expenses here in Shanghai. I believe my balance still owing to Mr. Liebert to be about £1,200. My indebtedness was reduced by Mr. Liebert collecting in London, on account of insurances, particular averages, &c., for the firm of R. F. Thorburn and Co., a sum of about £1,500, which he passed to my personal credit, without my authority in the first instance. That amount should have been entered to my debit here. That makes about Tls. 4,500 more I received, altogether about Tls. 31,000. I also received the payment of a draft of Mr. Higson's for £1,500, which Mr. Higson was afterwards repaid out of the business. The total amount of my drawing was therefore about Tls. 37,000, and that does not include my table allowance up to June 1868, or house rent, which were always put to charges account. I owed Mr. Liebert £4,500 for losses on goods sent out to Shanghai, and he sent me some just before I went home in 1867, part of which remained unsold till I came back. I remitted for them. My family's expenses while I was at home were paid by Rice and Co., out of goods sold here, partly at least out of proceeds of Liebert's. I hypothecated certain gas and dock shares to Mr. Liebert as security for his advance of £5,000. The dock and part of the gas shares were mortgaged to some of the banks in Shanghai. In 1867 I took money out of the business to redeem them, in order to enable me to hypothecate them to Mr. Liebert—about Tls. 1,500. The local operations were always carried on in my own name. I usually give promissory notes for loans in connection with them in my own name. Only three of these, as far as I know, are outstanding, two to the Chartered Bank of India, Australia, and China, and one to the Oriental Bank. The securities for these loans were goods bought in the Shanghai market. The operations resulted in considerable losses. My life insurance policy lapsed in January.

HONG KONG.

Dates reach to the 8th March. The London mail of Jan. 20 (French) arrived out on the 2nd inst.

A memorandum, handed in by Chief Justice Smale, at the last meeting of the Legislative Council, namely, in November last, has been the subject of some comment. The Chief Justice condemns the licensing system in practice, and also questions its legality under the existing ordinances. With regard to the police force, he expresses a strong opinion as to its inefficiency and corruption, and holds that it ought to be placed under one efficient head, instead of being partly under the Registrar-General, and that it is essential that the inspectors be acquainted with the Chinese language more than they are at present.

The proceedings on *habeas corpus* before the Chief Justice in Chambers with reference to the rendition of one of the men concerned in the coolie rising on board the *Nouvelle Penelope* have terminated, but judgment has not yet been delivered.

Digitized by Google

The cross-actions in Admiralty between the British ship *Black Adder* and the Messageries Maritime steamer *Volga*, are still before the Court. They will be terminated to-morrow, when the Attorney-General will give his argument for the *Volga*.

The annual race meeting took place from the 2nd to the 4th March, and went off favourably. The race in the Challenge Cup was that which excited most interest, but their was no competition; Exeter, who was to oppose North Australian, having no chance, and being withdrawn, so that the long contested prize goes to the owner of North Australian. It has been well run for, though it is to be regretted that the last race was not more interesting.

The anniversary of Washington's Birthday was celebrated by the officers of the U.S.S. *Colorado*, who got up some good scratch boat-races, and received a large number of visitors on board.

The Bishop of Victoria has returned to his diocese. The Rev. J. Piper, who has acted as Colonial Chaplain during the Bishop's absence, has resigned.

News has reached this port of the total loss of the ship *Andromeda*, bound to this from Shanghai, in ballast, on Fisher's Island of the Pescadores on the 21st February. One of the mates, and sixeen of the crew escaped in a boat to Tai-wan-foo, Formosa. The captain and the remainder of the crew were last seen by the mate who escaped, endeavouring to land on one of the Pescadores, and no further news of them has yet come to hand.

The annual meeting of shareholders in the Hong Kong and Whampoa Dock was held on the 25th February. The chairman stated that every effort should be made to reduce the expenditure of the concern, and that arrangements would be completed for in future getting out material from home. The Aberdeen Dock, which was temporarily closed has been again opened. A dividend at the rate of only 3 per cent. per annum was declared for the half-year ending 31st December, 1870, but the report notices that exceptional circumstances had diminished the amount of docking business during that period.

The first ordinary meeting of the shareholders in the China Fire Insurance Company took place on the 22nd Feb. The alteration in the deed of settlement for the purpose of facilitating the transfer of shares, which it was proposed to make at an extraordinary meeting called for the same day, could not be effected, in consequence of the absentee shareholders not sending in their proxies. Another meeting will be called shortly, and it may be hoped that shareholders who are away will take care to send in proxies for that occasion, as the alteration to be made is one obviously necessary, and regarding the advisability of which there can scarcely be two opinions.

The *Gazette* of the 4th March contains two "statements" made by the Hon. the Chief Justice, which were read and confirmed in the Legislative Council on February 23, but which were officially minuted so far back as Nov. 11, 1870. One relates to the gambling license system and its effects; the other to the state of our local police force. The former of these has attracted a good deal of public attention. It is undoubted that a tone of dishonesty has been engendered by gambling-houses, which it is within the province of stringent statutes to deal effectually with. But this revives the question of police, and his Lordship, on this issue, raises a very serious issue. The police have, for four years at least, been the subject of much hostile criticism. The Chief Justice says it has become demoralised mainly through the influence of the gaming-houses, and, in fact, that the police have "concurred in originating conspiracies to convict innocent men of murder," in the hope of obtaining Government rewards. This is a heavy charge, but the assumption seems to be borne out by the conduct of the Government. A commission was appointed to inquire into the abuses of the police force, and they made a report and an amended report, which were both burked, as we gather from the *Gazette*. The item for police expenditure for last year was $172,395.20. If any portion of this amount—the police system being still unamended—is to be spent in the payment of policemen who will join in "originating" charges of murder against innocent men, the Editor of the *China Mail* is justified in exclaiming as he does, "How will this thing read at home?"

It should be mentioned that 917 firms and individuals, Chinese, have signed a petition to the Home Government, praying for the abolition of licensed gaming-houses, "as being extremely injurious to the people." This interesting petition, and the papers relating to it, have been moved for in the House of Commons by Mr. Edgar Bowring.

The British Consular Chaplain at Foochow, the Rev. George Hamilton, M.A., having resigned his position, and being about to return home, the residents at Pagoda Anchorage have taken the opportunity to testify their appreciation of the rev. gentleman's ministerial labours among them. Their testimonial is in the shape of a handsome silver salver from Messrs. Falconer and Co.

Messrs. Spratt and Co. shipwrights at Wanchi, are at present engaged in finishing a spar which is something of a novelty in this part of the world. The spar, which has been put together as a main-yard for the U. S. flagship *Colorado*, measures 110 feet 6 inches in length, and 28 inches in diameter. It is made of Oregon pine logs, and consists of about half-a-dozen of those slices of timber fixed together by coaks, and welded by means of a series of iron bands. It is said to be the largest spar ever "built" in the East, and is unquestionably six inches ahead of the *Red Jacket's* main-yard. The same firm is about to make a foreyard for the *Colorado*; and we are only glad to see that the Colony has the means to perform and the demand for, pieces of work of such unusual dimensions.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to March 15. No mail from Europe had arrived since the last despatch, but the *Behar*, with the English mail of Feb. 10, was expected the following day.

The following items are from the *Straits Times*:—

The last mail steamer conveyed home his Excellency the Governor, who has obtained twelve months leave of absence, and on March 4 Colonel Anson, Lieutenant Governor of Penang, was sworn in as Administrator of the Government. Colonel Anson went to Penang the same afternoon, in the *Pluto*, intending to remain there until the 10th or 11th. Hardly had he left, however, before events occurred which accelerated his return.

CHINESE RIOT.

It would almost appear as if the heads of two turbulent Chinese Secret Societies had been awaiting his accession to office to mark it by disastrous riots, similar to those which occurred so shortly after his advent at Penang. Whether this be so or not, they have found out their error, and have been convinced, we trust, that the Government is not only able but determined to put down any attempt of the kind. There have been in reality no riots, but there were gatherings of armed men in the country, who night after night committed robberies with violence, and arson, and forcibly resisted the efforts of the police to recover the property thus unlawfully taken or to arrest any of the offenders. Matters began to assume a serious aspect. Firearms were used, first against the police, and then in their raids. The police were worn out, and the military came to their assistance, mounting guard in the disturbed districts, and acting as a reserve guard at the stations in case of a riot in town.

LANDING OF MARINES, ETC.

A detachment of seamen and marines from H.M.'s *Barrosa* were placed at the Central Police-station, a number of the European residents volunteered their services as special constables, and the Singapore Volunteer Corps also showed themselves ready to assist in preserving the peace. This display had the desired effect, and deterred the marauders from further demonstrations. News of the disturbances was at once telegraphed to the Acting Governor at Penang, and he hastened to return, but found on his arrival that all danger had passed for the present. Active search has been and is being made for the headmen, some of whom are still at large, and until they are got hold of the public peace cannot be said to be fully secured. The display of strength made, however, cannot fail to have a salutary effect.

The principal other topic of interest is the visit of his Majesty the King of Siam. His Majesty will be the guest of the Acting Governor at Government House, and a portion of his retinue will be accommodated at Raeburn House, on the New Harbour road. He will land at Johnston's Pier, where he will be received by the Acting Governor and officials, and will then proceed to the Town Hall, where he will hold a levee, and thence to Government House, where a reception will be given in the evening. The programme of arrangements are varied, and include an official dinner at Government House, theatricals and a ball at the Town Hall, a visit to the flower show at the Gardens—which occurs very opportunely—and we suppose other entertainments not yet decided upon. It is certain that no effort will be wanting on the part of the community to make his visit as agreeable as possible, and no means at their command left untried that might contribute to his amusement or enjoyment.

The Chief Justice left for Malacca on the 6th March to hold the criminal session, which is a heavier one than has been held there for some time past. The case exciting most interest is a trial for piracy committed on the schooner *Sree Singapura*, in Malacca Straits, on the voyage hence to Penang. There are forty-three prisoners in this case, most, if not all, of whom, were captured by H.M.'s gunboat *Algerine*, whose men had to fight to retain possession of the schooner after she had been retaken from her plunderers. The result of the trial is not yet known, but it awakened a very considerable interest among the natives, who, we are told, crowded the Court-house to excess during its progress.

The British barque *Amazon*, Captain McLeod, from Cardiff for Singapore with coals, is a total loss. The hull and cargo were sold at public auction on the 7th March for $395, and the stores saved brought about $1,300; in all barely more than sufficient to pay the expenses incurred.

A little steamer of some forty tons burthen was on the 8th launched from the ship-yard of Messrs. Buyers and Robb at Teluk Ayer. She is built for Messrs. Riley and Hargreaves, engineers, and is fitted with vertical direct-acting engines of twenty-horse-power nominal, working up to about eighty-horse power. She is named the *Bintang*, and is expected to attain a speed of from eight to ten miles an hour.

The arrivals of steamers *via* the Suez Canal during the fortnight have been the *Sanspareil* on the 6th, *Agamemnon* from Liverpool on the 8th, and the *Sea Gull* from London on the 13th. There have been no departures.

Digitized by Google

An experiment is now being tried in Singapore, which, if sucessful, may have a very beneficial result in creating a field for local industry. Having a number of thriving mulbery trees, Mr. G. H. Brown determined upon attempting the production of silk. For this purpose he procured some eggs of the silk-worm moth from Japan, which were carefully hatched, and with such success that he has now more than three thousand healthy silk-worms. It is his intention to send some of the cocoons home for examination and report upon their quality. The mulberry tree thrives well here, and the evenness of the temperature during the year is believed to be remarkably favourable for the silk-worms. It remains to be seen whether the climate favourably affects the quality of the silk. We understand Mr. Brown intends experimenting also with the China silk-worm.

Commercial Report.

(For dates see First Page.)

IMPORTS.

Hankow.—Business had been entirely suspended during the past week, the Chinese being engaged in celebrating their New Year festival. Arrivals of Grey Goods were heavy, and there would be no lack of stocks to meet the anticipated demand on the re-opening of the market.

Shanghai.—Cottons: Business recommenced after the holidays at about previous rates, though for Grey Shirtings the market had shown weakness, owing to great readiness on the part of importers to meet buyers. Two steamers for the north were to leave on the 1st March, though it would be the end of the month before the inland water communication at Tientsin could be thoroughly re-established. There was a fair inquiry for T-Cloths. White Shirtings and Jeans were obtainable at previous rates. Woollens and Worsteds: There was more disposition to buy Long Ells, and a good inquiry for Camlets and Figured Orleans existed; Medium Cloths remained dull of sale, with a heavy stock. So little change having occurred, owing to the native New Year holidays having occupied most of the fortnight, quotations are generally unaltered.

Amoy.—Messrs. Brown and Co.'s Circular contains the following, under date March 4:—Cotton Yarn.—Receipts, 40 bales. Sales, 177 bales; 16-24's at $114.50 to 127; 25 bales 28-32's at $127; and 123 bales Singapore at $80 to 81. Stock, 318 bales. We quote 16-24's $118 to 128; 28-32's, 122 to 132. Cotton Piece Goods.—Grey Shirtings: Receipts, 3,200 pieces. Sales, 800 pieces; 7 lbs. at $2.30; 1,650 pieces 8¼ lbs., $2.82 to 2.77. Re-exports, 500 pieces; stock, 9,950 pieces. We quote 7 lbs. $2.30; 8¼ lbs., $2.85 per piece. White Shirtings: No receipts or sales; stock, 300 pieces. We quote 60 reed $2.85; 64 reed, $3.15; 68 reed, $3.45. Spotted Shirtings: No receipts, sales, or stock. Quotations $3 per piece. T-Cloths: Receipts, 100 pieces; sales, 650 pieces, 6 lbs. at 1.68; stock, 750 pieces; 6 lbs. are quoted at $1.65; 7 lbs., $2.05; 7½ lbs., $2.20 per piece. Turkey Reds: No receipts, sales, or stock. We quote 3 lbs. $2.80; 3¼ lbs., $2.95 per piece. Brocades: No stock; White at $3.20; Dyed, $4.30 per piece. Drills: Stock, 570 pieces; 40 yards, $4.20; 30 yards, $2.30 per piece. Woollens.—Camlets: No receipts or sales; re-exports, 30 pieces; stock, 299 pieces. Scarlet at $16.50 to 17; assorted, $15.50 to 16 per piece. Spanish Stripes: No stock. We quote Scarlet 80c.; Dyed, 70c. per yard. Lastings: No stock; 30 yards are quoted at $15.50 per piece. Long Ells: Receipts, 1,000 pieces; sales, 20 pieces at $7.70; re-export, 100 pieces; stock, 1,419 pieces. HH Assorted, $5.50 to 6.50; Scarlet, $6.70 to 7.50 per piece. Metals.—Lead is quoted at $6.20 per picul.

Hong Kong.—With the exception of Cotton Yarn, for which (for the lower counts especially) a fair inquiry had been shown, the market had been very quiet both for Cottons and Woollens, and only a very limited amount of business had been transacted; prices exhibited but little alteration from those ruling previous to the Chinese holidays. Cotton Yarns: Nos. 16 to 24 in fair demand in the absence of good spinnings; medium qualities slightly higher. Nos. 28 to 42 difficult of sale, without change in value. Grey Shirtings: 7 lbs. in moderate demand; 8.4 lbs. quiet, for heavy goods no inquiry. White Shirtings: Common qualities generally declined, owing to some exceptionally low sales; medium very firm, but with little demand, while for fine there had been somewhat better inquiry. T-Cloths: 6 lbs. common readily saleable, but holders were disinclined to sell; 6 lbs. Mexicans, neglected; 7 lbs., both common and Mexican, in but moderate request. Heavy goods commanded ready sale, both on the spot and for arrival. For other Cotton goods there was hardly any demand. Woollens: All kinds in scarcely any request; prices nominal.

Singapore.—Messrs. Boustead and Co. report as follows under date March 15:—During the past fortnight there have been large sales of 8¼ Grey Shirtings, and moderate transactions in 5 lb. to 6 lb. T-Cloth. Fine White Shirtings of favourite makes have also been dealt in to a fair extent. Other goods have only been in a limited demand. Prices generally show very little change. 39-inch Grey Shirtings—6 lb. no improvement and nominal, at $1.77½; 7 lb. limited request, at $2.05 to $2.10; 8¼ lb. placed to a large extent at $2.62½, but with late arrivals demand fully supplied, and at the close enquiry slack and price weaker. 45-inch Grey Shirtings: no enquiry for 9 lb., 10 lb. sold to a small extent at $3.15 to $3.20. Light weights neglected. 36-inch White Shirtings: Fine qualities of favourite makes in very good demand, and fair sales at about last quotations, dealers refusing to give any advance. In low and medium qualities not much had been done. 45-inch White Shirtings only bought for immediate wants at $3.52½ to $3.55 for 64 reed. 36-inch White Spots saleable to a limited extent at $2.55 to $2.57½ for 14 to 15. 36-inch White Brocades: Without demand nominal at $2.80 for 66 reed. 45-inch White Cambrics: Ordinary 15-16s without any improvement, demand being limited at $27½. Other qualities dull, and low offers made. White Maddapollams in no demand. 32-inch Grey T-Cloths: 4 lb. to 4½ lb. very dull at $1.10 to 1.20; 5 lb. and 6 lb. in moderate demand at $1.27½ to 1.30 and $1.50 to 1.52½; little inquiry for 7 lb., with small sales at $1.75 to 1.80. Grey Maddapollams only placed at low prices; demand very small; 2¾ lb. $17 to 17½, and 3 lb. $18 to 18½. 30-inch Grey Drills are in better inquiry, but at low prices; small transactions are reported in 30 yards, 9½ lb., and 9¾ lb., at $54½, and 40 yards, 15 lb., at $73, both of superior make. 32-inch Turkey Red Cambrics firmly held for higher prices; small sales of 2½ lbs. at $2.15, 3 lbs. at $2.55, and 3½ lbs. at $2.75. Turkey Red Mulls in no demand. Grey Yarn: 40's in moderate demand and lower, sales at $115 to 116; 30's, little doing at $107½ to 110, but higher quotation now obtainable; 18-24's, firmer, and quoted $95 to 97½. Woollens: Without improvement; all descriptions very dull of sale. Metals: Some little business done in Iron; Nailrods placed to a considerable extent at $2.27½ to 2.25. Govan Flat Bars sold at $2.65.

EXPORTS.

TEA.

Hankow.—The season was considered closed.

Kiukiang.—No business done; quotations nominal.

Shanghai.—Black: The business of the fortnight had been almost nil, a few hundred chests only having been purchased, and the same remark applies to supplies, which had been confined to an odd lot or two. The stock was very small, and it was said that perhaps 2,000 chests of Tea from Kiukiang would be all of the production of the season to be expected. Settlements for the fortnight, 886 chests; stock, 20 chops, or 5,692 packages, 886 chests. Green: Owing partly to the intervention of the holidays, and to the undesirable quality of the stock on offer, a very trifling business had been done. About 3,000 half-chests of inferior and common Moyune and Fychow had been taken at prices showing no change from those last quoted, and the market continued very dull at the close. The Satsuma was loading Tea for either New York or Montreal, but her ultimate destination had not transpired. It was not probable that any other vessel would be placed on the berth for the United States, as the bulk of the Teas on hand were totally unsuited for that market. Settlements for the fortnight, 3,059 half-chests; reshipments on owners' account, nil; stock, 29 chops, or 11,280 packages, of Fychow, Teenkai, and Moyune Teas, 3,059 half-chests; 5 chops, or 1,909 packages, of Shanghai-packed and Pingsuey Teas.

Foochow.—Business had been entirely suspended during the week, on account of the Chinese New Year holidays, which commenced on the 18th February.

Canton.—Business suspended during the fortnight on account of the holidays, and no settlements reported. Stocks remained as last reported, and consisted of qualities wholly unsuited to the requirements of the London market. The last Tea cargo had left, and the season was considered as entirely closed.

SILK.

Shanghai.—The following is from Messrs. Skeggs and Co.'s Circular:—The China New Year holidays commenced on the 18th February, and cannot be said to be fairly over yet, although some few brokers and dealers are going the round of the market, apparently more with the object of learning foreigners' ideas than with the intention of doing business, as the prices they ask are fully Tls. 10 to 20 over those paid last mail. Notwithstanding these excessive demands, buyers have been found for about 200 bales (100 of which should have been included in our last report), mostly 4 and 5 Tsatlee, with a few Hangchow and Long Reel. Some few bales of Dragon chop have been taken at Tls. 590, equal to 30s. 2d., and Eukefong Blue Elephant chop at Tls. 532½, equal to 27s. 3d.

Canton.—During the early part of the fortnight, the Chinese holders withdrew their stocks from the market, and when business was resumed after the holidays, advanced their prices. In some instances the advance was obtained, and at the close they seemed inclined to hold their stocks rather than submit to any reduction, with the hope, no doubt, of obtaining better rates later on. Transactions on the whole had not been extensive. There had been a few settlements in Re-reels for America.

COCHIN CHINA AND STRAITS PRODUCE.

Singapore.—Tin, after having declined to $31.12½, gradually advanced to $31.62½, at which 500 slabs had been taken for England. About 2,000 piculs placed during the fortnight, the greater portion being taken for America. Gambier sold to a moderate extent at $2.87½, and at the close was very firm. Black Pepper: Nominally worth $9.85 per picul, there being no buyers at this price, but dealers being well engaged with old contracts were not anxious to sell. Large supplies expected, when the price would probably give way should advices from Europe not in the meanwhile improve. White Pepper: In good demand, arrivals all taken at $14.50 to $14.60. Sago Flour: Sales of Sarawak at $2.54 to $2.55. Pearl Sago: In good demand at $3.15 for small grain. Tapioca. Flake, $3.50; pearl, $3.40; flour, $3.15. Coffee: Sales of 300 piculs Bontyne at $13.55; market cleared, and no further supplies expected before August. Buffalo Hides: In good request at $9 per picul for best. Buffalo Horns: Sales at $8¾ per picul. India Rubber: Very scarce and worth $41 per picul. Borneo Rubber, $33. Gutta-percha: Best picked worth $75 per picul.

Saigon.—There had been great excitement in the market, owing to a heavy demand for Rice from China and Japan, upwards of 25,000 tons of shipping having arrived to load for those countries; the price had risen to $1.95 per picul. Owing to this condition of affairs there was no prospect of business being done for Europe.

Digitized by Google

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Feb 28, 1871	10826	69391753	47262939	349447	12450177	129465142	33513
Corresponding period last season.....	74573	69119052	49565984	1349918	14484569	134594096	38774

Shipments Since:

Feb. 22 per Priam (str.)	From Shanghai	...	1,081,106*
— 24 ... Isles of the South	... Canton	...	927.077*
— — ... Priam (str.)	... Do.	...	283,573*

* Included in above total.

By this mail to Southampton, 622 bales Silk.

TO THE CONTINENT.

							Bales.
From June 1 to Feb. 28, 1871	...	...	...	...	...	2386282	8457
Corresponding period last season.....	...	...	...	...	...	4076017	14284

Shipments Since: None.

TO UNITED STATES.

							Pcls.
From June 1 to Feb. 28, 1871	...	...	...	...	...	45063816	2376
Corresponding period last season.....	...	...	...	...	...	35142242	889

Shipments Since:

Feb. 11 per Japan (str.)	—	...	—	36*
— 15 ... New York	—	...	—	186*

* Included in above total.

TO AUSTRALIA.

From June 1 to Feb. 28, 1871 ... ... 11,226,598 lbs.
Corresponding period last year 13,169,239

Shipments Since:

Feb. 19 per North Star From Canton ... 72,000

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	...	...	...	51,022,600	...*
,, 1845 to 1846.....	...	...	...	57,334,200	18,600
,, 1850 to 1851.....	...	...	...	63,972,000	22,144
,, 1853 to 1854.....	...	...	...	77,327,800	61,283
,, 1855 to 1856.....	...	...	...	92,240,300	50,481
,, 1857 to 1858.....	...	...	...	76,990,255	68,315
,, 1858 to 1859.....	...	...	...	65,789,792	83,134
,, 1859 to 1860.....	...	...	...	85,560,452	64,169
,, 1860 to 1861.....	...	...	...	90,066,160	70,644
,, 1861 to 1862.....	...	...	...	109,854,040	79,199
,, 1862 to 1863.....	...	...	...	121,273,580	72,887
,, 1863 to 1864.....	...	...	...	117,463,586	46,603
,, 1864 to 1865.....	...	...	...	121,236,870	32,313
,, 1865 to 1866.....	...	...	...	118,333,042	62,890
,, 1866 to 1867.....	...	...	...	118,423,290	50,052
,, 1867 to 1868.....	...	...	...	116,890,430	57,449
,, 1868 to 1869.....	...	...	...	142,789,804	70,917
,, 1869 to 1870.....	...	...	...	139,740,193	63,807

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4½d.	4s. 4¾d.	4s. 4¾d.
Shanghai ,, ,, ...	5s. 10d.	5s. 10½d.	5s. 11d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4¾d.	4s. 4½d.	4s. 4¾d.
Singapore ,, ,, ...	4s. 5d.	4s. 5¼d.	4s. 5½d.
Manila ,, ,, ...	4s. 3d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305 to 306	228
,, Hong Kong	25¾ to 26½ dis.	—
Bar silver	111.5.0	8 prem.
Mexican dollars	74.7.0	1¾ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 23½; Old, 31½ per cent. prem.
Hong Kong Gas Company, 56 dols. per share.
Hong Kong and Whampoa Dock, 30 per cent. discount.
China Traders' Insurance, 2.500 dols. premium.
Hotel shares, 77 per cent. discount.
Hong Kong and Macao Steamboat Company, 31 dols. premium.
Hong Kong Fire Insurance Company, 287½ dols. premium.
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 75 premium.
China Fire Insurance Company, 45 dols. premium.
Victoria Fire Insurance Company, 36 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, 5 dols. discount.
Indo-Chinese Sugar Company, par.
North China Insurance Company, Tls. 385 premium.
Shanghai Steam Navigation Company, Tls. 36 premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Leith (str.) (reported by telegram).

At HONGKONG and CANTON.—From London, Feb. 25, Sir Harry Parkes; from Newcastle, March 5, Agnes Banfield; from Callao, Feb. 23, Joaquim Rigan; from New York, March 5, Arizona (str.); from London, previous to April 5, Abbotsford (str.), Glendarroch (str.) Albatross (str.), Cingala; from Cardiff, Ocean Mail, Sea Flower (reported by telegram).

At MANILA.—From Cadiz, Feb. 21, Elena; from the Clyde, March 29, Ysusguiza (reported by telegram).

At SINGAPORE.—From London, Feb. 28, Leith (str.); March 11, Gemini; 13, Sea Gull; from Swansea, Feb. 28, Sree Singapura; from Cardiff, Sylvia; March 7, Batavia; 10, Naomi; 14, Mary Tatham; from Shields, March 11, Mozart; from Liverpool, March 8, Agamemnon (str.); from Glasgow, March 10, Anne Main; 12, Kinfauns Castle; from London, previous to April 13, Merolite, Erl King (str.) (reported by telegram).

At BATAVIA.—From London, March 1, Belted Will; from Rotterdam, Feb. 26, Noach I.; from Amsterdam, 28, Waterloo.

At PENANG.—From Liverpool, March 6, Agamemnon (str.); 14, Albatross (str.); from Lisbon, 12, C. Duque de Palmella.

DEPARTURES.

From YOKOHAMA.—For New York, Feb. 22, Asphodel.

From SHANGHAI.—None.

From HONG KONG and CANTON.—None.

From MANILA.—For Havana, Feb. 22, Alejandro; for Boston, 23, Archer.

From BATAVIA.—For Holland, March 4, Pauline, Const, Elionore.

From SINGAPORE.—For London, Feb. 28, Priam (str.); for Liverpool, March 11, Coldstream; for Boston, 2, Polly Lewis, Argonaut; for New York, via Padang, 8, Desdemona.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, £2 per ton of 50 cubic feet.

At FOOCHOW.—No vessel on the berth for Europe or America.

At HONG KONG and CANTON.—To Europe, £2 15s. To New York, £2 10s. per ton.

At MANILA.—There are no settlements to report, only one disengaged vessel in port, but not offered in the market.

At BATAVIA.—To Amsterdam, Sugar f.70 to f.75, Rice, f.75, Coffee f.80; to America, £3 17s. 6d. Sugar.

At SINGAPORE.—To London, per steamer, £4 to £4 10s. measurement; per sailing vessel, £2 10s. to £3; by telegram of April 13; £2 7s. 6d.

VESSELS LOADING.

At YOKOHAMA.—For New York, Lothair, British Empire.

At HIOGO.—For London, Lorton; for New York, Pegasus, Vigil.

At SHANGHAI.—For London, Vanguard.

At FOOCHOW.—None.

At HONG KONG and CANTON.—For Falmouth, Laura, Stirlingshire for New York, Adelia Carleton.

At SINGAPORE.—For London, Talbot, Racehorse, Sree Singapura, Kinfauns Castle; for Liverpool, Amacre; for Boston, Polly Lewis, Louisa.

At PENANG.—For Boston, Argonaut.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Feb. 20	Le Tacite	Batavia	Rotterdam
,, —	Royal Minstrel	Yokohama	New York
,, 22	Sea Serpent	Hong Kong	,,
,, —	Elizabth. Nicholson	Foochow	,,
,, 23	's Gravenhage	Rotterdam	Batavia
,, 25	Noach I.	,,	,,
,, 27	Silent	Yokohama	New York
,, 28	Belted Will	London	Hong. v. Bat.
Mar. 1	Clymene	,,	Hong Kong
,, —	Randers	Hong Kong	New York
,, 2	S. D. Carleton	Manila	,,
,, 4	Leicester	Hong Kong	,,
,, —	Vigil	Japan	,,
,, —	Ferndale	Singapore	Liverpool
,, —	Stadfield	Shanghai	New York
,, —	John Nicholson	,,	,,
,, —	Archer	Manila	Boston
,, 5	Casti	Macao	Callao
,, 6	Isles of the South	,,	England
,, —	P. C. Elionor	Batavia	Amsterdam
,, —	Electra	Amsterdam	Batavia
,, 7	Tiber	Cardiff	Singapore
,, —	Menam	Bangkok	Marseilles

La Situation (the daily representative paper in London of the ex-Emperor's party) in an article entitled "La France et Angleterre," says:—"Nous n'avons en France q'une seule usine où la préparation du Cacao emploie un matériel, et un personnel aussi considérables que ceux que nous avons vus dans l'usine de Messieurs Epps. C'est une véritable curiosité dans son genre que cette immense fabrique." Each packet of Cocoa prepared by this firm is labelled "James Epps and Co., Homœopathic Chemists, London."

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

TEA CARGOES EXPECTED.

Date.	Ship.	From	Cargo. lbs.
Dec. 30	Jason	"	1,046,700
Feb. 11	Sydenham	"	1,159,800
Dec. 22	Harrington	Foochow	723,700
" 23	Evelyn	"	955,800
" 31	M. M. Jones	"	368,000
" 31	Windermere	"	654,900
Jan. 4	Beemah	"	1,221,300
" 5	Gresham	"	1,285,000
" 12	Queen of the Ocean	"	962,800
" 13	Chalgrove	"	687,100
" 17	Chusan	"	1,162,100
Feb. 8	Omba	"	1,229,000
Feb. 10	Portland	"	1,204,800
Nov. 26	Seabird	Canton	10,000
Jan. 17	Deerfoot	"	620,000

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 18th February, 1871.

(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co.	790	Jarvie, John, and Co.	1,574
Balfour, F. H.	420	Meynard and Co.	40
Barnet and Co.	1,202	Milsom and Tod	1,042
Birley, Worthington, & Co.	669	Nachtrieb, A., and Co.	513
Birt and Co.	188	Petrocochino and Co.	165
Bland, J.	150	Pila and Co.	158
Borntraeger and Co.	422	Pustau, W., and Co.	71
Bourjau, Hubener, and Co.	296	Reid and Co.	85
Bovet, Brothers and Co.	226	Reiss and Co.	88
Bower, Hanbury and Co.	1,795	J. S. Robison	58
Brand, Monro, and Co.	2,133	Russell and Co.	1,358
Bull, Purdon and Co.	41	Remé, Wm., and Co.	895
Butterfield and Swire	47	Sassoon, D., Sons, and Co.	150
Chapman, King, and Co.	186	Sassoon, E. D. and Co.	33
Chinese	165	Scheibler, Matthael, and Co.	511
Cumine and Co.	66	Shaw Brothers and Co.	618
Dent and Co.	164	Siemssen and Co.	623
Dickinson and Co.	5	Skeggs and Co.	1,620
Essex and Co.	844	Smith, Archer, and Co.	245
Fogg and Co.	294	Textor and Co.	925
Gamwell, F. R.	737	Thorne Brothers and Co.	392
Gibb, Livingston, and Co.	464	Trautmann and Co.	79
Gilman and Co.	1,194	Turner and Co.	430
Glover, Dow, and Co.	266	Westall, Brand, and Co.	183
Heard, Augustine, and Co.	736	Sundries	3,604
Helbling and Co.	132		
Hogg Brothers	556	Total bales	30,401
Jardine, Matheson, and Co.	815		

SILK SHIPPERS FROM YOKOHAMA.—SEASON 1870-71.

	England.	France.	America.
Aspinall, Cornes, and Co.	368	—	—
Abegg and Co.	77	—	—
Bavier and Co.	232	15	—
Bolmida	24	7	17
Eccard and Raud	30	—	—
Fraser, J. C., and Co.	87	—	—
Gilman and Co.	—	17	—
Gutschow and Co.	109	2	—
Heard, A., and Co.,	8	—	69
Hecht, Lilienthal, and Co.	—	19	—
Hooper Brothers	5	—	—
Hudson, Malcolm, and Co.	81	—	—
Jacquemot, J. M.,	34	—	—
Jardine, Matheson and Co.	—	12	—
Kniffler, L., and Co.	75	—	5
Leggatt, C. E., and Co.	23	—	—
Macpherson and Marshall	167	—	10
Morf, H. C., and Co.	115	—	—
Ravel, Blanc, and Co.	41	—	—
Reiss and Co.	162	—	—
Sitwell, Schoyer, and Co.	59	—	—
Schultz, Reis, and Co.	187	59	—
Shaw, Winstanley, and Co.	20	—	—
Seyd, E., and Co.	90	24	—
Siber and Brennwald	35	—	—
Textor and Co.	285	—	—
Thorel and Co.	51	—	—
Valmale, Schoene, and Milsom	39	111	—
Van der Tak	—	12	—
F. W. A. White	2	—	—
Wilkin and Robison	53	3	—
Walsh, Hall, and Co.	33	—	51
Ziegler and Co.	32	—	—
Sundries	2	—	—
Shipment to England			2,526
Do. to France			311
Do. to America			135
Shipped per P. and O. Company			2,463
Do. M. I. Company			327
Do. P. M. S. S. Company			236

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

(Reuter's Telegrams, Received via Singapore, April 12.)

Shanghai, March 30.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2.0.5, better demand. Tea: Black, small business; green, no enquiry. Silk, No. 3 Tsatlee, Tls. 600. Settlements since departure of last mail, 1,300 bales; Stock Shanghai, 1,000 bales, Japan, 2,800 bales. Total export to date, China and Japan, from commencement of season, 46,000 bales. Freights £2. Exchange on London, bankbills, six m.s. 5s. 11d. Latest London date, March 23.

Hong Kong, April 5.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.60, easier; Cotton Yarn 16-24 $110, quiet and drooping; Cotton, Bengal fair medium $14½; Tea: total export to date China and Japan from commencement of seasom 131,000,000 lbs. Exchange on London bank bills six m.s. 4s. 4¾d.

STRAITS SETTLEMENTS.

(Received April 13.)

Singapore, April 13.—Grey Shirtings, 8¼ lbs., $2.55; T-Cloths, 6 lbs., $1.50; Mule-twist, 40's, $113; Gambier, $2.95; Pepper, Black, $9.40; White, $14.25; Tin, $32. Exchange on London, Bank bills, six m.s., 4s. 5½d.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—April 13, at Deal, from Ilo Ilo, Malvern; from Shanghai, Jumna; 11, off Dungeness, from Java, for Middelburg, Burgermeister v. Middelburg; from Java, for Amsterdam Pasaroeang; off the Start, from Sourabaya, for Schiedam, Oceanus 12, at Queenstown, from Rangoon, Fort George; 7, at Elsinore, from Batavia, Constantine; 14, at Deal, from Singapore, Palestine. April 14, at Deal, from Batavia, for Rotterdam, Kosmopoliet II.; from Batavia, for Amsterdam, Henrietta Maria; 13, off Dungeness, from Java, for Rotterdam, Kosmopoliet I.; 14, at Falmouth, from Maulmain, Bella Maria, Heversham; 13, at Glasgow, from Java, County of Nairn; 12, at Brouwershaven, from Batavia, Hendrika; 1, at New York, from Amoy, Belle; 13, off Plymouth, from Pasaroeang, for Rotterdam, Samarang; 15, at London, from Penang, Lucayas; 14, off Dungeness, from Batavia, for Rotterdam, Nagasaki; 13, at Brouwershaven, from Pasaroeang, General de Steurs; —, at London, from Macao, Corea, Kate Kearney; at Queenstown, from Manila, Normanside; 17, at London, from Singapore, Hibernia (str.); at Falmouth, from Pasaroeang, St. Helen's; at Liverpool, from Rangoon, Fort George.

Departures.—From Amsterdam for Padang, Kobe; April 10, from Homburg for Nicolajfsk, Adelaide; 8, from Texel, for Batavia, Vice-Admiral Koopman, Dutch man-of-war; 14, from London, for Colombo, Palestine; for Colombo, &c. (via S.C.), Excelsior (str.); for Yokohama, Devana; 10, from Cuxhaven, for Hong Kong, Prince Waldemar; 1, from Boston, for Anjer, Hazard; 15, from London, for Cardiff and Singapore, Peerless; for Cardiff and Hong Kong, Tyburnia; for Cardiff and Galle, Forest Rights; from Holland, for Batavia, Ary Scheffer; 14, from Cardiff, for Singapore, Edith; 13, from Hamburg, for Shanghai, Margarita; 13, from Glasgow, for Singapore, China, &c. (via London and S.C.), Duna (str.).

Laid on.—At London, for Colombo, Seafield; at Liverpool, for St. Nasaire and Bangkok, John Peile.

Spoken.—Granite City, Samarang to Amsterdam, March 30, 30 N., 40 W.; Sophia Koningen der Nederlanden (Dutch ship), Bali to Rotterdam, April 8; Johanna and Willem, Batavia to Amsterdam, April 4, 47 N., 16 W.; Fiery Cross, London to Japan, April 2, 44 N., 13 W.; Belvidera (ship), Colombo to London, Feb. 7, 34 S., 30 E.; Schiedam (Dutch ship), Batavia to Rotterdam, Feb. 16, 27 S., 9 E.; Weymouth (ship), London to Shanghai, Mar. 17, 5 N., 22 W.; Malacca (French barque), Singapore to Bordeaux, Mar. 26, 24 N., 36 W.

Casualties.—The Asie Mineure, Bourdet, which arrived at St. Nazaire, April 6, from Sourabya, experienced on Dec. 6 a very severe gale, during which she lost her jibboom, &c.; the Belle, Hill, which arrived at New York, April 1, from Amoy, was seven days North of Hatteras, with heavy N. and N.W. gales, during which she lost boat, and split sails, &c.

Miscellaneous.—The Levant, Sangster, from Sourabaya to Amsterdam, which arrived at Table Bay Feb. 18, put in on account of sickness among the crew. Suez Canal, March 23.—April 4, Craigforth (str.), from London, for Singapore, China, &c.; Nile (str.), from London, for Colombo, &c.; Europe (str.), from London, for Colombo, &c.; William Cory (str.), from Singapore, for London; Bengal (str.), from Singapore, for London; Evora (str.), from China, for London. At Aden: —, Hector (str.), from Liverpool, and left, April 13, for Singapore, China, &c. Off Aden: April 13, Europe (str.), from London, for Colombo, &c.; Suez Canal: passed Ismailia, since April 4, Glensannox (s.s.), London to Japan; Emblehope (s.s.), Liverpool to China

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Allen—On the 2nd Feb., the wife of Mr. J. W. Allen, of a son.

Baker—On the 14th April, at Claremont-lodge, Eaton, Norwich, the wife of Samuel Wright Baker, late of Hong Kong, of a son.

Bowring—On the 6th April, at Torquay, the wife of Lewin Bowring, Esq., C.S.I., of a son.

Cameron—On the 25th March, at Rathoongodde, Ceylon, the wife of Ewen Hay Cameron, Esq., of a son. (Per telegram.)

Droege—On the 20th Feb., at Shanghai, Mrs. A. Droege, of a son.

Isemonger—On the 11th March, at Fern-hill, Singapore, the wife of E. E. Isemonger, Esq., of a daughter.

Ozorio—On the 26th February, at No. 8 Shelley-street, Hong Kong, the wife of Mr. C. A. Ozorio, junr., of a son.

Digitized by Google

PARKER—On the 28th Feb., at Shanghai, the wife of Franke H. Parker, Esq., of a son.

SOUZA—On the 6th March, at Hong Kong, the wife of Mr. A. J. da Silva e Souza, of a daughter.

SWINHOE—On the 8th April, at No. 33, Oakley-square, Chelsea, the wife of Robert Swinhoe, Esq., H.M.'s Consul, Formosa, China, of a son.

MARRIAGES.

DAVIES—KEUN.—On the 7th March, at St. Andrew's Cathedral, Singapore, by the Rev. Canon J. A. Beckles, assisted by the Rev. J. Perham, John Charles Davies, of Swansea, to Nancy Lucretia, youngest daughter of the late Philip Jacob Keun.

GUTHRIE—BURNS.—On the 11th April, at the Free Church Manse, Corstorphine, by the Rev. Dr. Guthrie, of Edinburgh, Capt. R. D. Guthrie, late of P. and O. Company's service, to Esther Struthers, youngest daughter of the Rev. George Burns, D.D., senior clergyman at Corstorphine. No cards.

HOWARD—MAU.—On the 18th Feb., at the British Consulate, Shanghai, by W. H. Medhurst, Esq., H.B.M. Consul; and thereafter at Trinity Church, by the Rev. Canon Butcher, Mr. W. C. Howard, of the Imperial Maritime Customs, to Miss Maria Martha Theresa Mau, eldest daughter of Frederic Christian Mau of Stettin.

LANGLEY—MITCHELL.—On the 11th April, at Modbury, Devon, by the Rev. Prebendary Lyne, assisted by the Rev. George Green, vicar of Modbury, William Savage Langley, Esq., Royal Artillery, son of Charles Langley, Esq., of Chudleigh, to Cordelia, Catherine, eldest daughter of Sir William Mitchell, of Strode, Ivybridge, Devon, proprietor of the *Shipping and Mercantile Gazette*.

WILKIN—RIX.—On the 13th April, at East Meon, Hampshire, by the Rev. Wm. Brodie, Alfred J. Wilkin, of Yokohama, second son of C. J. Wilkin, Esq., of Layer Marney, Essex, to Lucy Emma, eldest daughter of the late Samuel Shaen Rix, Esq., of Tunbridge Wells.

DEATHS.

HANDLEY—On the 7th March, at Hong Kong, Louisa, the wife of Mr. E. R. Handley, aged 33 years.

MOSES—On the 12th March, at the Pavilion, Singapore, Mr. Malcolm Moses, aged 48 years.

RAYMOND—On the 3rd April, at Liverpool, of small-pox, to the intense sorrow of his unhappy wife, Alfred Raymond, late 2nd Officer P. and O. Co.'s Service, and son of the late Commander George Raymond, R.N., aged 31.

NAVAL AND MILITARY.

—o—

DEPARTURE OF THE TAMAR.

The screw troop-ship Tamar, Captain Hickley, sailed from Portsmouth on the 11th inst. with the naval officers and crews for the Avon and Dwarf, on the China station, as well as officers and men for the flag-ship Ocean, for disposal among the other vessels in the place of those whose periods of service have expired. The names of the officers who have sailed in this vessel were given in our issue of last week. In addition to the marines for the Avon and Dwarf, one sergeant and eight privates Royal Marine Light Infantry of the Gosport Division were embarked to join the marine battalion at Yokohama.

The Tamar will call at St. Vincent, Ascension, and St. Helena to coal, and proceed to the Cape and Natal, where she will disembark troops; thence to the Mauritius, Singapore, Hong Kong, and Yokohama, whence after having been employed in the removal of troops between the two last named places, she will embark the officers and crews of the ships recommissioned, and, with any naval and military invalids for whom passage may be required, return to England. This round of service is expected to employ her about seven months.

Commander B. W. Bax has been appointed to the command of the Dwarf, vice Commander Walker, whose period of service has expired. The appointment of Commander H. T. Boger, reported in our last issue, has been cancelled.

The Curlew, twin-screw gun-vessel, Commander D. Boyle, which will shortly sail for the China station, has made the official deep-load trial of her machinery and speed at the measured mile, Maplin Sands and attained at full-power a speed of 10·79 knots, and at half-power, 8.73 knots, which was considered highly satisfactory. We have to add to the list of appointments to this vessel recorded last week, the name of Archibald Court, as Assistant Paymaster.

We have received the *Chronicle and Directory for China, Japan, the Philiplines* for 1871, published at the *Daily Press* Office, Hong Kong, London, F. Algar, 8, Clement's-lane. The "Chronicle and Directory" is published in two forms, as customary, the smaller one being the Directory, strictly so called, at the price of $3, and the other the complete volume, with records of nine years, at the price of $5, which will be found to include all the information, local, statistical, and topographical, likely to be required in public, mercantile, and general offices. Special care has been devoted to embrace the latest changes in the staffs of the various public offices, banks, companies, and mercantile firms in China, Japan, and Manila; and several additions have been made, among which may be noticed maps of Hong Kong, Japan, and the coast of China; the Coloured Code of Signals used at the Peak; and the plate of Private House Flags. The book is well printed, and a very creditable production for Hong Kong.

The amount of bullion by the P. and O. Company's steamer *Candia*, from Southampton on the 15th inst., was in silver to Penang, £8,850; to Singapore, £32,200; to Hong Kong, £49,900; to Shanghia, £124,705; total in silver, £215,655.

Mr. MacPherson, of the Chinese Customs, left Liverpool last week for Shanghai, *via* New York and San Francisco.

IN the American Senate, on the 22nd ult., Mr. Trumbull, Republican, presented a remonstrance from the American Free Trade League against the repeal of the duties on tea and coffee, as making more difficult a repeal of the duties on iron, salt, &c., which are far more burdensome, and take away millions from the people, only a small portion of which is received by the Treasury, the larger part going as tribute to manufacturers. Referred to the Committee on Finance.

THE *Edinburgh*, which laid the Straits Cable, has arrived at Portsmouth from Madras.

Foreign Intelligence.

—o—

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 12.

Both the Chambers are now in recess, and the Lower House will not meet until the 18th inst., when the Budgets will be discussed. Our papers are preparing themselves for the election struggle, which must take place in the month of June next, when one half—say forty—of the members of the Chamber must resign. There will be a very warm fight, especially in Amsterdam, where there are three members, all Conservatives, who will resign, but who will of course offer themselves for re-election.

In a recent letter I told you that his Royal Highness Prince Henry would proceed to Suez by the steamer *Willem III.* on its first voyage to Batavia *via* the Suez Canal. It appears that this statement was premature; it had indeed been the intention of the Prince to make this trip, but subsequently the idea was given up. It is stated that a very large number of passengers have already arranged with the Nederland Company to make the passage by this steamer. It is probable that all the first class cabins—ninety in number—will be taken. This will greatly interfere with the interests of private shipowners, who make large profits by the transport of passengers to Java. Many East Indiamen are consequently advertised for sale, and it is very rare for a new Indiaman to be launched. The other steamers of the Nederland Company are named the *Prins van Oranje*, *Prins Hendrik*, and *Conrad*.

An advertisement has been published in our principal papers, urging the creditors of the "Oost Indische Maatschappy van Lyfrenten" to come to some arrangement in order to prevent a bankruptcy, which will accrue if the 9th of June next, when the *sursèance* of payment will expire, is allowed to pass without an arrangement being effected. I need not add that this advertisement has made a painful impression; it is a new proof that there is but very little chance of avoiding total failure.

The holidays are causing a lull in politics, as well as in trade and finance. The very cold weather which has lately prevailed has had a very bad effect in the spread of small-pox, and the number of persons attacked has much increased. In the neighbourhood of Tongeren (Limburg) the rinderpest has again made its appearance, but at present it is limited to one farm.

PRODUCE MARKETS.

In the face of the Easter holidays the dulness lately reported in the market for Colonial and Foreign Produce has increased, and transactions have been limited. No change of note has occurred in the market value of any of the leading articles, except Cotton and Tin, which have undergone some decline.

COFFEE.—Continues to exhibit but little activity, but prices keep steady, and many numbers of the late sale are sought after at the prices ruling thereat. The following transactions are reported: 1,091 bags Java, ex County of Berwick, and 204 bags ditto, ex Henrietta Adriana, at various prices.

SUGAR (RAW).—Since the public sale a firm tone continues to pervade the market, but there has been little on offer; only a couple of small lots have found buyers at about the parity of the March sale. The demand for export exceeds considerably the stock on hand of suitable sorts to meet the same.

TEA.—The attention of the trade has been engrossed of late by the public sales to be held here to-day, and no business worth notice has consequently been doing. The public sales of 15,238/4, 797/8, 725/12, and 130/16 chests Java, announced at Amsterdam on the 2nd and 3rd of May, will take place two days later.

TOBACCO (JAVA).—The following parcels have been disposed of by secret tender or by private contract, viz.:—432 bales Java, head mark Kedirie/P; 45 bales do., head mark Djaiah/K; 104 bales do., head mark Djaiah (Apenhaar); 13 bales do., head mark Djaiah/Kota; 246 bales Sumatra, head mark Paya Combo; 697 bales Java, head mark Djarit; 500 bales do., P. A/Malang; 310 bales do., head mark B. L. C.; 100 bales do., head mark WP/F; 258 bales do., head mark Kidol.

SPICES.—Nutmegs and Mace sell readily at steady prices. Black Pepper is dull; about 2,200 bags Batavia arrived last week per Jason; these had been sold previously afloat.

RICE exhibits a quiet appearance, without any change in prices.

RATTANS.—Sales have been closed since my last of 258 piculs, ex County of Lancaster, and 183 piculs, ex Gladstone.

ARRACK.—31 casks Tagal Alcohol, ex Glenduror, changed hands at prices that did not transpire.

JAVA INDIGO.—The business from first hands is confined to 20 chests at former rates.

DRUGS, &c.—Camphor: Nothing doing for want of buyers. Cubebs remain depressed, and not higher than 12c. can be quoted. Long Pepper meets with no demand, 27c. to 28c. is the nominal quotation; Cassia Fistula, f.6½; Vanilla has not been dealt in of late; Preserved Ginger, 70c. to 72c.; Cassia Oil, f.2¾: Gum Benjamin is slow of sale, and is quoted 85c. to 100c. according to quality; Gutta-percha does not attract any attention; Fine Batavia India-rubber would meet buyers at f.130: Gum Damar looks quiet, and fine quality is offered in the market at 37c.

HIDES.—Continue to meet ready buyers. Sales have been closed by secret tender, at full prices, of several important parcels ex Gutenberg, Catharina Maria, Concurrent, Oceana, Harwich, Californie, Imatra. The market closes firm.

TIN.—A dull tone prevails for this article, and prices have a downward tendency. Banco has sold for public sale prompt at f.76½, and has been offered since at f.76, whilst Billiton on warrants has changed hands at f.75½. There are sellers of Banca for delivery, ex the coming autumn sale, at f.74, and of Billiton on the spot at f.75½, and afloat at f.75.

TURMERIC.—Sales have been closed of 300 bags Java on the spot at f.7¾.

Digitized by Google

SHIPPING.

Arrivals.—April 5, at Texel, from Batavia, Hollands Trouw; from Macassar, Catharina Elizabeth.

Departures.—April 6, from Brouwershaven, for Batavia, Philips van Marnix, Noach II.; for Singapore, Wilhelmina; from Texel, for Batavia, Antje, Bastiaan Pot (*via* Cardiff); 7, from Zierikzee, for Batavia, Catharina Maria; 8, from Texel, for Batavia, H.M.'s str. Vice-Admiral Koopman; 9, from Brouwershaven, for Batavia, Bezoekie; 10, from Brouwershaven, for Batavia, Ary Scheffer; 11, from Brouwershaven, for Samarang, Jonge Jan; 10, from Texel, for Macassar, Kobe; 11, from Texel, for Hong Kong, Singapore.

Passengers Outward.—For Java: per Philips van Marnix, Messrs. Schuurman and family, Megelink, van de Bly, Heldewig, Mrs. Moorland; per Ary Scheffer, Mr. Gumley and family, Mrs. Kooy and family, Miss van Drimmelen; per Catharina Maria, Messrs. Adelerhoff and family, J. F. Hekking, Nelissen and family, Miss Ahrens; per Bezoekie, Messrs. Schram and family, H. F. Dikhuis, J. van Duyn, J. J. Looye, J. F. den Hollander, H. B. H. Horsker; per Kobe, Mr. Mess.

RUSSIA AND THE FAR EAST.

We extract the following with reference to Russian commercial enterprise in the Far East from a Moscow correspondent's letter:—The restoration of Sebastopol to its natural position as the first of the Black Sea trading ports; the substitution of a direct communication by sea, *viâ* the Suez Canal, for the overland route to China; the connecting of the Black Sea ports with those of the Baltic, as well as with the great commercial centres of the interior, by a series of cross lines carried from one to the other of the great central railways; the establishment of a closer mercantile connection with Turkey and the Levant. Such are the main features of the vast commercial enterprise which has been inaugurated in Russia. Turkey is about to meet her neighbour half way, by starting on the Black Sea a line of steamers in direct correspondence with those of the Russian Navigation and Trading Company, as well as those of the Austrian Lloyd. Taken merely *per se*, this intelligence is highly gratifying. It shows that the spirit of Muscovite enterprise is fairly aroused at last. It clearly proves that Russia has sufficient courage and foresight to bear without desponding the progressive decay of her Asiatic commerce, and to look round, coolly and patiently, for some means of retrieving her losses. It portends the opening up of a hitherto neglected region, the tracing of a new line of Eastern traffic, the forming of a fresh link between Europe and Asia, the commencement of another chapter in the history of human enterprise and human perseverance.

Nor is Russia's scheme of establishing a great commercial ascendency in the Far East by any means so chimerical as many are at present disposed to consider it. In India, it is true, where British commerce and British enterprise are foremost in the field from Dhawala Giri to Cape Comorin, Russia has little chance, but China offers to the Muscovite trader a harvest of gain which Nature herself has qualified him to reap in unstinted measure. Few men are better fitted than the Russian to win favour with the Chinese. Both have the same love of sharp dealing, the same sluggish, unwarlike temperament, the same childish superstition, the same jealousy of innovation and of foreign influence, nay, even the same mere animal love of gross pleasures, of eating fat substances, and drinking vast quantities of tea. Between two such races the bond of brotherhood is already formed, more especially as there exists no element of inbred pugnacity to mar it. The Chinese have a proverb, "How ti pu tso ting—How jin pu tso ping" (Of good iron one does not make a nail—Of a good man one does not make a soldier); and they are more inclined, both by nature and by traditional policy, to traffic with the "children of the Grecian Czar than to meet them in battle.

THE TIENTSIN "BLOOD-MONEY."

(PALL MALL GAZETTE.)

With a flourish of trumpets which has found an echo in a portion of the English press, the China newspapers have announced with applauding comments that the Bishop of Peking, acting as "a brave Christian gentleman" should, has refused to accept the "blood-money" offered by the Chinese Government for the murder of the missionaries at Tientsin. A translation of the bishop's letter to the French Minister, in which is contained this refusal, has been published in the Hong Kong papers. After having carefully perused it we are bound to remark that either his commentators have entirely mistaken the drift of the communication, or that the bishop has purchased a character for magnanimity at a very cheap rate. He begins by asserting his right "to demand that a determined line of action should be adopted, so that a solemn and durable guarantee may assure for the future the tranquillity of our establishments;" and to accomplish this end he proposes that a marble monument, with tiles of Imperial yellow, should be erected on the site of the massacre, bearing an inscription "reproaching and stigmatising the acts of the perpetrators and instigators of the massacre of June, and energetically denying the calumnies which are still allowed to fall on our mission and our Sisters of Charity." This being done, he will be willing to enter upon the indemnity question. The money offered by the Chinese Government is divided into two sums, one of 90,000 taels (about £30,000), as indemnity for the real loss sustained by the mission, and the other of 130,000 taels (about £43,000), as compensation for the murder of the victims. This first sum, the bishop says, "is believed by the public" to exceed the value of the loss sustained; and with candour he adds that "one of our own missionaries" has said that 50,000 or 60,000 taels would have been sufficient compensation. It was perhaps unnecessary to have mentioned these various estimates, but having done so we should have expected that the bishop would have brought forward some well-considered grounds for the contrary opinion which he holds. This he does not do, but appears to think that the minister should be satisfied with the following slightly illogical reasons:—"1st. This missionary was contradicted by all the rest." So far the weight of evidence is decidedly against the missionary; but, unfortunately for the bishop, he destroys the advantage thus gained in the very next sentence. "2nd. Can they estimate the value of things stolen?" he asked. If by this he implies that they cannot, then the "one" missionary is as likely to have been right as the rest of his brethren; and by the terms of his third reason the bishop unwittingly but fully confirms the views of the solitary. "Lastly," he says, "when we possessed influence and commanded respect we were then in a position to replace our loss with say Tls. 50,000 or Tls. 60,000; but now, resting as we do under the ban of the people (who are almost debarred from selling anything to us), it is impossible to replace our material losses except at double or triple the ordinary cost." But the bishop must either have forgotten that he had declared he would have nothing to say to money until the Imperial monument had been erected which was to restore his influence, or he implies that he has been in the habit of using his influence to obtain goods under their market value. The long and short of this part of the business is, however, that the bishop will be very glad to get the Tls. 90,000 as soon as the monument (which it is said has been promised) is erected.

In discussing the question of the second sum of Tls. 130,000 the bishop gives way to his indignation, and says that the mere idea of receiving this "price of blood" makes him shudder. "We will not accept this," he says, because "when missionaries or Sisters of Charity devote themselves to missions it is to give their labour, their service, their life—*to give*, not to sell." "Secondly. For our part, we will never authorise any dictum that threatens to become an axiom, even a political axiom, in China, to the effect that all European affairs can be arranged or settled financially." These reasons embody two admirable principles; and when we had reached this point in the bishop's letter we began to think how much nobler was the ground he had taken up than that occupied by the French and English Ministers, who had already accepted the money from the Chinese Government. But our admiration of the bishop's magnanimity was considerably reduced on finding that his third and last reason for not accepting the money was, that it had never been offered to him. "Thirdly," he says, "according to the terms of Prince Kung's despatch the sums allowed for the victims are to be divided among the families, &c. Concerning this price of blood, it does not concern me; it regards the families and the society of the victims, who have not charged me to represent them under such circumstances." Divested, then, of all unnecessary verbiage, the bishop's letter is to the effect that he is anxious to get the Tls. 90,000, notwithstanding that the public and one of his own clergy consider the sum disproportionate to the loss sustained; and that since it was never contemplated to offer him the further sum, he will do without it.

THE TIENTSIN DEBATE.

(GUARDIAN.)

Nine months ago a tragedy was enacted at Tientsin, on the Peiho river, leading up to the Imperial city of Peking, which would have filled all Europe with horror if Europe had not been already pre-engrossed at the moment when the information arrived with the fresh outbreak of the great Franco-German war. As it was, a sharp shock was felt and then forgotten. The startling incidents of the European conflict developed themselves so rapidly, and were evidently fraught with such tremendous and immediate consequences, that a few murders on the other side of the globe, the particulars of which only reached us by detachments and at distant intervals, failed to secure the attention which they deserved. Yet the incidents themselves were as atrocious as any in the Indian Mutiny. The scenes of Delhi and Cawnpore were acted over again at Tientsin. Men and women were murdered in the streets by a furious mob; the French Consul was cut to pieces in front of the residence of a high Chinese official, and almost under his very eyes; the Sisters of Mercy of a large Roman Catholic establishment were seized, stripped, mutilated, horribly murdered, and finally burnt to a heap of ashes in the flames of their own buildings, in which not a few Chinese victims also, orphans and converts, perished miserably. And all this was done in such a way as to produce an almost universal impression among the foreign residents that the mob was excited, directed, and controlled, by the gentry, mandarins, and high local authorities. Our Minister, Mr. Wade, acting under Lord Granville's express instruction, has loyally seconded M. de Rochechouart's representations to the Chinese Government, but that is all that we can do. We cannot act till France acts. But the conversation enabled Lord Carnarvon to raise the question of our general Chinese policy, and offered a welcome opportunity to the Duke of Somerset for a shot at the missionaries. Our Chinese policy consists in holding the central Government alone responsible for the misdeeds of its officers, and seeking reparation only at Peking, and not on the spot where the injury has been committed. This is, of course, the only proper way of dealing with a regularly constituted nation; but the Peking Government is unfortunately very far from answering to that description, and, as Lord Salisbury observed, there is imminent danger lest, "while the ideal policy was being carried out, horrible catastrophes might recur again and again." The Duke of Somerset had carefully extracted from the Blue-book the two or three passages, all taken from the letters of a single Consul, which alone throw some blame on missionary action, and found in these a complete vindication of the atrocities of Tientsin. "Was it surprising," he asked, "that the people should be easily excited, when they saw their ancient customs and religion attacked by the missionaries?" The answer to this is that it was not by any attack upon their customs and religion that they were excited, but by false reports, probably manu-

Digitized by Google

factured for the purpose, of kidnapping children. The universal testimony of travellers in China proves that the common people have not the smallest objection to missionary instruction. They are intelligent and inquisitive, and much interested in any new teaching. But the upper classes detest it. They see that it brings danger to their own authority by the introduction of new ideas, and they carefully foster the delusions which enable them now and then to turn the popular fury against it. That is the true explanation of the Tientsin massacre. It is an not an isolated act, but an indication of a state of feeling which, if it cannot be repressed, will probably yet lead to further troubles.

MISSIONARIES IN CHINA.

(TO THE EDITOR OF THE STANDARD.)

Sir,—I venture to hope that during the recess, your columns being somewhat less crowded than usual, you will allow me space for a few words on the subject of Protestant missions to China, a subject which has been presented to the public hitherto almost exclusively from a view hostile to those missions. They have been attacked relentlessly in the leading articles of a certain Liberal newspaper, and by numerous anonymous letters in the columns of the same journal, but no answer to these attacks has been allowed to see the light.

The truest words on this subject were uttered by Lords Salisbury and Carnarvon in the China debate three weeks ago, when they suggested that Protestant missionaries, from the supposition that they are weak in numbers and devoid of influential support at home and abroad, are made merely a convenient object for accusations which would light better on the heads of others.

Allow me in very brief recapitulation to notice these charges. I mention the more trifling accusations first.

Missionaries in China are gravely condemned by anonymous writers signing themselves "S." and "F." and so forth, with being "not gentlemen born." Then, if it be so, let the Christian gentlemen of England blush, and not the Christian men and women (for I must not call them ladies) who are gone to the front.

But these missionaries, whether gentlemen born or not, do not, as some assert, set themselves to revile and ridicule the dearest beliefs of the Chinese. The truest sympathy with their prejudices, and the highest appreciation of their ancient superstitions, may be united, as in St. Paul's case at Athens, and are I believe, united by most Protestant missionaries with the clearest exposure of the folly and sin of idolatry.

Young and opinionated missionaries are not, as is supposed, left to enforce their English ideas without control. They are met on their arrival and counselled and directed by older and more experienced men.

Protestant missionaries do not withdraw their converts from allegiance to the laws of their country. They never teach their converts to pray (as has been asserted) for Western emperors, kings, and potentates, as subjects for a sovereign. In the Church of England Mission, and I believe in all others, prayers for the Emperor of China and those in authority under him are offered as regularly as prayers for Her Majesty the Queen at home. The missionaries claim no protectorate over their converts—the Protestant missionaries I mean, for this right is notoriously exercised by the Jesuits. Chinese Christians are protected by treaty as distinctly as English merchants are allowed access to the treaty ports; and all that a missionary ever attempts is, through his consul, to draw the attention of the Chinese magistrates to cases of persecution and oppression, and to claim the rights guaranteed to them by treaty.

Protestant missionaries are charged with setting sister against brother, son against father, friend against friend; charged, too, by (I suppose) professing, though anonymous, Christians, who seem to be quite ignorant of such words as those uttered by the great founder of Christianity:—"I am come to set a man at variance against his father"—as though family disagreements were of more importance than a world in rebellion; or as long as there is friendliness and courtesy between man and man, and obedience to the devil, it matters little how men hate and disobey God.

Scarcely less wise and Christian is that entirely threadbare argument, that since a Buddhist or Mahometan preacher would not be tolerated in Cheapside, it is not fair to send Christian preachers to the bazaars of India and China, as if these three religions were of equal pretentions and authority.

Once more, it is not true that missionary difficulties have been the only ones of late years to disturb the amicable feeling between Chinese and Europeans. It is perfectly well known to all who have cared to study the subject, that at the time of the disturbances at Yangchow and in Formosa mercantile difficulties and outrages offered to merchants called for the action of the consuls as much as the assaults on mission premises. And is not the coolie traffic a mercantile difficulty? And is not the opium trade a mercantile question? The trade is legalised, I know; it increases daily I am aware; it is worth eight millions annually to the Indian Government all England can understand; but this legal narcotic has not, I fear, soothed or obliterated the irritation caused by the opium wars. And the Tientsin massacre was, I believe, merely a sudden outburst of a long-cherished hatred against all foreigners, merchants, and missionaries alike.

It is, no doubt, a matter for grave doubt whether Christianity gains by rights extorted through war. But as cautious policy is the order of the day in dealing with China, I would merely suggest that it is extremely hazardous and impolitic to attempt to invalidate, either by newspapers, by anonymous letters, or in high debate, the rights guaranteed to missionaries by the treaty of Tientsin. These rights rest on exactly the same foundation as the rights of merchants; and Lord Granville must have spoken with less than his usual distinctness or with less than his usual caution, when he stated (if we may believe the reporters) that Protestant missionaries are less dangerous than Roman Catholics because "they have no treaty rights on which they rely." No special rights, he implied, no doubt, but the words were loose, and in another month's time they will be thus loosely rendered into Chinese, for the benefit of Chinese readers, and for the encouragement of Chinese anti-foreign speculators.—I remain, Sir, yours faithfully,

April 11. M.

THE CIVIL SERVICE ESTIMATES.

The Civil Service Estimates for the present financial year, which terminates on the 31st March, 1872, have been issued somewhat in advance of the customary period of publication. A glance at the total of the figures detailed shows that the aggregate of the estimates exhibits an increase of something over half a million sterling, the figures being £17,369,799 for the present year, against £16,851,644. The increased charges are, however, chiefly in connection with the Post Office Telegraphs and other Home departments, as with regard to the estimates in which our readers are chiefly interested, namely, those for the Consular and Diplomatic Services, the economical policy introduced last year, and carried out in almost every official department, is still pursued, and they show a decrease, which may be summed up in round numbers at £48,000; the actual reduction on the Consular Service being £42,454, and on the Diplomatic Service, £5,043. This decrease is considerable when we call to mind that last year's estimates showed a reduction upon those for 1869-70 of £72,655.

Turning to those figures which refer specially to China and the Far East, and commencing with the Diplomatic Service, we find a vote of £6,000 for the Minister Plenipotentiary in China, and one of £1,200 for the Secretary of Legation. As regards Japan, the figures present totals of £4,000 for the Minister, £800 for the Secretary of Legation, and £700 for the Japanese Secretary. In the case of these two establishments the estimates differ in no respect from those of last year.

We come next to the Consular Services, which, as regards China exhibit the following figures:—Assistant Chinese Secretary, £600, assistant and accountant, £400, and surgeon, £600; these are the same as for last year. The Consuls' salaries and allowances amount to £11,700, divided thus:—Amoy, £900; Canton, £1,600; Chefoo, £900; Foochow, £1,300; Hankow, £1,000; Newchwang, £900; Ningpo, £900; Shanghai, £1,500; Swatow, £800; Taiwan, £800; and Tientsin, £900, with an additional allowance of £200; the total is £11,700, showing a decrease of £1,200, which is obtained by a reduction at Hankow of £300, and the omission of Kiukiang, which figured last year for £900. This is, however, partly counterbalanced by an increased charge of £700 for Vice Consuls, which posts are established at Canton and Kiukiang, and abolished at Tamsui (Formosa). The total under this head is £4,050, the details being Shanghai, Kiukiang and Whampoa each £750, Canton £700, Pagoda Island, Foochow, £600, and Taku £500; last year's estimate was £3,350. The remaining charges may be briefly summed up. Interpreters figure for £5,500, against £6,200—a decrease of £700; assistants for £6,900—the same as last year; writers or linguists for £2,506, against £2,812—a decrease of £306; teachers for student interpreters for £459; shipping clerk at Shanghai for £400, and student interpreters for £3,300, the three last named sums standing as in last year's Estimates. Passing on we find a small increase in the vote for the Supreme Court (for China and Japan), amounting to £25, the relative figures being £7,957 for this year and £7,932 for 1870-71, and a decrease of £239 in that for wages and allowances to gaolers, constables, coolies and others employed in the public service, which stands at £4,589, against £4,828 last year.

The estimated cost of the Consular Establishment in Japan is shown in the following figures:—First there is a sum of £500 for a Japanese interpreter and translator, and the same amount for the medical officer. The Consuls' salaries are Hiogo £1,000, Nagasaki £900, Neegata £800, Hakodadi £800, and Kanagawa £700. The last-named port is restored to the estimates after having been absent last year. The total charge for Consuls is £4,200, against £3,500. This is in fact an increase of £700, but it is exactly counterbalanced by a reduction to the same amount under the head of Vice-Consuls by the omission of Kanagawa, and a decrease at Yedo from £600 to £500, which together bring the total, including Osaka £600, to £1,100, against £1,800. There are some further small reductions:—Assistants and student interpreters figure for £4,000, against £4,500—decrease £500; writers for £484, against £647—decrease £163; and gaolers, constables, &c., for £2,072, against £2,274—decrease £202, while incidental expenses correspond with last year's estimate, and stand at £1,785.

The total reduction to be effected in the expenditure upon the Consular Service in China, Japan, and Siam can be readily appreciated from the following recapitulation of the figures as they appear in this and last year's estimates:—Salaries, allowances, and wages are charged £65,528, against £68,112—decrease £2,584; rent of Consular buildings, &c., £8,413, against £9,413—decrease £1,000; chapels and chaplains, £600, against £1,200—decrease £600. The following estimates are the same as those for last year:—Legation guards, £4,500; outfits and travelling expenses, £5,000; printing and stationery, £500; Postage, £600; prisons, £1,500; medical attendance, £1,100; relief of distressed British subjects, £250; and incidental expenses, £7,275. The total estimate this year for the Consular Service in the Far East is £95,266. The figures for 1870-71 were £99,450, consequently a reduction has been effected of £4,184.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.
No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

The London & China Telegraph.

LONDON: MONDAY, APRIL 17, 1871.

THE POSITION IN CHINA.

It is satisfactory to be able to note the widely-extended interest in our relations with China which is daily evidenced by the number of articles on this hitherto unpopular subject which are now continually appearing in the leading reviews and magazines. In our present issue we give summaries of the last articles published in the *Westminster Review* and *Fraser's Magazine*, both of which will amply repay our readers' attention. In a subject so little understood it is but natural that some misapprehension should exist; but so long as their misapprehension is free from prejudice, it is desirable to encourage, rather than to repress, the inquiries of writers who appear to be open to conviction and fully convinced of the importance of the interests at stake. Our own opinions on the proper policy to be pursued in China have been so often enunciated, and are, moreover, so thoroughly in accordance with the views of the great bulk of our readers, that it would be superfluous to repeat them here. We therefore print the *resumé* of the articles under notice without any further comment than that which they will excite in the course of perusal. On the same principle we feel it to be needless to offer any remarks on the article which we reproduce from the *Pall Mall Gazette*. Our readers are well aware of the reasons that exist for this journal to encourage its friends by the repetition of statements which seem, though so often used, to have not yet accomplished their purpose. The writer cannot afford to be candid. "Others" (to slightly vary the satirist's couplet for the sake of an obvious truth)—

> "To wit or judgment sometimes makes pretence,
> The *Pall Mall* never deviates into sense."

STRAITS SETTLEMENTS.

We understand that Sir William Hackett, who has been appointed temporarily to fill the post of Chief Justice at Singapore, vacated by Sir Benson Maxwell, will, for the present, discharge the duties of the Court at both Penang and Singapore. The Straits Association, who recommended at their last meeting an increase in the salary of the Judge—whoever may be appointed—has, we believe, been informed by Earl Kimberley that such a course is calculated to rouse hopes of an increase in other departments, and to interfere with the exercise of that economy which the Colonial-office has endeavoured to carry out in the Straits Government, but that the recommendation should have his most careful consideration. In connection with the Singapore railway we may state that, owing to the delay of Sir Harry Ord on the Continent, nothing further has been done, but it is now rumoured that the local Government are disposed to undertake the work in a similar way to the Ceylon railways. Mr. R. W. Hullett proceeds by next mail to Singapore as head of the Raffles Institution. Mr. Hullett has taken high University honours, and his appointment augurs well for the future of education in the Straits. The silence of late telegrams from Singapore on the subject of Chinese riots which had broken out when the last mail left leads us to hope that they have been quelled without any serious difficulty. The Right Rev. Bishop Macdougall, whose illness some months since rendered necessary a stay of some length, has, we are glad to say, returned in greatly improved health. His Lordship has been recently on a confirmation tour for the Bishop of Ely.

THE *JAVA BODE* AND OURSELVES.

Persons who adopt the *tu quoque* argument are always liable to the suspicion of not having a very strong case of their own. The editor of the *Java Bode* is not an exception to this rule. But while we acknowledge the courtesy with which he describes our paper as generally deserving the position it enjoys in Java, we think that our contemporary must admit, in his turn, that we should do very little to maintain that position if we were to follow his example, and ignore the political advancement of our friends in the Netherland Indies. The *Java Bode* objects to an English newspaper speculating on Javanese politics, and triumphantly makes the allegation (in Dutch) that British India is the scene of greater abuses than Dutch Java, and that until these are remedied we had better keep our criticism of our neighbours to ourselves. We demur to both the positions which our contemporary takes up. We do not think that British India is worse governed than Java, and we believe that there is in its Government a far greater desire to inquire candidly into abuses, and rectify them, without consideration to persons, than has distinguished the recent administration of the Dutch colony. But, what is far more to the purpose, is, that, be the administration of British India ever so bad, it does not make the Government of Java any better. Two wrongs do not make a right, and, therefore, until the *Java Bode* attempts to show by fair argument that the state of things, which he is so resolutely bent on maintaining, should not be superseded by the reforms we have advocated, we shall continue to believe that the present condition of Java is not the *acmé* of perfection, which he would make it appear, and that the superior influence in the island, with which our contemporary credits us, is simply the result of the outspoken policy which it encourages us to persevere in, and which he may some day find it judicious to imitate.

The German steamer *Sedan*, noticed in our last issue, is intended to run on the coast of China, and not on the direct route from Hamburg to China. The *Sedan*, like the *China* and *Chukiang*, which have been running for some time in China waters, will be under the management of Messrs. Siemssen and Co., of Hong Kong and Shanghai, and it is expected she will leave Hamburg, with a general cargo, about the 15th May, *via* Suez Canal. The *Canton*, which left London on the 6th inst., with a general cargo of about 2,000 tons, and the *Hong Kong*, to leave in May, will be consigned to Messrs. Siemssen and Co., and are intended to run on the direct line between Europe and China.

Sir Harry and Lady Parkes have arrived in London from Japan. Sir Harry and Lady Ord have also arrived in London from Singapore, *via* Brindisi. Sir Harry has, we understand, been delayed in his transit through the Continent in searching for his son, Lieut. Ord, of the 93rd Regiment, who left London some months since, and has not been heard of; he has been struck off the Army List. Mr. Henry Ernest Bulwer, C.M.G., lately Receiver-General of Trinidad and Administrator of the Government of Dominica, will succeed Mr. Pope-Hennessy as Governor of Labuan.

We understand that Chung How and suite remain inactive at Versailles, and that it is impossible, in the present distracted state of affairs, to get any appointment from M. Thiers for an investigation into the Tientsin affair.

Arrangements have been made by Messrs. Collins, Smith, and Son, of London, to despatch a vessel to Bangkok regularly every three months. The next will sail from London on the 30th inst.

Literature.

The Antipodes and Round the World. By Alice M. Frere (Mrs. Godfrey Clerk). London: Hatchards.—Our *beau ideal* of a travelling party who should produce a valuable and pleasant work, and a useful guide-book at the same time, would consist of a citizen of the world, who had read men as well as books, and an amiable well-informed woman of decidedly literary taste—though not quite so fastidious as the late Mrs. Trollope, nor so exalted and strong-minded as the present Miss Cobbe. Our travellers should have introductions to merchants, shopkeepers, and mechanics—or, at least, they should have the means of introducing themselves to those classes—as well as to consuls, artists, and men of science. Before setting out they should know something of the history and present condition of the various States through which they were to pass, and have made themselves acquainted with the experiences and impressions of their predecessors. They should journey leisurely, remaining for weeks at one station, and avoiding the "travelling English" as much as possible; mingle freely in the domestic circles and amusements of all ranks; and hear the preachers, visit the schools; and read the journals, and visit the amusements, addressed to the multitude. The travellers before us—for we cannot shut out from a large and valuable share in the present volume the accomplished father to whom the

Digitized by Google

authoress has dedicated it, and in whose company the travels it describes were performed—have fulfilled all these conditions—except, perhaps, that they had not quite time enough at their disposal, or were not disposed to expend so much time as their readers could have wished, in the tour which was to conduct Sir Bartle Frere back to his native land after lengthened and distinguished public service in India, the last term of which was passed as Lieutenant-Governor of Bombay. It fell to the lot of Sir Bartle Frere to attain, comparatively early in life, to a high place in the regard of the public of India—Europeans and natives alike—not more by reason of great administrative abilities than from the candour and high-mindedness which marked his public career, and the amiability, liberality, and sympathy with progress apparent in his intercourse with general society. The appearance of the present charming volume, the work of his daughter and companion, and a young lady evidently imbued with many of her father's highest characteristics, affords one more illustration of the benefits that result from the observation which the refined and accomplished female mind brings to bear upon phases of life entirely new, yet always certain of exciting its sympathy. Mrs. Clerk's travels include Australia, New Zealand, Ceylon, China, Japan, and California. Her accounts of all these countries are clear, definite, vivid, and kindly. Her style is never either affected or languid, and the scenes and incidents she describes are often interspersed with quiet, spontaneous, and perfectly unlaboured reflections. Witness this contrast :—

"The Chinese seem an essentially unprogressive, and hence, necessarily, a retrogressive, race; they have no ambition, no originality, but are perfectly content to live on upon the traditions of their forefathers, and think them perfection. The Japanese are exactly the reverse; there is nothing they see of good or expedient belonging to those nations who have effected a footing in the country that they do not adopt."

We know how true this is, but it is truth which is not only well expressed, but evidently keenly felt; and when we read it we are forcibly reminded of the humane and enlightened endeavours initiated by Sir Bartle and Lady Frere, some seven or eight years ago, to ameliorate the condition of the women of India by inviting their native visitors to bring their wives with them to Government-house on certain stated occasions, when great pains were taken to gratify those who accepted the invitation. Still in the prime of life and the full vigour of intellect, it requires only the appointment of Sir Bartle Frere to the Viceroyalty to make him the most popular Governor-General since Lord Dalhousie. The elevation of Lord Lawrence, who was formerly Lieutenant-Governor of the Punjab, to the Governor-Generalship of India is a precedent which it only requires ambition on the part of Sir Bartle Frere to repeat and rival. But this is digressing. We must not forget that we are, for the moment at least, critics, and not political or social reformers; and therefore, having ourselves, with much interest and delight, accompanied (by the fireside) Mrs. Clerk in her various excursions among the lonely uplands, the pastoral valleys, the busy towns, and the magnificent scenery that she so well describes, we sit down to recommend the same refreshing and invigorating ramble to other fireside travellers, as one of the most novel and inviting that has lately been laid open. The only uncharitable sentiment with which readers can rise from the perusal of this delightful volume may be a small tinge of envy that they have not been the writer's real companions amid the wild and picturesque regions which she has explored; but even this will be accompanied, in the minds of very many fireside travellers, by genuine admiration of the courage and perseverance of a young lady who could travel so long and so far, among such strange and trying scenes, without allowing her pen to betray in any of the accounts of her adventures the least sign of weariness or discontent. The small annoyances inseparable from travelling in strange lands seem to have been as little regarded by the fair author as the more serious risks to which she was sometimes exposed. Her father's valet did not take these adventures so philosophically. Mrs. Clerk says, "It was most amusing to see Lucien's face as we arrived at the various degrees of rough, rougher, and roughest, inns on our road." This reminds us of Byron's servant, Fletcher, who could not live without his tea, and whom his master found it a much harder matter to accommodate than to provide for his own simple wants. We should not omit to mention that the volume is gracefully illustrated, not only by some excellent engravings, but by numberless graphic little sketches, which argue an equal readiness with pencil as with pen.

In a volume written so rapidly, and not originally intended for publication, it would indeed be surprising if there were not occasional oversights. We are only astonished that there should be so few; and we notice one or two, not in any captious spirit, but only to give the author the opportunity of correcting them, if she sees fit, in a future edition—for we fully expect the book will become a standard work. Thus, in speaking of Shanghai, Mrs. Clerk says, "Of all the places I know, where scandal and gossip are rife, this seems the very worst." The young author's experience of "places where scandal and gossip are rife" is probably not very extensive; but her Indian recollections may perhaps remind her that *every station* in that favoured land enjoys this special distinction in the minds of those who live in it. Again, with such long experience of India, we are rather surprised to see Mrs. Clerk describing the persons whom she visited by their initials only—as Mr. R., Mr. and Mrs. K., and Mons. G. This thin veil of mystery is by no means complimentary, and, indeed, has the appearance of being in bad taste; while it is perfectly useless, since, as the author must be aware, every person of the least importance is very well known, and therefore easily recognisable, in every tropical station. These are trifling matters. There is one remark of Mrs. Clerk's, however, which seems to have been made under some misapprehension. She says :—

"Hong Kong itself would probably be without a resident chaplain, did it depend upon Government, or the inhabitants of the place to provide for his support. While we were at Hong Kong, the Bishop (who is paid by a benevolent lady in England) was away. The community was therefore entirely dependent for church services upon a chance chaplain belonging to some man-of-war, or a stray missionary passing through."

Now the facts are these, both Bishop Smith and Dr. Irwin had either resigned or were on the eve of resigning office in 1865-6, and, that being so, the responsibility of appointing another bishop and chaplain rested entirely with the Colonial-office; and it is a fact that more than a year was allowed to elapse after they had actually resigned before either office was filled up. The *community* cannot, however, in any case be made to bear the blame of this neglect, for it has no voice in the matter; and the naval and military chaplains cannot fairly be denominated "chance" persons in any sense, because for many years it has been the custom, both in the War-office and the Admiralty, to send a chaplain to take charge of their respective departments in Hong Kong. We have no doubt that Mr. Wilson kindly performed the duties of colonial chaplain during the two years that he held the acting appointment.

THE *WESTMINSTER REVIEW* ON CHINA.

In an article entitled "France, the Jesuits, and the Tientsin Massacre," a writer in the *Westminster Review* (evidently a resident in China) says that the pretensions of France in China are so baseless that nothing but its unscrupulous intermeddling gives it an excuse for the position it arrogates to itself. The Continent of Europe is set down in the returns of foreign trade for little more than *three per cent.* of the exports and imports of China, while Great Britain and its dependencies monopolise no less than *eighty-six per cent.* of the trade :—

"Yet, sharing with Hamburg about three per cent. of the foreign trade, and without merchants, France maintains an external show that cannot fail to impress the beholder. At Shanghai it has a settlement of its own, while all the other Treaty Powers are content to co-operate in maintaining a single self-governing Municipality. And for what purpose has this settlement been maintained? For nothing that we can divine but to minister to the prestige of Imperial France.

"The protection of Roman Catholic missions is the central and almost the sole object of French policy in China. Conscious of the absence of commercial interests, which the Chinese acknowledge as a legitimate source of influence, they are compelled to find in their protectorate of missions the lever of the political power which they desire to exercise.

"To the materialistic mind of the Chinese the presence of the French in China is almost incomprehensible. They perfectly comprehend the commercial motives that induce men to go abroad, and therefore the *raison d'être* of the presence of Englishmen, Americans, and Germans is self-evident to them. But they naturally ask why the French, who have little or no commerce, should come amongst them unbidden, to domineer over them, to stir up strife, and to bring trouble and danger on the Empire. Religion does not appeal to either their senses or their faculties, and totally indifferent to it, or not dreaming of the existence of, or need for, the highest truths embodied therein, the Chinese people do not regard the Roman Catholic missions with a very friendly eye.

"The truth is, the genuine inspiration of the founders of the Society of Jesus has long since become extinct, although the wheels of the ponderous organisation still roll on. Nowhere is the decadence of their external power and their mental activity so conspicuous as in China. But while the Romish missionaries exhibit a barren record so far as literary achievements are concerned, and are probably more powerfully influenced by the intense persistency of the Chinese system than the Chinese are by a routine adherence to religious forms that are wanting in vitality, the Protestant missionaries of Great Britain and the United States have, for the last thirty years, stood out in brilliant contrast by their achievements in Chinese literature and their contributions to a knowledge of the Empire and its people. Of the results of missionary labour, so far as the dissemination of religious views is concerned, we forbear to speak in this place; but of the literary and linguistic labours of such men as Marshman, Morrison, Medhurst, Bridgman, Williams, Wylie, Legge, and Edkins we cannot speak too highly. While the Roman Catholics seem to be exhausted, and to have passed into the stationary stage, like the Chinese themselves, the enterprising spirit of Protestant missionaries continues in undiminished activity. Dr. Williams has almost completed the manuscript of an extensive dictionary; Mr. Wylie is again on his way to China, after a visit to Europe, with a view of making translations into Chinese; Dr. Legge has just returned to Hong Kong to complete his valuable edition in Chinese and English of the Chinese classics; and Mr. Edkins is engaged on a work on the early literature of China and the languages of the surrounding tribes. The spirit of travel in pursuit of their missionary labours is also one of their characteristics, and Mr. Williamson, who has travelled more extensively than perhaps any other foreigner, has just given the world the benefit of his observation.

"We have thus endeavoured to show that French commercial interests in China are quite insignificant, and that the Government of Imperial France, thirsting after political prestige in the East, in order that it might the better impose itself on the French nation, undertook the protectorate of Roman Catholic missions and their Chinese converts. This unwarrantable interference with the internal polity of China it

Digitized by Google

sustained by what, for want of a softer or more ambiguous word, we may term violence; and the spectacle exhibited has been that of a Church breathing the spirit of the Middle Ages, with little more capacity for initiating progress than the Chinese system itself, fomenting internal discord and sowing the seeds of disaffection, grasping at every shred of power with an ambition which has none of the ability of its originators, but all the insatiable greed of a degenerate priesthood."

We need not repeat the particulars of the massacre of the 21st June, but it is important to quote the Reviewer's conviction with regard to Chung How and his part in the outrage:—

"It must be understood that Chung How was not a territorial mandarin at all, but resided at Tientsin solely in virtue of his being superintendent of foreign trade at the three northern ports. He has been called Governor of Tientsin; on an important occasion he was described as Governor of Chihli (the metropolitan province in which Tientsin is situated), and therefore as being responsible for the events of the 21st June. But he was neither Governor of Tientsin (the post itself being a purely imaginary one) nor was he Governor of Chihli; but in consequence of his holding much higher official rank than any of the Tientsin officials, he was in a position to exercise considerable influence, and immediately after the massacre he assumed full control for the time being. Tseng-kwo-Fan, Governor-General of Chihli, residing at Pauting-foo, the provincial capital, about 120 miles from Tientsin, was the direct superior of the Tientsin officials, and undue interference on the part of Chung How would have been resented by him. If further evidence were needed of the position of Chung How relatively to the other officials, it would be found in the first Imperial edict issued at Peking after receipt of news of the massacre. It says:—'Chung How, as Superintendent of Trade, having failed to maintain peace in his district, the Taoutai Chow-chia-hiün, as chief local official, not having adopted proper precautionary measures, the Chefoo, Chwang-kwang-tsan and the Chih-ksien, Liu-chie, through mismanagement having brought about so great a catastrophe,' &c. From this it is evident that the Taoutai was the chief local official, while Chung How is blamed for failing to maintain peace in his district. In all the excitement it is strange that not one word has been said in the local press against the Taoutai, although he was the chief territorial official. We have thought it due to those Chinese officials who are known to be favourable to foreigners thus to vindicate Chung How from the fierce and unfounded clamour that has been demanding that he should be punished; and we cannot but express our profound regret that the foreign communities, in opposition to the Ministers who have investigated the matter and found the guilty officials in the Prefect and District Magistrate, should have persisted, in face of the facts and the probabilities, in denouncing Chung How, the mandarin who has come most into contact with foreigners, and who has rendered himself more unpopular amongst his own countrymen on account of his relations with foreigners than any other official. He might well have felt certain that foreigners, towards whom he had shown ten years of unintermitted friendship, would be very unwilling to harbour suspicions against him without the most convincing proof; and we cannot but think that the foreign communities fell short of their duty in the midst of this semi-civilised people, when, in the moment of Chung How's difficulty, they did not encourage him in his foreign proclivities by assuring him that they could not believe him to be implicated with the abettors of the massacre. But less fortunate has been Chung How's lot. Denounced by his countrymen, and punishment of him loudly demanded by foreigners, his career is a warning to those mandarins who leave the traditionary path of hostility to foreigners and attempt the narrow and difficult way of friendship, which in this case has well nigh led to destruction."

Three days after the massacre the Foreign Ministers at Peking addressed a joint note to Prince Kung, the Chief of the Foreign Board, informing him of the abhorrence in which they held the outrage, and strenuously impressing on him that it was the duty of the Chinese Government to punish the guilty, and take the fullest precautions for the safety of foreigners:—

"The members of the Foreign Board were in a state of great alarm, and exhibited towards the legations a very submissive spirit until they learned that France had sustained a series of defeats in the war with Prussia. Then their fears seemed somewhat to subside, and they assumed a much less deferential attitude. On the other hand, Count Rochechouart acted in the most independent manner, so far as the other Ministers were concerned, until he became aware of the serious nature of the French reverses. Matters remained in an undecided state until the end of September or beginning of October, although a considerable amount of verbal communication had taken place between the Ministers and the mandarins. At length, however, the Foreign Board decided on the terms they were prepared to offer; and it would appear that Count Rochechouart, on being informed of the proposed conditions of settlement, refused to accept them, but intimated that he intended consulting his colleagues, and that from them would come a reply containing the reasons for refusal. The fall of the French Emperor had placed the Count in such a powerless position that there was no other course left to him than to appeal to the other Ministers to support him. Dissatisfied with his previous erratic conduct, to which they attributed much of the delay that had occurred in bringing matters to a close, and displeased at his having compromised them with the Foreign Board, in promising that they would reply on matters that he had up till that time conducted entirely himself, the Ministers did, nevertheless, agree to address a joint note, protesting against the terms, although they were not all induced to do so without difficulty. We should here state that the terms were explained verbally to the other Ministers by Count Rochechouart, and that they did not ask him to put them in writing, but reluctantly fulfilled his promise to the Foreign Board by protesting. The next intelligence that the Ministers received from Prince Kung was to the effect that the Count had accepted the terms, virtually the same terms against which they had protested. The effect of this on those who signed the joint note may be imagined, when it is stated that they were not consulted in the matter, and that without the slightest intimation to his colleagues Count Rochechouart suddenly left Peking, and proceeded to Tientsin, without one single word of explanation of his extraordinary conduct."

The Reviewer reminds us that he had on a previous occasion criticised the China policy of the British Government in accepting, against all evidence, the assurances of Mr. Burlingame as to the friendliness of the Chinese, their spontaneous desire for progress, and the ability and willingness of the Peking Government to grant redress in the provinces:—

"By the adoption of a lenient and deferential policy Lord Clarendon felt certain that at length he had made wars with China impossible, whereas we endeavoured to show that he had increased the danger of their occurrence. It is so universally admitted that his views were erroneous that it is unnecessary to do more than refer to a few salient points. China, in his estimation, had entered the comity of nations, and it appeared as if semi-civilisation had run 'all its allotted length of days.' Events have proved otherwise, and therefore our China policy must be framed so as to meet the exceptional conditions which beyond all doubt exist. Two views present themselves to our notice as marking the limits of possible action, and in one of these, or between them, must be found the course that the British Government ought to pursue. The one is, that the Treaty Powers should jointly interfere and impose upon China such a system of rule as may seem to them best suited for the requirements of its political institutions and for the wants of its people. The other is, that the Treaty Powers having come to China for commercial purposes, and having concluded certain treaties by force of arms which provide for such an interchange of the products of the respective countries as is beneficial to both, and which guarantee the safety of the persons and property of foreigners, it is the duty of the foreign Governments actively to exert such an amount of intervention as will secure the observance of the treaties. As it is impossible for us to abandon China, and as our exceptional position demands exceptional action, absolute non-intervention lies altogether out of the field of discussion. On the other hand, any attempt at conquest or partition, so long as the Empire holds so well together as it does, is out of the question; and as each Treaty Power possesses rights extending nominally to every part of China, which would be infringed if any of the Powers took forcible possession of any section of it, these treaties are in reality the best guarantee for the maintenance of the integrity of China, so far as foreigners are concerned. There is much debatable ground lying between the two canons of policy that we have stated above, but we cannot find space to dwell upon the discussion. Deeply convinced, however, of the importance of non-intervention when the circumstances clearly admit of such a course, we are of opinion that the true policy of Great Britain lies in the minimum of intervention consistent with the faithful observance of treaty provisions.

"What, then, is this minimum of intervention which will enable us to avoid political combinations which would be prejudicial to foreign interests and disastrous to the Chinese? The experience of the last ten years demonstrates that no elaborate scheme is necessary to meet the exigencies of the situation, and the comparative success which was witnessed up till the last two years is the best proof that no fundamental change of policy is necessary. We must treat the Chinese as a semi-civilised people, totally wanting in the capacity to comprehend the exactness and strictness of the fiscal systems of the West, corrupt and rapacious in their administration, and unable to rise to a proper conception of their Treaty obligations. It is unfortunate that there should be nations of such low organisation on the earth, but when we are dealing with such we are bound to proceed upon the basis of their mental, moral, and political inferiority. Experience teaches us to expect that the Chinese will evade to a greater or less extent the fulfilment of Treaty stipulations, and impose unauthorised fiscal exactions on our trade."

The Reviewer sums up his convictions in a masterly style, and we have pleasure in noticing a difference in the opinions of the writer as compared with last year:—

"The Chinese must be made to feel that they can only purchase immunity from exceptional interference by the most scrupulous fulfilment of the Treaty. Hitherto frequent immunity has given encouragement to evasion, and led to laxity of conduct on the part of the provincial officials. But if we insist on the faithful observance of Treaty provisions it will have an important political effect on the Chinese. It is perfectly well known that the great body of the Peking officials are hostile to foreigners, and that Prince Kung and Wen-hsiang contend with difficulty against the unfriendly clamours of their ignorant and prejudiced fellow-mandarins. Now, the British Government, pursuing a policy based on a theory and not on the facts, generously concluded that the greatest forbearance ought to be shown to the Chinese; and the natural result of this course has been to weaken the hands of those high officials favourable to foreigners, and to strengthen those of our enemies. And the reason of this is obvious. The officials who oppose us belong to the old Tory type, and can only comprehend their own immense superiority and that of their country; so that for the foreign Powers to be lenient and submissive to them is to confirm their idea of our insignificance and their importance, of our weakness and their strength. So long as our Minister assumes the attitude of being prepared to enforce his Treaty rights Prince Kung and Wen-hsiang are able to point their hostile colleagues to the fact that the Minister refuses to be 'soothed,' and thus they are able to maintain their friendly position by showing the danger of refusing reasonable redress. On the other hand, if our Minister is careless of his office, and not exacting in the matter of Treaty rights, the hostile officials naturally demand of Prince Kung why they should exhibit towards the foreign Ministers deference and submission which are unnecessary because the latter are not prepared to proceed to extremities. If, therefore, we would strengthen the hands of those least unfavourable to foreign intercourse, we must bring home to the unfriendly mandarins at the capital the imperative conviction that no trifling or evasion will be permitted. This important point being secured, the effect of vigorous insistence on our rights will be to temper and modify in some measure the views of

Digitized by Google

the whole provincial official hierarchy, who are more or less directly in relations with their stubborn and hostile leaders in the metropolis. To withhold this pressure from the Foreign Board is to place our position in China at the mercy of inimical officials, and to render untenable the attitude of the two or three Chinese at Peking who in some degree understand the bearings of their foreign relations.

"In order, however, that the management of all exceptional matters affecting British interests may as far as possible be concentrated in the hands of the Ministers, it is indispensable that Peking should be placed in telegraphic communication with the open ports; and in order that the British Government may be able to give prompt authorisation to exceptional measures for obtaining redress Peking should be in telegraphic communication with London. With telegraphic lines approaching completion from Shanghai to Europe both by India and by Siberia, all that remains is to insist upon the Chinese granting permission to connect Peking with Shanghai, and then the chain will be complete that is necessary to bring our Government face to face with complications in China, hour by hour if necessary. With a vigorous policy which insists upon the inviolability of our Treaty rights, and which tends towards the development of improved commercial relations and ampler foreign intercourse, and with the telegraph from Peking round the seaboard of China to Europe, we should have within our reach the conditions of a much more satisfactory policy than has hitherto been possible."

CHINESE STATESMEN AND STATE PAPERS.

Fraser's Magazine for April contains the sequel of the article on this subject, which was noticed in these columns at the time of its publication. In his present paper the writer refers to the splenetic rage of the Chinese functionaries at the propositions of the Yamen to establish a foreign college at Peking, and to send a diplomatic mission to Europe, and, he adds, it is impossible not to be struck with the ominous conjunction of an aged preceptor of this stamp and a youth under fifteen for his pupil, when that pupil is to be the future ruler of China:—

When we think how much an Emperor of China might do for his people if he were himself both honest and enlightened, we cannot help wishing it might have been possible to place some high-minded and liberal European—one or more—in charge of the young Emperor while his mind was yet fresh, and the power of acquiring new ideas and impressions, both of men and things, in its greatest vigour. It is sad to think how different might have been the result from anything that can now be hoped for. But in this, as in most other schemes or wishes for the advancement of this vast Empire in the path of civilisation, the selfish rivalries and jealousies of European Powers would have created almost insuperable obstacles, had no other been interposed. France, with its aspirations after power and influence, if not territory, in the East, would never have consented to see an Englishman placed as tutor to the Emperor without insisting upon having a French subject in the same position. Russia would scarcely have allowed its two great Western antagonists in Turkey to gain possession of the mind of the future ruler of four hundred millions of Chinese. Even if France were not the protector of all Roman Catholic missions, and the active abettor of an Ultramontanism which, in China, as elsewhere, is constantly threatening encroachments on the power of the State, the difficulty would be insurmountable. Russia has not only a large commerce and material interests in China, which France is wholly without, but would be little likely, with a vast conterminous border, and possible territorial views of aggrandisement, to see Frenchmen monopolising in the mind of the future sovereign. The Russian Government have not yet brought to bear any proselytising influences in working out their policy. But the Imperial head of the Greek Church in Russia could scarcely be expected to see with indifference the rival Church of Rome acquire any vantage ground for future influence. The difficulty of imparting a good secular education to the young scion of the Manchu dynasty would in any case have been extremely great. Religious and sectarian differences, mingling with political ambitions, made the difficulty an impossibility. An Englishman, as representing a Protestant Church as well as a Protestant Power, would be held equally objectionable by the Latin and Greek ecclesiæ. Under these conditions of national susceptibility and rivalries, secular and religious, the hopelessness of any scheme for giving instruction of European character to the young Prince is self-evident.

The State papers show with what animus all missionary labours in China are regarded by the officials. But the writer before us thinks the missionaries mistaken in assuming that they are objects of hatred merely as foreigners, and not especially as missionaries, and equally so in believing that, even granting some of the hostility is directed against missionaries as a body, those of the Protestant faith are exempted. After referring to the "Death-blow to Corrupt Doctrines," already noticed in these columns, the writer proceeds:—

When we are advised to hold the Chinese Government responsible for such publications as these—bound to suppress, and liable for the consequences of their circulation—a difficulty presents itself. If, as we are persuaded, much of what is here charged against the missionaries is fully believed by the bulk of the nation—literate and illiterate—it is not a light task that would be imposed on the Chinese Government. It may safely be asserted that it is one far beyond the power of the existing rulers of China pending the minority of the Emperor. When we reflect therefore that this book, and it is a voluminous work, was published in the original Chinese at Jao-chow in Kiangsi, the province in which within the last few months two Roman Catholic chapels have been destroyed—that it is the carefully prepared compilation of a lettered man, some one of first class literary abilities, as we are assured by those best competent from their knowledge of Chinese composition, to speak with authority, that the writer gives a list of one hundred native works that he has consulted—and that it is professedly published by the "gentry and people," as the title page ostentatiously sets forth, and is mainly distributed by officials, it is impossible to misunderstand either the gravity or the significance of such a combination. If such works can be widely circulated and fully believed, we entirely concur with those who think that the maintenance of friendly relations with the Chinese people, and the continued prosecution of missionary labours, are two things which can never be conbined by any diplomatic efforts.

How are Governments to deal with such a state of the national mind. "Teach them better," we are told. "Educate the Chinese, and let missionaries labour more and more persistently in the interior to disabuse them of their errors:—

Certainly let steps be taken to disabuse them of error—but what steps? There lies the difficulty, and the real question of the hour. The Chinese must be educated, and as they gain knowledge—secular knowledge of men and things—they will either cease to be superstitious, or become less liable to be deceived by its grosser forms. . . If religion in the hands of foreigners could ever cease to be regarded as a political instrument for political ends, one element of jealousy and distrust in the minds of the governing classes could be eliminated. Christianity as a religion, apart from all political interference, might then by degrees obtain free play and a fair field, with little of official hostility or popular hatred to contend against, beyond such as all innovation or established creeds and customs must be naturally expected to excite, even under the most discreet and judicious management on the part of the innovators.

Into these last sentences the writer before us seems to have compressed the "moral" of his arguments. To our mind they appear to exaggerate the difficulty of the situation, without suggesting any practical solution of it. It will be observed that the writer puts out of view the Treaty rights, which it cost us so much to secure, throughout the inquiry, which he commenced apparently without a conviction and closes without a result.

Monetary and Commercial.

The custom of tea freights in China is very rationally argued by a correspondent whose letter appears in our last issue. The writer is perfectly correct in defending the China merchants from the attacks of shipowners. The system may have its weak points, but on the whole it certainly operates in favour of the owner. It is, however, a fact capable of easy proof that merchants, as a rule, rather err on the side of liberality in dealing with captains and owners of vessels consigned to them, and on the whole lose more than the commission derived from this branch of business. Indeed many firms refuse the consignment of vessels *in toto*. We would only suggest one alteration, and that is, that if a shipper requires his bill of lading delivered before the vessel has completed her loading, that no claim for a reduction should afterwards hold good; once the bill of lading is signed and delivered, the rate of freight therein named should be final.

The report of the Oriental Bank, to be presented on the 20th inst., shows a profit of £190,096. The dividend, at the rate of 12 per cent., absorbs £180,000. Mr. Blyth and Mr. Walkinshaw offer themselves for re-election on the board of directors. The liabilities to the public stand at £17,905,481; the assets are £20,001,520. The death is announced of Mr. James Walker, deputy-chairman of the Corporation, and one of the directors of the Union Bank of London.

The report of the directors of the Chartered Bank of India, to be presented at the meeting on the 19th, states that no dividend can be announced, and that after allowing for the profits made there is a deficiency of £59,022 to be carried forward. This sum is equal to about 7½ per cent. on the capital. This is of course extremely unsatisfactory, but we are glad to find that the directors have at all events the courage to discharge their duty and state the worst. Mr. Ludwig Wiese, late of Hong Hong, has been selected as a director. Indian and China banking has come to such a pass now that the whole system of conducting these establishments must be remodelled. They are certainly leaving no adequate return for the shareholders.

The meeting of the Chartered Mercantile Bank is to be held on the 18th; the report was given in our last.

An interim report of the British Indian Submarine Telegraph Company (Limited) states the receipts for the six months ending March 31 to have been £41,310. The receipts in October, December, and January averaged less than £5,000 per month, owing to interruptions in the communication, but the earnings in November and February, with interruptions of three and eleven days respectively, were nearly £7,500, while last month they amounted to £11,901, "proving that with an uninterrupted line and the present tariff, the prospects of the company may be considered favourable." In future the receipts will be published monthly, and it is proposed to pay an interim dividend in July next for the half-year just closed.

The report of the Falmouth, Gibraltar, and Malta Telegraph Company states that the interruption which occurred in the Lisbon and Gibraltar section in November last deprived the company of a considerable amount of revenue. The receipts for the past half-year would have allowed an interim dividend at the rate of 5 per cent., but this balance, with some portion of the

Digitized by Google

current receipts, will be temporarily required for the purpose of laying an alternative line from Gibraltar to the mouth of the Guadina River, which will require about 150 miles of cable.

The directors of the Royal Mail Steam Packet Company have notified that they have decided to recommend at the meeting on the 26th inst. a distribution of £4 per share, including dividend and bonus, for the half-year ended the 31st of December last.

We hear that the *Sydenham*, from Shanghai, has on board some of the compound known as "Maloo mixture," and the analytical chemists will be on the look-out for her arrival, which, we trust, will lead to a confiscation.

Messrs. Robertson and Co., shipbrokers, of Newman's-court Cornhill, London, have established an agency in Liverpool.

Messrs. Clarke, Spence, and Co. have been appointed Lloyd's agents at Galle.

In consequence of a demand for China, some amount of Mexican dollars of the old coinage, including those just arrived, ex *Caribbean*, have been disposed of at 59½d., showing an advance of ½d. per ounce since the beginning of the week.

BOARD OF TRADE RETURNS.

The Board of Trade returns for March have been issued. They show, on the whole, very favourable results. The declared value of exports of English and Irish produce in that month was £20,074,600, against £17,300,210 in March, 1870, and £15,697,465 in March, 1869. The increase has been distributed over most of the leading items, the principal improvement, however, being in textile fabrics. The following are the articles that show an augmention: alkali, apparel, arms and ammunition, cotton yarn, 17 per cent. in value; cotton manufactures, 11 per cent. in value; earthenware, haberdashery, iron and steel, jute manufactures, lead, leather, linen yarn, machinery, silk manufactures, almost 100 per cent.; woollen yarn, woollen and worsted manufactures, 25 pent. in value, and unenumerated articles. There is a falling-off in beer, coals, copper, hardware, linen manufactures, telegraphic wire, and tin. Among the imports the principal changes are a considerable decrease in wheat, Indian corn, and flour, but an increase in barley and oats. The quantity of cotton is double that received in the corresponding month of 1870, the excess being almost entirely from the United States. The consumption of duty-paying articles was in nearly every case larger than in the corresponding period last year; cocoa, coffee, fruit, sugar, tea, tobacco, and wine exhibiting a marked increase. The bonded warehouse account shows that, of the articles in hand on the 31st ult., the quantities of cocoa, coffee, spirits, and wine were heavier than on the 31st March, 1870, while the stocks of fruit, sugar, tea, and tobacco showed a decided reduction.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 31st March.		
China and Hong Kong	lbs.	260,000	515,615	933,400
Japan	,,	570,550	932,000	741,600
Straits Settlements	,,	78,125	222,000	323,370
Ceylon	,,	43,072	7,600	30,600
		For the Three Months ended 31st March.		
China and Hong Kong	lbs.	437,360	1,169,224	2,020,530
Japan	,,	1,210,782	2,382,730	1,795,100
Straits Settlements	,,	233,840	757,550	755,100
Ceylon	,,	51,772	36,400	131,500

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 31st March.		
China and Hong Kong	yds.	18,812,202	26,816,200	47,477,200
Japan	,,	1,966,078	1,897,310	3,792,400
Philippine Islands	,,	1,909,700	2,954,740	423,300
Java	,,	2,457,800	3,945,600	5,584,900
Straits Settlements	,,	5,597.698	5,604,795	8,277,400
Ceylon	,	2,293,740	2,798,870	3,145,900
		For the Three Months ended 31st March.		
China and Hong Kong	yds.	65,879,215	66,420,428	140,575,100
Japan	,,	5,130,825	6,874,071	11,779,500
Philippine Islands	,,	5,974,400	6,996,040	2,212,000
Java	,,	5,195,700	6.224,470	8,760.500
Straits Settlements	,,	13,177,912	17,782,895	18,784,100
Ceylon	,,	4,800,961	5,870,257	10,059,400

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 31st March.		
China and Hong Kong	yds.	1,618,395	1,740,518	1,001,206
Japan	,,	477,012	128,433	134,700
		For the Three Months ended 31st March.		
China and Hong Kong	yds.	5,150,410	4,491,390	3,173,373
Japan	,,	1,100,309	258,171	340,247

WOOLLEN AND WORSTED GOODS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	yds.	144,548	203,518	207,815
For the three months	,,	506,083	406,524	538,269

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI to LONDON, per Queen of the Age, entered April 1.—4750 chests 3271 half-chests 114 boxes 3884 packages tea, 68 lbs. silk—Order; 550 half-chests 631 packages tea—L. Reiss Bros. and Co.; 17 boxes tea—Master; 617 packages tea—Rathbone Bros. and Co.

From YOKOHAMA to LONDON, per Free, entered April 8.—39 packages merchandise—Malcolm and Co.; 3 packages merchandise—J. Carnes; 1 packet merchandise—Bryant and May; 3 packages merchandise—T. Richard; 3 packages merchandise—F. Wallace; 2 packages merchandise—A. T. Watkins; 1 package merchandise—J. M. Winn; 2 packages merchandise—Brooke and Co.; 1 package merchandise—M. Watson; 5 packages merchandise—Springfield and Co.; 29 bales vegetable ivory—J. Nicholls and Co.; 6 casks wine—Kingston; 2 bales paper—F. Cornes; 5 tons shells—Master; 226 packages merchandise; 650 packages 15 tons shells, 74 cases curiosities, 3 cases waste silk—Order.

From SHANGHAI and FOOCHOW (via Suez Canal) to LONDON, per Nestor (str.), entered April 3.—From Shanghai: 1 package merchandise—S. Maw and Co.; 2 packages merchandise—L. Wrightson; 8 packages merchandise—J. P. Heitz; 1 package merchandise, 166 bales silk, 6948 chests 5788 half-chests 1510 packages 1212 boxes tea—Order; 10 cases mother-o'-pearl shells—Cotesworth and Co.; 60 boxes bullion—Chartered Mercantile Bank. From Foochow: 3504 chests 3878 half-chests 2018 boxes 76 packages 10 cases tea, 4 cases silk, 1845 slabs tin—Order

From SAIGON to LONDON, per Frederic, entered April 3.—18,751 bags rice—Order.

From MANILA to LONDON, per Walton, entered April 8.—16 cases mother-o'-pearl shells, 200 bales hemp, 469 bags cowries, 677 cases gum, 240 cases sapanwood, 9754 bags sugar, 2 packages coffee, 6 cases cigars. 44 packages merchandise—Order; 5890 bags sugar—Benecke, Souchay, and Co.; 5 cases gum, 50 cases cocoa-nut oil, 2 bales hemp—J. Blanco; 2 packages merchandise—Schwartz; 878 bales hemp—Drake, Kleinwort, and Co.

From FOOCHOW to LONDON, per Minnie, entered April 4.—3454 chests 3656 half-chests 2334 boxes tea—Order; 15 boxes tea, 5 boxes tea and ginger, 12 jars ginger—Order.

From HONG KONG, CANTON, and MACAO to LONDON, per Fair Leader, entered April 10.—From Hong Kong: 20 cases merchandise—J. Meyer; 3 cases merchandise—Cloid, Routledge, and Co.; 16 cases merchandise, 500 cases ginger—Order; 2000 boxes tea—L. Reiss, Brothers, and Co. From Canton: 130 bundles canes, 25 casks ginger, 15 casks 16 cases preserved ginger, 8 cases 4 boxes preserves, 280 bales waste silk, 67 packages canes, 4 packages merchandise, 10,031 boxes 1 package tea—Order; 369 rolls matting—Forbes, Forbes, and Co.; 1050 boxes tea—L. Reiss, Brothers, and Co. From Macao: 1500 half-chests 3879 packages tea—Order.

From ILO ILO to LONDON, per Alphington, entered April 10.—11,927 bags sugar—Baring Brothers and Co.; 13 tons sapanwood—G. Loram and Co.

From SINGAPORE to LIVERPOOL, per Empress of India, entered April 1.—3764 bales gambier, 820 pieces and 1264 buffalo hides, 3145 bags sago flour, 6896 bundles rattans—Order.

From MANILA to LIVERPOOL, per Gateshead, entered April 3.—15,008 bags sugar, 1600 bales hemp—Order; 210 bales hemp—Drake and Co.; 198 bales hemp—Borneo Company.

From HONG KONG, SINGAPORE, PENANG, &c. (via Suez Canal), to LONDON, per Ajax (str.), entered April 13.—From Hong Kong: 100 boxes preserved ginger in transit, 69 bales 18 boxes 15 packages 48 cases 19 bales silk, 7471 boxes 563 packages 2045 half-chests tea, 15 chests chinaware, &c., 40 boxes 4 cases chinaware, 65 bales waste silk, 10 boxes 700 cases cassia buds, 7 cases japanware, 37 cases rhubarb, 30 cases 68 boxes essential oils, 500 cases 337 cases preserves, 81 boxes aniseed, 3188 boxes camphor, 28 boxes silk goods, 83 packages merchandise, 2 packages drugs, 300 rolls matting, 2 cases china, 76 cases rifles, 13 boxes sundries, &c., 23 boxes paper, 157 boxes rhubarb, 1 case cymbals, 70 casks 25 cases ginger, 10 cases cassia lignea, 6 cases cheroots, 5 cases gongs, 300 cases 1 case camphor—Order; 55 bales silk, 100 boxes cassia buds—Fesser and Co.; 178 cases camphor—Sassoon and Co.; 50 boxes rhubarb—Maclean, Maris, and Co.; 8 cases japanware—MacKean and Co.; 5 packages dried lychees—R. Sturgiss; 1 case silk piece goods, 7 cases fans, gongs, &c.—Hewett and Co.; 1 tin liquid indigo—Ashton and Co.; 3 cases chinaware—Copeland; 26 cases rifles—T. Blissett; 1 package tea—J. Fitzpatrick; 1 case cigars—J. S. Lapraik; 2 cases air plants—J. Browne; 1 case air plants—S. Barlow; 1 case merchandise, 1 pcs. sticks—J. and H. Littledale—1 case merchandise—Walker and Co.; 1 case merchandise—Rehder and Co.; 16 packages—J. Morrison and Co.; 3 cases wine—E. Pettit. From Singapore: 14 cases gum, 8 cases nutmegs—C. Houghton; 129 bags pepper—Kung and Co.; 8 cases sundries—Wheatley and Co.; 7 cases sundries—J. M. Little; 3 boxes oil, 2 boxes pepper—Coutts and Co.; 1 case japanware—Holraid; 45 bales tobacco (in transit), 247 bags sago, 82 bales 227 hides, 366 bags tapioca, 14 bags pepper siftings, 590 bags coffee, 4 baskets india-rubber, 22 cases nutmegs, 22 bags mace, 7 cases oil, 1 case tortoise-shell, 32 bundles 8 cases canes, 1656 bags pepper, 89 bales fish maws, 5961 slabs tin, 74 cases ore, 5 cases hats, 2 boxes 305 baskets gutta-percha, 2 cases cigars—Order. From Penang: 75 bags gall-nuts, 9 cases merchandise, 1 bundle carpets, 14 bags shells, 1 bag sand—Gray, Dawson, and Co.; 44 bales tobacco (in transit), 89 cases nutmegs, 5124 slabs tin, 2 cases mace, 5 cases oil, 47 cases fish-maws, 2 bags 2 cases sundries, 3 baskets gutta-percha, 684 bags sugar, 61 cases gum, 989 bags pepper 2 boxes cigars—Order. Remainder of cargo from Port Said.

From HONG, KONG, SHANGHAI, and SINGAPORE (via S.C.) to LONDON, per Priam (str.), entered April 13.—From Hong Kong: 12 boxes silk, 2993 half-chests 5454 boxes tea, 80 rolls matting, 50 cases ginger, 4 cases preserves, 49 packages merchandise, 3 cases gongs—Order; 33 bales silk—D. Sassoon and Co.; 3 boxes silk—A. Reynal; 44 boxes curiosities—G. P. Laurie. From Shanghai: 2 packages merchandise—Chartered Mercantile Bank; 5 packages merchandise—T. Platt; 10 packages merchandise—Gregson and Co.; 2 packages merchandise—G. Smith and Co.; 3 packages merchandise—W. H. Aretz; 14 packages shells—R. Charles; 27 cases rhubarb—Fisher and Co.; 159 packages merchandise, 152 cases rhubarb, 136 bales silk, 2990 half-chests 4393 chests 2711 packages 1591 boxes tea—Order; 315 half-chests tea—C. A. Dickenson; 1 package merchandise, 2867 packages tea—D. Sassoon, Sons, and Co. From Singapore: 6 packages pepper, 2 packages sago—Gidton and Co.; 2049 bags pepper, 125 bales tobacco, 11 cases shells, 653 bags sago, 24 boxes 1 box gutta-percha, 60 bags teel seed, 2216 slab tin—Order.

Digitized by Google

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¾ to 8¼
25	Bank of Egypt	All	39 to 41
20	Chartered Bank Ind., Aust., and China	All	12½ to 13½
25	Chartered Merc. of India and China ...	All	22 to 25
20	City Bank	10	11 to 11½
100	Colonial Bank	25	48 to 50
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	34 to 35
28½	Do. Do. new	16¾	4 to 5 pm.
100	Imperial Bank	20	18½ to 19½
50	London and County	20	52½ to 53½
50	London Joint Stock	15	37½ to 38½
100	London and Westminster	20	62½ to 63½
25	Oriental Bank Corporation	All	42½ to 43½
50	Union of London	15	41 to 42
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	134 to 136
10	British Indian Submarine	All	6¾ to 7¼
10	British Indian Extension	All	7⅜ to 7⅞
10	British Australian...	8	6¼ to 6¾
10	China Submarine	All	6 to 6¼
10	Falmouth, Malta, and Gibraltar ...	All	8¾ to 9¼
10	Great Northern	All	11¾ to 12¼
10	Do. China and Japan Extension	All	9 to 9½
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company ..	All	25½ to 26
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	41½ to 42½
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
20	Brit. and Foreign Marine Insurance Co.	4	4½ to 4¾ pm.
—	Ceylon Deb., 6 percent., May & Nov. 1878	100	108 to 110
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	4 to 3½ dis.
20	Do. A shares	5	4 to 3½ dis.
50	Colonial Company	20	3 to 2 dis.
10	Credit Foncier of England	All	3¾ to 3¾
10	General Credit and Discount Company	7½	¾ to 1 pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2½ to 1½ dis.
—	Japan Loan, 9 per cent.	All	99 to 101
20	London and Prov. Marine Insurance Co.	2	1½ to 1¾ pm.
25	National Discount Company	5	12 to 12½
25	Ocean Marine Insurance Company ...	5	13½ to 13¾ pm.
500	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	48 to 50
50	Do. Do. 1867	10	3 to 1 dis.
100	Royal Mail Steam Company	60	67 to 69
20	Thames and Mersey Marine Insur Co.	2	4 to 4½ pm.
20	Universal Marine Insurance Company	5	6½ to 6¾ pm.

ARTICLES OF IMPORT.

During a considerable portion of the week which has elapsed since the publication of our last report the Produce Markets have bean closed for the Easter nolidays; business has consequently been for several days suspended, and has not yet been resumed to any great extent. Prices for nearly all articles of import exhibit as a rule, little or no change from those current previous to the holidays.

TEA.

The market re-opened on the 12th inst. after the Easter holidays with a quiet tone, the inquiry from the home trade being moderate, and only for immediate requirements, but a rather better demand has prevailed for export, without leading to important business. The holidays have stopped business to any extent; the few sales that have transpired are of Teas ex Fairleader, from Canton; Tayshan (new make) Congou, at 1s. 1d. to 1s. 2d. per lb.; Seented Orange Pekoe at 1s. 1½d. to 1s. 3d. per lb.; Caper, from 1s. 1d. to 1s. 4d. per lb. being prices fully up to those previously ruling.

The following is from Mr. W. E. Rowlinson's Tea Circular:—A sale of China Tea took place on the 12th inst. at Rotterdam, comprising 8,390 packages, of which 1,722 chests and 4,952 half-chests Kaisow sold at prices that may be quoted slightly easier:—334, chests, 867 half-chests, and 69 boxes Souchong brought good prices, the quality being fair Lapseng, and going at prices varying from 1s. 8d. to 1s. 11d., a small break of 85 half-chests realising 2s. 1d., and one of 69 boxes as high as 2s. 4d.; these prices must be satisfactory to the importers; 346 packages Flowery Pekoe rather disappointed the selling brokers, realising from 2s. 3d. to 3s.; one break of 60 chests, however, brought 3s. 6d., which I consider a very good price. The 2,674 packages Java Tea that were offered at the same time show an advance of 1½d. per lb. on last sales, and in a few instances the Malty Nangoeng and Tendiolaja Plantations realised 2d. per lb. above last quotations; this is to be accounted for in consequence of the high price of Assams.

SILK.

The holidays have tended to increase the quietude ruling in the market, and as one or two importers have met the market, a general lower range of quotations has been made, fair market Tsatlee having been sold at 24s. 6d. Red Peacocks are quoted 25s. 3d. to 25s. 6d.; Chop thirds, 28s. 6d. The deliveries are fairly satisfactory. Japans continue as neglected as ever. It is reported that good cocoons of the new European crop can be purchased at f.4.50 per kilogramme.

COFFEE.

The occurrence of the Easter holidays has not tended to improve the market, which has maintained an inactive tone since last mail. Only one public sale has been held, and privately the transactions have been limited in extent; the only private sales reported are of small lots Plantation Ceylon at about the prices quoted in our last report, and of 300 bags native at 55s. to 55s. 6d. per cwt. The first public sales since the holidays, held on the 13th, were moderate, consisting of Plantation kinds, and went off without competition at steady rates; 106 casks 15 tierces 53 barrels 110 bags Plantation Ceylon sold, triage 50s. to 53s., small 56s. to 60s., low middling to middling greyish 60s. 6d. to 64s. 6d., middling coloury 66s. to 66s. 6d., bold 71s. to 74s.; 431 bags Native Ceylon were bought in, good ordinary at 54s., bold 57s., except 38 bags which sold, small 44s. 6d., peaberry 53s. 6d.; of 864 cases 111 bags new crop Wynaad Plantation per steamer Scanderia *via* Canal about 400 cases were bought in at 64s., the remainder selling as follow, triage 52s. to 55s. 6d., low middling mixed 63s. 6d. to 64s., middling greenish 65s. 6d. to 66s. 6d., bold greyish 72s., bold coloury 78s. 6d. to 81s., peaberry 81s. to 82s. 6d., the remainder since sold under the bought-in price; 46 bags Native sold at 55s. 6d.

The landings for the week consist chiefly of Ceylon and Brazil, and are fully 300 tons larger than in 1870; the deliveries are again smaller, but still slightly exceed last year's, and the deficiency in the stock is rather less than in the previous week. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 295,408 cwt., against 304,246 cwt. at the corresponding date of 1870; Native 38,406 cwt., against 30,194 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the fourteen weeks ended April 8, 1871, was, of Ceylon, 5,205 tons, against 5,350 tons during the corresponding period of 1870; of all descriptions, 10,567 tons, against 7,901 tons. The quantity entered for home consumption was, of Ceylon, 2,625 tons, against 2,113 tons; of all descriptions, 5,032 tons, against 3,876 tons. The quantity exported was, of Ceylon, 6,129 tons, against 5,246 tons; of all descriptions, 13,690 tons, against 9,344 tons. The stock on April 8 was, of Ceylon, 10,056 tons, against 11,855 tons; of all descriptions, 16,643 tons, against 18,900 tons.

SUGAR.

The market has re-opened with a better demand than has prevailed for some time past, and there is now a fair amount of business doing at about 6d. advance on the prices lately ruling. The sales comprise on the spot 1,800 bags unclayed Zebu Manila at 20s. 6d.; 6,000 bags clayed Manila (duty 4s.) at 24s.; 200 tons unclayed Taal Manila (for arrival March shipment), at 21s. 6d; 100 tons unclayed Taal Manila at 20s. 6d.; 3,600 bags clayed Manila (duty 4s.) at 25s.; 4,500 bags ditto at 24s. to 24s. 6d.; 830 baskets middling white Java at 37s. to 37s. 6d.; and 1,700 baskets low date Penang at 19s.

The landings for the week include 1,800 tons of British West India and 800 tons of Beetroot, and are about on a par with last year's. The home deliveries are relatively diminutive, but still 1,300 tons in excess of last year's, so that the deficiency in the stock is now 23,200 tons. Stock, April 1, 51,476 tons, against 73,335 tons; April 8, 52,701 tons, against 75,901 tons. The quantity of Sugar landed in the fourteen weeks ended April 8, 1871, was, of Penang, 141 tons, against 792 tons in the corresponding period of 1870; of Manila, Java and China, 5,689 tons, against 5,110 tons; the quantity entered for home consumption was, of Penang, 733 tons, against 729 tons; of Manila, Java, and China, 7,800 tons, against 6,700 tons. The quantity exported was, of Penang, 98 tons, against 32 tons; of Manila, Java, and China, 614 tons, against 1,221 tons. The stock on April 8 was, of Penang, 2,286 tons, against 2,361 tons; of Manila, Java, and China, 25,069 tons, against 32,979 tons.

COCOA-NUT OIL.—The market for Ceylon is quiet, at the previous quotation, viz., £40 per ton.

GAMBIER.—On the spot 200 bales have been sold at 16s. 1½d.

HEMP.—No business has been done in Manila.

HIDES.—At the last sales there was again an inactive demand for East India, and only two-thirds of the quantity offered found buyers. Prices on the average showed no marked alteration, though in a few instances best light were ½d. per lb. lower; the light weights of middling and common quality were also occasionally slightly cheaper. The demand for Singapore and Penang was limited at late prices; 7,661 Dry Singapore and Penang Cow Hides offered, 5,197 sold—best light, 9¾d.; seconds, 8½d. to 9d.; heavy, 7½d.; extra ditto, 8¼d.; small and calf, 6d. to 8¾d.; thirds, 6d.; fourths, 5d. per lb.; 6,888 Singapore and Penang Buffalo Hides offered, 1,834 sold—best heavy, 4½d. to 4¾d.; seconds, 4d. to 4¼d.; light, 5½d. to 6¼d. per lb.

JAPAN WAX.—A good demand has prevailed for saucers, and large sales have been effected at rising prices, the latest price for fair quality being 80s.

PEPPER.—Black: The market is quiet but steady; about 400 bags Singapore have been sold at 5¼d. to 5 5-16d., and small sales of Penang have been effected at 4¾d. cash. White: No transactions.

RICE.—There is a rather better demand for common qualities of both hard and soft grain, and steadier rates are paid. On the spot about 7,000 bags Bengal have been sold, good white at 11s. 6d. to 11s. 9d., Ballam at 9s. 3d. to 9s. 6d., and about 7,000 bags field Siam at 8s. 9d. cash; also a floating cargo of 1,500 tons new Necransie at 10s. open charter, or 10s. 4½d. landed for London; and the arrived cargo of 18,000 mats (750 tons) old Saigon, per Frederick, at 9s. 3d. ex ship.

TIN.—The market is dull, and prices show a decline upon those given in our last report; the current quotations are:—Straits, on the spot, £127; afloat, £127 to £128 10s.; Banca and Billiton, £129.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Owing to the Easter holidays, and the consequent closing of the Liverpool Cotton Market, business was almost entirely suspended until the 11th inst. Since then manufacturers are asking the rates quoted last week, and there has been only a limited demand for Yarns and Goods. In some few exceptional cases, where producers are working out of contract, a slight concession can be obtained, but not sufficient to induce buyers to enter the market freely.

Digitized by Google

QUOTATIONS.

Grey Shirtings, 38½-39 Yds. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	13	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	5s. 10½d.	6s. 7½d.	7s. 3d.	7s. 9d.	7s. 10½d.	8s. 0d.	8s. 9d.	9s. 1½d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	
Quality...	No. 21	22	24	26	25	28	31	
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	—
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price.....	9s. 4½d.	9s. 7½d.	10s. 6d.	10s. 9d.	10s. 0d.	11s. 6d.	6s. 7½d.	
Width ...	44/45 in.	...	...	...	...	49/50 in.	...	
Quality...	No. 32	35	36	39	—	46	49	
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0	—
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	
Price.....	7s. 9d.	7s. 9d.	8s. 10½d.	10s. 0d.	11s. 9d.	10s. 0d.	11s. 1½d.	

T-Cloths.

Width	32 in.	...	...	...	...		36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0		8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18		18×18	18×18
Price	5s. 7½d.	5s. 10½d.	6s. 7½d.	6s. 9d.	7s. 7½d.		8s. 7½d.	8s. 10½d.

		s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop	...	9 4½	—
Maddapollams	...	3 4½	—
Long Cloths	...	9 1½	—
White Spot Shirtings ... (nominal)	...	10 10	—
,, Brocade... ... do.	...	11 0	—
,, Damasks ... do.	...	19 3	—
Cotton Yarn, Nos. 16-24 China	...	0 11½ to	1 0½
Nos. 28-32 do.	...	1 0½ to	1 1½
No. 40 do.	...	1 0½ to	1 1½
No. 40 Mule Twist	...	0 11½ to	1 1½

METALS.

Iron.—Welsh: Rails, £6 15s. to £7; Bars, £6 10s. Staffordshire Best: Bars, £7 15s. to £8 5s.; Nail Rods, £7 12s. 6d. to £7 17s. 6d.; Hoops, £8 15s. to £9; Sheets, £9 15s. to £10; Scotch, Pig No. 1. £2 14s. 0d. to £3 4s. 0d.; Swedes, Bars, Hammered, £10 to £10 10s.; Swedes Steel in kegs, ½ and ⅜ in., £14 to £14 15s.

Yellow Metal.—Sheets, 4 by 4 ft., 6½d.; Sheathing and Rods, 6¾d. to 7d. per lb.

Tin.—English Refined, £132. Tin Plates: Charcoal I C, per box, 28s. to 32s. 6d.; Coke, 24s. to 25s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
April 6	Vigilant	Wood	Rangoon	Queenstown
4	Condor	Edlund	Batavia	Cuxhaven
4	Grefve Berg	Bjornstrom	Do.	Texel
4	Jacob Roggeveen	v. Marken	Do.	Do.
4	Johannes	Kramer	Panaroekan	Do.
4	Baltimore	Wyn	Patjitan	Do.
10	Robin Hood	Winsborrow	Colombo	London
—	Aquarius	Altmann	Java	Off the Eddystone
7	Huddersfield	—	Singapore	Liverpool
5	Hollands Trouw	Voss	Batavia	Texel
5	Cath. Elisabeth	Brakke	Macassar	Do.
4	Notre D. de Bon Port	Treal	Saigon	Belle Isle
10	Alphington	Beith	Ilo Ilo	London
7	Constantine	Danielsen	Batavia	Copenhagen
6	Asie Mineure	Gourdet	Java	St. Nazaire
17	Eden	Gatineau	Saigon	Martinique
11	Ajax (str.)	Kidd	Sing., China, &c., S.C.	Isle of Wight
11	St. Antoine	Corfinat	Batavia	Falmouth
9	County of Ayr	—	Java, for Amsterdam	Off Scilly
9	Palestine	Grigg	Singapore	Do.
Mar. 8	Couronnement	—	Macao	Callao
10	Cosmopolite	—	Do.	Do
12	Priam (str.)	Butler	Sing., China, &c., S.C.	London
12	Ottolina	Ouwehand	Batavia, for Rotrdm.	Deal
12	Chrysolite	Seward	Colombo	Off Scilly
13	Aquarius	—	Java	London
13	Gateside	—	Ceylon	Dea

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr. 5	Guinevere	Spowart	Shanghai	London
1	Scharnhost	Holmann	Batavia	Newcastle
5	Siberia	Inglis	Singapore	Cardiff
6	Prince Alfred	—	Yokohama	Liverpool
6	Canton (str.)	Jaques	Peng., Sing., &c.—S.C.	London
—	Petronella	Rotgans	Sourabaya	Amsterdam
5	Glenavon	Henderson	Shanghai	Cardiff
6	Kelso	Vowell	Yokohama	Sunderland
—	Anna Elisabeth	Klasen	Samarang	Amsterdam
8	County of Berwick	M'Lean	Batavia	Glasgow
9	Chalmers	Heaps	Galle	Sunderland
7	Alert	Akemann	Nicolajefsk	Hamburg
—	Bezoekie	Rekkers	Batavia	Rotterdam
3	Chanticleer	Taylor	Hong Kong	Cardiff
Mar. 2	Maria Pia	—	Macao	Callao
9	Macao	—	China	Do.
Apr 12	Sir Jamsetjee Family	Cobb	Singapore and Manila	London
12	Lord Macaulay	Care	Cardiff & Hong Kong	Do

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING

At London.—Steamers via Suez Canal.—For Shanghai and Nagasaki: Great Northern. For Shanghai, Nagasaki, and Wladiwastock: Africa. For Colombo, &c.: Excelsior.

Sailing Vessels.—For Yokohama: Devana, Walton, Min. For Shanghai: Tonbridge, Ariel. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Brockham, Burdwan, Ornate. For Hong Kong and Foochow: Yang-tsze. For Singapore: Star of the South. For Penang: Ben Nevis. For Bangkok: Ocean. For Batavia and Sourabaya: John Lidgett. For Batavia, Samarang, and Sourabaya: Anita. For Colombo: Palestine, Peveril of the Peak, Caroline Hutchings, Ocean Rover.

At Liverpool.—For Manila: Josefina, Luz. For Manila (via Suez Canal): Buena Ventura (str.). For Singapore: Blenheim. For Galle: Queen of Nations. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Bernard (str.), Nestor (str.). For Batavia and Sourabaya: Cloris.

At Glasgow.—For Hong Kong: Birdston. For Singapore and Yokohama (via London and Suez Canal): Duna (str.). For Manila and Ilo Ilo: Sinbad. For Colombo: Martaban.

SPOKEN.

Prince George, Cardiff to Singapore, Feb. 28, 20 S., 26 W.
P.C.K.B., Batavia to Amsterdam, April 4, 47 N., 16 W.
Sunnyside (barq), Colombo to London, Feb. 17, 10 S., 78 E.
Emilie Perrun (?), Foochow to New York, Jan. 16, 35 S., 22 E.
Peruvian (of Boston), for Singapore, April 4, 46 N., 13 W.
Kosmopoliet, Batavia to Rotterdam, April 3, 48 N., 21 W.
Zaanstroom, Amsterdam to Batavia, March 15, 4 N., 26 W.
Island Queen, Bangkok to Marseilles, March 24, 21 N., 38 W.
Geo. Brown (schr.), Java to Boston, 107 days out, Feb. 9, 24 N., 67 W.
Lake Constance, Clyde to Hong Kong, March 6, 1 N., 26 W.
Haidee (barq., of Leith), London to Singapore, March 23, 12 N., 27 W.
John Patchett (?), Samarang to Rotdm., March 26, 30 N., 40 W., with a jury rigged rudder.
Everest, London to Shanghai, April 5, 49 N., 8 W.
Alcestes, Sunderland to Borneo, Feb. 17, 1 N., 23 W.
Henrietta Geertruida, Banjowangie to Amsterdam.
Hendrika, Java to Rotterdam, Jan. 15, 34 S., 24 E.
A North German barque, bound towards Singapore, Feb. 28.
Louise (N. G. barq.), steering towards Singapore, Feb. 28.
Pasaroeang, Java to Amsterdam, Feb. 5, 12 S., 10 W.
Caller Ou, London to Shanghai, Feb. 17, 3 N. 27 W.
Jumna, Shanghai to London, Feb. 23, 7 N., 22 W.
Corsica (Fr. brq.), Java to Cuba, Dec. 25, off Mossel Bay.
Notre Dame des Victoires (F.b.) China to Belle Isle, Feb. 27, 20 N., 35 W.
Ocean Breeze (brq.), Singapore to London, Mar. 1, 21 N., 37 W.

FREIGHTS AND CHARTERS.

Current Rates of Freight for Vessels on the Berth.

Per Steamer via Suez Canal.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £28. To Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£2 2s. 6d. For Hong Kong: £1 10s. For Java: 17s. 6d. For Singapore: £1 6s. For Galle: £1 5s.

Insurances.

By Steamer via S. C.—To Yokohama, f.p.a., 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 17s. 6d. to 20s.

CASUALTIES.

Advices from Rotterdam, dated April 5, state that the Jason (Dut. ship), Rusman, from Batavia, had grounded in the Hellegat; a tug and lighters had gone to her assistance.

MISCELLANEOUS.

At Port Said.—April 5, Glensannox (str.), from London, for Singapore, China, &c.; March 29, Craigforth (str.), Cunning, from London, and left for Singapore, China, &c.

At Suez.—William Cory (str.), Edington, from Singapore.

At St. Helena.—March 2, St. Louis, Audouard, from Batavia, for Amsterdam; Sea Bird, Martin, from Macao, for Falmouth; 3, Euphrosyne, Beoker, from Hong Kong, for London; Arabia, Leitch, from Sourabaya, for Amsterdam; 5, Buston Vale, Savage, from Colombo, for London; 10, Pierre, Bernard, from Saigon, for Belle Isle; Maria and Elizabeth, Bonjer, from Banjoewangie, for Rotterdam; 11, Madras, Wupper, from Hong Kong, for Falmouth; Beemah, Wakeham, from Foochow; Jedo, 12, Schmid, from Batavia, for Rotterdam; 13, Jason, Leslie, from Shanghai, for London.

Off St. Helena.—March 11, Windermere, from Foochow.

At Table Bay.—Feb. 18, Levant, Sangster, from Java for Amsterdam; Corea, Bang, from Zebu, and sailed 23 for Liverpool; 24, Lois, Lewis, from Zebu, and sailed 25 for London; 27, Alice Ritson, Matches from Sunderland, and sailed for Singapore.

At Mauritius.—Feb. 17, Silence, Defoy, from Singapore; 25, Bordeaux, Blanchard, sailed for Galle; March 1, Jacques Seurin, Jalabert, sailed for Saigon.

At Aden.—March 20, Casmao (Fr. gn-bt) from Marseilles, and lefr for China; 22, Historian (str.) Lutton, from Liverpool, and left for Colombo, &c.; April 6, Arcot (str.) from London, and left for Colombo, &c.

A telegram from Singapore, dated April 11, states that a total of 1,400 packages from the Don (str.), Liverpool to Singapore, China, &c., which went ashore Feb. 13, on the island of Ocksoo, has been sold for £33,000; divers are not required; the wreck is to be sold by auction. The certificate of the master has been suspended for twelve months.

Digitized by Google

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collec Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of arch, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street.

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

T. W. JACKSON, COMMISSION AGENT. SAN FRANCISCO.

THE CHINA DIRECTORY FOR 1871,

NEW SERIES,

PRICE 10s.,

Contains a Directory for all the principal Ports of China and the Eastern Archipelago.

LONDON AGENT: G. STREET, 30, CORNHILL, E.C.

THE PHŒNIX.

A MONTHLY MAGAZINE

OF

CHINA, JAPAN, & EASTERN ASIA.

EDITED BY

THE REV. JAMES SUMMERS,

Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHŒNIX:—

Rev. J. Edkins, B.A., Peking; E. H. Parker, Esq., H.B.M. Legation, Peking; C. Carroll, Esq., H.B.M. Vice-Consul, Foochow; R. Swinhoe, Esq., H.B.M. Consul, Formosa; Brian H. Hodgson, Esq., late B.C.S.; Dr. Hyde Clarke, and H. H. Howarth, Esq., &c.

Articles have appeared on—

The Ainos, the Tartar Languages. Buddhistic Literature. Changes in Japan, Languages of Nepaul, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

OFFICE, 3, GEORGE-YARD, LOMBARD-STREET, LONDON.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moalline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

HOLLOWAY'S OINTMENT

AND PILLS.—RHEUMATISM AND GOUT.—These purifying and soothing remedies demand the earnest attention of all persons liable to rheumatism, gout sciatica, or other painful affections of the muscles, nerves or joints. The Ointment should be applied after the affected parts have been patiently fomented with warm water, when the unguent should be diligently rubbed upon the adjacent skin, unless the friction should cause pain. Holloway's Pills should be simultaneously taken to reduce inflammation and purify the blood. This treatment abates the violence and lessens the frequency of gout, rheumatism, and all spasmodic diseases which spring from hereditary predisposition, or from any accidental weakness of constitution. The Ointment checks the local malady; the Pills preserve the vital power.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles, CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA. TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign. Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street. Birmingham.

Established 1807.

NOTICE.

THE Partnership hitherto existing between us under the style of ALT and CO. expired by efflux of time on December 31st, 1870, on which date our interest and responsibility in the firm ceased.

All liabilities will be discharged and all debts collected by Mr. W. J. ALT, who will sign the firm in liquidation.

Mr. H. J. HUNT will sign ALT and CO. in liquidation per procuration at Nagasaki.

Mr. W. MOURILYAN will sign ALT and CO. in liquidation per procuration at Hiogo—Osaka.

W. J. ALT.
RICHARD LINDAU.

Nagasaki and Hiogo—Osaka, January 14, 1871.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at this Port will henceforth be continued by the undersigned under the same style and firm as heretofore.

H. J. HUNT.
Nagasaki, January, 1871. F. HELLYER.

NOTICE.

REFERRING to the above Advertisement, the business of ALT and CO. at these Ports will henceforth be continued by the undersigned under the style and firm of MOURILYAN, HEIMANN, and CO. W. MOURILYAN.
CHARLES A. HEIMANN.

Hiogo—Osaka, January, 1871.

NOTICE.

THE business hitherto carried on by the undersigned has been transferred to MOURILYAN, HEIMANN, and CO.

C. A. HEIMANN and CO.

Hiogo, January, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burlin Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOGEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
enang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
ourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
ien-Tsin	AMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	E. C. HARDY & Co.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM.)

Digitized by Google

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.

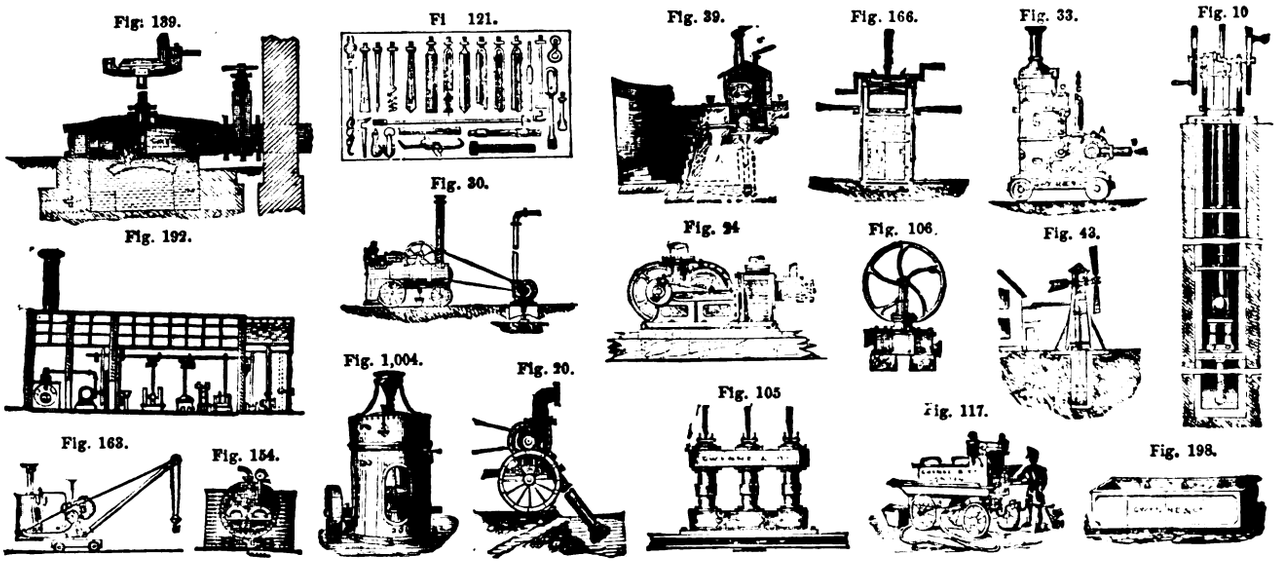


Fig. 139.—Gwynne and Co.'s Improved urbine Water-Wheel.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.
Fig. 33.—Gwynne and Co.'s Improved Patent Pumping Vertical Engine.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed, Olives, Fat, &c., &c.
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engine and Patent Centrifugal Pump.
Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.
Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.
Fig. 163.—Gwynne an Co.'s Improved Portable Steam Crane.
Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.
Fig. 1,004.—Gwynne and Co.'s Improved Corn Mill.
Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Illustrated Catalogue of Pumping Machinery, Six Stamps. Large Illustrated Catalogue, with many estimates, &c., Twenty-four Stamps.

Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydrauli Presses, Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works

STRAND, LONDON, W.C.

HUGHES & KIMBER,

London, 1851.

MANUFACTURERS OF

MACHINES AND MATERIALS

For Lithographers, Printers, Engravers, Bookbinders, and Stationers,

LITHOGRAPHIC

AND

COPPERPLATE PRESSES,

Paris, 1867.

LITHOGRAPHIC CYLINDER PRINTING MACHINES.

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

London, 1862.

Paper-Cutting Machines (Diagonal Cut,)

As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.

ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.

An Illustrated List Post Free on Application.

Dublin 1865.

CONTRACTORS TO HER MAJESTY'S GOVERNMENT.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner ,under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

Digitized by Google

CORN FLOUR

BROWN & POLSON'S

TRADE MARK

"JOHN BROWN"
"JOHN POLSON"
UPON EACH PACKET

PREPARED FROM MAIZE—INDIAN CORN

CAUTION AGAINST UNSCRUPULOUS FRAUD.

Inferior qualities obtained at little more than half the cost of BROWN & POLSON'S are sometimes palmed off upon Purchasers.

BROWN AND POLSON'S
CORN FLOUR,
with Milk,
for CHILDREN'S DIET.

BROWN AND POLSON'S
CORN FLOUR,
for all the uses to which
the best Arrowroot is applicable.

BROWN AND POLSON'S
CORN FLOUR,
to thicken
Soups and Sauces.

BROWN AND POLSON'S
CORN FLOUR,
to thicken
Beef Tea.

BROWN AND POLSON'S
CORN FLOUR,
for Custards.

BROWN AND POLSON'S
CORN FLOUR,
for Blanc-mange.

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, April 1, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, April 11, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, April 15, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, April 25, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	,,	,,
China ..... in 44	,,	,,
New Zealand in 45	,,	,,
Australia ..... in 48	,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

---

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

April 16, May 14, June 11 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 1st April, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Burdwan ...	A1 14 yr.	SWID	With des.
Shanghai ...	Tonbridge...	A1 17 yr.	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama	Walton	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong	Ornate	A1	E I.D.	With des.
Yokohama ..	Min.....	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Batavia and Sourabaya	Chloris	—	Prince's	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAMSHIPS will be despatched as under:—

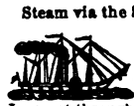
Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Pen., Sing., H. K., and Shang. (via S.C.)	H Kong (ss)	A1 100	1200	S.W.I.	Wth des.
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	May 15

For Freight or Passage apply to NORRIS and JOYNER 60, Cornhill, E.C.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks about the 15th May. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 1st May.



FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offer, and taking goods for JAVA and Japan at through rates, the splendid full-powered screw steamer AVON (A1 18 years, in red, Liverpool Book), owned by Louis Merton, Esq., of London, 1,232 tons register, 180-horse power, nominal; WILLIAM YOUNG Commander; South West India Docks. This fine steamer was built last year, is fitted with all the modern improvements, and has superior accommodation for first-class passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal. To sail on the 20th April

FOR YOKOHAMA (JAPAN) direct, calling at Singapore, the fine fast new Clyde-built screw steamer DUNA, 100 A1, 1,330 tons register, 200-horse power nominal, C. S. MANN, Commander; Victoria (London) Docks.

For Freight apply to the owner, DONALD R. MACGREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship BROCKHAM, A1, 1,048 tons register; W. RICHARDSON, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

NOTICE to PASSENGERS for SINGAPORE, HONG KONG, SHANGHAI, and JAPAN, via SUEZ CANAL.—The splendid new Clyde-built screw steamer SUNFOO, 1,450 tons, 200-horse power nominal, sailing May 10th, has magnificent accommodation for first and second-class passengers, and will carry a surgeon and stewardess.

For plans and rates of passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM VIA THE SUEZ CANAL.—To sail 10th May, direct for Singapore, Hong Kong, and Shanghai, taking cargo for transhipment to Japan and Java at through rates, the splendid new full-powered screw steamer SUNFOO, 100 A1, the highest class at Lloyd's, 1,450 tons gross register, 200-horse power nominal; East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to shippers. Has excellent accommodation for first and second-class passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C,

---

Under positive engagement to sail on the 20th April next.

FOR BATAVIA and SOURABAYA, the magnificent composite China clipper, JOHN LIDGETT, 771 tons register, A1 for 17 years; Captain G. H. Polson; now loading in the South West India Docks.

This splendid ship, built by Messrs. A. Stephens and Sons, Glasgow, has run 300 miles a day for eleven consecutive days, and will probably make the passage to Java under seventy days, and thus offers an excellent opportunity to shippers of fine goods.

For Freight or Passage apply to JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. Arnold and Co., 58, Gracechurch-street, City.

To sail positively on the 30th April, following the "Gleam."

FOR BANGKOK, SIAM, Direct, the fine fast sailing vessel OCEAN, 3/3 A 1 1. 201 tons register, Commander C. A. GERS; loading in the West India Docks. Offering favourable opportunities to shippers.

For Freight or Passage apply to R. COLLINS SMITH and SON, 12, George-yard, Lombard-street, E.C,

---

To follow the Southern Belle, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid Clipper Ship PEVERIL OF THE PEAK, A1 13 years, 703 tons register. J. NICKELS, Commander; now loading in the South West India Dock. This fine vessel offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the Peveril of the Peak, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register. W. HAMMOND, Commander; Sout West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 17, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 399.] LONDON, MONDAY, APRIL 24, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE MAILS, &c.

The next inward mail (P. and O.) is due, *via* Brindisi, on Saturday next, the 29th inst., with dates Shanghai, March 16; Hong Kong, March 22. The following French mail left Galle on the 15th inst., and may be expected on its due date, the 6th prox.

Telegrams *via* Singapore, with dates Shanghai April 6, Hong Kong April 11, were received on the 19th inst. By Grant's line *via* Kiachta telegrams from Shanghai to the 31st March came in on the 18th inst. Telegrams from Yokohama to March 22, *via* San Francisco, were received on the 17th inst.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

(RECEIVED BY GRANT'S LINE, VIA KIACHTA, APRIL 18.)

SHANGHAI, MARCH 31.—Silk: Crop of Shanghai generally estimated at 34,000 bales; export of China from Shanghai since commencement of season, 32,200 bales; market very dull, no buyers; prices—No. 3, Tsatlee, 31s.; No. 4 Red Peacock, 27s. 8d.; No. 5 Red Peacock, 25s. 6d. Tea: Season closed; export of Black from Shanghai, 62,500,000 lbs., 3,000,000 lbs. in excess of last season; export of Green, 2,200,000 lbs. in decrease of last season; stock, 3,000 chests. Shirtings: Dewhurst's Eagle Chop, Tls. 2.0.8; ordinary, Tls. 2 to 2.0.2. Exchange on London: Bank Bills, 6 m.s. 5s. 11d. London telegrams by Grant's Line to March 7 received March 25.

STRAITS SETTLEMENTS.

(RECEIVED APRIL 20.)

SINGAPORE, APRIL 20.—Gambier, $3; Pepper, Black, $9.35; White, $14.35; Tin, $31¼. Exchange on London, Bank bills, six m.s., 4s. 5¼d.

LIST OF PASSENGERS.

PASSENGERS INWARD.

Per *Priam* (s.s.), from Shanghai, &c.—From Shanghai, 1st class, for Suez: L. Makelzyke, Mr. David Reid. For London: J. J. Ferguson, wife, and child, Mrs. Reid, nurse, and child, and two children of deceased mothers, J. R. Thorndike. From Hong Kong, 1st class, for London: Mr. and Mrs. Schlencke, Mr. Otto Lacharial, Capt. J. L. Shuren, Mr. R. Riddelow, Mr. Blanch, W. A. Burkett. Government passengers: Twenty-three invalid men, three invalid women, five children.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, April 15.—To Yokohama: Mr. J. Albinson, Mr. J. Geekie, Mr. J. H. Gubbins. To Shanghai: Mrs. Essex and one second-class passenger. To Hong Kong: Mr. R. Cox and two second-class passengers. To Singapore: Mr. F. Schusler, Mr. Alexander Martin. To Batavia: Mr. V. Olislaeger. To Penang: Mr. Edwards. To Ceylon: Mr. and Mrs. Rose and servant, Mrs. Gorman and child, Miss Haddon, Miss Broadley, Mr. R. D. Swan, Miss Tranchell, Mr. P. W. Keir, Mr. J. F. McLeod, and two second-class passengers.

Per P. and O. steamer *Massilia*, from Brindisi, April 25.—To Ceylon: Mr. and Mrs. H. Cross Buchanan.

Per P. and O. steamer, from Suez, April 30.—To Shanghai: Mrs. Westphal and child.

Per P. and O. steamer *Bangalore*, from Southampton, April 29.—To Yokohama: Mr. Y. Daer. To Shanghai: Mr. Ludovick Cameron. To Hong Kong: Mr. Joeb Maria Alberte. To Singapore: Mr. R. W. Hullet. To Ceylon: Mrs. Bois and child, Mr. W. Handyside.

Per P. and O. steamer *Candia*, from Brindisi, May 9.—To Singapore: Mr. and Mrs. Coates, Mr. Neil McLean.

Per P. and O. steamer, from Southampton, May 13.—To Ceylon: Mr. and Mrs. Hume and two children, Miss Agar.

Per Pacific Mail Steamship Company's steamer *China*, from San Francisco, April 1.—For China and Japan: Messrs. J. Small, Alfred Single, W. E. Rodgers, Miss Nellie Hosmer, Mrs. Bridgens and two children, Mrs. Thomas S. Stevens, Messrs. Charles Bensley, Donald Graham, Charles O. Rich, Francis Oakly, J. Cunningham, W. B. Chalmer, M. T. Heustin, Jas. Franklin, Rev. P. W. Weeder, Miss Morris.

INSURANCE.—CHINA RISKS.

THE insurance companies have reduced their premiums on China produce per steamers *via* the Canal, and rates now stand—for tea, from Hankow, 60s.; from Shanghai and Foochow, 50s.; Hong Kong, 45s., with average; for silk, 5s. less; and these rates are irrespective of season. The premiums per sailing vessels remain the same, viz., for tea, Hankow, 100s.; Shanghai and Foochow, 70s.; Hong Kong, 60s., with a return of 9s. 6d. per cent. for season; silk, 10s. less; so that in season there is only a difference of ⅛ per cent. between steam and sailing vessels.

The duration of risk by steamer is two months or less against four to five months by ship. Are not the rates, therefore, still too high? Goods forwarded to Shanghai are written by steamer, *via* Canal, at 35s. per cent., and the risk of average on tea is certainly not worth 15s. extra. Silk by the P. and O. route, which involves discharge at Suez, land carriage, and reloading at Alexandria, is written at 30s. per cent., while the reduced rate by steamers direct—many of which make the through voyage within a few days of the time occupied by the P. and O.—is half as much again. The offices cry out loudly each time a reduction is wrung from them by the cutting in of competitors for a share in business universally regarded as the most paying for underwriters; but surely it is the maintenance of these high, and in the case of silk exorbitant, rates which induces the competition.

There is some talk of a scale of premium for different classes of steamers, but this can never be carried out, and is a dangerous experiment; the lowest figure on the scale will quickly become the level to which all will sink. Let underwriters limit their line by second and third-class steamers, or, better still, let merchants show a sensible selection and eschew those tubs with a funnel misnamed full-powered steamers, who take steam rates but ships' dates. It was always a marvel to us in the old sailing-ship days that merchants would ship their produce by third-rate colliers at the same rate as by A 1 clippers, running the chance of deterioration, the certainty of detention; whereas a delay of two or three weeks in shipment would have landed their produce two or three weeks earlier, and in better condition. There have been of late some more favourable symptoms of the desire to support good steamers only, and if shippers will be more particular in this respect they will not only benefit themselves by safer and more rapid carriage, but will enable underwriters to grant a rate more commensurate with the risks run; 50s. from Hankow, 45s. from Shanghai and Foochow, and 40s. from Hong Kong is what rates will come to by steamers before long, and if the present offices do not quickly agree to these they will have fresh opponents.

IN the *London and China Telegraph* of the 10th inst. we published a report, furnished by our Nagasaki correspondent, that the United States Minister at Yedo has notified the right of American citizens to visit the island of Amaxa, on the ground that it is part of the Imperial dominions included in the Treaty. We are at a loss to understand how the American Minister can claim this privilege, seeing that Amaxa is certainly not included in the plans of the port,

Digitized by Google

which may be seen at almost every Consulate in Nagasaki. Neither can we perceive any other inducement, since Amaxa is a place of no commercial importance, and has never been visited except now and then by a few officers in the shooting season, when they have been well received by the natives. We think the demand is likely to interfere with our amicable relations with the Japanese, and we hope it has been given up.

The directors of the P. and O. Company have decided on despatching the *Khedive* and *Indus* from Southampton, and not from Liverpool. The former vessel will leave on May 6 with the usual mails for Alexandria, and then proceed through the Canal to Suez, taking the following mails, passengers, &c., to Calcutta. The *Indus* will be despatched on the 11th as an extra steamer direct to Hong Kong through the Canal, taking passengers and cargo. The rates of freight per *Indus* will be 85s. to Singapore and Hong Kong, 115s. to Batavia, 115s. to the northern ports of China, and 125s. to Yokohama, per ton of 40 feet, free of primage. The *Mirzapore* will be launched on the 14th May at Greenock.

We have now to announce that the steamers *Great Northern* and *Africa*, with the sections of submarine cable to connect Shanghai and Wladiwostok (Possiett Bay), will leave London about the 30th inst. This section will complete the lines of the Great Northern Company between London and Shanghai and Hong Kong, which will probably be working in July. This, with the completion of the China Submarine Cable from Singapore to Hong Kong, expected next month, will give us a duplicate line to China.

We find the announcement in our last as to the arrival in London of Sir Harry Parkes from Japan to be an error. He is coming by the San Francisco route, and will probably not reach London until June.

Mr. Henry Ernest Bulwer, C.M.G., lately Receiver-General of Trinidad and Administrator of the Government of Dominica, will succeed Mr. Pope-Hennessy as Governor of Labuan.

Chung How and the members of the Chinese Mission have had an unofficial interview with M. Thiers at Versailles. We understand that the official reception will take place in a few days.

THE *WESTMINSTER REVIEW* AND OUR RELATIONS WITH CHINA.

We noticed in our last an article in the *Westminster Review*, and we now proceed to notice the same more at length. Opening with an attempt to explain how the Tientsin massacre came about, the Reviewer discusses the position of the French Government in China and of the Catholic missionaries, both of which are severely condemned on what we must consider very slender evidence. The French Government, we are told, uses violence and performs "war-dances" at Peking, but the only instance given is the rash behaviour of a Chargé d'Affaires in 1866 on the occasion of a massacre of Christians in Korea. As, however, the Chargé was, on the Reviewer's own showing, recalled, it is rather unreasonable to lay his follies to the charge of the Government, which showed its disapproval by recalling him. Again, "the ambi-"tious designs of the Roman Catholic priesthood, in offering "to native converts the protection of the French Govern-"ment *in resisting their own authorities*," seems to us little better than a libel; and the statement that the influence of the French Government and the "Romish hierarchy has "only been maintained by raising up within the Empire a "polity presided over by priests, and by stirring up strife," is also unsupported by facts. That the spurious alliance between the French Government and the Propaganda has been pregnant with mischief we will not deny, but the Reviewer makes rather too much of the stock story about 10,000 persons having suddenly joined the Christian communion in Szechuen for political purposes, a story which, by being copied into various papers, acquired a kind of authenticity which its anonymous character scarcely merited. This question, though interesting in itself, like the origin of evil or the theory of Republicanism, is nevertheless unconnected with the subject of the Tientsin Massacre, nor does the Reviewer attempt to supply the link by which the two may be joined. We will, therefore, follow our author to the consideration of the practices of the Sisters of Charity at Tientsin, and of the French Consul there, as being colourably interwoven with the causes of the massacre. There were loud accusations among the excited Chinese against the Sisters of kidnapping and mutilating children. The Reviewer favours the belief that there was this much foundation for the suspicion that the Sisters did give gratuities to those who brought them children. This, he admits, was strenuously denied by the local press (not unlikely to be well-informed). He will ere this, however, have found out that Mr. Wade, who has all along betrayed a willingness to incriminate everybody but the Chinese, and who began his correspondence with this very accusation, withdrew it on the 16th July (Despatch No. 34 in Blue-book). That the Sisters of Charity received into their charge sickly children, not likely to live long, is explicable on other grounds than a fanatical faith in the efficacy of infant baptism. It would be a singular foundling hospital that rejected all but the robust children, and as the highest Chinese authorities have attested that the establishment of the Sisters at Tientsin was very like the Chinese Foundlings, the mystery on which so much stress is laid by the Reviewer seems to us to be somewhat overdrawn. The extract from a "private letter "from a gentleman whose official position enabled him to "know the facts" is only calculated to mislead, as, in the first place, the extract itself bears internal evidence that the gentleman could only have learned the so-called facts on common hearsay, and in the second, it is so strongly biassed against the Roman Catholics as to deprive its statements of any value, even if the writer had direct knowledge of the real facts, which he had not.

Then, as to M. Fontanier "conducting himself in a very violent manner," and firing on the Chi-hien, which the Reviewer would have us believe caused the mob instantly to set upon and kill MM. Fontanier and Simon, we need only again refer to Mr. Wade, who, in the first instance, adopted the same Chinese story as true, but who subsequently, on the 12th October, became convinced that it was false. The story, indeed, never had any better testimony than the assertion of certain Chinese officials who had the strongest incentive to making out a case which would place M. Fontanier, and not them, in the wrong; and whose statements, even without the special motive for falsification, would naturally be received with caution, the reputation of the mandarins for honesty not being so high as to place their bare word above all suspicion. The credulity of the Reviewer—a credulity worthy of the prerationalistic period so aptly described by our author—is not confined to the unhesitating acceptance of statements made by those who are least entitled to credence. There is a credulity in regard to facts also, in which he invites us to join him, which can only be accounted for on the theory that the conditions which regulate human volition are assumed by our author to be different in China from what they are in any other known portion of the world. Let us see what he asks us to believe. Exonerating the magistrates from the charge which the French Minister brought against them of instigating the Massacre, our author maintains that without any incitement, a feeling of uncontrollable alarm for their own safety and that of their families had been aroused in the minds of the populace of Tientsin in consequence of a vague suspicion of the Romish practices of kidnapping and mutilating children; that this feeling grew so strong that a people so singularly unsympathetic, so indifferent to each other's welfare as the Chinese, left their ordinary avocations in thousands, and massacred twenty people, of whom they, by the Reviewer's confession, knew nothing. Not a single one of the Fire Brigade or Volunteers had lost a child; not one of them had a friend who had lost a child; not one had so much as heard of any child being missing; and yet they were moved to assemble on one day, on one spot, armed with murderous weapons, and bent on massacre, moved by the spontaneous action of a mere abstract suspicion! It is really a little too much for our belief. We confess the combustible material is all there, but we must refuse to believe in the spontaneous explosion. We want to know who applied the match. Nor is this far to seek, for the Reviewer himself has not concealed it.

"From the literary classes," he tells us, "we may be certain will emanate any danger that may arise;" "probably "the first circumstance that concentrated and increased the "suspicions against the Priests and Sisters was the publication

Digitized by Google

"of a proclamation by the Chifu or Prefect;" "an incendiary proclamation." To give point to this proclamation, which was directed against the Roman Catholics, two men were decapitated for kidnapping, whom even certain of the literati ventured to assert were innocent strangers, sacrificed merely to feed the fire ignited by the Chifu. There is surely enough in these and such like admissions to indicate where the missing link, the "match," is to be found. In another part of the article our author declares that "it will "increase the reputation of officials with the literary (the all-"powerful) classes, if they are known to be hostile to fo-"reigners; and this hostility," he adds, unconsciously pointing the moral of his own efforts at exculpation, "can scarcely "prove injurious to them so long as they refrain from per-"forming any *overt* act." But we need say no more on this head. The guilt or innocence of Chung How is a question on which our author next waxes warm, so much so as rather to overstate the case put by those who accuse him of being accessary to the crime. No one that we have heard of has held that Chung How *instigated* the Massacre, and in the so-called "truculent" letter of the Shanghai Chamber of Commerce, quoted by the Reviewer, a marked distinction is drawn between the degree of guilt attaching to Chung How and to the Magistrate and Prefect of Tientsin; indeed, it is very plain that but for his being sent on what the China community considered a dangerous mission to France, Chung How would have escaped the direct and strong censure which has overtaken him. In defence of Chung How the Reviewer makes some statements which are a little inconsistent; for instance, he lays considerable stress on the fact that Chung How was not a territorial official in Tientsin, that it was not his business, in fact, to take cognizance of what was going on; while in another place (p. 420) he asserts that Chung How held the power of life and death there, and that "immediately after the massacre he assumed full control" (p. 426), the very time, of all others, when he would have shirked any responsibility that he could. But Chung How's innocence is chiefly established, in the Reviewer's opinion, by the fact which he frequently quotes, that the foreign representatives on the spot had acquitted him. "Count Rochechouart, the French Charge d'Affairs,' he tells us, "and Mr. Wade have both investigated the "matter on the spot, and come to the conclusion that Chung "How was not guilty of anything more than negligence; but "this fact has but little weight with the foreign communities." This is not to be wondered at, seeing the fact itself seems to be of the most apocryphal kind. We should like to know where the history of the so-called "investigation" is written, the only authentic source of information within our reach being silent in regard to anything that can even in charity be called "an investigation." Nor do we find any evidence that Count Rochechourt or Mr. Wade, with or without investigation, did exculpate Chung How, and such a view would hardly be consistent with what Mr. Wade wrote on October 12 to Earl Granville:—"What is important is that Chung "How knew what was going to happen ten days beforehand. ". . . I am certain that this is a fact; and, if Chung "How was so well informed, it is vain to suppose that the "Central Government was left in ignorance." So much for "exculpation."

The mission of Chung How to France is of course the thing that has raised this curious discussion, and our Reviewer, specially inspired, is able to give us a translation of the letter of credence of which Chung How is the bearer. It is not likely that the *Westminster Review* keeps a body of sinologues on its staff, but, whether or no, the dispute, which is still open, concerning the translation of the Burlingame credentials warns us to be slow to accept the first version offered to us of these most mysterious of all State papers. But, as Mr. Burlingame's credentials gave no indication whatever of the functions he took on himself, so may the purely apologetic mission of Chung How develop into an enterprise of more extended interest. So far as they go, there is a unity of design in the two missions that may be curtly described thus—Mr. Burlingame came to Europe to deprecate the anger of the civilised world *before* the event, while Chung How comes to do the same thing *after*.

We cannot close this article without congratulating the Reviewer on his attainments in practical philosophy, though probably he might shrink from the full consequences of his theory, that massacre is a thing to be expected from semi-civilised China, and that the error lies in not seeing that nothing better is to be expected of them. This doctrine is after Lord Granville's own heart; and though his Lordship, in common with our Reviewer, strongly condemns the massacring habit in itself, neither the one nor the other suggests any means of arresting these sanguinary operations. And this important conclusion to the discussion of the immediate question of the massacre is the more disappointing in the case of the Reviewer that he shows such a thorough grasp of the general political situation. It might not unreasonably have been argued that the clear and concise rules he lays down for the general conduct of our relations are susceptible of particular application to such a case as that of the Tientsin massacre, were it not that the writer has himself conspicuously failed to make such application. To sum up, the first twelve pages of the article, though interesting in themselves, are more or less irrelevant to the subject in hand; the next twenty-one pages contain so much forced reasoning as to require great care in the reader who would avoid being misled; but the last four pages are excellent, and it is to be regretted that the maintenance of our Treaty rights, as the Reviewer urges, is a line of policy which is not likely to find favour with our present Government.

TEA FREIGHTS FROM CHINA.

(To the Editor of the *London and China Telegraph*.)

Sir,—I confess I did not expect that your correspondent, "Old Canton," would have found an ally in yourself in the matter of tea freights, although, I am glad to note, you admit "that the system has its weak points, and that once a bill of lading is signed the rate named therein should be final"—a conclusion I think all will agree to, and which, in reality, is what I am contending for.

The system, I fancy, must have originated in the youthful days of "Old Canton," when two or three clippers started with the first teas, and were often loaded before a rate was fixed. Matters are now entirely changed, and for one shipper then there are a dozen now. Why, then, should these parties be on a different footing to their brother-merchants in Calcutta, Bombay, Madras, Singapore, &c., all of whom when making a freight engagement keep it, taking the chance whether rates advance or recede.

By the present system the captain is placed in an awkward position; he receives instructions from his owners that if he cannot obtain a certain rate he is to proceed to Manila, Singapore &c., as the case may be. Finding he can obtain the limit for almost all his cargo, he lays the ship on, and advises his owner accordingly, who insures his freight at the estimated sum his ship will earn. Before she is finally loaded one or two other vessels arrive (consigned probably to houses who have already shipped, by the going ship), and are circulated at five or ten shillings per ton less. Now is the moment for putting on the screw, and the unfortunate skipper must either go away with his ship only partly laden (which has been done on more than one occasion), or reduce the rate on the *whole of the cargo*, even on that portion for which bills of lading have been signed and despatched on their way to England. I would ask any impartial business man whether this is fair or just, and should like to know what "Old Canton" would say to a purchaser of his teas or shirtings who wished to stipulate that if before he took final delivery the market came down he should have the benefit of the reduction in price! My own experience does not bear out what you state as to the China houses not caring for the consignment of vessels, as I have almost always found them ready to give a certain amount of support at this end for the consignment of the ship abroad, where the five per cent. commission on a fair rate of freight is, I think you will find, not to be despised. In conclusion, I can only express a hope that the China houses will at once put themselves on the same footing as the merchants in all other Eastern ports, and do away with a system which I think can only be regarded by any impartial person as a grievance of which shipowners have every reason to complain.—I am, Sir, yours truly, A Sufferer.

Liverpool, April 19, 1871.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The annual meeting of the shareholders in this bank was held at the offices, Old Broad-street, on the 18th inst., George G. Nicol, Esq., chairman. The report and balance-sheet will be found in another column.

The Chairman, in moving the adoption of the report, remarked that the figures as regarded assets and liabilities, read, as usual, favourable for the position of the bank. The amount of cash, bullion, and Government securities were in excess of what it stood at the last meeting, which was a favourable feature, as showing that the liabilities were fully covered. There was a falling off of £200,000 in the deposits. That under ordinary circumstances would be a subject of regret; but looking at the state of business for some time past, it was rather one of congratulation. Last year he had spoken with satisfaction upon the increase in the deposits of about a million, but since

Digitized by Google

then such had been the difficulty of employing money profitably in India that a large amount of deposits had been found disadvantageous rather than otherwise. He had previously intimated the intention of reducing the interest on deposits, but inasmuch as a considerable portion of the money had been taken at a fixed rate of interest for fixed periods, the full effects of the change would not be realised until the end of the present year. The same policy would be continued, and the reduction would follow the change in value which money was undergoing throughout the world. Another cause of the unfortunate result of the year in regard to profits was the fall in the rate of exchange in India, in which respect, however, he hoped that, before long, there would be an improvement. At the last meeting he stated that he anticipated the last half would be better than the first half of the year, and so it had proved, but not to the extent that was expected. At the last meeting he stated that the amount to be written off for old bad debts would be £110,207, but it was found that that amount was slightly over-estimated, and they had now added to it the estimated loss on the debts of the past year at Bombay and Calcutta, in all about £7,000, which, as compared with the profits of the year, and under the circumstances of business during that period, was certainly not excessive, and contrasted favourably with other similar institutions. Upon the whole, he thought they might congratulate themselves that the losses had been so small. With regard to the future, he saw no cause for despondency; on the contrary, he thought they had passed through the worst, and that, with the improvement in the rate of exchange, and the low price of Eastern produce, which must necessarily tend to the advantage of banking, as well as all other mercantile operations, and the safeguard against losses which the extension of telegraph communication afforded, they might look forward to more successful results. (Hear, hear.) Answering a letter he had that morning received from a shareholder, he denied that the losses sustained by the bank had been continuous. During the last four years they had been trifling, and economy had been carried out to the fullest extent consistent with efficiency.

A Shareholder called attention to the working of the bank, its expenses and results, and deprecated the large lock up of £224,000 in bank premises. He wished to know if it was likely that there would be any returns of the amount now written off for losses.

Another Shareholder did not think that these comments were at all justifiable, and the matter dropped.

Another Shareholder suggested that no addition should be made to the reserve fund until 8 per cent. dividend had been paid.

A Shareholder expressed himself agreeably disappointed at the declaration of any dividend in the present half-year under the circumstances.

In reply, the Chairman said he could not hold any hope of much being recovered from the overdue debts, nor could he promise that the future profits up to 8 per cent. should be all appropriated to dividend, inasmuch as the directors felt that it was of the greatest importance to reinstate the reserve which had been trenched upon to meet the losses.

The report was unanimously adopted, and the retiring directors, Mr. Mackenzie and Mr. Erskine, were re-elected. The proceedings terminated with a vote of thanks to the chairman and directors.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

The annual meeting of shareholders in this bank was held at the London Tavern on the 19th inst., T. A. Mitchell, M.P., in the chair.

The report of the directors expressed the regret of the board at being unable to recommend the payment of a dividend.

The Chairman said he had a painful duty to discharge, and so painful a circumstance had not happened to him during the whole twelve years he had been connected with the bank. Both himself and his co-directors were largely interested in the bank. Some shareholders had complained that the board did not call a half-yearly meeting in October last; but, as the only business of that meeting could be the declaration of a dividend, and as the board could not pay a dividend on account of the losses, they dispensed with the meeting, and sent out an explanatory circular to the shareholders. There was no reason for the great depression in the shares as quoted on the Stock Exchange. Prior to the present meeting the board invited all the largest shareholders to meet at the bank and hear a full explanation of its affairs, and make the fullest inquiry. The board hoped by that course to obviate any painful discussion at the meeting, the only result of which might be, for a time to effect the bank's credit in the East. Adverting to the report he said there was a deficiency of £59,000, which forbade the board paying any dividend. The causes of the deficiency of profits were primarily that a large portion of the bank's capital being laid down in the East, upon making up the accounts it was the custom of the board to take the capital laid down there at the rate of exchange on the day the accounts were closed. Acting upon this custom, it so happened that on the closing of the last accounts the rates of exchange were exceptionally low, thereby causing a depreciation of fully 4 per cent. on the capital laid down; secondly, the bank had passed through a great crisis in Bombay, where many failures had occurred. Besides that, the bank had advanced some £50,000 on certain goods warehoused at Shanghai, a great portion of which were fraudulently abstracted without the knowledge of the bank's agent, and by this a loss of some £22,000 had been incurred. That amount was included in the estimate of £59,000, and, as usual, the board had taken the worst possible view. Looking back over twelve years, he considered the shareholders had no reason to be dissatisfied, as the bank earned profits on the average of 10 per cent. per annum. For five years out of the twelve the bank's profits averaged £95,000 per annum. (Cheers.) Though the bank was for the moment as it were under a cloud by reason of the large and exceptional losses recently made, yet there was no reason why the bank should not return a good dividend in the future, and he had every reason for hoping that he should meet the shareholders this time next year under circumstances as bright as the present were cloudy. The deposits showed a reduction, consequent upon the diminution of the rate of interest from 6 to 5 per cent. As an illustration of the adverse working of exchange in India, he might mention that the Budget of the Government of India showed a loss on exchange of £69,000. The accounts connected with the estate of Morgan, Melbourn, and Co., Batavia, were nearly all wound up, and the allowance of £38,000 had been found ample to cover the loss. He concluded by moving the adoption of the report and accounts.

Mr. John Jones, chairman of the City Bank, seconded the motion.

Mr. Adamson asked the Chairman if attention had been given to the expenses of management at home as well as the East. He would call attention to the fact that in their days of prosperity and ten per cent. dividends, the allowance to the board was increased to £4,000 per annum.

The Chairman replied that the question had their serious consideration, and as it had been urged on them to bring in new directors of influence it was desirable to retain the old allowance, as no gentlemen of position could be found to give their time for less. He alluded to the appointment of Mr. Cassells, late of Bombay, and of the nomination of Mr. Wiese, late of Siemssen and Co., China, who had qualified by the purchase of 100 shares, and who would be proposed at the next meeting. It was also intended to add another gentleman connected with Calcutta.

Mr. Cassells stated that he quite confirmed the opinion of the chairman, and he was glad of the opportunity thus afforded him before the confirmation of his appointment by the shareholders. He thought it only due to himself to say that the heavy losses had been incurred before he joined the board.

The report was then seconded, and passed unanimously, as also the re-election of Mr. William Macnaghtan and Mr. John Jones as directors, and the appointment of Mr. Gwyther as manager, in place of Mr. Adam, resigned on a pension of half salary. Mr. Slater proposed the re-election of Mr. Thorp and Mr. Lewis as auditors, which was passed, as also a vote of thanks to the directors and Mr. Gwyther. Mr. Bett, of Messrs. Armitstead and Co., in seconding the vote, said he had examined the accounts, and he was satisfied that ample allowance had been made for all losses, and he had confidence in the future, so much so that he had increased his holding of shares.

ORIENTAL BANK CORPORATION MEETING.

The annual general meeting was held on the 20th inst., at the offices of the Corporation; James Blyth, Esq., in the chair.

The report, which was noticed in our last, announced a net profit, including £7,962 brought forward, of £190,096 for the year, and proposes a dividend of 6 per cent. for the half-year, being at the same rate as was paid in the previous half-year, and absorbing together £180,000, carrying forward £10,096 to the credit of next account, was read by Mr. C. J. F. Stuart, the chief manager.

The Chairman, after declaring the dividend, which is to be paid clear of income-tax, moved the adoption of the report, and congratulated the meeting on the continued prosperity of the Bank. This was the tenth time they had paid 6 per cent. for the half-year, the annual dividend having been for the last five years at the rate of 12 per cent. Looking at the disasters that had occurred in the East and elsewhere during that period, they could not but feel that the business had been well managed. (Cheers.) He paid a high compliment to Mr. Stuart, the chief manager, Mr. Campbell, the sub-manager, and the managers abroad, for their discretion and judgment in managing the extensive transactions which passed through their hands. (Hear, hear.) The present accounts were made up to the end of last year; but recent advices informed them that everything was going on in the most satisfactory manner. In conclusion, he expressed the regrets felt by himself and colleagues at the loss the Corporation had sustained in the death of the late deputy-chairman, Mr. Walker.

A Shareholder said that although 12 per cent. was a very satisfactory rate for those who bought shares at par, it was not for others, and in his case he only received 5 per cent., and he thought larger dividends should be given before increasing the reserve fund, and he would like to know if the directors intended adding to that fund, and he would also like to know why the gross profits were not given as well as the net.

Dr. Thom said that as the time of the charter was drawing near, he would like to know what steps were being taken for its renewal, and he would like to know if the £90,000 in the balance-sheet as debts was fully secured by the landed property.

Another Shareholder called attention to the £20,000 standing over from the previous year to meet a possible loss at Bombay, which h understood had not been incurred.

The Chairman said, in reply to the various questions, that he trusted they would be in a position to add to the reserve fund, although it now stood at the substantial sum of £444,000; but before doing so they would certainly consult the shareholders. The gross profits were not stated in the published accounts, but the shareholders could be informed on application to the manager. The question of the renewal of the charter, which had still eighteen months to run, had the attention of the directors. The reserves of the bank were necessary for the large commitments of the bank all over the East. The landed property alluded to as covering £90,000 debts was ample cover for the sum due. The £20,000 in connection with a claim at Bombay had been absorbed in the profit and loss account. He had pleasure in recommending to the shareholders General Burn to fill the seat vacant by the lamented death of Mr. Walker.

Mr. Stewart had much pleasure in seconding the election of General Burn as director, whom he had known in Hong Kong as manager of the Bank in 1848.

The report was then unanimously carried, and Mr. Blyth and Mr. Walkinshaw were re-elected directors. The auditors were also re-elected. A vote of thanks to the directors and managers terminated the meeting.

Digitized by Google

LITERATURE.

The Hundred Years of Christianity in Japan is the title of an interesting and learned article in the *Quarterly*. The Portuguese, as is well known, first brought the European prow into the Indian seas. In 1497 Vasco de Garnæ doubled the stormy Cape and landed at Calicut on the Malabar coast. The Portuguese were the tyrants of the seas, and the terror of the Mecca pilgrims. They seized on a number of maritime stations, among others Ormuz, Diu, Malacca, and several of the Moluccas, whence they could command the trade of the East. They twice attempted to take Aden, but without success. Goa was their capital; from it they ruled over most of the towns on the Malabar coast. An application was made to the Pope for two Jesuit missionaries to go out to India: Francis Xavier and Simon Rodriguez were sent. The latter was induced to remain in Portugal, but the former reached Goa in 1542, after a voyage of thirteen months. This apostle of the Indies was both the leader and director of a widely-spread missionary movement, conducted by a rapidly-increasing staff, not only of Jesuits, but also of priests and missionaries of other orders, as well as native preachers and catechists. Xavier reserved for himself the arduous task of travelling to regions as yet unvisited by any preachers of Christianity; and his bold and impatient imagination was carried away by the idea of carrying the Cross to the countries of the farthest East. The islands of Japan, already known to Europe through the travels of Marco Polo, had been reached by the Portuguese only eight years before, namely, in 1541, and Xavier, while at Malacca, had conversed with navigators and traders who had visited that remote coast. A Japanese named Angero (Hansiro), pursued for homicide, fled to Malacca, where he was baptised under the name of Paul of the Holy Faith. He learned Portuguese quickly, and has left a short account of early Japan in the "Epistolæ Indicæ." The missionaries appear to have been greatly struck with the external resemblance between Bhuddhism and Catholicism. Every one who has been in a Catholic chapel cannot have failed to have remarked its resemblance. Francis Xavier sailed for Japan in 1549, and, after a dangerous voyage, arrived in Kagosima, the native town of Angero. His first impressions were very favourable. Japan was then celebrated for its gold and pearls, but, owing to the smallness of trade, the country still remained poor. Five hundred years before the religion of Buddha had been introduced from China, and the ancient idols broken. But there was also in Japan a materialistic school of philosophy, as in India and China, confined to the upper classes, and only taught in secret. Xavier's discourses were numerously attended by the Bowzes, the nobility, and the common people. After a stay of two years he left Japan, in 1551, having made at least five hundred converts. One result of his labours was the formation of a mission, which, from Goa as a centre, radiated over much of the coast of Asia, from Ormuz to Japan. Their religion is, however, only a base and degenerate graft of Catholicism on the rotten trunk of Paganism, and at the present day the native Christians are inferior to the Mahomedans and Hindus of Northern India in intelligence and morality. The missionaries, though sometimes persecuted, continued to make progress. The most violent persecution to which they were exposed was in the year 1596, when the courage displayed by the Japanese onverts seems to have been worthy of the times of the early Church. The hostile cruisers of Holland appeared in the Japanese waters in 1602, and the Dutch did what they could to expose the policy of the Jesuits. Persecution became more and more frequent and severe, and at length no foreigners were allowed to reside in any part of Japan except Nagasaki, and all the half-caste descendants of marriages between Portuguese and natives of Japan were banished from the islands. A renewed effort of the Roman Catholic clergy to penetrate into the Empire of the Rising Sun was made in 1642, when five Jesuits and three other priests were put to death. In 1709 the Church of Rome made a last effort to gain converts in Japan until these days, when their exertions are being recommenced.

The Dutch Republics of South Africa. By F. W. Chesson. London: Tweedie. In these pages the author forcibly advocates the establishment of a confederation to put an end to war and slavery in the Cape. tive Council of Natal, by the influential portion of the colonial The writer's views have been endorsed, we learn, by the Legislapress, and by South African merchants resident in this country. The farmers justify their treatment of the natives by references to the curse pronounced upon Ham and his descendants. The stories which these poor creatures tell of the manner of their capture, the murder of their parents, the long years which they have spent in slavery, and the cruelties which they have endured, are extremely pathetic. Fortunately this deplorable state of things is not without a remedy. When in 1852 we recognised the independence of the States which the Dutch farmers who emigrated from Cape Colony had founded, we made it a condition that "slavery should not be permitted or practised" in them. This condition the Boers, under the cover of a transparent fiction, have violated. Their right to independence is therefore forfeited, and it becomes our duty to see that the laws of humanity are no longer outraged. The scheme proposed by Mr. Chesson is a confederation, under the British Crown—upon the model of the Canadian Confederation—of all the Colonies of South Africa which are inhabited either by British subjects or by persons who only ceased to be British subjects upon conditions which they have not observed. If this were carried out, each State would retain its own laws, but we should be able to interfere with effect, when occasion called for interference.

The Shanghai Volunteers and the Graphic.—The last number of the *Graphic* contains a spirited engraving of the muster of the English volunteers in the public gardens at Shanghai. We regret that we cannot extend to the accompanying letter-press the praise which the illustration richly deserves; but this will be no surprise to the writer, who frankly avows his belief that "the volunteers of Shanghai will not approve of what he has written." It is as impossible for them to do so, as it is deplorable to see any person of intelligence treating of matters which he does not understand in the style of the gentleman who writes the letter-press to match the illustrations in the *Graphic*. A very few lines will satisfy our readers as to the imbecility of the writer under notice. He asks, "Why should the heavily-burdened citizen of England be taxed to protect a trader who voluntarily places his property on foreign soil?" The risk should in this "case be met, and probably is met, by private insurance arrangements." *Risum teneatis!* The *Graphic* is, however, a very meritorious and rising paper, and some day, perhaps, it may see the policy of placing its literary matter on something like an intellectual level with its embellishment.

The March number of the *Phœnix* opens well with Mr. Charles Carroll's account of his rambles among the Formosa savages, from notes collected in 1866-67, when the writer was Acting-Consul at Taiwan. The same author's translation of the "Cure for Jealousy" is satisfactorily concluded, and supplemented with some instructive notes. Mr. Hyde Clark contributes a couple of columns on "The Phrygian, Etruscan, &c., and Cauca-so-Tibetan," whatever the individual in question may be, and Mr. Hodgson continues his essay on the "Literature and Religion of the Buddhists," and Dr. Campbell his "Notes on Eastern Thibet," in their well-known style. The most interesting of the other papers in the number is a reprint of the account of "Kiukiang and its Vicinity," which originally appeared in our own columns.

An Illustrated Natural History of British Butterflies. By Edward Newman. London: Tweedie.—When the author of this work was "a very little boy indeed," he tells us that he loved butterflies much better than books, and a perusal of his volume leads us to the conclusion that, in after life this preference must have become confirmed. This, however, is of the less consequence, because, notwithstanding the many species of caterpillars which turn into butterflies, we may be sure that book-worms are not of the number; and the present work contains all the information and entertainment that any reader, not being a book-worm, can expect to extract out of such a subject.

The Secret Documents of the Second Empire. Translated by T. Curry. London: Tweedie.—This is an intensely interesting collection of the documents and private correspondence of the ex-Emperor of the French, which fell into the hands of the Government of the National Defence on the collapse of the Imperial forces at Sedan. The papers are well translated, and well arranged, and afford a strange side-view of the manner in which France has been governed during the last twenty years. The authenticity of the docaments, it should be added, admits of no dispute.

We hear that Mr. N. B. Dennys, whose name as editor of the *China Mail* and *Notes and Queries on China and Japan* is familiar to our readers, purposes returning to Hong Kong, where he will probably arrive in July next. His visit to England and the United States has given him an advantageous insight into the press of both countries.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, April 18.

A rumour of a rather alarming nature, but as it turns out fortunately without foundation, has for some time past been agitating the German public, as, if there had been any truth in it it might have had a prejudicial effect on the scarcely yet consolidated unification of Germany. The ultramontane or clerical party in Bavaria, wishing to sow the seeds of discord, and prevent, if still possible, that kingdom from joining the rest of the Empire, put forward through its organs in the press the claims of Bavaria to the district of Weissenburg in Alsace, to round off her frontiers in the Palatinate, and compensate her for her loss of territory after the events of 1866 and the war indemnity of thirty millions of florins she had to pay. In the meantime the Ministerial Bill for annexing Alsace and Lorraine as integral and inseparable parts of the German Empire has been brought in to the German Parliament, and public feeling on the subject has been much calmed by the fact that in the draft of the Bill not a word is said about any intention of cutting up Alsace and assigning any portion of it to separate States. On the contrary, it expressly states that the new territory shall belong to the Empire, and for the next three years be governed by a Viceroy appointed by the Emperor, at the end of which period it shall be admitted to all the rights and privileges enjoyed by the other States, including its due representation in the Federal Council and the German Parliament.

Digitized by Google

As the French Government under the present melancholy circumstances is perfectly unable to fulfil its engagements, and liquidate even the first instalment of the war indemnity that fell due on the 1st of April, and as money is required for the army still occupying a part of France, the German Minister of Finance has applied to the Federal Parliament for a credit to the amount of 120,000,000 Prussian dollars, to be raised successively, as required, by the issue of Treasury Bonds bearing interest and redeemable at any period after the expiration of one year, so as to be prepared in case of need for any contingency that may occur in consequence of the possible protracted inability of France to pay down the stipulated sums as they fall due. The only amount hitherto received has been the f.200,000,000, being the war contribution imposed upon the City of Paris, and which produced 44,473,683 thalers. The expenses of the war down to the end of March amounted to 286,493,497 thalers, and in the present state of things there is but a poor chance of the French being able to pay the next instalment of a milliard of francs, due in the course of this year, as they are not even able to pay the sums daily incurred for the food furnished to the Army of Occupation, as is also stipulated in the preliminary treaty of peace, which sums have to be advanced out of the German exchequer.

It has been stated that the Emperor has appointed the 3rd of August for the triumphal entry of the Guards into Berlin; but there is no truth in the assertion, the fact being that no day has yet been fixed, nor can one well be at present, as it entirely depends on the turn that affairs take in France. But when the happy event takes place there will be great rejoicings, and preparations on a grand scale are already being made to celebrate it in a becoming manner, and there will no doubt be a large influx of visitors. It is said that five hundred dollars have already been paid for the use of a window on the first floor of an hotel in the Via Triumphalis to see the victorious troops march past, whilst the Municipal Corporation of Berlin have resolved to give a grand full-dress banquet to 1,000 persons, comprising the members of Parliament and the principal military officers who took part in the war. A contract has been made to furnish the dinner at the rate of twelve dollars per head, exclusive of wine.

The embarkation of the French prisoners of war has been going on without interruption since my last letter, and is now about to assume still greater proportions, as it is decided to send the remainder still confined in different parts of the interior of Germany back by sea. For this purpose the French Government have chartered ten of the large passenger steamers belonging to the "Compagnie Transatlantique," which have arrived in the Elbe, and the embarkation has already commenced at Gluckstadt. Yesterday three special trains, with together about 5,000 prisoners and their military escort, arrived here from Spandau, Magdeburg, and Custrin, and after having been provided with a hot dinner at the railway station, were forwarded down to their place of embarkation, partly by rail and partly by steamers.

It has been proposed to erect a Parliament House at Berlin, and to give it a monumental character, as a sort of memorial of the war with France, the political union of Germany, and the revival of the German Empire; but, on the other hand, the well-founded objection has been brought forward that Parliamentary life is still so new and untried that no experience has hitherto been made as to the local requirements for committee-rooms, library, and other similar offices; besides, it is far from impossible that in the course of constitutional development the present Bundesrath, or Federal Council, may eventually become a House of Lords. Under these circumstances the subject has been allowed to drop for the present.

The Japanese Prince Mitz-no-Mija has arrived at Berlin with a numerous suite, and taken up his quarters at the Hotel de Rome, Under den Linden. He is accompanied by a diplomatic agent of the Japanese Government, by name Samejima, who is to remain permanently at Berlin as the accredited Chargé d'Affaires of his native country. The Prince intends to reside in Germany for several years, and study its political and military institutions. He is said to be the brother of the Japanese Prince now in England, who was lately presented to the Queen, and is accompanied by Baron Alexander von Siebold, who is now in the Japanese service, and acts in the capacity of interpreter.

According to accounts received from Eastern Siberia, and published in the Government journal at Irkutzk, the quantity of gold found in 1870 was as follows:—In the Government of Jeneisseisk, 500 poods of 44 lbs. each, being 50 poods more than in 1869; in the Jakutzk territory, 612 poods, 47 poods more than in 1869; in the province of Trans-Baikal, 252 poods, 46 poods more than in 1869; and in the Amoor territory, 137 poods—making together 1,530 poods.

The Imperial Chancellor and Princess Bismark have issued cards of invitation to all the members of the German Parliament and the Federal Council to attend their Saturday evening soirees till the 6th of May, from which it is inferred to be his intention of closing the session in the succeeding week. The autumnal session will probably be convened for a month in the beginning of September.

Now that the war is over the office of Governor-General of the coast district is abolished, and we are no longer under martial law. The Emperor is so pleased with the energetic conduct of the Governor-General —General Vogel von Falckenstein—in his arrangements for the coast defences, that he has conferred on him the Order of the Black-Eagle, the highest and most valued distinction in Prussia.

The Austrian Rear-Admiral, Baron von Petz, lately in command of the Expedition to the Far East, has received the Emperor's permission to accept and wear the decoration of a Knight Commander of the Order of Kamehami I., conferred on him by the King of the Sandwich Islands.

COMMERCIAL.

In consequence of the holidays, the markets have been very quiet, and business was neglected. This was especially the case with Tea, Rice, and Spelter, in neither of which there is any alteration to report. In the Spice market 1,800 chests of Cassia Lignea were sold at 12 sch. bco.; since then none is to be had under 12¼. Of Singapore Pepper 900 bags have arrived, per Condor, but they had previously been disposed of for delivery on arrival. The present quotation is 6 to 6¼ sch. bco., and Penang 5¾ to 5⅞ sch. bco.

HOLLAND.

—o—

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 19.

The members of the Second Chamber met yesterday for the despatch of business; they at once will deal with the several Budgets which are already examined in the sections, whilst the Ministers are now answering to the reports. Mr. de Casembroot has again asked permission to interpellate the Ministry about the question of the marriages of naval officers. I told you some time ago that the Chambers had decided that these officers should be free to marry. The matter, however, seems not to be decided definitively, because the Minister of the naval department is of opinion that the officers are free in their choice, but that, having chosen a wife, they must still ask the approbation of his Majesty. The papers generally protested against this apprehension, and consequently the question is to be brought again on the *tapis*.

The only topic of importance which is discussed by the papers is the question if the Government shall grant a subsidy to a steam line between Flushing and New York. There is a good deal of opposition to this plan, which is proposed by five members of the Chamber; it is generally condemned, and principally because some months ago a private company was established here, whose aim is to run steamers between Rotterdam and New York. The greater part of the papers condemn the intention that private undertakings should be starved by the State refusing subsidies. I hope that the appeal made in behalf of this line will cause that a demand will also be made in behalf of a subsidy for a steam line between Java and Australia. Everyone is convinced that it is of the greatest urgency that such a communication should be established, in order to promote the trade relations between both these countries, but nevertheless the matter is enormously neglected by the Government. It certainly would be unjust to grant a subsidy to a Dutch line which is quite superfluous, and to withhold it from a steam communication which would greatly improve the trade with India.

The addresses which are forwarded to the Second Chamber, in order to protest against the plans of the Minister of the Colonial Department, to revise the India tariff in a liberal way, are augmenting in number every day. The cotton traders and manufacturers are most earnest in behalf of protectionism.

The election of an M.P. in Roermond has not given a favourable result for the Liberals, the clerical and Conservative candidate, Mr. Arnoldts, having beaten, by a majority of 300 votes, the Liberal candidate, the ex-M.P., Mr. Cornelis. Mr. Arnoldts was in his place yesterday in the sitting. The Liberal party has lost in Mr. Cornelis a warm and zealous supporter.

Some papers of small importance are discussing the question of emigration from here to our East India Colonies, in order to provide workmen in those parts of the colonies where there is great want of hands, and to find at the same time means to decrease the poverty in our country. The principal question is; how to find the necessary money for the passage, the State not being inclined to grant it. This matter does not enjoy the sympathy of the principal papers, who do not say one word about it.

THE ROYAL MARINES IN JAPAN.

The *Army and Navy Gazette* says:—We have been appealed to several times lately to press upon the authorities the claim for a medal, or some recognition, for the services rendered by the squadron and battalion of Royal Marines, under Admiral Kuper, in Japan. This claim requires no recommendation but a plain statement of facts. Two successful engagements were fought against the Japanese; the first against heavy odds, and under trying circumstances. There was considerable loss of life, but the desired results were obtained. Three large steamers and seventy guns were captured, and a large indemnity was paid by the Japanese. No medal or prize money has been given. We ask, Why? Had there been no precedent, probably nothing would have been thought of the matter. Now medals have been deservedly given for the North-West Frontier and New Zealand, and large sums of extra pay, besides a medal, for Abyssinia. Is it not natural to ask, Why is Japan forgotten? If it is considered undesirable to lessen the value of medals, we are proceeding the right way to obtain this end, namely, by giving them to people who have never seen an enemy, and withholding them from others who have actually been under fire. The cost for medals might almost be defrayed by the sum which could be realised by the sale of the few Japanese guns now at Ryde, and offered to the highest bidder by Messrs. E. and E. Emanuel.

A DECISION has been given in the Admiralty Court for £400, and an extra sum of £123, for services rendered by the steamer *London* in towing the *Waverley* (from Manila) into Lisbon. A much larger sum was claimed by the *London*.

AN advertisement appears in *The Times*, signed by W. H. Alexander, official administrator of the estate of F. J. Huzeland, of Hong Kong, for all claims to be sent in before November 20, 1871. The circulation of the *London and China Telegraph* would be more suitable for such an announcement.

Assistant Paymasters John J. Hill, George Spain, and Rishton J. Jones have been appointed to the Ocean, on the China station, as supernumeraries, for disposal. These officers will probably proceed in the Curlew, which vessel has been inspected by Vice Admiral Elliott at Sheerness, and is now at Spithead awaiting her sailing orders for China.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 20, at London, from Hong Kong, Euphrosyne; at Deal, from Foochow, Evelyn; from Batavia, for Rotterdam, Schiedam; from Shanghai, Jason; from Penang, La Plata; 19, off Dover, from Java, for Rotterdam, Caprera; 29, at Portsmouth, from Colombo, Copenhagen; 20, at Falmouth, from Rangoon, Zuleika; —, off Falmouth, from Maulmain, Underwriter; 18, at Brouwershaven, from Sourabaya, Huidecoper; —, at Gironde, from Singapore, Malacca; 21, at Queenstown, from Maulmain, John Bunyan; 18, at Texel, from Batavia, St. Antoine; 19, Mora; 22, at London, from Zebu, Calypso; from Colombo, Lady Melville; at Deal, from Ceylon, Peru; 21, off Dover, from Java, for Rotterdam, Jannetje; off Dungeness, from Java, for Rotterdam, Willem Poelman, Alblasserwaard, Julie; 20, at Texel, from Sourabaya, Albion; from Batavia, Hermanus; in Texel Roads, from Sourabaya, Arabia; 17, in Belle Isle Roads, from Saigon, Notre Dame de Bon Port; 23, at London, from Colombo, Shields; 22, at Liverpool, from Manila, Serafin.

DEPARTURES.—April 20, from London, for Batavia, Samarang, and Sourabaya, Anita; 19, from Cardiff, for Galle, Astracan; from Rotterdam, for Java, Jonge Jan; 18, from Hamburg, for River Amoor, Hunsingo; 22, from London, for Colombo, Peveril of the Peak; 21, from Cardiff, for Hong Kong, Martin, Ellen Browse; for Batavia, M. Catharina.

LAID ON.—At London, for Singapore and Yokohama (*via* S. C.), Duna (str.); for Trincomalee, Colombo, &c., Dorothy; at Liverpool, for Manila, Ologulvel for Galle, Oxford; at London, for Shanghai, Elizabeth Graham; for Hong Kong, Beemah; for Batavia, Samarang, and Sourabaya, Juanpore; at Liverpool, for Galle, Caranjah; at Greenock, for Java, Trinidad.

SPOKEN.—Norham Castle, Clyde to Singapore, March 15, 1 N., 22 W.; Cornelia Mathilda, Bali to Schiedam, Feb. 22, 24 S., 3 E.; Catharina Maria, Samarang to Rotterdam, March 21, 10 N., 32 W.; Vice-Admiral Koopman (s.), Nieuwe Diep to Batavia, April 8; Admiral van Wassenaar (Dutch steam frigate), Nieuwe Diep to Capetown and Batavia, March 27, 2 N., 27 W.; Beatrice, Bali to Queenstown, April 7, 27 N., 41 W.; Malvine, Cardiff to Singapore, March 15, 1 N., 22 W.; Belvidera (ship), Colombo to London, April 1, 24 N., 42 W.; Isaac da Costa (brq.), Samarang to Rotterdam, 72 days out, March 17, 3 N., 26 W.; William Ritson (brq.), London to Hong Kong, March 8, 1 S., 22 W.; Eliza and Jane, Penang to London, Jan. 29, 13 S., 88 E.; Coringa (brq.), Colombo to New York, March 3, 19 S., 3 W.; Lahloo (ship), Cardiff to Shanghai, March 18, 3 N., 22 W.; Teviot (brq.), London to Colombo, Jan. 10, 28 S., 28 W.; Hollinside (brq.), Colombo to London, March 5, 12 S., 85 E.; Tynedale (brq.), Colombo to London, March 6, 10 S., 85 E.

CASUALTIES.—The Johanna and Willem, Janssen, which arrived at Texel, April 15, from Samarang, struck the ground in the Straits of Sunda, which caused her to make water, and necessitated her being pumped at intervals. The Adelaide, Otte, which sailed from Hamburg April 10, for Nocolajefsk, has been assisted into Ramsgate, with loss of two anchors and 105 fathoms chain, having slipped from the same off Dungeness, on the morning of 20th April; agreement £30. The Attila, Stephens, for Galle, has put back to Shields, with rudder head carried away. Advices from Rotterdam, dated April 21, state that the Mora, Law, which arrived at Texel April 19, from Samarang, got into collision, in entering into Nieuwe Diep, with the Henrietta Maria, Tjebbes, from Batavia, and the latter vessel lost jibboom, and received other slight damage. The Caprera, Bertie, which arrived at Brouwershaven April 20, from Samarang, was in collision with a schooner outside the English Channel, and sustained some damage.

MISCELLANEOUS.—At Port Said: Sarpedon (str.), from Singapore, China, &c., and left April 21, for London. At Suez: Achilles (str.), from Liverpool, and left April 21, for Singapore, China, &c.; April 20, Elgin (str.) Hutton, from London, for Singapore, China, &c.

NOTICES TO MARINERS.

The following notices have been issued from the Hydrographical Department of the Admiralty.

China—East Coast. North Saddle Island Light.—With reference to Notice to Mariners, No. 12, dated February 13, 1871, respecting the exhibition of the first-class light revolving every minute on North Saddle Island, on the authority of the *London and China Telegraph*:—Official information has been received of the same, with the additional information that the light is obscured to the southward, from False Saddle Island to Elliot Islands, or between the bearings N.W. ¾ W., and E. by N. ½ N., and that it is 273 feet above high water. The lower part of the tower is painted *white* and the upper part *black*.

Yang-tse-kiang Entrance. Tungsha Light.—With reference to Notice to Mariners, No. 110, dated 21st October, 1870, respecting an intended alteration in Tungsha Light, information has been received that it is now a revolving white light, attaining its greatest brilliancy every forty seconds: the light is elevated forty feet above the sea, and in clear weather should be seen from a distance of eleven miles. Note: When necessary to lower the light for trimming, a small white mast-head light will be exhibited together with a flash light. Also, that an iron screw pile beacon has been erected on the western part of the Block House shoal, in four feet water; from it Kintoan Lighthouse bears S. W. by S. ½ S.; Little Kintoan bears W. by N. ½ N.; Grass Island bears N. ½ W. The beacon is pyramidal shaped, surmounted by a ball, which is twenty feet above high-water springs. It can be seen nine miles.

Gulf of Siam.—The following information has been obtained from the *London and China Telegraph* of March 14, 1871:—The commander of the Netherlands India barque Ellen Bangka reports that his vessel, whilst under sail on the 12th Nov., 1870, in the neighbourhood of the Kusrovie Rock, struck twice on a shoal on which there was only 11 feet water. The vessel was at that time north, five or six miles from the Kusrovic Rock, which was visible from the deck. The danger has accordingly been placed in lat. 11 deg. 11 min. N., and long. 102 deg. 47 min. E. [All bearings are magnetic. Variation, 1¾ deg. westerly in 1871.]

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HAGEDORN—On the 18th of April, at 48, High-street, Clapham, the wife of F. W. Hagedorn, Esq., of a son.

SEVERS—On the 17th April, at Bedford Villa, Lower Streatham, the wife of Albert Severs, Esq., of a son.

YOUNG—On the 16th April, at Elgin Lodge, Vanbrugh-park, Blackheath, the wife of John Young, prematurely, of a daughter, stillborn.

MARRIAGES.

HALL—ELY.—On the 20th April, at St Mary's, Stoke Newington, by the Rev. W. Pennefather, incumbent of St. Jude's, assisted by the Rev. T. Jackson, prebendary of St. Paul's and rector of the parish, Newman Vine, only son of John Vine Hall, of South Hampstead, to Margaret, fifth daughter of the late George Ely, M.D., Rochester, Kent. No cards.

HARRIS—ADAMS.—On the 18th April, at St. George's, Walthamstow, by the Rev. F. Rhing, Henry Barham Harris, late of Shanghai, Esq., third son of the late Henry Barham Harris, Esq., M.D., to Catherine, third daughter of Frank Adams, Esq., of Hoe-street, Walthamstow.

TAINTOR—TALBOT.—On the 15th March, at Stratford, Conn., U.S.A., by the Rev William K. Hall, Mr. Edward C. Taintor, of the Imperial Customs Service of China, to Miss Julia Plummer, eldest daughter of George A. Talbot, Esq., of Stratford, formerly of Brooklyn, New York.

DEATHS.

DANIELL—On the 14th April, at Biarritz, James Nugent Daniell, Esq., in the 75th year of his age.

YEWDALL—On the 16th April, Alice, the relict of the late W. Yewdall, Esq., Apperley-lane Head, Rawden.

Monetary and Commercial.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £295,800, to Bombay £100,000, and to Madras £4,200. The minimum price was fixed, as before, at 1s. 10½d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 10$\frac{3}{16}$d., will receive about 3 per cent.; on Bombay, at 1s. 10⅜d., about 30 per cent., and those above in full. These results show a slight increase in the demand for means of remittance to the East.

Berlin advices mention that a new North German Loan for 20,000,000 thalers (about £3,300,000 sterling) has been privately subscribed by a combination of bankers, the same as those who took a large portion of the previous loans. No public subscription will be made, and the price of the private one has not transpired.

At the meeting of the North British and Mercantile Insurance Company at Edinburgh the fire premiums of the year were stated at £555,179, an increase of £49,750, and the losses at £323,925. The new life policies were 879, for £810,632, yielding in premiums £24,348. The fire reserve funds now amount to £745,123, and the accumulated funds of the life department to £2,313,777. A dividend of 15s. per share for the half-year ended the 31st of December, making, with the 10s. per share paid for the half-year to the 30th of June, 20 per cent., was declared, together with a bonus of 10s. per share, or 8 per cent.; in all 28 per cent. for the year.

The disastrous results of the Joint-Stock Company mania are still apparent. No less than fifty-four joint-stock companies are now being wound up, either voluntarily or under orders from the Court of Chancery.

The meeting of the Oriental Bank was held on the 20th, and the report passed. The proceedings will be found in another column.

At the meeting of the shareholders in the Chartered Mercantile Bank of India, held on the 18th inst., the report was unanimously adopted. A report of the meeting will be found in another column.

At the meeting of the Chartered Bank of India, on the 19th, the shareholders very wisely refrained from any hostile conduct towards the board of directors, and we attribute this entirely to the fact that the directors did not attempt to make things pleasant by disguising the serious nature of the losses. All kinds of rumours were in circulation as to the intentions of some of the shareholders to propose "a want of confidence in the directors," while others were said to be ready to propose winding up. These gentlemen, finding they were not supported, refrained from saying anything, and thus avoided a further injury to the value of the shares. Many shareholders are of opinion that with the aid of the telegraph now working to the ports in the Far East there is good reason to believe that the heavy losses which the Bank had experienced would not be repeated, and a more hopeful prospect was before them. The directors' report and balance sheet, as also a report of the meeting, will be found in another page.

The *Manchester Courier* states that Messrs. S. J. Cohen and Co., whose suspension has just been announced, commenced business rather more than ten weeks ago, and during that period they have bought £8,000 worth of goods, all of which have been consigned to India for sale, an advance of £6,000 having been obtained upon them. A reward of £50 has been offered for Mr. Cohen's apprehension, it being believed that he has left Manchester with £1,500 in his possession.

Subjoined is an account of the quantities of the principal articles of imported merchandise (subject to Customs duties) remaining in the bonded warehouses of the United Kingdom on the 31st

Digitized by Google

of March, 1871, compared with the quantities in warehouse on the 31st of March, 1869 and 1870 :—

	1869.	1870.	1871.
Coffee (lbs.)	37,246,662 ..	47,440,053 ..	52,227,197
Sugar, refined (cwts.) ..	75,253 ..	119,511 ..	70,265
Ditto, unrefined (cwts.) ..	1,790,431 ..	1,892,395 ..	1,771,273
Molasses (cwts.)	64,193 ..	170,274 ..	179,219
Tea (lbs.)	106,893,385 ..	112,859,890 ..	99,146,425
Tobacco (lbs.)	57,871,587 ..	55,586,263 ..	52,673,721

Mr. Edward H. Pollard, of Hong Kong, and Mr. Macdonald, late of Singapore, have joined the Board of the Realm Marine Insurance Company, and it has been decided to open Agencies in India, the Straits, China, &c. The prospectus will be found in another column.

The report and accounts of the Great Northern Telegraph Company of Copenhagen, to be submitted to the shareholders at the general meeting to be held in that city on the 26th inst., have been published. The total receipts have been £48,473, a deduction from which of £8,810 for working expenses leaves a balance of £39,663. The proposed dividend of 17s. 9d. per share will absorb £35,555, leaving a balance of £4,107 to be transferred to the reserve fund, which will then amount to £5,560. When to the present revenue is added what may be expected to be derived from the working of the China Telegraph overland line, the result is likely to become still more favourable.

In reference to the subject of freights in China, on which we expressed our opinion in our last number, a letter will be found in another column from a correspondent, and the following appeared in *The Times* :—

"Efforts are being made in the shipping trade to put a stop to a custom which prevails with regard to freight engagements in China, where, if a vessel is partially laden at certain rates of freight, and a lower rate is subsequently taken for a portion of cargo to fill up, the lower rate thus accepted is held to be the one that must rule the whole, the shipowner being left with the alternative of agreeing to the reduction or of discharging the cargo already on board. The practice prevails in no other quarter, and it would be difficult to imagine anything more calculated to disorganise the legitimate course of business. The General Shipowners' Society of London addressed, some months back, an able circular on the subject to the mercantile houses in China and to the Chambers of Commerce of Shanghai and Hong Kong."

The following is the report of the directors of the Singapore Gas Company, to be presented at the meeting to-morrow :—

"The directors have to report that the working of the company during Mr. Wells's absence has not been satisfactory. Up to the middle of October last, from the returns they received, they fully believed that the working was going on as favourably as usual, but at that date it became evident that this was not the case ; and on Mr. Wells's return to Singapore he had to report, upon full investigation, that a considerable deficiency existed in the coal stock. Upon taking stock at the end of the year this deficiency was found to amount to about 856 tons. Apart from this deficiency the working of the company had been much as usual, and the directors, after much consideration, propose to the shareholders that one-third of the deficiency should be charged to profit and loss for the half-year ending December 31st, 1870. Owing to the increase of the consumption of gas the directors have entered into a contract for a new gas holder, which they hope will be erected complete before the end of the present year. The directors have to announce with extreme regret the death of one of their colleagues, Mr. Benjamin Cooke. The directors going out of office by rotation are Messrs. William Henry de Feuvre, Frederick Alexander Malcolm Nicol, and Henry Palfrey Stephenson, and these gentlemen being eligible for re-election, offer themselves for the support of the shareholders. The present auditors, Messrs. William Thomas Morrison and Alfred Williams, retire from office according to the Articles, and being eligible for re-election, offer themselves to the shareholders for that purpose.

"The balance-sheet to 31st December, 1870, shows the financial position of the company. The profits for the half-year are £1,232 13s. 8d. (after writing off for depreciation of works and plant, and off the expenses of first establishment, as per balance-sheet, at the rate of one-half per cent. per annum, and £5 off office furniture, and after writing £455 off coal deficiency account), which together with £207 17s., the unappropriated profit of the preceding half-year, makes the available balance £1,440 10s. 8d. Out of this sum the directors recommend the declaration of a devidend at the rate of 7½ per cent. per annum, less income-tax, and the preference capital, a dividend at the rate of 6 per cent. per annum on the amounts paid up on the original capital, free from income-tax ; the balance of £15 15s. 11d. to be carried forward to the profit of the succeeding half-year. The dividend to be payable on May 31st next."

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th April, 1871, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th April, 1871, 13,817,644 yards; for the twelve months, 103,362,711 yards; for the twelve months, 1870, 47,405,619 yards; for the twelve months 1869, 46,074,327 yards. Increase for 1871 against 1870, 55,957,092 yards.

Coloured Cottons.—Export for the month ended 16th April, 1871, 1,545,196 yards; for the twelve months, 14,518,747 yards; for the twelve months, 1870, 2,402,379 yards ; for the twelve months, 1869, 1,295,724 yards. Increase for 1871 against 1870, 12,116,368 yards.

Printed Cottons.—Export for the month ended 16th April, 1871, 98,080 yards ; for the twelve months, 2,433,519 yards; for the twelve months 1870, 1,311,257 yards; for the twelve months, 1869, 1,829,788 yards. Increase for 1871 against 1870, 1,122,262 yards.

Cotton Yarn.—Export for the month ended 16th April, 1871, 1,090,880 lbs. ; for the twelve months, 11,983,836 lbs. ; for the twelve months 1870, 5,917,212 lbs. ; for the twelve months 1869, 5,060,390 lbs. Increase for 1871 against 1870, 6,066,624 lbs.

Value.—For the month ended 16th April, 1871, £288,032 ; for the twelve months, £1,580,394 ; for the twelve months 1870, £1,392,248 ; for the twelve months 1869, £1,234,570. Increase for 1871 against 1870, £1,188,151.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th April, 1871, 46,235,275 yards ; for the twelve months, 362,518,466 yards ; for the twelve months 1870, 224,003,115 yards; for the twelve months 1869, 237,551,754 yards. Increase for 1871 against 1870, 138,515,351 yards.

Coloured Cottons.—Export for the month ended 16th April, 1871, 740,357 yards; for the twelve months, 9,860,915 yards ; for the twelve months 1870, 15,249,627 yards ; for the twelve months 1869 7,604,790 yards. Decrease for 1871 against 1870, 5,388,712 yards.

Printed Cottons.—Export for the month ended 16th April, 1871, 188,618 yards; for the twelve months, 3,241,960 yards ; for the twelve months 1870, 6,597,397 yards; for the twelve months 1869, 2,607,896 yards. Decrease for 1871 against 1870, 3,355,437 yards.

Cotton Yarn.—Export for the month ended 16th April, 1871, 30,000 lbs. ; for the twelve months, 507,736 lbs. ; for the twelve months 1870, 562,090 lbs. ; for the twelve months 1869, 313,773 lbs. Decrease for 1871 against 1870, 54,354 lbs.

Value.—For the month ended 16th April, 1871, £731,450 ; for the twelve months, £5,362,748 ; for the twelve months 1870, £4,368,775 ; for the twelve months 1869, £4,202,468. Increase for 1871 against 1870, £993,973.

JAPAN.

Plain Cottons.—Export for the month ended 16th April, 1871, 5,174,324 yards ; for the twelve months, 37,944,527 yards ; for the twelve months 1870, 16,971,566 yards ; for the twelve months 1869, 19,514,398 yards. Increase for 1871 against 1870, 20,972,961 yards.

Coloured Cottons.—Export for the month ended 16th April, 1871, 34,600 yards ; for the twelve months, 2,278,699 yards ; for the twelve months 1870, 2,634,200 yards ; for the twelve months 1869, 1,188,972 yards. Decrease for 1871 against 1870, 355,501 yards.

Printed Cottons.—Export for the month ended 16th April, 1871, 97,200 yards ; for the twelve months, 932,884 yards ; for the twelve months 1870, 746,113 yards; for the twelve months 1869, 811,334 yards. Increase for 1871 against 1870, 186,771 yards.

Cotton Yarn.—Export for the month ended 16th April, 1871, 1,346,749 lbs. ; for the twelve months, 10,100,530 lbs. ; for the twelve months 1870, 7,358,033 lbs. ; for the twelve months 1869, 4,475,804 lbs. Increase for 1871 against 1870, 2,742,497 lbs.

Value.—For the month ended 16th April, 1871, £137,395 ; for the twelve months, £1,216,274 ; for the twelve months 1870, £869,487 ; for the twelve months 1869, £650,120. Increase for 1871 against 1870, £346 787.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th April, 1871, 10,169,123 yards ; for the twelve months, 88,877,783 yards ; for the twelve months 1870, 53,221,945 yards; for the twelve months 1869, 44,051,989 yards. Increase for 1871 against 1870, 35,655,838 yards.

Coloured Cottons.—Export for the month ended 16th April, 1871, 900,847 yards; for the twelve months, 10,328,354 yards; for the twelve months 1870, 6,071,678 yards; for the twelve months 1869, 4,440,520 yards. Increase for 1871 against 1870, 4,256,676 yards.

Printed Cottons.—Export for the month ended 16th April, 1871, 483,945 yards ; for the twelve months, 5,118,474 yards ; for the twelve months 1870, 5,893,791 yards ; for the twelve months 1869, 2,171,033 yards. Decrease for 1871 against 1870, 775,317 yards.

Cotton Yarn.—Export for the month ended 16th April, 1871, 516,504 lbs. ; for the twelve months, 3,384,729 lbs. ; for the twelve months 1870, 2,375,622 lbs. ; for the twelve months 1869, 1,486,580 lbs. Increase for 1871 against 1870, 1,009,107 lbs.

Value.—For the month ended 16th April, 1871, £198,451 ; for the twelve months, £1,816,103 ; for the twelve months 1870, £1,266,436 ; for the twelve months 1869, £966,199. Increase for 1871 against 1870 £549,667.

BATAVIA.

Plain Cottons.—Export for the month ended 16th April, 1871, 3,525,294 yards ; for the twelve months, 18,115,040 yards ; for the twelve months 1870, 10,885,647 yards ; for the twelve months 1869, 16,958,931 yards. Increase for 1871 against 1870, 7,229,393 yards.

Coloured Cottons.—Export for the month ended 16th April, 1871, 1,923,096 yards ; for the twelve months, 10,278,992 yards ; for the twelve months 1870, 9,395,865 yards ; for the twelve months 1869, 6,403,077 yards. Increase for 1871 against 1870, 883,127 yards.

Printed Cottons.—Export for the month ended 16th April, 1871, 2,659,683 yards ; for the twelve months, 12,221,798 yards ; for the twelve months 1870, 5,475,292 yards; for the twelve months 1869, 5,088,111 yards. Increase for 1871 against 1870, 6,746,506 yards.

Cotton Yarn.—Export for the month ended 16th April, 1871, 154,334 lbs. ; for the twelve months, 645,555 lbs. ; for the twelve months 1870, 291,417 lbs.; for the twelve months 1869, 469,605 lbs. Increase for 1871 against 1870, 354,138 lbs.

Value.—For the month ended 16th April, 1871, £123,280 ; for the twelve months, £693,143 ; for the twelve months, 1870, £527,046 ; for the twelve months 1870, £599,060. Increase for 1871 against 1870, £166,097.

MANILA.

Plain Cottons.—Export for the month ended 16th April, 1871, 528,945 yards ; for the twelve months, 18,126,962 yards ; for the

Digitized by Google

twelve months 1870, 17,789,107 yards; for the twelve months 1869, 16,975,013 yards. Increase for 1871 against 1870, 337,855 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1871, 298,751 yards; for the twelve months, 7,087,206 yards; for the twelve months 1870, 10,401,884 yards; for the twelve months 1869, 15,605,640 yards. Decrease for 1871 against 1870, 3,314,678 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1871, 128,106 yards; for the twelve months, 1,146,907 yards; for the twelve months 1870, 1,187,157 yards; for the twelve months 1869, 1,395,029 yards. Decrease for 1871 against 1870, 40,250 yards.

COTTON YARN.—Export for the month ended 16th April, 1871, 63,167 lbs.; for the twelve months, 479,775 lbs.; for the twelve months 1870, 272,203 lbs.; for the twelve months 1869, 285,207 lbs. Increase for 1871 against 1870, 207,572 lbs.

VALUE.—For the month ended 16th April, 1871, £28,767; for the twelve months, £481,206; for the twelve months 1870, £602,901; for the twelve months 1869, £687,786. Decrease for 1871 against 1870, £121,695.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th April, 1871, 1,866,782 yards; for the twelve months, 28,928,401 yards; for the twelve months 1870, 23,287,370 yards; for the twelve months 1869, 24,010,998 yards. Increase for 1871 against 1870, 5,641,031 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1871, 157,025 yards; for the twelve months, 3,056,378 yards; for the twelve months 1870, 1,568,456 yards; for the twelve months 1869, 874,747 yards. Increase for 1871 against 1870, 1,487,922 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1871, 101,803 yards; for the twelve months, 1,882,390 yards; for the twelve months 1870, 3,575,851 yards; for the twelve months 1869, 2,674,162 yards. Decrease for 1871 against 1870, 1,693,461 yards.

COTTON YARN.—Export for the month ended 16th April, 1871, 33,860 lbs.; for the twelve months, 329,970 lbs.; for the twelve months 1870, 473,917 lbs.; for the twelve months 1869, 404,647 lbs. Decrease for 1871 against 1870, 143,947 lbs.

VALUE.—For the month ended 16th April, 1871, £35,558; for the twelve months, £580,698; for the twelve months 1870, £565,994; for the twelve months 1869, £490,270. Increase for 1871 against 1870, £14,704.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From JAVA to GREENOCK, per County of Nairn, entered April 14.—5042 baskets sugar, 8240 bundles rattans—Order.

From PENANG to LONDON, per Lucayas, entered April 15.—769 bags sugar—G. H. and J. F. Wulff; 760 bags sugar, 2107 slabs tin, 12 bales cow hides, 80 baskets india-rubber, 1861 bags tapioca, 36 cases fish maws, 780 boxes cutch, 2865 buffalo and 1192 cow hides, 459 bags tapioca flour, 1 case mace, 18 cases nutmegs, 300 bales tobacco, 40 puncheons rum, 24 bales buffalo hides, 75 cases essential oil, 2241 bags pepper—Order; 9 puncheons 32 hogsheads rum—G. F. Dickinson.

From SINGAPORE to LONDON, per Palestine, entered April 15.—3128 bales gambier, 26 cases india-rubba, 742 bags sago flour, 483 bags pearl sago, 200 bags tapioca flour, 48 bags tapioca, 8866 buffalo horns, 28,999 bundles rattans—Order.

From CANTON and MACAO to LONDON, per Corea, entered April 17.—From Canton: 1 case wine, 1100 half-chests tea—L. Reiss Bros. and Co.; 110 bundles 75 packages canes, 121 packages merchandise, 30 casks 43 cases preserves, 232 bales waste silk, 9 packages ginger, 30 casks preserved ginger, 120 packages 12,015 boxes tea—Order; 462 rolls matting—Forbes, Forbes and Co.; 12 boxes tea—Tigen, Thompson, and Co.; 8354 boxes tea—Brown, Shipley, and Co. From Macao: 4300 packages tea—L. Reiss Bros. and Co.; 500 half-chests 1400 packages tea—Order.

From CANTON and MACAO to LONDON, per Kate Carnie, entered April 17.—From Canton: 31,037 boxes tea, 25 cases preserves, 171 boxes merchandise—Order. From Macao: 1486 half-chests 29 cases 10,057 boxes 2 packages tea—Order; 3 boxes tea, 5 boxes preserves—Master.

From SINGAPORE to GLASGOW, per Empress of India, entered April 17.—317 bags 177 boxes pearl sago, 1897 bags sago flour, 40 boxes 50 bags 20 barrels tapioca, 1675 bags 140 bales gambier, 659 baskets gutta-percha, 19 cases champagne, 7 cases boots, 4 cases curiosities, 796 pcs. sapanwood—Order.

From SINGAPORE to LONDON, per Hibernia (str.), entered April 18.—3391 bales gambier, 2871 bags sago, 1444 bags tapioca, 5347 bags sago flour, 1290 bags gambier, 2164 buffalo hides, 1831 bags pepper, 530 cow-hides, 160 baskets 1347 slabs gutta-percha, 1530 bags coffee, 86 cases cassia, 51 baskets india-rubber, 50 cases gum damar, 25 cases gamboge, 40 baskets shells, 325 cases essential oil, 11,854 buffalo horns, 17 cases gum benjamin, 114 baskets 475 cases shells, 160 boxes sago, 5 cases tortoiseshells, 1572 bags teel seed, 2141 bundles Malacca canes, 111 bundles jennety canes, 35,658 bundles rattans—Order; 144 bundles cowhides—Chalmers, Guthrie, and Co.; 266 bags sago—Fuse and Co.

From SINGAPORE to LIVERPOOL, per Huddersfield, entered April 10.—822 hides—E. Boustead; 16 casks paint—Bates and Sons; 12 bales hides, 3794 bales gambier, 1866 bags sago flour, 15,833 bundles rattans, 300 bags tapioca, 332 baskets gutta-percha, 1225 hides—Order.

From MANILA, &c., to LIVERPOOL, per King Harold, entered April 10.—From Manila 500 bales hemp—Baring Bros. and Co.; 158 cases gum copal, 15,870 bags sugar, 2260 horns, a quantity of sapan wood, 723 bales hemp, 5 cases cigars—Order; remainder of cargo from Cape Town.

From ZEBU to LONDON, per James Vinicombe, entered April 20.—2,800 bales hemp, 14,808 bags sugar, 19 tons sapanwood—Baring Bros. and Co.

From JAVA, &c., to BRISTOL, per River Boyne, entered April 13.—2338 bundles rattans, 1277 baskets sugar—Beloe and Co. Remainder of cargo from Fayal.

From FOOCHOW to LONDON, per Beemah, entered April 21.—17,380 packages tea—Order.

From SINGAPORE to LONDON, per Magdala, entered April 4.—3015 bales gambier, 50 baskets india-rubber, 9093 bundles rattans, 886 buffalo-hides, 121 baskets gutta-percha, 610 bags pearl sago, 1211 bags pepper, 435 bags coffee, 108 bundles Malacca canes, 20 bundles chumatee canes, 74 cases cassia, 304 bags pearl tapioca—Order.

From ILO ILO to LONDON, per Malvern, entered April 14.—6 tons sapanwood—Caldwell and Watson; 410 bales hemp, 21,616 bags sugar—Baring Brothers and Co.

From PASSAROEANG to LONDON, per Aquarius, entered April 14.—645 bags cloves, 1191 baskets sugar—Order.

From SHANGHAI to LONDON, per Jumna, entered April 14.—8854 chests 1682 half-chests 465 boxes 2845 packages tea, 3 packages merchandise, 2 packages ginger—Order.

From SHANGHAI to LONDON, per Jason, entered April 21.—40 bales silk, 8 packages merchandise, 7883 chests 3980 half-chests 1883 packages 398 boxes tea—Order; 5 boxes tea, 4 cases ginger—Master.

From HONG KONG to LONDON, per Euphrosyne, entered April 21.—3 bales 2 cases waste silk—C. Donner and Co.; 350 casks soy, 1418 boxes cassia, 1245 rolls matting, 116 cases cinnamon, 47 packages split rattans, 60 cases essential oil, 200 boxes ginger, 1 box preserves, 960 packages merchandise, 336 bales turmeric—Order.

From ZEBU to LIVERPOOL, per Glencairn, entered April 17.—1033 bales hemp, 24,017 bags sugar—Order; 1230 bales hemp—The Borneo Company; 2 cases ginger—Captain.

ARTICLES OF IMPORT.

TEA.

Messrs. A. Capel and Co. report as follows:—

No material alteration has taken place in the state of the market since the resumption of business after Easter, although some sales have been effected, out of recent arrivals, of fair to medium black-leaf Congous at fully former prices, of Canton Congous at previous rates, and of common to fair Scented Teas at declining rates. Red-leaf Congous: For siftings and broken-leaf kinds there is no demand; fair to good common have sold at the low rates last quoted, but holders generally are firm. Common to fair Kaisows are saleable at last quotations, but recent arrivals have been firmly held for an expected improvement in value. Good to fine Kaisows are in a favourable position, the stock on offer being moderate; of really finest quality there are none on offer. Paklin kinds have been inquired for at last quotations. Black-leaf kinds: Low to common are almost unsaleable, and in a most unfavourable position, the stock on offer being now very large, whilst the demand for them is at a standstill; for good common there is no inquiry, and sales could only be effected at a decided sacrifice in price. Fair to good medium kinds, out of the recent arrivals, have been sold at fully former rates, and command a good inquiry at 1s. 0½d. to 1s. 4d. per lb. Good to fine are unaltered, with limited sales. Finest are but little inquired for, the trade being sufficiently supplied, and the stock on hand will probably be found ample for the present requirements. Amoy kinds are neglected. New-make Canton Congous have been sold to some extent out of the recent arrivals in boxes at fully former prices, and in half-chests on slightly easier terms. Oolongs remain as last quoted, the commoner kinds very difficult of sale. Souchongs and Flowery Pekoes are without inquiry. Scented Teas: Common kinds; common to fair Capers, ex Priam, have been sold at gradually declining prices, and since arrival of the Corea and Kate Carnie with full supplies, the trade decline to offer within 2d. per lb. of former prices. For good quality previous prices have been given, but the tendency is downward for all descriptions. Foochow Capers are also in a worse position, and are difficult of sale. Canton Orange Pekoes have been fairly saleable at slightly easier rates, but since arrival of full supplies a decided concession in price is demanded. Foochow kinds have commanded previous rates. Uncoloured Japans are as last quoted. Green Teas: If possible the position of common to fair descriptions has become worse. Arrivals of full supplies have completely paralysed the market, and it is impossible to place any value on them at present. Fine qualities are unchanged.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—Since the holidays there has been a fair demand at previous prices, and finest black-leaf Congou has been taken to a limited extent for export, reducing the stock held by importers to a lower point than usual at this period of the year; but the wholesale dealers appear to be fully stocked, judging by the continued limited inquiry from this quarter. Deliveries continue on a large scale. There has been but little doing in red-leaf, though the tendency is towards improvement in medium grades. Tayahan Leaf: There have been fair supplies offered; ordinary to good common quality in half-chests has sold at 9½d. to 11d., in boxes at 11¾d. to 1s. 1d. per lb.; fair to good medium at 1s. 1½d. to 1s. 3d. per lb., and fine to finest at 1s. 9d. to 2s 2d. per lb. Black-leaf: There is no demand for the large quantity of the quality up to good common, but fair to good useful kinds at 11½d. to 1s. 2d., being cheap, appear to have attracted general attention, and rather extensive sales have been made; of medium Pekoe kinds at 1s. 4d. to 1s. 7d. per lb. the market is bare; fine at 1s. 8d. to 1s. 10d. we hear of no sales; finest at 2s. to 2s. 2d. per lb. has been taken to a small extent for shipping. Souchong: No change. Oolong: A few transactions at 1s. to 1s. 4d. per lb. for good common to medium. Scented Tea: Canton Orange Pekoe: The late imports have been chiefly of good to medium quality, and being the grades most wanted, have commanded a ready sale at 1s. 1½d. to 1s. 4d. per lb., fine and finest have been in limited supply, but ample for the present requirements. Caper: A lower quality has come forward by the late ships, but of the class wanted by the dealers, and therefore a brisk business has been done at 1s. 1d. to 1s. 3d. for fair to good, 1s. 4d. to 1s. 5d. for medium quality. Foochow: Scented Orange Pekoe, fair to medium has been taken readily at 1s. 1½d. to 1s. 4d. per lb. Caper: No imports lately.

At a public sale held on the 20th 3,083 packages China were offered. The attendance was moderate, and prices were maintained, nearly the whole being sold without reserve. The bulk (1,793 packages) consisted of Congou, which sold, chiefly low common Black-leaf at 9½d., a few 9¾d.; 1,182 packages Green brought former terms.

Digitized by Google

SILK.

Messrs. Kilburn, Kershaw, and Co.'s Circular says :—

The continuance of the revolution in Paris stops business, which would otherwise be doing in execution of French orders, and the market has, in consequence, been very dull and depressed. Prices of Chinas are about 1s. down from highest point last month, say 25s. for Red Peacock, 28s. to 28s. 6d. for best chop third Tsatlees, 16s. to 17s. for fair to good Canton Tsatlees, and very irregular quotations for Bengals and Japans, in which Silks sales can only be forced, so little inquiry is there. Deliveries are tolerably good, being from 1st to 19th inst.:—1,314 China, 510 Canton, 263 Bengal, 296 Japans; total, 2,383 bales.

COFFEE.

The public sales of the 18th contained more important supplies of Plantation Ceylon than for several weeks past, chiefly of new crop; no improvement was apparent in the demand, but previous prices were generally obtained, bold coloury qualities selling readily at firm rates. Since then moderate supplies of Plantation offered have gone off with better spirit, and firmer prices have been obtained, especially for bold coloury kinds. Native has attracted little or no attention, and all offers have been withdrawn. The current rates for plantation are triage and ordinary 46s. to 56s., small 57s. to 60s., fine ordinary 59s. to 59s. 6d., low middling greyish 61s. to 63s. 6d., bold ditto 64s. to 68s., middling coloury 65s. to 69s., good to fine middling 70s. to 79s. 6d., fine bold coloury 81s. to 83s. 6d., pea-berry 76s. to 83s. Of 742 bags pale Bonthyne Singapore offered in public sale the sound portion was bought in at 58s. to 60s., but 400 bags sea-damaged sold at 50s. 6d. to 53s., with two lots sound at 53s.; of a subsequent offer of 634 bags Singapore 100 bags good Bonthyne sold at 60s., the remainder being bought in at 59s., mixed 48s.; also 828 bags pale Bonthyne Singapore were offered, and all sold—sound at 57s. to 58s., but chiefly damaged at 50s. to 54s. 212 bags good brownish Manila have been sold at 53s., the first lot 52s. The Dutch Trading Company announce their next public sale of 69,500 bags Java for the 26th inst.

SUGAR.

For some days following our last report the activity therein noted continued, and East India kinds advanced about 1s. to 1s. 6d. upon our last quotations; subsequently, although a good inquiry has prevailed, holders have sought to establish an extreme range of prices, and this has checked business. The following are the sales reported :—Manila: At auction 2,000 bags unclayed Zebu have been sold at 21s., 200 tons Taal also at 21s., 2,150 bags clayed at 25s., and 50 tons clayed at 26s., 3,111 bags unclayed Taal being bought in at the close at 22s. 6d.; privately 6,285 bags unclayed Taal have been sold at 20s. 6d., and 6,500 bags clayed (duty 4s.) at 25s. Penang: In auction, of 189 baskets low offered, 123 baskets sold at 18s. 6d. to 19s. 6d.; washed, 18s. to 18s. 6d.; 530 baskets 65 bags low and common date were bought in at 20s.; privately, 80 baskets low quality have realised 18s. 6d. Java: In public sale, on the spot, 295 bags were bought in —soft brown (duty 4s.) at 26s., soft yellow (duty 4s. 9d.) 31s.; two floating cargoes have been sold—the cargo per River Boyne, 2,100 baskets, barely No. 14, at 32s., for the United Kingdom, and the cargo per St. Helen's, 2,617 baskets, about No. 17, at 32s. 3d. for the United Kingdom.

Cocoa-Nut Oil.—The market is steady, with a fair amount of business doing; privately at the last-quoted price of £40 per ton; no public sales have been held; for arrival about 600 tons Ceylon, March-April or May sailing, are reported to have been sold at £40 10s.

Camphor.—There is an entire absence of demand for either China or Japan, and no transactions are reported; part of the quantity imported by the Ajax—3,660 cases China—has been offered at 65s. without finding buyers.

Cubebs.—Without alteration; steady business at former prices.

Cutch.—The market is extremely dull, and scarcely any business has been done; prices are nominally maintained, but transactions have scarcely been sufficient to afford a true test of values.

Cardamoms.—At public sale 24 bags Ceylon, slightly mould, sold at 2s. 7d. to 2s. 8d.

Coir Goods.—At the public sales on the 21st inst., although no sales had been held for three weeks previously, only a small supply of Yarn was offered, which sold with good spirit at higher prices, medium kinds bringing the greatest advance. 140 bales Ceylon Yarn were partly sold, good, £36 10s. to £37 5s.; fine, £42 to £52 5s.; superfine bright thin, £60 5s. to £65 10s.; 28 tons sold, common coarse, £23 10s.; good middling to good, £32 to £35 5s.; fine, £37 5s.; of Fibre 2,495 ballots Ceylon sold, low, £15 10s.; common, £19 15s.; fair, £28 5s.; bristle £32 15s. to £33 10s.

Dragon's-blood.—Prices are well maintained, holders being firm, but the business has only been retail in extent.

Essential Oils.—Oil Aniseed: 10 cases were sold at 8s. 6d., at which there are buyers now. Cassia: Dull, and small sales at 4s. 5d.; 5 cases at auction retired. Nutmeg: Flat. Cinnamon: Very scarce, and wanted; 7 cases Leaf at auction retired. Citronelle: Firm; 51 cases at auction sold at 2d. to 2½d. per oz. Lemon Grass: Steady; none offered.

Galls.—The market is quiet, and the past fortnight has been without transactions either in China or Japan.

Gums.—Benjamin: Sumatra firm, good qualities scarce; of 54 packages (chiefly thirds) at auction, 8 cases fine seconds sold at £10 10s. to £10 12s. 6d., and 8 cases middling at £8 10s.; TT and Co. third Penang dull at 82s. 6d. Siam is neglected, and of 38 cases at auction 6 were placed, seconds at £18 10s., brown £15 10s. Manila Copal is dull of sale, and of 218 cases at auction, only one-third was sold at 41s. for good hard medium and bold; 27s. to 27s. 6d. drossy soft. Damar in good demand; 29 cases at public sale retired. Gamboge steady; none offered.

Gambier.—The market is steady at the advance we noted a fortnight since; there has been a large arrival per Hibernia, and parcels ex that vessel are being quitted at 15s. 9d.

Gutta-percha.—There is still a fair inquiry for good and fine quality, but common and middling is plentiful and dull; in public sale, of 234 packages offered the greater portion was sold at 10d. to 2s. 9d. per lb. for inferior reboiled to fair genuine.

Hemp.—There is no improvement in the market for Manila, which has remained very dull; the sales of the entire fortnight do not amount to more than 800 bales, which have been taken at former prices, viz., £48 for Sorsagon and £60 for fine white Quilot. There is absolutely no market for common quality.

Hides.—At the periodical sales held on the 20th a good quantity of East India Kips was brought forward, the best sorts selling at previous rates, whilst middling and ordinary sold at a further decline of ¼d. to ½d. per lb. Tanned: A large quantity of Madras was offered, which sold freely at rather lower rates. Of 2,364 dry Penang 827 sold—heavy, 9½ lb., at 7¾d. Buffalo: Of 6,556 Singapore and Penang 2,356 sold—light, 12⅝ to 19⅝ lb., at 6d. to 6¾d.; first heavy, 21 to 28½ lb., at 5⅞d. to 6¼d.; seconds, 22¾ to 36½ lb., at 4d. to 5¼d.

India-rubber.—Good qualities meet a ready sale, and are scarce; a sale reported of middling Singapore at 1s. 9d.; Borneo and Assam steady at previous rates.

Isinglass.—The market is without change, the demand being still very small and prices low; 13 packages Manila Purse at auction were bought in.

Japan Wax.—The recent advance is well maintained, and there is now but little on offer, holders retaining their stocks in anticipation of a further rise.

Musk.—The late rise in fine quality is maintained, but common is lower and dull; at auction of 39 caddies Tonquin, rather more than half sold at 29s. 6d. to 35s. for good to fine, and 15s. to 16s. rough and bally.

Pepper.—Black: The movement by Bear speculators has almost ceased, but 2,000 bags have been sold for delivery in December at 4d. per lb., and on the spot a good quantity has changed hands at 5 5-10d. for Singapore, up to 4 15-16d. to 5d. for Penang, at which the market closes firm. At public sale, of 420 bags Singapore and 160 bags Penang offered, the latter only sold at 5d. per lb. for fair. White is neglected, and ¼d. per lb. cheaper at auctions, which have presented 341 bags Singapore, forced off at 7¼d. to 7⅜d. per lb. for middling to fair, but the bulk of the stock is in good hands, and is very firmly held.

Plumbago.—Rates for Ceylon exhibit some improvement, owing to an increased demand; public sales have embraced 1,370 barrels, of which about one third were placed at 27s. 6d. to 30s. per cwt. for good to very fine bright lump, middling 20s. to 23s., chips 12s. to 14s., low to ordinary dust 5s. 6d. to 7s.

Rattans.—The market continues steady; the only parcel offered has been 6,605 bundles Singapore, chiefly damaged, of which the greater portion was sold at 3s. 7d. per hundred for sound. Other Canes: 1,397 bundles Tonkin sold at ¾d., 1,493 bundles Partridge at 2¼d., one lot 2⅜d., and 196 bundles Black Bamboo at 1⅜d.; 1,096 bundles Yellow Bamboo and 230 bundles Borneo withdrawn. 53 bundles Malacca bought in at 1¾d. to 2d., 35 bundles mouldy Manoo sold at 6d., and 12 cases Dragon partly sold at 4¼d. to 6d. per cane.

Rhubarb.—The market for China is quiet, and there have been large arrivals per Ajax; at public sale 193 cases have been offered, of which the bulk was sold, fair fracture at 2s. 3d. to 2s. 6d., and smaller root, 2s.; high dried, fair colour, 1s. 4d. to 1s. 6d.

Rice.—On the spot there has been a fair business doing, but prices have ruled irregularly, and are in some cases rather lower. Floating cargoes move off slowly, especially those of large size. Transactions comprise, on the spot, 750 tons old Saigon at 9s. 3d. ex ship, 6,500 bags field Siam at 8s. 9d., 14,000 bags Rangoon at 9s. 1½d. to 10s. 4½d.; 8,000 bags cargo Bengal, Casla 8s. 7½d. to 8s. 9d. ex quay, Ballam and Moonghy 9s. to 10s. 7½d.; 700 bags Madras at 10s. 3d.; and 9,000 bags White Bengal, Dacca 9s. 3d. ex quay, old hard white 10s. 4½d. to 11s., low to fine 9s. 6d. to 12s. 6d. per cwt. For arrival, 1,200 tons cargo Bengal, Soolie 9s. 3d. to 9s. 6d., and Raree 10s. ex quay, and two cargoes Necransie at 10s. 3d., Continental terms, and 10s. 4½d. landed here.

Roots.—China: Without alteration; private sales continue to be effected at 18s. Colombo: Market unchanged.

Sago.—Market very dull, and prices lower. Auctions have embraced 220 boxes, and 3,633 bags, of which only a small portion sold; middling to good small at 15s. 6d. to 16s.; good large at 18s. to 18s. 6d.

Shells.—Mother o' Pearl: Market steady, with small sales of fine Manila at £8. Tortoise: Unaltered; no transactions to report.

Spices.—Cinnamon: Market steady at previous value; the public sales have embraced 56 bales, which sold at former value, and 61 bags Chips, which realised 2½d. to 5¼d. per lb. for fair bark to good shavings. Cassia: Private sales of unworked effected at 110s. to 112s., and stock further reduced; Buds are again lower, with further arrivals of 780 cases. Cloves: Penang firm at the advanced prices noted in our report of the 7th inst.; Amboyna dull; no fine quality offering. Mace continues firm; at auction 6 cases sold at 3s. 3d. per lb. for good red. Nutmegs: Steady; the only offer at public sale, 15 cases, was retired.

Sticklac.—Siam continues scarce and firm; no business reported.

Soy.—The market has continued quiet; 5 casks China at auction were quitted at 2s. 1d. to 2s. 3d. per gallon.

Sapanwood.—No change in the market; 8 tons damaged Manila in public sale realised £7 per ton.

Tapioca.—The demand is limited, and prices have slightly declined; the public sales have included 60 bags Penang, sold at 2d. to 2¼d. per lb.; 250 bags Singapore retired; 711 bags Pearl, half sold at 18s. to 18s. 6d. for fine large, 17s. 6d. for fair do.; and 360 bags Flour retired.

Turmeric.—The market continues dull; an offer of 702 bags Java at auction met no demand.

Tin.—There is a steady demand, and prices are improving. For Straits business has been done at £127 10s. on the spot, and £126 10s. floating. Banca, on the spot, has realised £129 10s. In Holland there are buyers at 76 fl. without sellers.

Vermilion.—The market for China is still dull but firm; four boxes at auction met no offers, and were withdrawn.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£
Hector, str., via S.C.	Singapore and Penang	Lvrpool.	Mar. 18	...	...	...	...	...	...	343	802218	83370	85	...	1279	...	43282	...	...	...	...	...	...	...	...	...	...	781	...	...	...	...	...	...	50
Veronica	Hong Kong	London.	" 27	50	...	...	75	...	...	&29cs. 109	&£200 585000	30321	...	65	3280	...	10000	...	53	2	948	1960	...	100	504	...	60	...	130	...	497	...	£33	126	90
Taitsing	Chefoo, Tientsin, &c.	"	" 27	370	...	¼	...	...	...	60	4377500	...	...	...	10	...	...	...	33	2	144	430	353	157	396	8pkgs.	105	...	...	...	18pks.	178	4	124pk.	90
Victoria Nyanza	Shanghai	"	" 29	372	...	2	250	...	...	167	240000	...	...	...	3025	218	...	...	13	80	100	200	791	70	93	813	195	...	133	...	537	...	...	...	30
Sophie Gorbitz	Batavia and Sourabaya	"	" 30	34	23	5	...	14	...	1336	156458	170975	...	...	...	...	4300	50	...	18	...	...	...	63	102	900	14	253	...	...	1239	...	...	83	12
Everest	Shanghai	"	" 30	...	...	...	273	...	...	349	1264612	12716	...	...	2918	20	...	...	90	31	261	4016	759	441	868	250	210	229	400	...	...	£193	...	33	11
City of Aberdeen	Do.	"	" 31	144	35	¼	50	¼	...	477	1004300	20000	...	...	2725	...	...	...	92	25	900	400	225	432	1437	87	36	92	...	...	273	30	22	185	100
Glance	Hong Kong	"	Apr. 4	102	...	11	200	25	...	406	128000	24000	...	...	505	...	12240	...	55	155	347	...	311	523	1738	538	336	517	...	...	808	158	9	245	194
Canton, str., via S.C.	Singapore and Penang	"	" 6	...	...	¼	...	1	...	227	1143213	73448	...	...	490	...	37600	...	...	...	355	...	...	...	189	...	...	230	650	...	...	...	...	88	7
Do. do.	Hong Kong	"	" 6	...	...	12	...	...	...	501	1400392	...	...	150	2936	...	96030	120	...	8	85	...	31	292	191	...	120	...	...	..	98	...	10	9	142
Do. do.	Shanghai	"	" 6	...	½	...	...	...	...	274	6663104	99200	...	50	11036	...	...	300	...	...	...	...	31	92	689	12	...	307	...	40	152	...	...	28	61
Do. do.	Japan	"	" 6	...	...	...	...	...	...	102	161950	22775	...	...	5440	...	...	...	...	...	...	...	37	...	...	...	...	40	...	...	...	16	...	...	...
Guinevere	Shanghai	"	" 6	249	10	½	3	½	1550	1011	2034548	12000	...	...	1922	17	465	...	25	17	715	430	96	368	1448	1348	383	519	695	18	146	...	7	236	124
Merse	Batavia and Sourabaya	Lvrpool.	Mar. 27	250	72	1	...	...	500	1122	685372	792032	...	...	609	...	19210	...	5	...	...	...	...	...	...	...	332	...	...	...	1075	1485	...	...	...
Achilles, str., via S.C.	Singapore and Penang	"	Apr. 4	...	...	...	...	...	40	522	1991428	198765	...	...	1196	...	79210	...	...	...	...	...	...	12	12	500	...	450	...	...	25	...	12	...	1036
Do. do.	Hong Kong	"	" 4	...	...	...	...	...	...	114	1682021	363026	105	188	3274	...	284000	...	...	...	...	...	...	...	...	...	...	1161	...	...	...	...	£5	...	200
Do. do.	Shanghai	"	" 4	...	...	...	2	...	10	1ck.	7197007	109700	...	...	12601	...	...	...	...	...	...	...	...	...	66	...	...	179	...	...	30	25	...	...	95
Do. do.	Japan	"	" 4	...	...	...	...	...	...	208	96250	7560	...	...	1726	...	180000	...	...	...	...	...	...	...	£30	...	...	260	...	...	...	...	...	...	70

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	£	£	£	£	£	£	£	£	£	£	£	lbs.
Hector, str., via S.C.	Singapore & Penang	28	246	3gls.	235	100& 2cs.	...	20	...	...	...	...	460& 10cs.	80
Veronica	Hong Kong	...	...	...	500	...	...	...	...	...	185	...	...	...
Taitsing	Chefoo, Tientsin, &c.	90	25	...	...	...	...	...	...	...	11	...	...	309
Victoria Nyanza	Shanghai	...	14	638 gl.	...	230	...	...	...	...	...	...	...	114
Sophie Gorbitz	Batavia and Sourabaya	...	235	43	...	...	...	...	15	22	689	...	50	...
Everest	Shanghai	...	75	...	70	196	...	15	...	515	...	...	...	124
City of Aberdeen	Do.	...	...	...	28	35	67	...	...	216	...	352	...	...
Glance	Hong Kong	...	50	40	124	20	260	...	120	270	38	19	...	125
Canton, str.	Singapore & Penang	...	251	...	...	12	37	...	...	...	20cs.	...	10	...
Do. do.	Hong Kong	86	142	273	1396	99	...	50	...	130	5	150	550	142
Do. do.	Shanghai	445	191	...	180	37	...	...	...	318	10	...	200	100
Do. do.	Japan	...	186	...	290	123	...	...	...	20	...	...	...	...
Guinevere	Shanghai	...	213	7	...	200	217	49	30	991	...	...	...	680
Merse	Batavia and Sourabaya	...	...	...	...	155	...	...	...	...	...	...	...	...
Achilles, str., via S.C.	Singapore & Penang	1cs.	45	...	38	...	...	159	...	...	2cs.	...	240	112
Do. do.	Hong Kong	1280	5cs.	...	185	...	644	...	...	...	...	350	14	...
Do. do.	Shanghai	255	40	25	...	14	62	...	...	...	1cs.	525	...	...
Do. do.	Japan	...	...	...	...	...	70	...	...	...	...	...	...	...

SUNDRIES.

Per Hector (str.), to Singapore and Penang.—Clock materials, £7, plain cottons, 17 cases. Per Veronica.—Iron wire, £240; asphalte, 6 tons; resin, £450; confectionery, 33 cases; sheathing felt, £75; packs, £398; liqueurs, 97 gallons; cotton manufactures, £1,525. Per Taitsing.—Goods, manufactured, £45 and 28 cases; sugar, 16 cwt.; effects, £20; show cases, £50; hardware, 1 case; fruits, 4 cases. Per Victoria Nyanza.—Matches, £660; goods, manufactured, £120; optical instruments, £35; needles, £150; iron wire, £64; cotton manufactures, £6,350; coals and coke, 500 tons; pianos and musical instruments, £31. Per Sophie Gorbitz.—Photographic apparatus, £20; matches, £195; brass wire, £79; iron wire, £61; tar and pitch, 25 barrels; gunpowder, 13,700 lbs. Per Everest.—Mineral water, £140; sugar, 6 cwt.; bricks, £50; carriage, £120; effects, £98; picture frames, £40; optical instruments, £25; corks, £20; cotton manufactures, £5,200; oils, £49; rum, 100 gallons. Per City of Aberdeen.—Soap, £8; cordials, 12 gallons; refined sugar, 45 cwt.; photographic instruments, £130; effects, £12; emery paper, £29; wire rope, £20; hay, £20; corks, £46; mineral water, £75; part of steam engine, £250; stone slabs, £50; goods manufactured, £135; cotton manufactures, £7,400; shot, £53; gunpowder, 1,075 lbs.; fruits, 7 cwt. Per Glance.—Iron wire, £590; cordials, 4 gallons; galvanised iron wire £15; pictures, £22; granite, £36; parts of steam engine, £550; rugs, £442; oilman's stores, 11 cases; confectionery, 25 cases; cement, £70; goods, manufactured, £74; plumbago crucibles, £18; matches, £100; furniture, 3 cases; effects, £25; coals and coke, 426 tons; rum, 35 gallons, beef and pork, 11 cwt.; fruits, 2 cwt. Per Canton, to Singapore and Penang.—Needles, £50; clocks, £11; effects, £160; goods, manufactured, £42; scientific instruments, £71; phaeton, £110; steel manufactures, £58; cotton manufactures, £193; pianos and musical instruments, £15. To Hong Kong.—Iron wire, £24; corks, £36; soda water bottling machine, £90; cotton manufactures, £537; effects, £30; flax lint, £17; goods, manufactured, £45; jewellery, £50; silk manufactures, £250; meerschaum pipes, £90; stock fish, £35; quicksilver, 200 bottles; rum, 3 gallons. To Shanghai.—Effects, £320; carriage, £100; goods, manufactured, £119; mineral water, £42; tortoise hoof, £75; cast steel bell, £125; oil painting, £10; hops, £36; cotton manufactures, £12,660. To Japan.—Effects, £155; india-rubber boots, £22; silks, £66. Per Guinevere.—Goods, manufactured, £16 and 1 case; gin, 2 casks; wire rope, 8 coils; books, 7 cases; bricks, £19; hemp, £128; emery calico, £23; wood manufactures, £400; mineral water, £177; fire hose, £70; galvanised sheet iron, 4 tons; oil paintings, £100; effects, £280; iron armour-plate, 10 tons; oxide of iron, £110; cotton manufactures, £11,740; coals and coke, 99 tons; pig iron, 250 tons; zinc, 2 tons; shot, ½ ton. Per Merse.—Brass wire, £38; pins, £30; glass beads, £100; grindstones, £9; cotton manufactures, £45; coals and coke, 46 tons; tar and pitch, 300 barrels. Per Achilles, to Singapore and Penang.—Stationery, 2 cases; yarn, £500; needles, £80; effects, 1 case; elastic web, £47; cigars, £75; umbrellas, 18 cases; preserved fruits, 2 cases; clocks, £60; cotton manufactures, 1 case; fruits, 11 cwt. To Hong Kong.—Cotton velvet, £138; drugs, 1 case; cotton manufactures, £900. To Shanghai.—Barrel moulds, 10 tons; provisions, 7 cases; cotton manufactures, 1 case; woollens, 13 cases. To Japan.—Pictures, £35; woollens, 1 case; cotton manufactures, 17 cases.

NOTE.—Per Taitsing, to Shanghai.—White wine, 60 gallons; condensed milk, £12; Lead, 100 tons. Per Sophie Gorbitz, to Padang.—Oil, 800 gallons. Per Canton (str.), to Macassar.—Plain cottons, 59,150 yards. To Batavia and Sourabaya.—Plain cottons, 9,528 yards; printed cottons, 48,000 yards; woollens, £65. To Amoy.—Effects, £15. To Hong Kong and Shanghai.—Steel manufactures, 4 tons; glass manufactures, £40; woollens, £2,200. To Hong Kong, Shanghai, and Japan.—Twist, 40,220 lbs.; plain cottons, 522,120 yards. Per Achilles (str.), to Batavia and Sourabaya.—Plain cottons, 207,600 yards; woollens, £80; yarn, 13,210 lbs.; printed cottons, 59,960 yards; linens, £69; cricket goods, £8; haberdashery, £164. To Manila.—Plain cottons, 71,964 yards; coloured cottons, 63,488 yards; linens, £865; yarn, 3,000 lbs.; woollens, £35.

Digitized by Google

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

There is not much change to report in the condition of the market; only a moderate amount of business has been transacted, but prices have generally been well maintained. At the close, influenced by a weaker feeling in the Liverpool market, caused by the large imports of Cotton, there is a quieter tone, and values of Yarns and Goods are the turn against producers. Buyers are operating very cautiously, purchasing only for their pressing requirements, and in most instances for immediate delivery.

NEW YORK MARKET REPORT.—APRIL 8.

—o—

TEA.

There has been a good demand for Oolong, but other descriptions are neglected and irregular, the market closing quiet, with prices generally in buyers' favour. The sales are 7,350 half-chests Green, 2,800 do. Japan, and 11,400 do. Oolong, vessels not named.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from our last report. The market for Brazil is extremely dull, and business is scarcely practicable even at a slight decline which has been established. For East India kinds the market is also quiet; there is no demand for export, and the trade buy only to the extent of their immediate requirements; prices are, however, firmly maintained by holders, the tone of the market being supported by advices of the high rates paid at the Padang sale of the 30th ult. The sales reported are 50 bags Java and 4,809 mats Singapore, ex W. A. Farnsworth (a resale), at the above quoted prices; also of small lots Java pale, 19c.; medium, 20c.; brown, 22c. to 23c. Singapore pale, 18c.; medium, 19c.; brown, 20c. to 21c. gold.

STOCK IN NEW YORK, APRIL 1.

		1868.	1869.	1870.	1871.
Ceylon	bags	2,059	7,000	1,500	3,000
Manila	"	907	6,769	2,627	—
Java Government	"	—	1,641	815	197
Java	mats	15,517	41,808	51,929	30,184
Singapore	"	1,000	—	—	—

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.20; Cassia, 95c. gold (in bond).

FIRE CRACKERS.—The market has improved, there having been a large business, with a tendency towards advance; the sales reported are 10,500 boxes and 10,000 half-boxes Canton No. 1 on private terms, and 8,000 boxes at $2.45 to $2.50 for good brands.

GAMBIER.—The current quotation is $3.75 to 3.80 gold (duty paid).

HEMP.—There was a slight movement in Manila shortly after our last report, sales being effected of 500 bales on the spot at 9¾c. and 800 bales to arrive at 9½c. gold; the demand, however, died off, and at the close the market is dull. The stock of Manila on the 1st inst. was 30,885 bales, against 20,591 bales at the corresponding date last year.

INDIGO.—There is but little demand, though prices are maintained; the sales have comprised about 30 cases Manila at $1.10 to 1.25 currency.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to $1.25 currency (duty free).

RICE.—Rangoon has continued to be in fairly active request at steady rates; we note sales of 2,500 bags in lots at $7 to $7.50 currency duty paid and 2,000 bags in bond at $3.37½ to $3.50, superior quality $3.75 gold.

SUGAR.—The business has been on a very moderate scale. Refined Sugar is slow of sale, and refiners, being pretty well supplied with stock, operate only for present necessities, and the market consequently presents a very dull appearance. The receipts, though moderate, exceed the current sales, and the stock has been considerably enhanced. The sales have included 32,761 bags, Manila, per Marchioness of Londonderry, 8⅜c.; 23,644 bags, per Tewksbury, to go to Boston, 8c.; 17,000 bags, to arrive per Elizabeth A. Oliver, 9c., delivered at Boston; 40,000 bags to arrive per Golden Fleece, on private terms; 12,000 bags, balance of cargo, per Golden Fleece, also on private terms; and 26 hogsheads damaged Batavia at 8½c. to 8¾c., cash.

SPICES.—There has been a good business, but at prices, for some descriptions, rather in buyers' favour. Cassia and Cloves have slightly declined, and Black Pepper, though without quotable change, is held with less tenacity. In Cloves there has been a large movement, a cargo of 5,000 bales having been taken to arrive. Cassia has also sold freely, the transactions embracing 800 cases for export and 900 bales in bond ex Witch of the Tees, and 550 piculs, 17,600 mats, ex John Wooster, from first hands; besides, we have to notice the sale of 110 bags Sumatra Pepper, all on private terms. There is an improved jobbing demand, and the market for trade lots has been quite active, Nutmegs, especially, moving freely. Mace command $1.15, Nutmegs 82½ to 85 cents, Cassia 31½ to 32, Pepper 16¼ to 16¾, and Cloves 12¼.

TIN.—There has been but little movement, notwithstanding favourable accounts of the Dutch Trading Company's sale at Amsterdam on the 30th ult.; small sales of Straits have been effected at 32⅝c. gold.

SHIPPING.

ARRIVALS.—April 1, at New York, from Amoy, Belle; 7, at Boston, from Batavia, Astrea; 20, at New York, from Foochow, Ada.

DEPARTURES.—April 1, from Boston, for Anjer, Hazard; 5, from New York, for Batavia, Nesutan.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Apr 13	Malvern	Cole	Ilo Ilo	Deal
13	Jumna	Taylor	Shanghai	Do
11	Burgermeister	—	Java, for Middelburg	Off Dungeness
11	Pasaroeang	Hollander	Java, for Amsterdam	Do.
11	Oceanus	Planten	Sourab. for Schiedam	Off the Start
12	Fort George	Osborn	Rangoon	Queenstown
14	Kosmopoliet II.	Chevalier	Batavia, for Rotrdm.	Deal
14	Henrietta Maria	Tjebbes	Do., for Amsterdm.	Do.
13	Kosmopoliet I.	Dienske	Java, for Rotterdam	Off Dungeness
14	Bella Maria	Lopez	Maulmain	Falmouth
14	Heversham	McDiarmid	Do., for Shields	Do.
13	County of Nairn	—	Java	Clyde
12	Hendrika	Bus	Batavia	Brouwershaven
13	Samarang	King	Pasaroeang, for Rtdm	Off Plymouth
15	Lucayas	Mackellar	Penang	London
14	Nagasaki	Miller	Batavia, for Rotrdm.	Off Dungeness
13	General de Steurs	Viersma	Pasaroeang	Brouwershaven
17	Corea	Carr	Macao	London
17	Kate Carnle	Lowe	Do.	Do.
	Normanside	Days	Manila	Queenstown
17	Hibernia (str.)	Welch	Singapore	London
17	Mountain Laurel	Ellbeck	Colombo	Do.
16	Vier Gezusters	Otto	Java, for Rotterdam	Deal
15	Johanna and Willem.	Jansen	Samarang for Amstm	Texel
16	St. Helens	Wickman	Pasaroeang	Falmouth
16	Glengairn	Garriock	Zebu	Liverpool
14	Sirius	Willemse	Batavia	Texel
14	Auguste	Fubergen	Sourabaya	Do.
15	Mentor	de Greeve	Batavia	Do
15	Granite City	Ellis	Samarang	Do.
18	Mongol	Rubardy	Saigon	Falmouth
17	Newcastle	—	Manila	Liverpool
7	Hera	Kent	Hong Kong	Halifax N.S.
10	King Harold	Martin	Manila	Liverpool
17	Albert Victor	Meurs	Java	Brouwershaven
17	Vrachtzoeker	Vellinga	Macao	Do.
17	Constantia	Valentin	Sourabaya	Do.
17	Sophia Konnigin der Nederlanden	Klein	Samarang	Do.
17	Kortenaar	Pot	Do.	Off do.
17	Henrietta Gertruida,	Boer	Banjoewangie	Zierikzee
	Hermance and Jenny	Lemiossec	Saigon	Belle Isle
20	Jas. Vinicombe	—	Manila	London
20	Beemah	—	Foochow	Do.

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
April 11	Glensannox	London and Glasgow	Singp., China, &c.
— 11	Emblehope	Liverpool	Do. do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Kobe	Prins	Padang	Amsterdam
Apr 10	Adelaide	Otte	Nicolajefsk	Hamburg
8	Vice-Admiral Koopman (Dut. m.-of-w.	—	Batavia	Texel
14	Palestine	Scowcraft	Colombo	London
14	Excelsior (str.)	Mahy	Do., &c., via S.C.	Do.
14	Devana	Thomson	Yokohama	Do.
10	Prince Waldemar	Edgar	Hong Kong	Cuxhaven
15	Peeres	Filmouth	Cardiff and Singapore	London
15	Tyburnia	Stephens	Do., and H. Kong.	Do.
15	Forest Rights	Dore	Do., and Galle	Do.
	Ary Scheffer	—	Batavia	Holland
14	Edith	Churnside	Singapore	Cardiff
13	Margarita	Ketels	Shanghai	Hamburg
	Argo	—	Japan	Rotterdam
10	Passover	Pearson	Colombo	Shields
19	Yang-tsze	Smith	H. Kong & Foochw	London
19	Ariel	Talbot	Shanghai	Do.
18	Thorkild	Honsen	Hong Kong	Cardiff
18	Star of China	Angus	Do.	Do.
19	Queen of Nations	—	Galle	Liverpool
19	Bernard (str.)	—	Peng., Sing., H. Kong, & Shang. via S.C.	Do.

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Shanghai and Nagasaki: Great Northern. For Shanghai, Nagasaki, and Wladiwastock: Africa. For Singapore, Hong Kong, and Shanghai: Avon.

SAILING VESSELS.—For Yokohama: Walton, Min. For Shanghai: Tonbridge. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Brockham, Burdwan, Ornate, Corea. For Singapore: Star of the South. For Penang: Ben Nevis. For Bangkok: Ocean. For Batavia and Sourabaya: John Lidgett. For Batavia, Samarang, and Sourabaya: Anita. For Colombo: Peveril of the Peak, Caroline Hutchings, Ocean Rover, Seafield.

At LIVERPOOL.—For Nagasaki and Hiogo: Deogaum. For Yokohama and Hiogo: Lizzie Iredale. For Manila: Josefina, Luz. For Manila (via Suez Canal): Buena Ventura (str.). For Singapore: Blenheim. For Colombo, &c. (via Suez Canal): Bellona (str.). For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Nestor (str.). For Batavia and Sourabaya: Chloris. For St. Nazaire and Bangkok: John Peile.

At GLASGOW.—For Hong Kong: Birdston. For Penang, Singapore, and Manila (via Suez Canal): Albay (str.). For Singapore, Hong Kong, Shanghai, Japan, and Java ports (via Suez Canal): Sun-Foo (str.). For Singapore: Douglas Castle. For Manila and Ilo Ilo:

SPOKEN.

BEATRICE (barq.), Bali to Queenstown, March 14, 3 N., 25 W.
CORRIB (?) (ship), Java to the Clyde, March 15, 4 N., 24 W.
CALYPSO, Philippine Islands to London, March 4, 11 S., 11 W.

Digitized by Google

Sinbad. For Colombo: Martaban.
JONG JAN, Rotterdam to Samarang, S. S. W. of Calais.
ADAM SEDGWICK, Lverpl. to Singapore, March 11, on the line 40 (?) W.
FIERY CROSS, London to Japan, April 2, 44 N., 13 W.
SCHIEDAM (Dutch ship), Batavia to Rotterdam, Feb. 16, 27 S., 9 E.
WEYMOUTH (ship), London to Shanghai, March 17, 5 N., 22 W.
MALACCA (Fr. barque), Singapore to Bordeaux, March 26, 24 N., 36 W.
UNDINE, London to Shanghai, Feb. 20, 28 W.
BELVIDERE, Colombo to London, March 10, 2 S., 22 W.
DUKE OF ATHOL, Cardiff to Galle, March 10, 2 S., 22 W.
CAPRERA, Samarang to Rotterdam, March 28, 27 N., 38 W.
JOHN FOUGT (barq.), for Penang, Feb. 10, 26 S., 19 W.
ANNIE GRAY, Shanghai to New York (?), March 10, 5 S., 25 W.
PRINCE ALFRED, Liverpool to Japan, April 11, 48 N., 12 W.
ANNA LUCRETIA (Dutch), Amsterdam to Batavia, April 9, 49 N., 8 W.
4th dis. pend., 2,106, Penang to London, April 9, 49 N., 7 W.
ALBION (barq.), of Glasgow, from Java, Feb. 26, 19 S., 4 W.
H. V. G. W., from Colombo, bound North, March 16, 2 S., 24 W.
GEBGENIA (?) (ship), Batavia to Rotterdam, March 10, 23 N., 40 W.
JUNCAO (Amer. ship), Bstn. to H. K., 28 days out, Mar. 4, 5 N., 26 W.
ALLANDALE, Sunderland to Singapore, March 12, 21 S., 30. W.
CHINAMAN (ship), London to Hong Kong, March 18, 8 S., 29 W.
CORONA, Cardiff to Galle, Feb. 20, 28 W.

FREIGHTS AND CHARTERS.

There is a little more activity in freights to the East, and rates have an upward tendency, but they still, however, rule very low.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Tientain: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £28. To Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£1 17s. 6d. For Hong Kong: £1 10s.

Insurances.

By STEAMERS VIA S. C. f.p.a.—To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 17s. 6d. to 20s.

CASUALTIES.

The Corea (American barque), Bangs, from Zebu to Liverpool, put into Pernambuco, March 25, leaky, and was discharging part of cargo to repair.

The Chrysolite, Seward, which arrived off Scilly, March 12, from Colombo, encountered, on Jan. 21, in 14 S., 83 E., a heavy hurricane, which lasted fifty hours, and during which she sustained much damage.

The Asie Mineure, Bourdet, which arrived at St. Nazaire, April 6, from Sourabaya, experienced on Dec. 6 a very severe gale, during which she lost her jibboom, &c.

The Belle, Hill, which arrived at New York, April 1, from Amoy, was seven days north of Hatteras, with heavy N. and N.W. gales, during which she lost boat, and split sails, &c.

The County of Ayr, McSkinning, from Passarocang, went ashore, April 15, between Brouwershaven and Helvoet, but was subsequently towed afloat.

MISCELLANEOUS.

Advices from Rotterdam, dated April 17, state that the report of the Ottolina, Ouwehand, from Batavia to that port, having passed through the Downs, April 12, is believed to be erroneous.

Off ADEN.—April 13, Europe (str.), from London, for Colombo, &c

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, AND UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN. CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

THE REALM MARINE INSURANCE COMPANY

(LIMITED).

CAPITAL, £800,000, in 40,000 SHARES of £20 each.

Deposit on Application, £1 per Share; on Allotment, £2 per Share; and Three Months after Allotment, £2 per Share; making £5 per Share. No call beyond this sum is contemplated.

First Issue:—20,000 Shares. Second Issue:—20,000 Shares, not less than Twelve Months after the establishment of the Company. These Shares to be first offered to the then existing Proprietors.

DIRECTORS.

WILLIAM ARBUTHNOT, Esq. (late of Messrs. Arbuthnot and Co., Madras), Austin-friars.
HENRY CROUCH BATCHELOR, Esq. (Messrs. Edmund Jones and Co.), 155, Cannon-street.
ANTHONY DILLON, Esq., 3, Great Winchester-buildings.
EDWARD NORTON HARPER, Esq., Proprietor of "The Jerusalem," 32, Cornhill.
EDWARD JOHN LEVESON, Esq. (Messrs. Leveson, Lewis, and Co.), 6, Lime-street.
JOHN EARN MACDONALD, Esq. (late of Messrs. Wm. Macdonald and Co., Singapore).
EDWARD H. POLLARD, Esq., of Hong Kong.

With power to add to their number.

Superintendent of the Underwriting Department—HENRY WOODFALL, Esq.

Bankers—Messrs. SMITH, PAYNE, and SMITHS, 1, Lombard-street, E.C.; THE CLYDESDALE BANKING COMPANY, Glasgow, and its Branches.

Solicitors—Messrs. NEWMAN, DALE, and STRETTON, 75, Cornhill, E.C.

Secretary—PHILIP MAUGHAN, Esq. | Brokers—Messrs. GEORGE BURNAND and Co., 69, Lombard-street, E.C.

Temporary Offices—2, AUSTIN-FRIARS, OLD BROAD-STREET, LONDON, E.C.

ABRIDGED PROSPECTUS.

The completion of the Suez Canal, and the establishment of telegraphic communication with the East, have given a new and powerful stimulus to European trade with India, China, Japan, and Australia.

British commerce in the East during the last thirty years has advanced in annual value from 17 to upwards of 200 millions sterling, and is steadily increasing. The trade of Egypt, India, China, and Australia with Great Britain is, however, still in its infancy.

Guarantees for the protection, by insurance, of this immense and advancing trade have not increased in corresponding proportions.

The Realm Marine Insurance Company will, therefore, in addition to general business, give special attention to and provide adequate means for the protection at sea of Indian and Chinese commerce.

The services of Henry Woodfall, Esq., the well-known Underwriter and Average Adjuster, have been secured as Underwriter to the Company.

A copy of the Memorandum and Articles of Association may be seen at the offices of Messrs. Newman, Dale, and Stretton, solicitors to the Company, 75, Cornhill, E.C.

Application for shares, addressed to the Directors in the subjoined form, may be made in London, to Messrs. Smith, Payne, and Smiths, 1, Lombard-street, E.C.; Messrs. George Burnand and Co., No. 69, Lombard-street, E.C.; Philip Maughan, Esq., 2, Austin-friars, E.C.; and in Glasgow, to Messrs. Auld and Guild. Messrs. White and Gairdner, Messrs. Mackenzie, Aiken, and Barclay, and Messrs Black and Robson, stockbrokers. In the event of no allotment being made the whole of the deposit will be returned.

FORM OF APPLICATION FOR SHARES.

No.—— To be retained by the Bankers.

To the Directors of the Realm Marine Insurance Company (Limited).

Gentlemen.—Having paid to your Bankers the sum of £ , being a deposit of £1 per Share, I hereby request that you will allot me Shares of £20 each in the Realm Marine Insurance Company (Limited), and I hereby agree to accept such Shares, or any smaller number that may be allotted to me, and also agree to become a Shareholder in the Company.

I am, Gentlemen, yours obediently,
Usual signature.....
Name (in full) .....
Address (in full) .....
Date .....

Digitized by Google

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

DIRECTORS' REPORT.

(PRESENTED AT THE SEVENTEENTH ORDINARY GENERAL MEETING, 19th APRIL, 1871.)

The Directors, in submitting to the Shareholders the Balance-sheet of the Bank for the year ended 31st December, 1870, regret that they are unable to recommend the payment of a Dividend.

In their Circular, dated 5th October last, the Directors informed the Shareholders that provision would have to be made for losses, then estimated at £72,000, viz., £22,000, caused by a fraud committed at Shanghai, and £50,000, arising from depreciation in the value of Securities held in connection with overdue Bills and Advances.

The severe depression in the markets experienced last autumn was aggravated during the remainder of the year by the continuance of the war; but, notwithstanding these unfavourable circumstances, the whole of the produce held by the Bank, with the exception of a small quantity (valued at £8,300), has been realised. The result is that after taking credit for the profits of the year, and the amounts held in reserve, a sum of £59,022 9s. 11d. has to be carried forward as a deficiency to be met by future earnings; but that sum, representing 7½ per cent. of the Capital, is fully believed to be a most ample provision for all losses known or apprehended, and does not justify the recent depreciation of the Shares.

It will be observed that the profits for the past twelve months are considerably below the average of previous years. The Directors deem it important, therefore, to state that this falling off arose, not only from the exceptional causes referred to in their last Circular, but in a still greater degree from the disturbance of the Exchanges, more especially in China, on the sudden outbreak of the war in Europe, and from the restrictions which the Directors, as a measure of precaution, then imposed upon the transactions of the various agencies. Although these restrictions necessarily curtailed the profits of the Bank, their effect has been to maintain the business on a perfectly sound footing; and, judging from the advices already received, the operations of the Agencies during the present year are of a satisfactory character.

The Shareholders are assured that the Directors are more than ever alive to the necessity of enforcing, at all the establishments of the Bank, the strictest economy consistent with efficient management. In consequence of the continuous decline during the last few years in the value of money in the East, the rates of Interest allowed on Deposits, both at home and abroad, have been reduced.

The Directors have to report that Mr. George Ure Adam, who ably filled the post of manager from the commencement of the Bank's operations, has been compelled, through impaired ill-health, to retire on superannuation, and has been succeeded by Mr. John Howard Gwyther, lately the Sub-Manager.

A vacancy in the Board has been created since the last Annual Meeting, in consequence of Mr. John Allan resigning his seat on account of ill-health. The Directors have provisionally elected in his place Mr. Andrew Cassels, lately a partner of Messrs. John Peel and Co., of Manchester, and of Messrs. Peel, Cassels, and Co., of Bombay, and the shareholders are now invited to confirm this election. Mr. Ludwig Wiese, formerly a partner of Messrs. Siemssen and Co., of China, has also consented to join the Direction; but, in terms of the Deed of Settlement, his election must be postponed until he has been a shareholder for a period of six months. The Directors believe that these gentlemen will form valuable acquisitions to the Board.

Mr. John Jones and Mr. William Macnaughtan now retire by rotation, and, being re-eligible, offer themselves to the choice of the Shareholders. The two Auditors, Mr. Jonathan Thorp and Owen Lewis, having completed their year of office, likewise again tender their services.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

LIABILITIES AND ASSETS, 31st December, 1870.

Dr.				Cr.			
To Capital paid up in full	£800,000	0	0	By Cash and Bullion at the Head Office and Agencies	£964,102	2	1
,, Current Accounts, Fixed Deposits, and Notes in Circulation	1,199,229	4	1	,, Government Securities	34,406	7	0
,, Bills payable and other sums due by the Bank...	2,011,474	15	7	,, Other Securities, including Bills Receivable and Loans	2,845,657	8	5
				,, Bank Premises and Furniture at the Head Office and Agencies	107,515	12	3
				,, Profit and Loss. Balance of this Account, being amount of Bad and Doubtful Debts unprovided for...	59,022	9	11
	£4,010,703	19	8		£4,010,703	19	8

PROFIT AND LOSS ACCOUNT for the Year ended 31st December, 1870.

Dr.				Cr.			
1870. Dec. 31. To Estimated Amount of Loss on all Bad and Doubtful Debts at date	£126,519	17	4	1869. Dec. 31. By Balance brought from last Account ...	£37,953	12	3
				1870. Dec. 31. ,, Amount transferred from Reserved Surplus Fund	10,000	0	0
				,, Profit for the Year ending this day, after paying all Current Charges, Income-tax, &c.	19,543	15	2
				,, Balance carried to Profit and Loss New Account	59,022	9	11
	£126,519	17	4		£126,519	17	4

Examined and found correct, JONATHAN THORP, OWEN LEWIS, } Auditors.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

April 16, May 14, June 11 } For { Port Said, Ismallia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 1st April, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign.
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.

OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street Birmingham.
Established 1807.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.
Apply to E. A. CAZALET, Odessa, Russia.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.
Manila, Feb. 15, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

A GENTLEMAN of long experience, and provided with the best references, is desirous to EXECUTE TWIST ORDERS for INDIA, CHINA, JAPAN, &c.
Address, T., 9, Post-office, Manchester.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

HOLLOWAY'S PILLS

A certain cure for headaches, billiousness, loss of appetite, and lowness of spirits. Persons engaged in literary pursuits or commerce are informed that these Pills can be taken without danger from wet or cold, and require no interruption in business or pleasure. They act very mildly on the bowels, strengthen the stomach, and promote a healthy action of the liver, whereby they purify the blood, cleanse the skin, brace the nerves, and invigorate the whole system. They effect a wonderful change in a debilitated constitution, as they create a healthy appetite, correct indigestion, remove inspissated bile, giddiness, headaches, and palpitation of the heart. Plain directions for the use of this medicine, at once both mild and efficacious, are affixed to each box.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	B. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co. 32, Burlin Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAN & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & CO. Singapore
enang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & CO
Samarang	JACOBSON & Co.
ourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT. Anjer Hote
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
Ien-Tsin	AMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	E. C. HARDY & Co.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM)

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, April 1, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, April 11, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, April 15, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, April 25, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. Starr and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	from England.
Japan	in 38	,, ,,
China	in 44	,, ,,
New Zealand	in 45	,, ,,
Australia	in 48	,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. Starr and Co., Agents 22, Moorgate-street, London

---

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

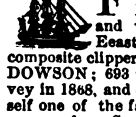
Apply to John Swire and Sons, 19, Billiter-street, London; or to Alfred Holt, 1, India-buildings, Liverpool.

JAPAN—FROM LIVERPOOL.

FOR NAGASAKI and HIOGO. Has the greater part of her cargo engaged, and will have quick despatch; loading East Side Prince's Dock, the fine clipper barque DEOGAUM, 447 tons; A1 at Lloyd's. Has just been newly coppered, and put in first-rate order. Well known for her fast passages and good delivery of cargo.

For Freight, &c., apply to E. C. Friend and Co., 2, Tower-chambers, Old Churchyard, Liverpool.

JAPAN—FROM LIVERPOOL.



For YOKOHAMA and HIOGO. Has a large part of her cargo engaged, and will have quick despatch. Loading East Side Prince's Dock. The magnificent composite clipper barque LIZZIE IREDALE, Captain DOWSON; 693 tons register; built under special survey in 1868, and classed 17 years A1. Has proved herself one of the fastest vessels afloat, having made the passage from San Francisco in 103 days, and delivers her cargoes in splendid condition. Just re-coppered and put in first-rate order, and a desirable conveyance for shippers.

For Freight, &c., apply to E. C. Friend and Co., 2 Tower Chambers, Old Church Yard, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Burdwan ...	A1 14 yr.	SWID	With des.
Hong Kong..	Beemah	A1 11 yr.	SWID	With des.
Shanghai ...	Tonbridge...	A1 17 yr.	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama ...	Walton	A1 10 yr.	SWID	With des.
Yokohama ...	Chusan	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Elizabeth Graham ...	A1 14 yr.	E.I.D.	With des.
Hong Kong	Ornate	A1 11 yr.	E.I.D.	With des.
Yokohama...	Min.....	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to Killick, Martin and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From Liverpool.

Destination.	Ships.	Class.	Dock.	Date.
Batavia and Sourabaya	Chloris	—	Prnce's	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAMSHIPS will be despatched as under:—

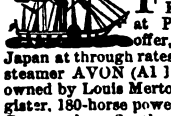
Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Pen., Sing., H. K., and Shang. (via S.C.)	H. Kong (ss)	A1 100	1200	S.W.I.	Wth des.
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	May 15

For Freight or Passage apply to Norris and Joyner 60, Cornhill, E.C.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks about the 15th May. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. John R. Hooper and Co., 32, Great St. Helen's; or to Norris and Joyner, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 1st May.



FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offer, and taking goods for Java and Japan at through rates, the splendid full-powered screw steamer AVON (A1 18 years, in red, Liverpool Book), owned by Louis Merton, Esq., of London, 1,232 tons register, 180-horse power, nominal; WILLIAM YOUNG Commander; South West India Docks. This fine steamer was built last year, is fitted with all the modern improvements, and has superior accommodation for first-class passengers.

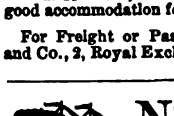
For Freight or Passage apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal. To sail on the 25th April

FOR YOKOHAMA (JAPAN) direct, calling at Singapore, the fine fast new Clyde-built screw steamer DUNA, 100 A1, 1,350 tons register, 200-horse power nominal, C. S. MANN, Commander; Victoria (London) Docks.

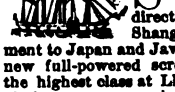
For Freight apply to the owner, Donald R. MacGregor, Esq., Leith; to Smith, Sundius, and Co., 17, Gracechurch-street; or to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship.



FOR HONG KONG, the splendid clipper ship BROCKHAM, *AA1, 1,048 tons register; W. RICHARDSON, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to Shaw, Maxton and Co., 2, Royal Exchange-buildings, London, E.C.



NOTICE to PASSENGERS for SINGAPORE, HONG KONG, SHANGHAI, and JAPAN, via SUEZ CANAL.—The splendid new Clyde-built screw steamer SUNFOO, 1,450 tons, 200-horse power nominal, sailing May 10th, has magnificent accommodation for first and second-class passengers, and will carry a surgeon and stewardess.

For plans and rates of passage apply to J. D. Willis and Co., 115, Leadenhall-street, E.C.

STEAM VIA THE SUEZ CANAL.—To sail 10th May, direct for Singapore, Hong Kong, and Shanghai, taking cargo for transhipment to Japan and Java at through rates, the splendid new full-powered screw steamer SUNFOO, 100 A1, the highest class at Lloyd's, 1,450 tons gross register, 200-horse power nominal; East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to shippers. Has excellent accommodation for first and second-class passengers.

For Freight or Passage apply to J. D. Willis and Co., 115, Leadenhall-street, E.C,

---

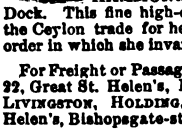
Under positive engagement to sail on the 6th May next.

FOR BATAVIA and SOURABAYA, the magnificent composite China clipper, JOHN LIDGETT, 771 tons register, A1 for 17 years; Captain G. H. Polson; now loading in the South West India Docks.

This splendid ship, built by Messrs. A. Stephens and Sons, Glasgow, has run 300 miles a day for eleven consecutive days, and will probably make the passage to Java under seventy days, and thus offers an excellent opportunity to shippers of fine goods.

For Freight or Passage apply to James Nichols and Co., 22, Laurence Pountney-lane; or to W. Arnold and Co., 53, Gracechurch-street, City.

To sail positively on the 30th April, following the "Gleam."

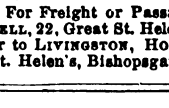


FOR BANGKOK, SIAM, Direct, the fine fast sailing vessel OCEAN, 3/3 A 1 1, 201 tons register, Commander C. A. GERS; loading in the West India Docks. Offering favourable opportunities to shippers.

For Freight or Passage apply to R. Collins Smith and Son, 12, George-yard, Lombard-street, E.C,

---

To follow the Peveril of the Peak, and will meet with the usual quick despatch.



DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. HAMMOND, Commander; Sout West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to John C. Campbell 22, Great St. Helen's, Bishopsgate-street, E.C., or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

First Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COLOMBO, COCHIN, CALICUT, and MANGALORE, the splendid regular trader DOROTHY, A1 9 years, 310 tons register. J. WILLIAMS, Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietor by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Monday, April 24, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 400.] LONDON, MONDAY, MAY 1, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Jan. 13	Mar. 5	Mar. 12
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	" 7
CHINA — Peking	—	—	" 9
Tien-tsin			
Chefoo			
New-chwang			
Hankow	" 13	" 6	" 8
Kiu-kiang			
Chin-kiang			
Shanghai	" 27	" 15	" 16
Ningpo			
Foochow	" 20	" 9	" 13
Formosa			
Amoy	—	—	" 16
Swatow			
Hong Kong	" 27	" 10	" 22
Canton			
Macao			
PHILIPPINES—			
Manila	" 20	" 7	" 15
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok	" 27	" 9	" 15
BORNEO—Labuan			
Sarawak	—	—	" 24
JAVA — Batavia	—	—	" 21
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	Feb. 17	" 21	" 29
Penang	" 24	" 27	" 31
CEYLON —Galle	—	—	Apr. 6
Colombo	—	—	" 4

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, on Saturday, its due date. The next inward mail (French), with dates Shanghai, March 22, Hong Kong, March 29, is due here on the 6th inst. Advices from Yokohama to the 24th March, per Pacific mail, *via* San Francisco (a telegraphic summary of which appears in our present issue) may be expected on the same day.

Telegrams, *via* Singapore, with dates Shanghai, April 13, Hong Kong, April 19, were received on the 26th ult.; the first messages by the Shanghai cable, dated Shanghai, April 18, and Hong Kong one day later, were also received on the 26th.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived April 25.—From Hong Kong: Mr. W. A. Sturrock, Mr. R. Murton, Mr. H. C. Caldwell, Mrs. and Miss Caldwell and two children. From Galle: Mr. H. T. Irving.

Per P. and O. steamer *Nyanza*, to Southampton, expected to arrive May 5.—From Hong Kong: Mrs. Searle, Mr. and Mrs. Caldwell and family, Mr. and Mrs. Foreman and three children, Mr. W. Macaulay and family, Lieut. J. Elliot, Messrs. F. C. Adams, T. S. Walker, J. Chapman, T. Hansen, and G. Small.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, April 29.—To Yokohama: Mr. Y. Duer, Mr. W. A. Woolley, Mr. J. H. Gubbins, Mr. E. B. Paul. To Shanghai: Mr. Ludovick Cameron. To Hong Kong: Mr. José Maria Alberte. To Singapore: Mr. R. W. Hullet, Mr. and Mrs. King and two children. To Ceylon: Mrs. Bois and child, Mr. W. Handyside, Mr. A. J. Campbell, Mr. R. S. White, Mr. C. Forsyth.

Per P. and O. steamer *Candia*, from Brindisi, May 9.—To Singapore: Mr. and Mrs. Coates. To Ceylon: Mr. S. C. Higgs-Craven.

Per P. and O. steamer *Delta*, from Southampton May 13.—To Ceylon: Mr. and Mrs. Hume and two children, Miss Agar.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by this mail are to March 12. The outward mail of Jan. 13 arrived March 5. The *Pacific*, mail steamer, from San Francisco Feb. 1, arrived out on 26th.

The following is from the *Japan Herald* of 11th March :—

Shortly after midnight on the 26th Feb. one of those bloody tragedies which from time immemorial have been so frequently perpetrated in Japan was consummated at the capital. For some reason, to foreigners unknown, Hiresawa Sanji had become obnoxious to some of the Hosokawa clan, about twenty of which in the dead of night entered his Yashiki at the Boncho, and, having found him asleep, attacked him by giving him two cuts in front, and then severing his head from his body. Hiresawa was a Sanji at the Daijokwan, and was formerly a high officer of Chosiu. The assassination was entirely a political one. We are informed that the most intense excitement prevails among the Government officials, but everything is kept as quiet as possible, while the strictest search is being made throughout Yedo, Yokohama, and all the surrounding country for the absconding offenders.

The intelligence from Kagosima is that hundreds of those defeated in the late rebellion are now finding their way into Satsuma's territories. Katz Awa no kami, formerly the Tycoon's Admiral, who went to America with the Japanese man-of-war *Kanrimaru*, is there; as also one of the Princes of the North, Shonai, as invited guests. What all this portends time will tell. Is Satsuma to be seated on the throne of the ex-Tycoon? Eight regiments of Satsuma's are forming to march to Yedo, to protect (!) the Mikado. Prince Kanga has for three years been at the expense, and had the honour to guard the Tokaido. He dare not refuse while Satsuma, Chosiu and Tosa, are invited guests within the inner circle, and other Princes remain outside the door.

The appointment formerly held by Mr. Portman, of Japanese Interpreter to the American Legation, has been conferred by Mr. De Long upon Dr. Hepburn, whose acquaintance with the language of Japan thoroughly fits him for the discharge of the duties of his new office.

THE NEW MINT COINAGE.

The following information concerning the new coinage about to be issued from the Imperial Mint at Osaka is interesting. The silver coinage will be exactly the same as the coinage issued from the late Mint at Hong Kong, viz., silver :—

$1	weighing not less than	416	grains Troy	9/10th	fine.
·50	" "	208	"	8/10th	"
·20	" "	83.20	"	"	"
·10	" "	41.60	"	"	"
·05	" "	20.80	"	"	"

The dollar will be the unit, and the only legal tender, the subsidiary coins being legal only to the extent of 100 times themselves, thus :—

The 50c.	will be legal	to the extent of	$50
20	"	"	20
10	"	"	10
5	"	"	5

The dollar or unit will have the privilege of the usual "legal remedy" of 1¼ grain in each direction—that is to say, a dollar would be legal when it weighs not less than 414½ grains, nor more than 417½ grains.

The remedy in the purity will be two parts per mille in each direction; thus coins of the standard of 898/1000 would pass as current up to 902/1000.

The Japan dollar may, therefore, be regarded as a silver dollar not less in value than that of Mexico.

The silver subsidiary coinage will be "pounded," that in weighed in pounds troy, and not singly, and the "remedy" is

Digitized by Google

each direction be 24 grains more or less per pound. The "remedy" is purity being 2 parts per mille.

Copper Coins: There will be three copper coins, viz.:—

1/100th. 1/500th. 1/1,000th.

The copper coins will be weighed by the pound, and have a remedy of 24 grains per pound, more or less in each direction.

It is intended to make the copper coins pure, with perhaps a sufficient alloy of zinc to harden them, but the exact particulars of the copper coinage will be given hereafter.

It is intended to make them as near as possible to the Hong Kong copper coinage, but without the hole in the centre.

Copper coins will be a legal tender to the extent of $1.

Gold Coins.—There will be three gold coins, viz.:—

$10 gold piece of 248 grains T. 9/10 fine.
$ 5 „ 124 „ „
$ 2½ „ 62 „ „

The remedy for weight in these coins will be same as for the silver subsidiary coins, the purity remedy being two parts per mille.

The gold coins will be legal tender only for ten times themselves, viz.:—

$10 legal for $100. $5 for $50. $2½ for $25.

The question of the persecution of native Christians continued to excite much interest. The *Japan Herald* publishes a full report of the proceedings of the conference on this subject held at the Foreign-office on the 19th January, 1870.

Shortly before midnight on the 8th March a destructive fire broke out in the Otomachi, which swept off over 200 houses before it was checked. Though the destruction of property was considerable, fortunately no loss of life occurred. The new steam fire-engine proved of considerable service. The other engines were also actively worked, and did good service. The men of the 10th, together with French, Prussians, and Japanese troops, also rendered valuable assistance. Three or four Japanese caught looting were despatched to Tobe, and one Irishman engaged in the same occupation sent to the police station. The recklessness of the Japanese firemen was, as usual, great.

By the last American mail Mr. De Long received a commission (which had been detained at San Francisco for six months, owing to his anticipated arrival there on temporary leave of absence) appointing him as Envoy Extraordinary and Minister Plenipotentiary. He holds now a higher rank than that held by his predecessor.

The *Japan Herald* hears that Mr. Justice Hannen has readmitted Mr. F. J. Barnard to practice in H.B.M. Provincial Court.

The *Andreas*, N.G. ship, in attempting to beat out of port got on Saratoga Spit. After being lightened of 150 tons of ballast she was floated off the bank, on which she was stuck for the past few days. The *Medusa* and the tugs from the P. and O. and the P.M.S.S. Companies went down and endeavoured to tow her off, but without success.

Mr. Pearson has published an account of the funds subscribed for the purchase of the church organ, showing a deficit on the cost of the organ, without freight or insurance, of $113.63. The entertainments given in September and October last resulted in a loss of $453, which Mr. Pearson has personally defrayed. A previous entertainment given by Mr. Black also resulted disastrously for that gentleman's purse. The expenses of first preparing the theatre for the performances, and of subsequent repairs of damage occasioned by two typhoons, were the causes of the heavy outlay; but the deficit is now so small that it will probably be immediately made up.

The North German barque *Albatross* succeeded in eluding the vigilance of the French cruisers, under cover of darkness, very recently, and has, we are informed, successfully run the blockade, and got out to the open sea, whence no doubt she will try to make good time for a more eligible port. We hear that a claim will be sent home by the North German Minister upon the Government for compensation, at a fixed rate per ton per day, for all the German ships shut up in harbour in the ports of Japan since the beginning of the war.

We hear that the Japanese Government have at last found the clue to a series of kinsat forgeries, executed by natives in conjunction with European accomplices. Four Japanese have been arrested with the plates and paper for forging, and a man going by the name of John Rodgers has been arrested, but admitted to bail.

We hear that Mr. Lemuel Lyon, the American Consul at this port, is about to be transferred to Singapore, and that the vacancy thus created will be filled by Mr. Shepard, at present Consul at Yedo.

By the instructions relative to treaty making with the Korea issued by the U. S. Government it will be seen that the same intercommunication is sought as at first existed between Japan and the American and English nations.

(TWELVE DAYS LATER, VIA SAN FRANCISCO.)

The steamer *America* arrived at San Francisco on the 15th April, with dates from Yokohama to 24th March. The following items have been telegraphed to the New York papers:—

Affairs in Japan are critical. In various places bands of armed men are threatening hostilities to the Government. The guard of the Mikado has been increased. War steamers have been sent north on account of disturbances there.

At Yedo a Chancellor of the third rank was murdered under circumstances of horrible atrocity.

The expedition to the Korea is preparing to leave; the United States Minister will accompany it. The United States ship *Alaska* is in port.

U.S. Minister Lowe (Peking) has rebuked the English and Americans, who, he says, have assumed diplomatic functions, and pretend to determine the necessity for a war between European nations and China before there is an opportunity for the adjustment of the claims growing out of the Tientsin riot.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, March 7.

I last wrote you on the 15th ultimo, *via* San Francisco. The mails of the 9th, 16th, and 23rd December arrived here on the 26th ult., by the P. M. steamer *Oregonian*, from Yokohama, 79, 72, and 65 days respectively. On the 28th February the English mail of 30th Dec. came to hand by the *Costa Rica* (str.), 60 days out, and on the 6th inst. the *London and China Express* of the 6th January was received here, *via* San Francisco.

The movements of the vessels of war have been confined to the arrival of H.B.M. gunboat *Ringdove*, on the 2nd inst., from Yokohama, &c., and the departure of the Russian corvette *Almaz* and gunboat *Sobol*, on the 2nd and 3rd inst., destination unknown.

The North German vessels which have lain so long in our harbour have begun to show signs of activity, some of them have already commenced taking in coal in anticipation of peace being declared.

The following is extracted from the *Nagasaki Gazette*:—Exports.—Tea: The natives during the past week have been asking extreme prices—with a view of establishing an advance in rates; the result is that not a single transaction with foreigners has been reported. Stocks are somewhat reduced, 300 bales having been sent to Hiogo on native account, and no further supplies from the country having arrived. Camphor and Gallnuts, nothing doing. Tobacco scarce. Coals: Stocks have largely increased, and the export demand being less, prices have fallen considerably; Takasima, $6½ per ton; Karatz, $3¾ to $4½ per ton; other kinds, $3¼ to $3½ per ton. Export in February 825 tons Takasima; 3 840 tons Karatz; total, 4,665 tons, showing a decrease on January shipments of 8,359 tons. Exchange on London: But little has been done during the week.

The same paper also says:—The British Government, we are informed, do not intend for the future to send coals from home for the use of H.M.'s vessels in these waters, and so soon as the present stock is exhausted they will consume Japanese coal. This will effect a considerable saving, particularly when we are aware of the fact that Japanese coal can be purchased at about one-third of the price that English coal can be laid down here for, besides that obtained from Takasima mines is pronounced to be equal if not superior to the best productions from home. The export of coal from this port, during February, shows a decrease of 8,359 tons as compared with the month of January, which is attributed to want of tonnage to carry it away.

CHINA.

—o—

TIENTSIN.

The correspondent of the *Shanghai Courier* writes:—With the re-opening of navigation there has been a renewal of all manner of warlike rumours. The visit of Li-Hung-chang to the new powder mill, its commencing to manufacture powder, and its rumoured speedy enlargement to a producing power capable of supplying the whole empire, is openly spoken of by the Chinese as preparatory to a foreign war. While official persons talk of the notorious Cheng-Kwo-jui as being at Kiukiang, the great mass of the people assert that he has gone down secretly, under an alias, to Taku, the fortifications of which are constantly being strengthened. A force of 20,000 men are said to have been summoned from various quarters to the neighbourhood of Tientsin in view of the probable revision of the Treaty this year. Considerable speculation has also been excited by the arrival per *Szechuen* of Dr. Macartney, of Nanking Arsenal, on a visit to Li-Hung-chang.

So far we have got out of the region of rumour and conjecture, and all we can legitimately infer is that there must be some reality where there is so much shadow, even if the image given by the latter is exaggerated and distorted. But one fact is well known and indisputable. Application has been made by high Chinese officials to certain natives to superintend the construction of some infernal machines, a sort of torpedoes—for use in the Peiho. They are of similar construction to those used there in 1860; and it is difficult to avoid the inference that they are intended for a similar use—the attempted destruction of foreign vessels.

SHANGHAI.

The dates by this mail extend to the 15th March. The outward mail of Jan. 27 arrived on March 15, with telegrams announcing the peace.

The annual general meeting of the Shanghai Steam Navigation Company was held on the 4th March, H. H. Warden, Esq.

Digitized by Google

in the chair. The report shows a total net profit of Tls. 510,000 on the steamers' working, besides Tls. 271,000 carried to Insurance and Depreciation account, and other minor receipts from interest, balances, &c. Out of this, Tls. 225,000 have been paid away as dividend at the rate of 12 per cent., Tls. 163,700 has been invested in the new steamer *Hupeh*, and the balance is again carried to the Insurance account. Tls. 151,600, already standing at the credit of Reserve, are also merged in this account, which now stands at Tls. 505,000. On the basis of this fund, a scrip dividend of 20 per cent. was issued, the value of which is of course contingent upon the state of the Insurance Fund.

Mr. Barnes asked if there would be any objection to tell the shareholders what were the company's gross earnings from freight and passage-money. Such information was usually given in other companies. The Chairman said they had not done so hitherto, and the present accounts were made out according to the custom prevailing in this company. Mr. Barnes asked if the directors did not think a change in the custom of the company in this respect might be advisable. The Chairman said they did not; it would be against the interests of shareholders to show their business too much. In respect to this, stockholders were protected by the auditors appointed, and the directors did not think it to be for their interest to give any more figures than were now laid before them.

Mr. Parker asked whether the chairman's remarks implied that the directors considered it unadvisable to expose the business of the company, though at home it was believed to be rather advantageous than otherwise to show any good result. The Chairman: We cannot see any good result from showing it here. Mr. Parker observed that the outside public might see good in having these things laid before them. The Chairman said the outside public very likely was inquisitive, and might like it; but it would do the stockholders harm instead of good; the company was peculiarly situated. Mr. Parker thought the sooner the company got out of its peculiar position the better.

The directors announce a probability of selling the *Chihli*, and that two new steamers had been ordered. Messrs. H. H. Warden, Blydenburgh, Dent, Forbes, and Porter were elected directors for the current year, and Mr. Rowley Miller auditor.

The following items are from the *North China Herald*:—

We regret very much to have to record the sudden death of Dr. B. Jenkins, interpreter of the U.S. Consulate. Dr. Jenkins was one of the oldest Shanghai residents, his stay here dating from 1847, and he will be much missed from a community in which he has been so long known and respected. The first thirteen years of his stay were devoted to mission work, in pursuance of which he travelled a good deal through the neighbouring country, at a time when such journeys were more serious undertakings than they are now; and the pages of the *North China Herald* contain interesting records of his adventures and experience.

In deference to the general expression of opinion, the Council have abandoned the tax on native tea-houses. The Secretary writes, on their behalf, to certain property owners who had officially remonstrated against their action, that the Council "have no desire to assume powers not delegated to them by the Land Regulations and Ratepayers, or to place themselves in an antagonistic position to any one section of the community." Their action was of course based on a mistaken interpretation of Bye Law No. XXXIV.; and they very properly retire from their position, now that the error is pointed out. Holding, however, that the tax was clearly illegal, we must say it seems to us that the sums collected should be refunded.

The shareholders of the Shanghai Tug and Lighter Company held their annual general meeting on the 7th of March, and declared a dividend of 5 per cent. on the capital stock, with a further bonus of 5 per cent. on the business contributed by shareholders. Messrs. F. B. Forbes, John Anderson, and E. C. Smith were re-elected directors for the current year.

The annual meeting of the Shanghai Gas Company was held on the 10th March. The accounts show a net profit on the year's working of Tls. 24,172, of which Tl. 18,000 is absorbed by a 12 per cent. dividend, leaving Tls. 6,172 to be carried to reserve, thus raising the fund to Tls. 25,586. The increase in consumption of gas over the previous year has been 500,000 cubic feet.

The directors of the U. S. N. Company have appointed Messrs. Olyphant and Co. general agents. The announcement has taken shareholders rather by surprise. So important a matter, it is urged, should have been submitted to a general meeting of shareholders; and Article 7 of the company's deed of settlement seems to sustain this view. Apart, however, from the technical question—that people generally consider the directors have acted wisely in the interests of the company is proved by the fact that since the announcement the quotation for shares has considerably advanced.

The Chinese were excessively annoyed at the result of the trial regarding the *Lismore's* cargo, and brought a comment on the judgment which the editor considered to be a libel likely to be punished by a fine of some Tls. 2,000. The contributors went away in disgust, and fell back on their own familiar way of promulgating their grievance. Next morning, copies of the document were posted up in various parts of the settlement—one prominently opposite our office door—with the addition of a few compliments to ourselves, among which was an accusation of having demanded a $2,000 bribe to publish it.

The report by the British Consul at Ningpo of the trade at that port during the year 1870 shows a total increase of Tls. 834,000, referable to foreign imports and Chinese exports, the trade in native imports having fallen off. A decrease is shown in the shipping of every flag except the American—the inference being that Shanghai is becoming more and more closely connected with Ningpo, and that the trade is being carried on more and more exclusively by the S.S.N. steamers.

We are sorry to hear that M. Vial, the Commandant of the Franco-Chinese disciplined troops stationed outside the South Gate of the city, has been badly injured by one of his native sub-officers.

The chief local event of interest has been the destruction of the Lyceum Theatre by fire. Several gentlemen attempted to check the flames, pending the arrival of the engines, but the inflammable nature of the building defeated their efforts, and within an hour from the first alarm, the whole was a sheet of flame. The heat from the burning building, which was entirely of wood, was so intense that it set fire to a tree some thirty yards from the fire, and rendered approach within twenty yards almost intolerable. It seemed at one time inevitable that the whole of Balfour Buildings and Yuen-min-Yuen would also be consumed; but the fire brigade succeeded in saving them. The German Club have offered the use of the Concordia Theatre, to enable the A.D.C. to carry out their programme, and the Committee have accepted the offer. The proceeds of the performance will be added to the $1,500 at present standing to their credit in the bank, and a meeting of scripholders will be called, as soon as the accounts can be closed, to decide as to the disposal of the amount.

The *Manchu*, the first steamer of the season from the north, and the *Appin*, second, had arrived. We hear that both steamers had to break the ice to get up the Peiho; and they report that there was a good deal of broken ice in the river when they left on the 8th.

A Tientsin correspondent writes that everything was perfectly quiet, and that several foreigners who had gone into the interior during the winter had not been interfered with. The steamer *Appin* was the first to arrive off the settlement, at 10 P.M. on the 5th, having ploughed her way up through two inches of rotten ice. The winter would seem to have been wild in Mongolia, as no sand grouse had been seen. Of market news there seems absolutely none, no country dealers having yet arrived.

It is satisfactory to learn, from the *Penang Gazette*, that Wen-seang returned to duty on the 13th February. The Corean Ministers arrived at Peking, with their tribute, on the 16th. A Censor, by name Chang Ching-ching, reports upon the conduct of the wife of a *sew-tsai* by purchase. This lady, finding her husband ill, cut off one of her fingers and administered it to him in his physic. Unluckily the specific had not the desired effect, for the man died. In the tenth month the heroine's mother-in-law died, whereupon she strangled herself. An edict is now issued directing the Board of Rites to report upon the most suitable form for the Imperial admiration to take.

The new steamer *Sarpedon* left on the 12th March for Liverpool. Her entire cabin passage accommodation is engaged, and several applications had to be declined. Between discharging, docking, shipping a new propeller and loading, she has lost no time in Shanghai. Considering the rapid passage she made out, coming three fourths of the distance with a half-propeller, we shall watch with interest her performance homeward, which will, we hope, be made with full propelling power.

A preliminary trial of the revolving light and fog-horn in the Tungsha Light ship took place on the 6th inst. The light was beautifully clear and the revolutions took place with the steadiness and precision of clock work, by which, indeed, they are produced. The fog-horn was a decided, deafening, dismal, excruciating success:—

"For such a noise it made you'd swear
That all Arcadia's herds were braying there."

(FROM A CORRESPONDENT.)

SHANGHAI, March 15.

The report by last mail, that the Government were about to send Mr. Erskine as Minister to China, and that Mr. Elliott was to come as Special Envoy to arrange the revision of the Treaty, was received here with much pleasure, as the infusion of new blood into the Diplomatic body in China cannot fail to do good. Anything is preferable to mandarin worship.

As a straw will show which way the wind blows I may mention that Dr. Macartney has gone to Taku to see the forts put in proper order for defence. Mr. Wade cries peace, peace, when there is no peace. As I have pointed out to you many times, the Chinese Government are persistently preparing for war, yet our Minister, paid to protect our interests, telegraphs home all is peace, no danger; yet we find the Chinese arming every where, arsenels, and powder factories hard at work, gun-boats equipped as fast as possible, Europeans all dismissed from them. They are now commanded and navigated solely by Chinese. Vast stores of rice have been sent to Tientsin in native and foreign bottoms, ammunition and guns bought up in every

Digitized by Google

direction; Krupp's guns from Belgium, powder and rifles from Japan, breech-loading field pieces from Shanghai and Hong Kong. The guns lent to the Volunteers have been actually sold to the Chinese, and may be any day turned against us. It seems to me madness on the part of our Government to ignore these facts, but our Minister is too busy with Chinese cobwebs at Peking to bestow a thought on what is passing around. Dr. Macartney has for many years been Superintendent of the Arsenal at Nanking, and the fact of his despatch to Taku is not without significance at this juncture.

The loss of the steamer *Don* on the coast of China, and the plundering of the cargo and cruel treatment of the crew and passengers by the Chinese, calls for some action on the part of our authorities; but, alas, little is to be expected from them in the way of protection or redress for injuries. There is a convenient way of shelving all unpleasant subjects.

The Northern ports, Tientsin and Newchwang, are open again for the season. A new channel, with deeper water, has been discovered on the Bar at Woosung, and is to be buoyed.

HONG KONG.

Dates extend to March 22. The outward London mail of 27th Jan. arrived on March 10, and telegrams extended to the 9th by the steamer *Agamemnon*, from Singapore.

Mr. Stanhope, the chief officer of the steamer *Don*, wrecked on the voyage from Hong Kong to Shanghai on the 13th Feb., gives particulars, in his official statement, of the treatment the ship's crew met with at the hands of natives after the ship struck on the southern point of the Ocksen Islands. To quote Mr. Stanhope's own words:—"We were all strangers in Chinese waters, except the passenger pilot, but we all knew that the inhabitants of the islands and sea coast were pirates—that they would surely rob us, and perhaps murder us, when they found us defenceless. We swung the boats out, provisioned them, arranged their crews, and put in them nearly all of our personal property. The natives by this time had gathered, I should think in hundreds, for we could hear them under the bows and all over the face of the hill. They were now throwing stones at us, and so, fearing they would cut off our retreat, we left the ship in four boats. Shortly after we left we heard by their yells that they had got on board. At daylight we could just see the islands at a distance, and Pyramid Point to the westward. We hauled in towards the land, making about three or four miles an hour, when a fleet got round us, getting in amongst and separating us. At the first shock I saw the third mate's boat crushed up between two junks and instantly plundered. I afterwards saw the boat towed astern of a junk and empty. I think the crew must have got on board the junk. The captain's boat gave one of the junks a rope, and signed to us to do the same; we did so, especially as they promised to tow us to Amoy. They towed us in shore instead, all the time separating us more and more. Shortly after we were taken in tow, the fellows in the junk began hauling the boat alongside, and, when they got her under their stern, snatched a bag like a flash, and in a few seconds would have emptied the boat, but I presented a small pocket revolver which I had, and scared them for the time. It was only for the time, for presently another junk came sculling and sailing alongside, and between them they crushed us up and robbed the boat of everything. After getting us in their boat they took us on shore behind and to the northward of Pyramid Point. I and three others landed, when they shoved the boat off with the other four. One of the most savage of the crowd landed with us, having in his hand a carving knife, a part of the plunder. They had not robbed our persons yet, and it seems this was their plan for doing so; they were afraid of attacking us altogether, and they were specially afraid of my revolver; so they divided us. I had my night glass hanging over my shoulder and my watch on me. The fellow demanded them, and, as I was loath to part with them threatened to cut my throat if I did not give them up. I could easily have shot him, but the boat was there, and four unarmed men in their clutches. If we had shot him or knocked him down I expect our four shipmates would have been murdered; so I gave him first the glasses and then the watch. He also wanted the pistol, but I could not part with that yet, so we walked away from him, I covering him with the pistol. We afterwards made for the boat, and they took us on board. We tried to persuade them to take us off to a steamer that we had seen in the offing standing to the southward, but they would not. They now searched our pockets, and we let them have all they could get. I gave them what money I had, pistol and all. They were satisfied then, and let us go ashore quickly." Mr. Stanhope then gives an interesting account of the journey of himself and companions on foot to Wintow. On arriving at a village they each time had to undergo an inspection by the mob, who felt in their pockets, and stole some of their clothes, till at last, almost naked and starving, they found a man who could speak English, and who took them by boat to Amoy, where they were in safety.

A new system has been introduced into the colony for the effectual riddance of all objectionable characters. A photograph of all the old offenders is taken previous to their deportation, and by this means their recognition will be ensured. It may be expected that in future trials portraits will be put in as evidence.

SIAM.

—o—

BANGKOK.

His Majesty the Supreme King of Siam embarked on board the sloop of war *Regent*, at 11.30 A.M., on the 9th March, from the Royal landing. A Royal salute was fired from the two gunboats at anchor in the river, and their yards were manned, as were also those of the *Regent* as his Majesty was embarking. The steamer *Regent* left the Royal landing a little before noon, and passed down the river on her way to Singapore. The following are among the officials who accompanied his Majesty and composed his Court for the occasion:—

H.R.H. Somdetch Chaufa Bhanurangsi.
H.R.H. Prince Suksawasti.
Chow Phya Kalahome, Minister of War.
Chow Phya P'rak'long, Minister for Foreign Affairs.
Nai Phon, Secretary to his Majesty.
Hluam Sitti, Master of Ceremonies.
Nai Ohayut, Treasurer.
Phya Montri, Commander of the R. Guards.
Chow Mun Sanp'a-pet p'adee; K. of P. S.
Chow Mun Samochie, Master of the robes.
P'ra Picha, Superintendent of the fleet.
Hluang Wicharon chakra-krit, S. engineer.
Koon Sinla-panoo-chit-kan, Artist.
Hluang Wiset-p'ochanakan.
P'ra Smood Buranuracks.
P'ra Chonla-t'an-winichei.
Chow Mun wie-worant.
Captain John Bush, Master attendant.
J. H. Chandler, Esq., Court Interpreter.
Francis Chit, Photographer.

THE ROYAL PROCESSION.

The suite were dressed in a rich silk fabric of navy and sky blue colours. Instead of pantaloons they wore the much more graceful panoong, extending down to a little below the knees. White stockings fastened with elastics out of sight above the knees covered snugly the lower extremities, and the feet were shod with black pumps of the neatest kind, with silver plated buckles. The upper parts of the body were clad with a silk coat of a deeper blue than the panoong, over a white jacket or shirt. The skirts of the coat reached a little below the hips, fitting the person snugly, and buttoned up to the neck with large gold buttons, bearing on their face an image of the Royal seal and white elchant. The trimmings of the collars and sleeves were not profuse but very neatly and tastefully adjusted. The waist was girded with a broad leathern belt richly decked, and on the left hip hung a glitter sword. The hat was rather small, with a rounded top of European fashion, elongated a little fore and aft, neatly napped with black, and decked with a gold band and crowned with a golden image of the Royal seal extending two or thre inches above its top. The two Chow Phyas, viz., H. E. the Minister for Foreign Affairs and H. E. the Minister of War, were distinguished by a new badge of honour, created by the King for the occasion, called the Maha Surabhorn, consisting of a broad sky blue ribbon, passing over the right shoulder, and gathered into a very tasteful and showy knot on the left hip. Besides this badge of honour, each had three or four others of circular form pinned over their left breast, one having been received from the late King, one or more from his present Majesty, and one from a European Sovereign. The uniform of the Royal body guard, sixteen in number, was essentially of the same form as that above described, but of a different colour. The dress was of a silk fabric and a greyish drab, and their hats were distinguished by white feathers all curving backwards.

All the garments except their cocked hats were made in Bangkok, by Siamese and Chinese tailors, as well as all their gold trimmings, which, with the exception of their epaulets, were of Siamese manufacture. Even the hilts and scabbards of their swords, and some of their blades, were affirmed to have been made in Bangkok

THE REGENT.

His Grace the Regent was present, plainly but richly attired in a kind of dark silk, yet not in uniform with any one else.

At about 11 A.M. his Majesty came, being escorted by a company of the Royal Guards and *tumruats*, and halted to pay becoming obeisance to his Grace; and then, being accompanied by the latter, his Majesty walked over the bridge to the steps of the ship, one man carrying the great yellow umbrella over him.

His Majesty saluted H.B.M.'s Consul-General by a cordial grip of the hand, and stood with him during all the time occupied in firing the Royal salute, which began as soon his Majesty touched the steps of the ship.

His Majesty's costume was very becoming, being of a grey drab silk of the same general fashion as that of the chief part of his suite, and setting off his slender figure. No prostrations were made before the King, the whole of the suite remaining erect throughout the ceremonies.

The small iron steamer, which was being built on the bank of the canal leading from the palace of H.E. the Kalahome into Bangkok Yai, was launched on the 5th ult. under the superintendence of H.G. the Regent.

Digitized by Google

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to the 29th March. On the 16th the *Behar* arrived with the English mail of the 10th February, and on the 21st the *Peiho* came in with the French mail and London letters to the 17th February.

We learn from the *Straits Times* that the disturbances between the Ghee Hin and Hok Hin secret societies, which marked the preceding fortnight, have happily subsided, and the fortnight has been tranquil. The prompt action of the authorities in sending a guard of some fifty Sepoys into the worst district had the effect that was anticipated. As soon as the Chinese saw that the military authorities were ready to assist the police in maintaining order, they desisted from their raids, and after two or three days a feeling of security began to become manifest; the Chinese residents of the country districts resumed their occupations as before, and there being no signs of further trouble the Sepoys were withdrawn. A great number of arrests were made for crimes committed during these disturbances, and a long list of prisoners stand committed for trial at the next criminal session, which bids fair to prove a long and tedious one.

The great event of the fortnight has been the visit of his Majesty the King of Siam, who arrived on the 15th March, the day of the departure of the last homeward mail, and remained until the 23rd. It is not much that so small a community has to offer for the entertainment of Royalty, but every effort was made to render his stay agreeable. His Majesty came in his own yacht, the *Regent*, and was attended by two Siamese war vessels, the *Impregnable* and *Siam Supporter*. He landed in state on the 16th, and, together with his two young brothers, was entertained in Government House, while Raeburn, a commodious mansion on the New Harbour Road, was placed at the disposal of his Majesty's retinue. The festivities in his honour consisted of a reception at Government House on the first evening, at which about four hundred persons were presented to his Majesty; an official dinner on the second evening; on the third day his Majesty attended a flower show, held at the Botanical Gardens, by the Agri-Horticultural Society, which was, as might be expected, very largely attended, and in the evening an amateur theatrical entertainment was given in his honour at the Town-hall. The principal entertainment during his stay, however, was the invitation ball given at the Town-hall on the 20th, which was attended by about four hundred persons, the largest number ever yet assembled at any ball here. The approaches to the building were brilliantly illuminated with gaslights, and the open space in front was studded with stars and illuminated suns, making the place a perfect blaze of light,—a style of decoration that very agreeably surprised the King, and elicited his unqualified admiration. He embarked on board his vessel on the afternoon of the 23rd, and early next morning steamed away for Batavia. It is gratifying to learn that his Majesty, before leaving, expressed himself highly pleased with the manner of his reception, and this being the first time a King of Siam has ever visited a foreign country, there is every reason to hope that his trip to Singapore and Java will not only prove of great benefit to himself and his people, but also lead to an extension of trade and closer commercial relations between his kingdom and dependencies and the civilized nations. During his Majesty's stay he exchanged telegraphic courtesies with Her Majesty Queen Victoria.

The arrivals of steamers *via* the Suez Canal were the *Abbotsford*, from London, and the *Duque de Palmella* (Portuguese war steamer), from Lisbon, on the 16th; the *Albatross*, from Liverpool, and *Aveyron* (French war steamer), from Toulon, on the 17th, the *Glendarroch* on the 23rd, *Agnes* on the 24th, *Tweed* on the 26th, and *Ulysses* on the 27th, all four from London. The departures have been the *Ada*, on the 18th, and *Sarpedon*, on the 24th, both for London.

At the fifth competition of the Allcomers' Rifle Match for $50, the prize was finally carried off by R. Dunman, Esq., of the S.V.C., he having won it twice in succession. A second prize of $3 was awarded to P. Isace, G. M. of H.M.S. *Barrosa*.

We hear that a number of unemployed Europeans here have taken service under Tunkoo Oodin, one of the Malay rajahs implicated in the disturbances at Klang, and left for their destination by the steamer *Fair Singapore*. Their employment is not creditable. It is said that the greater part of those enlisted were unemployed seamen, and that some, after receiving advances, secreted themselves in the jungle, and were returning to town.

We understand that a telegram has been received by his Excellency the Administrator here from the Secretary of State for the Colonies, prohibiting the expenditure of any money on the alterations and outfit of the *Pluto* beyond what is absolutely necessary to make her serviceable; and further, that the expenditure of $15,000 proposed by the Executive Council to build a second and smaller steamer has been altogether negatived.

As the huts built on piles over the Singapore River, opposite Campong Saigon, have given the police much trouble, owing to being a favourite resort for thieves, opium smugglers, and fighting men, a police station has been established there in charge of a native officer, but under the supervision of one of the European Inspectors.

Commercial Report.

(For dates see First Page.)

IMPORTS.

YOKOHAMA.—There had been a good enquiry for Grey Shirtings and Yarns, which with the exception of a slight interruption during the native holidays, had steadily continued throughout the fortnight, but in the case of the former with but meagre results as regards business, in consequence of the almost total absence of supplies. Prices of both articles were firm and higher. T-Cloths were still in some request, also Turkey Reds, Black Velvets and Alpacas,

HANKOW.—An active business was confidently looked for with the re-opening of the market, but, so far these anticipations had not been realised; the trade of the fortnight had been far from satisfactory; arrivals had been coming forward freely, whilst only small sales could be made, and clearances of goods bought before the holidays were checked by the withdrawal of facilities hitherto afforded by the Native banks in granting "orders." Grey Shirtings: Prices slightly easier, market dull, at Tls 1.80 to 1.83 for 7 lbs., Tls. 2.09 to 2.16 for 8¼ lbs., and Tls. 2.40 to 2.52 for 9¾ lbs. White Shirtings not enquired for. T-Cloths: Small sales at a trifling advance, holders firm. Woollens and Worsteds: Camlets quoted 2 to 3 mace higher for desirable goods. Spanish Stripes also advanced. Cloths no offers. Long Ells: Scarlet improved fully 2 mace per piece, but Assorted unchanged. Figured Orleans: Scarce, good assortments readily saleable.

SHANGHAI.—Grey Shirtings: A slight concession to buyers had led to large settlements; early in the interval there were considerable sales of 8¼ lbs. fair to good ordinary chops at Tls. 2.06 to 2.08 per piece. Since then transactions had taken place at a candareen or so less, but holders now seemed indisposed to give way much further. A small parcel of fine goods 16 by 15 count, had been forced off at Tls. 2.07½ per piece for cash; 7 lbs. had been much wanted, but sellers, with few exceptions, had met the demand freely, and there was little change in prices. Quotations were Tls. 1.7.6 to 1.7.9 per piece for ordinary chops, and Tls. 1.8.3 to 1.8.4 per piece for Dewhursts. Of the fortnight's business, computed at about 130,000 pieces from first hands, upwards of 35,000 pieces were of 7 lbs. goods. Heavy cloth had received little or no attention. White Shirtings: 64-reed and lower counts in good request, but buyers showed great reluctance to pay over Tls. 2.20 per piece for good ordinary 64-reed, while holders demanded Tls. 2.23 to 2.25, so that only small business is reported; stock of desirable cloth moderate. T-Cloths, 6 lb. and 8 lb. weights, met with ready market at Tls. 1.24 to 1.37 for the former, and Tls. 1.88 to 1.94 for the latter; for 7 lbs., quotations nominal. Drills: 15 to 15½ lb. best English, Tls. 3.0; a few had changed hands at that figure. Dutch very little done; a somewhat better feeling for American, which was light in stock, and holders not disposed to sell at prices offered, viz., Tls. 3.47 to 3.50 per piece. Jeans: 3,000 pieces ordinary English sold at Tls. 2.35. Sheetings: Out of stock, no sales. Fancy Cottons: Inquiry becoming more general, and embraced fabrics long disregarded. Brocades, Chinese Lawns, Turkey Red, and Gentian Shirtings had all received a fair share of attention, but prices had shewn little signs of improvement. Woollens: Market for Camlets, Figured Orleans, and Spanish Stripes strong, and few desirable parcels to be obtained at current quotations. C.P.H. Camlets worth Tls. 11.55 per piece and upwards, and for same chop of Spanish Stripes Tl. 0.51 per yard refused. Speculative settlements of Crape Lastings and Lustres reported, and an actual sale of C.P.H. assorted Long Ells at Tls. 4 82 per piece.

FOOCHOW.—The following sales have been reported:—550 pieces 8.4 lbs. Grey Shirtings at $2.90 to 2.92½; 900 pieces 7 lbs. T-Cloth at $2 to 2.32½; 500 pieces 6 lbs. T-Cloth at $1.77½.

AMOY.—Cotton Yarn: Receipts, 70 bales; sales, 45 bales, 12/46s, at $122 per bale; stocks, 343 bales. Quotations:—16/24s, $118 to 128; 28/32's, $122 to 132. Grey Shirtings: Receipts, 2,950 pieces; sales, 500 pieces, 7 lbs., at $2.20; 2,950 pieces, 8¼ lbs., $2.82 to 2.85 per piece; stocks, 8,450 pieces. 7 lbs. worth $2.30; 8¼ lbs., $2.82 to 2.85 per piece. White Shirtings: No receipts or sales. Quotations:—60-reed, $2.85; 64-reed, $3.15; 68-reed, $3.45 per piece. Spotted Shirtings: No stock; quoted nominally $3 per piece. T-Cloths: Receipts, 1,501 pieces; sales, 500 pieces, 6 lbs., at $1.68; 1,001 pieces, 7 lbs., at $2.05 per piece; stocks, 6,550 pieces. Quotations: 6 lbs., $1.65 to 1.68; 7 lbs., $2.05; 7½ lbs., $2.20 per piece. Turkey Reds: No stock; quotations advanced to $2.85 for 3 lbs., and $3 for 3¼ lbs. Brocades: No receipts, sales, or stock; White, $3.20; Dyed, $4.30 per piece. Drills: Receipts, 200 pieces; sales, 200 pieces, at $4.20; stock, 370 pieces. Quotation, $4.20 per piece. Woollens—Camlets: No receipts; sales, 130 pieces, Assorted, at $15.75 to 16; 20 pieces, Scarlet, at $16.70 per piece; stock, 149 pieces. Spanish Stripes: No stock; quotations—Scarlet, 80c.; Dyed, 70c. per yard. Lastings: No stock; quotation, $15.50 per piece. Long Ells: No receipts; sales, 60 pieces, at $8 per piece; stock, 1,359 pieces. Quotations: Assorted, $6.50; Scarlet, 7.50 per piece. Lead: Dearer; best qualities worth $6.50 per picul.

HONG KONG.—Cotton Yarn: Best, Nos. 16 to 24, in slight inquiry; medium and inferior, weaker; Nos. 28 to 42, little doing. Grey Shirtings: 7 lbs. in less demand, and 2½c. lower; 8¼ lbs., best chops, saleable in limited quantities. Ordinary goods difficult to place; heavy goods without change. White Shirtings: Common and medium very quiet; limited inquiry for fine. T-Cloths: 6 lbs. ordinary in less request; Mexicans neglected. 7 lbs. of all qualities saleable to a moderate extent; 8 lbs. unchanged. Other Cotton Goods: Very flat; prices unaltered. Woollens—Spanish Stripes: Trifling demand. Long Ells: Saleable at quotations. Camlets: In better demand and higher. Orleans, Figured: In some request. Blankets: Saleable in small quantities. Metals—Iron Nail Rod: Only a moderate demand had prevailed, and the market closes quiet at a decline of about 50c. on previous rates. Fair settlements of good assortments at $2.80 per picul; hard bar fairly saleable; soft bar in over supply, and 5c. to 10c. lower. Lead: A few sales of L.B. at $5.90; market quiet. Coals: Arrivals consi-

Digitized by Google

derable, both of Cardiff and Australian, the former exclusively for consumers; four cargoes sold at $8½ per ton for favourite descriptions; market weak. Quotations:—Cotton Yarn, English, Nos. 16 to 24, per bale, $110 to 117; 28 to 32, $111 to 118; 38 to 42, $127.50 to 135. Grey Shirtings, 7 lbs., per piece, $2.15 to 2.17½; 8.4 lbs., $2.60 to 2.62½; 9.12 to 10 lbs., $3.35 to 3.55. White Shirtings, $2 to 2.85; fine, $3.25 to 5. T-Cloths, 6 lbs., ordinary, $1.60 to 1.62½; Mexicans, $1.70 to $1.75; 7 lbs., ordinary, $1.80 to 1.87½; Mexicans, $2.02½ to 2.17½; 8 to 8.4 oz., $2.55 to 2.60. Woollens, Spanish Stripes, Scarlet, per yard, 62c. to 66c.; Assorted, 57c. to 62c.; German, 91c. to 92c. Long Ells, Scarlet, per piece, $6.70 to 6.90; Assorted, $5.70 to 6. Camlets, SS Scarlet, $14.25 to 14.75; SS Assorted, $13.75 to 14.25. Orleans, Figured, $4.25 to 4.80; Plain, $4 to 5. Blankets, per lb., 35c. to 50c.

BANGKOK.—The market had been extremely inactive, and no immediate improvement was expected, owing to the approach of the native New-year holidays. Until these were over but little business would probably be done.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—39-inch Grey Shirtings: Demand for 8¼ lb. fully supplied and stocks accumulating. Enquiry moderate at $2.60, and at the close transactions at $2.57½. Demand for 7 lb. slackened and transactions at lower rates, $2.02½ to 2.10; 6 lb. in little request at $1.75 to 1.80. 45-inch Grey Shirtings: No enquiry for 8 lb., 9 lb. in less request; trifling transactions at $2.82½ to 2.85, and offers much lower; 10 lb. quiet at $3.15 to 3.20; 6 lb. and 7 lb. quite neglected. 32-inch Grey T-Cloths: All weights in limited demand, business small; 4 lb. $1.10; 4½ lb. $1.15 to 1.20; 5 lb. $1.27½ to 1.32½; 6 lb. $1.47½ to 1.52½, and 7 lb. at $1.77½ to 1.80. 32-inch Grey Maddapollams: Moderate business in 2¾ lb. at $16½ to 17 per corge; 3 lb. quoted $18 to $18½ and very dull. Long Cloths: No demand. 36-inch White Shirtings: Good demand for fine qualities of favourite makes, but prices are rather weaker. In medium and low business limited at a shade under last quotations. 15-inch without demand. White Spots dull at $1.50 to 1.52½ for 14 by 15, no transactions in 16 by 16. White Brocades: Quotations nominal, no demand. White Cambrics: No improvement, inquiry extremely limited. Ordinary 15/16, $27 to 27½ per corge; 24s, 18 by 18 nominally at $18. White Jacconets: Small sales at low rates. White Maddapollams: Business very small at $19. Dyed Shirtings: Quiet and unchanged. Assorted Plain: $2.80 to 2.95. Assorted Figured: $3.30 to 3.50 per piece. Velvets: No enquiry. Turkey Red Cambrics: Business trifling on account of advance asked by holders. Sales of 2½ lb. at $2.15 to 2.25, and 3 lb. at $2.45 to 2.55, higher quotation for a favourite dye. Turkey Red Mulls neglected. Woollen Goods of all descriptions without change, quotations quite nominal. Grey Yarns: Moderate inquiry for 40s at declining rates, sales at $115 to 114. 30s in limited request at $106. For 18/24s more demand, and advanced to $95 to 100. Small sales of inferior at $85. Turkey Red: Moderate inquiry at lower rates. Glasgow Dye 10 lb. $127½ to 130; 12 lb. $137½ to 140. Dark Green inquired for at $82 to 84, and Imperial Red steady at $71 to 73.

EXPORTS.

TEA.

YOKOHAMA.—The demand had not been very brisk, and settlements had not reached more 3,000 piculs, consisting of most grades. The quality, as usual at this period of the season, was deteriorating, but no adequate reduction in prices can be noted. Supplies had been on a small scale only, and stocks were not heavy, and consisted principally of the common grades. The last Pacific mail steamer took 255,465 lbs. for New York, and 212,635 lbs. for San Francisco. The Asphodel had sailed with 546,650 lbs. for New York; and the Lothair was the only vessel loading. Quotations:—Common, $18 to 22 per picul; good common, $23 to 25; medium, $27 to 30; good medium, $32 to 34; fine, $36 to 39; finest and choice, nominal.

HANKOW, KIUKIANG, AMOY.—Nothing to report.

SHANGHAI.—For so late in the season, transactions for the fortnight may be considered large. Stocks were reduced to a very small compass, and neither in Black nor Green was there anything desirable to be purchased. The s.s. Sarpedon (the last vessel of this season via Canal) had sailed for London with about 1,500 tons of Tea. The Vanguard was still on the berth for the same port. The Satsuma (privately loaded) left for Montreal on the 10th March. Black: Settlements, 2,632 chests Hohow, at Tls. 13 to 16 per picul, and 691 chests reported as "shipped off." Most of the purchases showed a decline of Tl. 1 from the prices for which Teamen had been holding, and some parcels had been taken at half a tael below actual offers previously made. Stock estimated at 5,000 chests, barely one-third being true country Tea. Several chops of Kiukiang-packed leaf offering, but the quality was scarcely superior to that of "Maloo Mixture." Green: A fair business done, chiefly for shipment to England per Sarpedon. Extreme prices paid for better descriptions, and common grades, quality considered, had also realised very full rates. On the whole, an advance of about Tls. 2 per picul had been established. The stock estimated at 5,000 half-chests against 12,000 half-chests in 1870. Prices paid, Fychow and Moyune, 1s. 1½d. to 2s. 1½d.; Pingsuey (boxes), 1s. 11¼d.

FOOCHOW.—During the fortnight 2,266 chests Congou had been bought for shipment to Australia, leaving 1,402 chests in the market. The total settlements of Congou for the season amounted to 582,941 chests, comprising the following proportions of the different grades:—Dust and siftings, 48,283 chests; broken leaf to ordinary, 77,492; fair to good common, 199,972; flavoury to medium, 218,794; good medium to fine, 28,501; fine to finest, 9,899; total, 582,941 chests.

CANTON.—Small purchases had been made at former prices, about 4,000 boxes common Scented Teas and 400 boxes district Congou having been settled for the London market, and 400 boxes Imperial for the Continent.

SILK.

YOKOHAMA.—Since the native New Year holidays the market had been fairly active, and although operations had been confined to a few buyers, settlements had reached about 500 bales. Prices for Hanks may be quoted about $30 per picul lower, with a tendency to a further reduction; but higher rates were asked for Brick silks, and an advance of about $20 per picul had been established for Oshu sorts. Settlements, Hank sorts 350 bales; other sorts, 150 bales; total, 500 bales. Stocks 3,000 bales.

SHANGHAI.—The English Mail left on March 2 with 99 bales, followed by the Sarpedon with 175 bales on the 12th, and the P. M. S. S. Co.'s steamer New York on the 13th with 116 bales of Silk on board. The fortnight's business, including the above export, was estimated at about 700 bales, say 350 bales Tsatlees, 110 bales Karshing Taysaams, 150 bales Re-reeled Tsatlees and Hainings, 60 bales Sewhings and sundries; total, 670 bales. Prices had been irregular, and had still further advanced, Tls. 615 per picul (32s. per lb.) having been paid for "Koo-fong-sing" No. 3; Tls. 590 per picul (30s. 7d. per lb.) for "Dragon" No. 3; and Tls. 540 per picul (27s. 11d. per lb.) for "Red Peacock" Tsatlees. Karshing Taysaams had been in fair request, and Tls. 530 reported paid for "Pang-ling." Re-reeled Tsatlees taken for American mail at Tls. 570 to 585 per picul, while Mybash Hainings had been almost entirely neglected. Arrivals from all quarters had not exceeded 300 bales, and unsold stock reduced to 900 bales.

CANTON.—Dealers had evinced much anxiety to dispose of their remaining stocks at prices which would show a loss upon the latest quoted sales from London, and in one or two instances they had succeeded. Under these circumstances, the quotations of last mail must be repeated, but it seemed hardly probable that they could be long maintained, as another six weeks would bring in the new season's first crop.

JAVA, SIAM, AND STRAITS PRODUCE.

BANGKOK.—The Borneo Company report as follows:—Rice is in eager request for Hong Kong, and Chinese would willingly pay $1.70 to 1.75 per picul for mill-cleaned Nassuan. It is said that very heavy rains during the early days of the month, not looked for during this season, have done some damage to the crop, but to what extent is not yet known. White Rice: First quality selling at Tls. 70 per coyan, or $2.40 per picul f.o.b. in gunnies. Sugar: In good demand for Singapore, and higher prices current. Sapanwood: Entirely neglected, no reliable quotations. Sticklac: About 70 piculs of best quality from Raheng found buyers at Tls. 24 to 27 per picul—a rate not reached for many years. Gum Benjamin: A small parcel of second quality taken at Tls. 100 ($67.64 per picul f.o.b.). Gamboge: None in market. Black Pepper: 50 piculs, after an eager competition, taken at Tls. 16¼ per picul.

BATAVIA.—Arrack: f.90 per leaguer; offered at quotation. Cloves: f.25 per picul; nominal. Coffee: No stock. Cubebs: f.15 per picul; no stock. Gutta-percha: f.100 to f.150 per picul; in less request. Gum Dammar: f.36 to f.36.50 per picul; sales; limited arrivals. Hides: Cow, f.30 to f.40; Buffalo, f.21 to f.27 per lb.; sales. India-rubber: f.100 to f.110 per picul; only small lots are offered. Indigo: f.4.30 to f.4.50; first quality scarce. Mace: f.190 to f.225 per picul: Transactions and demand at quotation. Nutmegs: f.100 to f.140; saleable at quotations. Pepper: Black—f.26 per picul; offered at quotation. Rice: Table—None in the market; crop of the Kandanghauer table rice estimated at 36,000 piculs sold by tender at f.236 per coyang with bags; first quality, f.175 to f.185 per coyang; scarce; second, f.150 to f.165 per coyang; small stocks; cargo, f.100 to f.110 per coyang; without stocks. Tin; Billiton, an auction of 6,000 piculs advertised for 7th April.

SINGAPORE.—The produce market had been steady since last mail, and there was not much change in quotations of the principal staples. Gambier coming in slowly, and price firmer, contracts for about 800 tons, chiefly at $2.00 per picul, and it was difficult to make further engagements at that rate. Black Pepper had continued scarce for present delivery, and dealers completing their contracts slowly, price firm, good demand, transactions limited. White Pepper in some request, supplies readily taken up at previous rates. Sago Flour active at an advance, considerable business transpired. Pearl Sago slightly higher. Tin sold at $31¼ to 31⅜ at the commencement of the fortnight, afterwards price hardened, and a moderate business done at $31½ to 31⅝ per picul. Bontyne Coffee in demand, business limited by shortness of supplies. India-rubber in good demand and higher. Gutta-percha, best, in demand at full rates, supplies of good and medium scarce.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Feb 28, 1871	10826	69391753	47262939	349447	12150177	129465142	33513
Corresponding period last season.....	74573	69119052	49565984	1349918	14484569	134594096	38774

Shipments Since:

Mar. 8 per Emeu (ml. str.)	From Shanghai, &c.	...	—	704
— 17 ... Sarpedon (str.)	... Shanghai and Canton	...	1,074,232	203
— 17 ... Travancore (ml. str.)	... Shanghai	...	—	1,338

TO THE CONTINENT.

							Bales.
From June 1 to Feb 28, 1871	...	...	...	...	...	2386282	8457
Corresponding period last season.....	...	...	...	...	...	4076017	14284

Shipments Since:

Mar. 8 per Emeu (ml. str.)	From Shanghai, &c.	...	—	65
— 17 ... Travancore (ml. str.)	... Shanghai	...	—	139

TO UNITED STATES.

							Pcls
From June 1 to Feb. 28, 1871	...	...	...	...	...	45063816	2376
Corresponding period last season.....	...	...	...	...	...	35142242	889

Digitized by Google

Shipments Since:

Feb. 22 per Japan (str.)	From Yokohama	... 478,100	42
— 22 ... Asphodel	... Do.	... 546,650	
Mar. 13 ... America (str.)	... Do.	... —	29
— 13 ... New York (str.)	... Do.	... —	87

TO AUSTRALIA.

From June 1 to Feb. 28, 1871 ... ... 11,226,598 lbs.
Corresponding period last year 13,169,239

Shipments Since:

Mar. 16 per Neville	From Hong Kong	... 64,000

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	51,022,600	...*
„ 1845 to 1846.....	57,334,200	18,600
„ 1850 to 1851.....	63,972,000	22,144
„ 1853 to 1854.....	77,327,800	61,283
„ 1855 to 1856.....	92,240,300	50,481
„ 1857 to 1858.....	76,990,255	68,315
„ 1858 to 1859.....	65,789,792	83,134
„ 1859 to 1860.....	85,560,452	64,169
„ 1860 to 1861.....	90,066,160	70,644
„ 1861 to 1862.....	109,854,040	79,199
„ 1862 to 1863.....	121,273,580	72,887
„ 1863 to 1864.....	117,463,586	46,603
„ 1864 to 1865.....	121,236,870	32,313
„ 1865 to 1866.....	118,333,042	62,890
„ 1866 to 1867.....	118,423,290	50,052
„ 1867 to 1868.....	116,890,430	57,449
„ 1868 to 1869.....	142,789,804	70,917
„ 1869 to 1870.....	139,740,193	63,807

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	137 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	130 ...	12p.c.
Shanghai S.N. Company ...	100 ...	100 ...	141½...	12p.c.
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c.
French Gas Company	50 ...	50 ...	62 ...	8 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$488 ...	12p.c.
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.590 ...	Trienl.
North China Steamer Company	500 ...	500 ...	165 ...	
Union S.N. Company	100 ...	100 ...	80 ...	10p.c.
Yangtzee Ins. Association ...	500 ...	500 ...	870 ...	15p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	—
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	3,000 ...	475p.ch

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 11th March, 1871.

(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co. ...	841	Laurance and Buckley ..	23
Balfour, F. H.	420	Meynard and Co.	40
Barnet and Co.	1,243	Milsom and Tod	1,042
Beazley, Paget, and Co. ...	11	Nachtrieb, A., and Co. ...	518
Birley, Worthington, & Co.	818	Olyphant and Co. ...	45
Birt and Co.	238	Petrocochino and Co. ...	165
Bland, J.	150	Pila and Co.	158
Borntraeger and Co. ...	422	Pustau, W., and Co. ...	78
Bourjau, Hubener, and Co.	296	Reid and Co.	85
Bovet, Brothers and Co. ...	226	Reiss and Co.	88
Bower, Hanbury and Co....	1,833	J. S. Robison	115
Brand, Monro, and Co. ...	2,148	D. Ringer	9
Bull, Purdon and Co. ...	41	Russell and Co.	1,394
Butterfield and Swire ...	101	Remé, Wm., and Co. ...	895
Chapman, King, and Co. ...	186	Sassoon, D., Sons, and Co.	150
Chinese	165	Sassoon, E. D. and Co. ...	33
Cumine and Co.	76	Scheibler, Matthaei, and Co.	511
Dent and Co.	164	Shaw Brothers and Co. ...	710
Dickinson and Co. ...	5	Siemssen and Co.	623
Essex and Co.	844	Skeggs and Co.	1,620
Fogg and Co.	314	Smith, Archer, and Co. ...	255
Gamwell, F. R.	820	Textor and Co.	925
Gibb, Livingston, and Co...	549	Thorne Brothers and Co. ...	892
Gilman and Co.	1,194	Trautmann and Co. ..	79
Glover, Dow, and Co. ...	266	Turner and Co.	457
Heard, Augustine, and Co.	736	Westall, Brand, and Co. ...	183
Helbling and Co.	132	Sundries	3,736
Hogg Brothers	556		
Jardine, Matheson, and Co.	815	Total bales... ...	31,397
Jarvie, John, and Co. ...	1,574		

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4½d.	4s. 5d.	4s. 5d.
Shanghai „ „ ...	5s. 10½d.	5s. 11d.	5s. 11½d.
Canton „ „	4s. 4¾d.	4s. 5d.	4s. 5¼d.
Hong Kong „ „			
Macao „ „			
Singapore „ „ ...	4s. 5½d.	4s. 5¾d.	4s. 6d.
Manila „ „ ...	4s. 3¾d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	307	226½
„ Hong Kong	26 to 26½ dis.	—
Bar silver	111.4.0	8 prem.
Mexican dollars	78.1.0	1½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 28 to 29; Old, 36 per cent. prem.
Hong Kong Gas Company, 56 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 75 per cent. discount.
Hong Kong and Macao Steamboat Company, 35 dols. premium.
Hong Kong Fire Insurance Company, 287½ dols. premium.
Union Insurance Company, New, 1,500 dols.; Old, 1,000 dols. premium.
China and Japan Marine Insurance Company, Tls. 60 to 65 premium.
China Fire Insurance Company, 45 dols. premium.
Victoria Fire Insurance Company, 40 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, 10 dols. discount.
Indo-Chinese Sugar Company, par.
North China Insurance Company, Tls. 390 premium.
Shanghai Steam Navigation Company, Tls. 36 premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 3, Eastern Chief; 10, Oberon (str.), Serica (reported by telegram).

At SHANGHAI.—From London, March 5, Seatoller; from New York, 7, Golden State; from London, Glendarroch (str.), Forward Ho (reported by telegram.)

At HONG KONG and CANTON.—From London, March 8, Lumley Castle (str.); 18, Leith (str.); from Cardiff, 14, Union; 19, Sea Flower, Otago; 20, Cicero; from Liverpool, 18, Goodell, Agamemnon (str.); from London, Tweed (str.), Ulysses (str.), Enterprise (st.), Cheops (str.), Emerald (str.) (reported by telegram).

At MANILA.—From Liverpool, March 4, Victoria; 14, Eliza; from Cadiz, 13, Candida; from Newcastle, 1, Wressel Castle.

At SINGAPORE.—From London, March 16, Abbotsford (str.); 23, Glendarroch (str.); 24, Agnes (str.); 25, Tweed (str.); from Liverpool, 17, Albatross (str.); 27, Ulysses (str.); from Cardiff, 18, Voorlichter; 20, Inflexible, Sparkler; 26, Tiber; from Lisbon, 16, Duque de Palmella; from London, Lord of the Isles (str.), Craigforth (str.), Vanguard (str.), Cymbeline (str.), Diomed (str.); from Clyde, Ulva (reported by telegram).

At BATAVIA.—From United States, March 11, Humboldt; from Rotterdam, 17, Hendrik Ido Ambacht.

At BANGKOK.—From Liverpool March 3, Said (str.); from Newcastle, 7, Selina Jane; 8, Restless.

At PENANG.—From London, March 16, Peri; 18, Glendarroch (str.); from Liverpool, 25, Ulysses.

DEPARTURES.

From YOKOHAMA.—For New York, Feb. 22, Asphodel.
From SHANGHAI.—None.
From FOOCHOW.—None.
From HONG KONG and CANTON.—For Falmouth, March 21, Laura.
From MANILA.—For London, March 9, Pepita; 11, Caroline Coventry.
From SINGAPORE.—For London, March 17, Talbot; 25, Sarpedon (str.), Sree Singapura; for Liverpool, 17, Amacree.
From BATAVIA.—For Falmouth, March 16, Sjofroken; for Holland, 10, Stat; 15, Maria Sarah; 17, Nederland; for Amsterdam, 16, Nchatennia.
From BANGKOK.—For Falmouth, Feb. 9, Norma; for Marseilles, 17, Menam.
From PENANG.—For London, March 28, Sarpedon (str.); for Boston, 30, Argonaut.

VESSELS LOADING.

At YOKOHAMA.—For New York, Lothair.
At HIOGO.—For London, Lorton; for New York, Pegasus, Vigil.
At SHANGHAI.—For London, Vanguard.
At FOOCHOW.—None.
At HONG KONG and CANTON.—For Falmouth, Stirlingshire; for New York, Adelia Carleton.
At SINGAPORE.—For London, Talbot, Mary Tatham, Racehorse, Kinfauns Castle; for Boston, Louisa.
At BATAVIA.—The following are the charters since our last issue:—for Rotterdam, Samhiri, County of Elgin; for Amsterdam, Bellatrix, Scotland, Electra; for Holland, G. C. Michels; for Channel, Henry Grenfell, A. E. Vidal.
At PENANG.—For London, Naomi.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—Nothing loading for London. To New York the rate is £2 15s. per ton of 40 cubic feet.
At SHANGHAI.—To London, £2 per ton.
At FOOCHOW.—No vessel on the berth for London or United States.
At HONG KONG and CANTON.—To Falmouth, £2 15s. per ton of 50 cubic feet.

Digitized by Google

At MANILA.—To United Kingdom, £2 15s. to £3 sugar, £3 15s. to £4 hemp; to United States, $11 sugar, $12 hemp.

At SINGAPORE.—For London, the s.s. Sarpedon engaged dead weight at £3 10s. per ton, Tin at £5. 10s., Pepper at £5 per ton; the Racehorse and the Kinfauns Castle have been loading at previous rates; the Mary Tatham, 637 tons, has engaged the greater part of her cargo at £2 5s. for dead weight, and £2. 15s. for light freight. The quotation per telegram of April 27 is: Gambier, £2 7s. 6d.

At BATAVIA.—To Channel, £3 7s. 6d. Sugar; to Amsterdam, 70c. to f.75 Sugar, Tobacco, 60f.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Mar. 10	Grand Duchess	London	Singapore
" —	Nuchaeng	"	Shanghai
" —	Humboldt	Boston	Batavia
" 12	Pegasus	Japan	Bordeaux
" 15	Stat	Batavia	Amsterdam
" 17	Sjofroken	"	"
" —	Maria Sarah	"	"
" —	Nehalenia	"	Rotterdam
" 18	Ville Grenade	Macao	Callao
" 19	Hosen Rech	Batavia	Amsterdam
" —	Ystavat	Cardiff	Hong Kong
" —	Aerolie	Rotterdam	Singapore
" 20	Oma and Julie	Marseilles	Saigon
" —	Stad Middelburg	Cardiff	Singapore
" —	Madura	Rotterdam	Batavia

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—April 26, at Brouwershaven, from Sourabaya, Isaac da Costa.

DEPARTURES.—April 27, from Cardiff, for Singapore, Mary Killam; 25, from Penarth, for Singapore, Mary Nelson.

LAID ON.—At London, for Batavia, Aboukir.

SPOKEN.—Indus (French brq.), Cardiff to Galle, March 21, 4 S., 28 W.; Leander (ship), London to Hong Kong, April 10. 13 S., 35 W.; Glencoe, Sourabaya to Amsterdam, April 6, 27 N., 42 W.

MISCELLANEOUS.—Advices from Surinam, dated April 4th, state that a portion of the cargo (526 bags coffee, and 19 baskets sugar) of the Vrede v. d. Plas, from Panaroekan to Amsterdam, which put in there leaky, Feb. 7th, has been sold as damaged.

LATEST TELEGRAMS.

THE CHINESE GOVERNMENT AND THE MISSIONARIES.

SHANGHAI, APRIL 12.—An important despatch of the Chinese Government to the Foreign Ministers has been published, in which the former demands the abolition of female schools, that teaching against Confucius and the Chinese doctrine shall be forbidden, and that missionaries, except at Treaty Ports, shall be considered as Chinese subjects. The despatch declares that the attendance of women at religious services will not be allowed, and that in case of the occurrence of another massacre compensation will not be granted, and actual murder only be punishable. No replies have as yet been published.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, APRIL 26.)

SHANGHAI, APRIL 13.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 2. Cotton: Shanghai, Tls. 13½. Tea: Dull, unchanged. Silk: No. 3 Tsatlee, Tls. 580; limited business; total export to date, China and Japan, from commencement of season 48,000 bales. Freights: Tea, £2. Exchange on London, bank bills, six m.s., 5s. 11d.

HONG KONG, APRIL 19.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.50, Cotton Yarn, 16-24, $110; Cotton, Bengal fair medium, $14; Tea: Quiet; total export to date, China and Japan, from commencement of season, 132,000,000 lbs. Exchange on London, bank bills six m.s., 4s. 4¾d.

STRAITS SETTLEMENTS.

(RECEIVED APRIL 24.)

PENANG, APRIL 24.—Black Pepper, $9.80; Tin, $30¾; Tapioca, $3½; Grey Shirtings, 8¼ lbs., $2½; T-Cloths, 6 lbs., $1.60; Cotton Yarn, 40's, $114. Exchange on London, six m.s., 4s. 6d.

(RECEIVED APRIL 28.)

SINGAPORE, APRIL 27.—Grey Shirtings, 8¼ lbs., $2.45; T-Cloths, 6 lbs., $1.47½; Mule Twist, 40's, $111; Gambier, $2.95; Black Pepper, $9.50; White do., $14.30; Tin, $31.75. Exchange on London: Bank bills, six m.s., 4s. 5⅝d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BURN—On the 24th March, at Singapore, the wife of Lieut. H. Burn, Master Attendant, of a son.

HANBURY—On the 10th March, at Shanghai, the wife of Thomas Hanbury, of a son.

LAY—On the 11th Feb., at H.B.M. Consulate, Tientsin, the wife of William Hyde Lay, H.B.M. Acting-Consul, of a daughter.

MITCHELL—On the 26th February, at 83, Main-street, Yokohama, the wife of Mr. A. Mitchell, of a son.

PLACE—On the 21st Feb., at Macao, the wife of T. Place junr., of a daughter.

RANGEL—On the 20th April, at 13, Lansdowne-crescent, Notting-hill, the wife of F. A. Rangel, late of Hong Kong, of a daughter.

SCOTT—On the 27th March, at Cairn-hill, Singapore, the wife of Thomas Scott, Esq., of a daughter.

SCHEIBLER—On the 2nd March, at Shanghai, the wife of Robert Scheibler, of a son.

STEPHENSON—On the 22nd April, at Fremont, Bowdon, near Manchester, the wife of T. Stanley Stephenson, Esq., of a daughter.

MARRIAGES.

COLDSTREAM—HENDERSON.—On the 25th April, at Highbury, Bristol, by the Rev. D. Thomas, assisted by the Rev. R. Dawson, John Phillips Coldstream, Esq., W.S., Edinburgh, to Emily, widow of James Henderson, M.D., Shanghai, and second daughter of George Rawson, Esq., of Lanesfield, Durdham-Down.

HAYES—FULLER.—On the 10th April, at St. Alban's Church, New York, Augustus Allen Hayes, junr., to Emily Rolke Fuller. No cards.

MENDEL—MACLAREN.—On the 26th April, at St. Mary's Church, Hulme, by the Rev. F. C. Woodhouse, M.A., Henry Leopold, elder son of Sam Mendel, Esq., of Manley Hall, Manchester, to Mary Elisabeth, fourth daughter of the late James MacLaren, Esq., of Whalley Range, Manchester.

SPOONER—PERKINS.—At Christ Church, Yokohama, by the Rev. M. B. Bailey, Frank C. Spooner, of Boston, Massachusetts, to Eliza Emma Perkins, of Southampton, England.

DEATHS.

CHESHIRE—On the 26th April, at Forest Hill, Charles Dudley, the younger son of Samuel Harley Cheshire, aged seven months.

JENKINS—On the 13th March, at Shanghai, Dr. Jenkins, U.S. Vice-Consul.

HOLT—On the 15th April, at his residence King's-road, Clapham-park, Henry Frederic Holt, Esq., in the 59th year of his age.

MARQUES—On the 14th March, at Macao, Pio Marques, late second clerk at the Colonial Secretary's office, Hong Kong, and late Consular Agent, Macao, aged 48.

P'OOWADEE-RACH'AHURUT'EI—On the 6th March, at Bangkok, H.R.H. Krom Mun P'oowadee-rach'ahurut'ei, a nephew of H.M. the late Supreme King of Siam, and Chief of the Royal Physicians, aged 46 years.

STEWART—On the 6th Feb., at Hong Kong, on board H.M.S. *Melville*, H. C. Stewart, M.R.C.S.

THE SINGAPORE GAS COMPANY.

The annual ordinary general meeting of the Singapore Gas Company (Limited) was held on the 25th ult., at the London Tavern, under the presidency of Mr. W. H. Le Feuvre. The chairman, in moving the adoption of the report (which was published in our last issue), stated that the accounts presented very similar appearances to those submitted to the proprietors at the last half-yearly meeting, with the exception of the capital account, which had been increased by the issue of some new shares, that course having been considered prudent by the directors to provide capital for the outlay required for constructing a new gas-holder. He regretted that on the return of Mr. Wells to Singapore he had found a considerable deficiency in the stock of coal. A full investigation had taken place, and it had been ascertained that the deficiency amounted to 856 tons. The directors considered that the loss was owing to a want of proper attention to the carbonising. The men had been dismissed from the service of the company, and would not have their passage paid to England. Mr. Wells, their engineer, believed that with strict economy in the various departments he would be able to make up the loss in twelve months, and thought there was no good cause for reducing the dividend on ordinary shares below 7 per cent. The directors could not concur in that view of the matter, and considered that in strict justice the whole of the loss, amounting to £1,351, ought to be written off at once; but as such a proceeding would preclude the payment of a dividend on the present occasion, they had decided upon recommending the writing off of about one third of the loss now and the remainder by probably two half-yearly amounts. By adopting that course the proprietors would receive a dividend at the rate of 6 per cent. per annum for the past half year, and if Mr. Wells's views should prove correct, when they next met they would be in a position to extinguish the remainder of the loss and pay an increased dividend.

Mr. F. W. Collard seconded the adoption of the report, which was after a few remarks from several proprietors, carried. A dividend at the rate of 7½ per cent. per annum on the preference capital, and at the rate of 6 per cent. on the original capital, was declared.

TRIAL OF THE P. AND O. STEAMER KHEDIVE.—On the 26th, inst. the Khedive (s. s.), built at Greenock by Messrs. Caird and Co., for the P. and O. Co., proceeded on her semi-official trial trip down the Firth. The Khedive is barque-rigged, her length is 388 feet between the perpendiculars, 400 feet over all; 42 feet beam; 36 feet in depth of hold. She has engines of 600 nominal horse power, constructed on the combined high and low condensing principle, the larger of the cylinders being of 98 inches diameter. At the trial she frequently made 13 knots an hour, being considerably above the speed demanded by the Post-office. She is to run between China and Suez. Cargo can be taken to the extent of 2,053 tons.

In the American House of Representatives Mr. Myers, of Pennsylvania, has introduced a Bill supplementary to the Acts to prohibit the coolie trade, which was referred to the Committee on Foreign Affairs. The Bill provides that the United States Consul or Consular Agent shall not deliver to the master of any United States vessel intending to convey the subjects of China, Japan, or any Oriental country, the certificate of voluntary immigration now required by law if there be a contract on the part of such coolies for service in the United States longer than three months.

THE annual breakfast meeting of the Wesleyan Mission Society was held on Saturday. The operations of the Mission in China were referred to at some length, and we shall refer to the remarks which were made in our next issue.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.
No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.
A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

The London & China Telegraph.

LONDON: MONDAY, MAY 1, 1871.

THE LAST PHASE OF THE CHINA QUESTION.

NEVER was the connection between cause and effect more apparent than in the China news, given in another column, when regarded as the natural and inevitable consequence of the pusillanimous inaction of our Government in the matter of the Tientsin Massacre. Every word in the last telegram reads as if it were dictated by the apprehensions which Earl GRANVILLE, Mr. WADE and the *Pall Mall Gazette* have so persistently pooh-poohed, instead of being the humiliating record of matter-of-fact in contemporary history. All that we, and every other practical authority, have foreboded as the certain result of the suicidal policy of Government seems to be coming to pass; and all the advantages, which it has cost our countrymen so many years of time, and so much patience and capital to acquire, seem to be about to be sacrificed on the altar of blind and besotted opiniatedness. Therefore we are constrained to admit that times and seasons of national, as of individual, greatness may be measured and marked. We may have reached the climax, may have climbed the peak, and may be rapidly moving downwards on the decline to our fall as a great Empire. But still we feel that the edifice erected by the incessant labour and the painful sacrifices of our fathers should not be wilfully thrown down by us, even though we may dread that in the temper of such a Government as we possess it may not be possible to protect it much longer. But these gloomy forebodings are the worst that we could cherish, and we will have nothing to do with them. The state of affairs is not yet entirely desperate, if we take prompt means to supply its defects. The ship is not absolutely embayed in the storm, and might keep the sea, with clear heads and strong hands at the helm. Difficulties should neither be despised nor exaggerated; and we are in difficulties, but not in despair. Our circumstances should be fully searched, for no greater calamity can occur in a struggle than ignorance of our weak points—and a struggle must come. As we have pointed out for weeks and months, the policy of conciliation is gradually but inevitably drifting us into a new China war—of all calamities the one which we are most anxious to avoid, but which can only be averted now by the spirited, though tardy, assertion of our national self-respect. One thing is, however, certain—whatever now remains to be done must be done quickly, or the task will have to be re-commenced and performed anew. Truth will prevail, but it may prevail too late. All must ultimately respect the truth, but the worship may be delayed till the temple is closed.

Many weeks ago, long before CHUNG HOW arrived in Europe, we pointed out the necessity for our Government to meet him at once, to confer with him on the points which had been raised by France, and which nothing but the distracted state of that Empire had suffered to be delayed even for the time necessary for his embassy. We then pointed out that the Chinese Plenipotentiary would assuredly take advantage of the slightest delay or confusion in representing the interests of Europe in the Far East, which had devolved upon our Government exclusively, in consequence of the reverses of France and the revolution which followed them. We pointed out that, France being helpless, it was our duty to insist on the terms of atonement and future security which she would have required, and easily have obtained, but for the unhappy European war. Again and again we urged on Lord GRANVILLE the imperative necessity for him to improve the opportunity of CHUNG HOW's arrival in France. We need not remind our readers that our warnings were totally disregarded. Week after week the astute Chinese remained apparently inactive at Marseilles, or travelled between Marseilles and Bordeaux, without receiving word or sign that the Government of Great Britain felt any resentment for the murder of Miss O'SULLIVAN, or had any concern in the greater massacre of the countrywomen of our ally. In the meantime the Chinese Envoy was too shrewd to miss the opportunity of profiting by the sluggishness of our Minister, and the embarrassment of the French. The representations which he sent home formed the basis of the determination of the Chinese Government to make a supreme effort to annul the effect of its European treaties. With an insolence obviously copied from the famous despatch of Prince GORTCHAKOFF, and a recklessness which far outdid its original—since Russia, unlike China, had nothing to atone for, but, on the contrary, might have something reasonable to demand—the Chinese Government has seized the opportunity of issuing a circular to the Foreign Ministers, which virtually cancels every fundamental principle to which it has ever been brought to consent. According to this proclamation—for we cannot call it anything else—the sacrifice of the unhappy Sisters of Mercy is to be made the pretext for the abolition of female schools in China; the sanguinary outrage of the fanatical followers of CONFUCIUS is to be the cause of a law forbidding the preaching of a purer doctrine; and, as if

To top the infinite of injury,

it is added, in view of further outrages, that no compensation will be granted, and nothing short of murder regarded as a punishable crime. There are other clauses in the despatch on which we have not now patience to enlarge; but our readers will be able to judge of their audacity by perusing the document for themselves. It remains to be seen whether, in the present confusion of the Ministry, there is sufficient public spirit in any member of Mr. GLADSTONE's Cabinet to resist and resent this infamous proposal in terms befitting the honour and dignity of England. No time must, however, be lost in urging immediate action on our part, for we may be quite sure that the Chinese, so far from making allowance for the distraction of our Government, will be the first to avail themselves of it. Unless the present proposal is at once indignantly repudiated, the dangers which have long beset our fellow subjects in the Far East will thicken round them; their lives will not be safe from day to day; the Massacre of Tientsin will take its place in history only as the first of a series of crimes, and all the work of civilisation and progress in China will have to be commenced again.

WE understand that Sir JAMES ELPHINSTONE has succeeded in obtaining the consent of the Duke of ARGYLL to receive a deputation on the subject of improved harbours, and better lighting of the Indian coast, to which we referred some time ago. We are also informed some important plans and documents have been discovered at the Admiralty which confirm the practicability of the Paumben Channel, in Ceylon, as recently explained by Sir JAMES ELPHINSTONE to the House of Commons.

A GREAT deal has been circulated in regard to the Suez Canal and its probable transfer to an English Company. These statements are for the most part incorrect, but it may be assumed that Mr. PENDER, as representing English capitalists, has offered to M. DE LESSEPS any aid which he may require in carrying on the works, and any further development is a matter like many others, entirely dependent on the course of events in France.

WE understand that a contract has been made by the Dutch Government with the Telegraph Construction Company to lay down a cable in the Straits of Sunda from Anjer to Telong Batong, on Sumatra, about seventy miles. The laying to be completed in November. The cable to connect Java and Australia will be despatched from here next August.

WE must congratulate our old friend, Mr. WHITE, M.P. for Brighton, on his influence with the Government, for the CHANCELLOR of the EXCHEQUER has done precisely what he recommended, in putting up the income-tax to 6d., and leaving out all petty devices of taxation, such as matches.

WE understand that the Japanese Government have requested their agents here to despatch a gentleman versed in French laws and customs to assist in the translation of the Code Napoleon, now in course of translation at Yedo.

THE steamer *Serendib*, which has been built for the Government of Ceylon, will be despatched from London for Colombo *via* the Suez Canal about the middle of this month.

Digitized by Google

Foreign Intelligence.

—o—

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 26.

For the past two days the members of the Second Chamber have been occupied with the debate upon the Budgets. Several members took part in the general discussions, and, as is usual, all kinds of questions, political and social, were brought forward. The debate was a political kaleidoscope, which assumed every moment a new combination. Except upon one point, the opposition was very moderate, and the speakers showed a good deal of sympathy with the new Premier. There was, however, a very strong opposition against the very costly military reorganisation project of the Ministry, although it has been considerably modified since its first appearance some months ago. Of course, some members of the Chamber are very dissatisfied with the alterations, and we must expect to hear their glorification of a system by which the national revenue will be expended upon an increased army, fortresses and a military display quite superfluous in time of peace. The debate upon the Budget of the Department of War will afford much interest now that the members are no longer under the influence of the war fever which has lately attacked all the nations of Europe.

In our financial circles the greatest uncertainty exists with regard to the ultimate fate of the Oost-indische Maatschappy van Lyfrenten. The managers, Messrs. van Beresteyn and J. Seelig, have summoned all the creditors to meet on the 8th of May, to decide upon a proposal of the managers to wind up the affairs. The prevailing opinion is that this meeting will not be any more successful than the endeavours which have already been made to avoid a failure.

The forthcoming elections, which will take place in the month of June, are making some stir in the political world. The controversy will be very warm, and all sorts of political factions, conservative, clerical, green, blue, and yellow, will rise against the Liberal monster. I, however, think that their endeavours will be quite unavailing, and that the Liberal party will gain the day.

A private correspondence from the west coast of Africa has gone the round of our papers. It is stated that the negroes are very dissatisfied with the intention of the Government to sell our forts on this coast to England. A Bill to ratify the treaty, which was signed between the Government, has been laid before the members of the Second Chamber.

All the Dutch-speaking members of the Internationale Society are convoked to meet on Whit Sunday at Amsterdam. The agitation which prevails amongst our workmen creates a good deal of uneasiness. Everyone, however, is convinced that their demand for higher wages, especially in large towns, is quite just.

A languishing tone still pervades the Bourse, and very little business has been done, owing to the miserable state of France. The banks are accumulating money, and the state of the Netherlands Bank was never so favourable as now. It is thus very surprising that the present high rate of discount is not lowered.

The interpellation of Mr. de Casembroot respecting the question of the marriages of naval officers had no definitive result. The affair is now just as it was—undecided.

PRODUCE MARKETS.

Hardly any alteration is perceptible in the general features of our market for Colonial produce, and the business done in the same since my last has been devoid of animation. The demand for most of our leading articles is mainly confined to the requirements for actual consumptive wants, which can be easily provided for in most cases at the late market currency.

COFFEE.—In anticipation of the April sale the market continues in a quiet, but firm position. Pale Java, which is but little on hand in the quantity to be put up at the coming public sale, has been in good request, but from being scarce there has been but little doing. The business done since my last in shipments of private importation embraces 762 b. Java, ex Sattara; 743 b. do., ex do.; 1,302 do. Coro, ex Curacoa Packet and Raphael.

SUGAR (RAW).—Our market for this article continues to exhibit a very firm appearance, but the demand has slightly abated, in consequence of numerous arrivals, although there continues but little on offer.

TEA.—The market is very firm. 56 ¼-chests Pekoe, bought in at the late public sales here on the 12th inst., have changed hands.

RICE.—Quiet, at former prices. A balance of about 700 bags Java table, ex Kosmopoliet, found buyers.

SPICES.—A firm tone continues to prevail for Nutmegs and Mace, prices of which are well supported. The demand for Nutmegs has even been more active; No. 1's are quoted 137c.; No. 2's, 128c.; No. 3's, 108c.; No. 4's, 71c. Sales have been closed by public auction at Amsterdam of 5 casks Nutmegs at 97c. to 100c., 20 chests do. at 66c. to 125c., 5 ch. Mace at 188c. to 198c., 14 b. Amboina Cloves at 23½c.; 300 bales Black Pepper put up for sale by secret tender at Amsterdam have not been adjudged.

JAVA TOBACCO.—Sales have been closed since our last by private contract of 706 bales Java Krossok, 456 bales HL, and by secret tender of 134 bales Java, Kendal Malang, 120 bales ditto, FJ.

BANCA TIN.—Limited transactions at f.76¼ for spot, and Billiton at f.75. Banca is still held for f.76¼ for present delivery, and f.73¾ has just been paid for delivery ex the coming autumn sale.

KAPOK.—A public sale took place at Amsterdam of 325 bales, consisting of 155 bales sound, sold at 37c. to 51c.; 170 bales damaged, sold at 32c.

HIDES.—The following parcels have changed hands on secret terms, viz., 2,000 Sourabaya cows, ex County of Forfar, 2,000 do., ex County of Ayr, 77 Padang, ex Magdalena, 45 do., ex Gutenberg. Also by secret tender, 1,124 Cows (Sourabaya) and 233 Buffaloes do., ex Nestor.

INDIGO.—Since the public sales hardly any business has been doing in this article, and the market looks quiet.

DRUGS.—Gum Damar keeps firm at f38c. to 39c. Japan Vegetable Wax is little on hand, and higher prices are demanded.

COTTON continues to meet a heavy sale under the influence of the dulness in the Liverpool market and of numerous arrivals from America, which caused prices further to decline 1⅛c.

SHIPPING.

ARRIVALS.—April 19, at Texel, from Batavia, Mora; 20, at Brouwershaven, from Samarang, Caprera; at Texel, from Batavia, Hermanus, from Sourabaya, Albion, Arabia; 21, at Brouwershaven, from Batavia, Schiedam; at Zierikzee, from Banjoewangie, Grondwet; from Patjitan, Jannetje; 22, at Brouwershaven, from Batavia, Alblasserwaard; from Passaroeang, Willem Poolman; 23, at Brouwershaven, from Samarang, Catharina Maria; at Texel, from Batavia, St. Louis; 24, at Brouwershaven, from Passaroeang, Samarang; from Sourabaya, Samarang; at Texel, from Macassar, Elisabeth Jacoba; 26, at Brouwershaven, from Sourabaya, Isaac da Costa.

DEPARTURES.—April 26, from Texel, for Batavia, den Elshout.

PASSENGERS INWARD.—From Maccassar, per Elisabeth Jacoba, Mr. E. Tack; from Java, per Catharina Maria, Mr. F. C. van Nes.

POSTSCRIPT.

ROTTERDAM, April 27.

In yesterday's sitting of the Second Chamber the Ministers replied to the objections made by several members to the budgets. Amongst other important declarations was one of Mr. van Bosse, who stated that there will not be any deficit to cover for the year 1870, and that there will be no necessity for a loan to complete the railway net.

The result of the Coffee auctions, held by the Dutch Trading Company, was that the whole quantity (69,500 bales) was sold at ½c. to 1¼ above the brokers' valuation.

Rotterdam Bank shares met to-day a good demand. The quotation opened at 85¾, and closed at 87.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

UNDER THE COMMAND OF VICE-ADMIRAL SIR HENRY KELLETT, K.C.B.

Vessel's Name.		Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
			JAPAN.			
Barrossa ...	screw	400	Capt. L. J. Moore	1469	17	275
Cockchafer	,	60	Lieut. S. S. Smith	236	1	40
Elk	dble. screw	120	Commander A. G. Wootton	465	4	71
Ringdove ...	screw	160	Commander T. M. Maquay	580	3	130
Sylvia ...	,,	150	Commdr. H. C. St. John ...	695	5	107
			NORTH CHINA.			
von ...	,,	120	Commander R. E. Tracey...	467	4	71
Banterer ...	,,	60	Lieut. Cecil F. W. Johnson.	238	2	40
Dove ...	,,	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf	dble. screw	120	Commander C. F. Walker .	465	4	71
Firm ...	screw	60	Lieut. J. Hext	235	1	40
Grasshopper	..	60	Lieut. H. L. Ryder	232	3	40
Hornet	dble. screw	120	Commander D. G. Davidson	464	4	71
Leven ...	screw	80	Lieut. Arthur Whish ...	300	3	50
Midge	dble. screw	120	Commander C. C. Rising...	464	4	71
Zebra ...	screw	200	Cmdr. Hon. A. D. S. Denison	951	7	175
			SOUTH CHINA.			
Algerine ...	,,	80	Lieut. Hon. F. G. Crofton .	299	3	50
Bouncer ...	,,	60	Lieut. R. M. Lloyd ...	236	2	40
Icarus ...	,,	150	Commander Lord C. Scott .	580	3	130
Melville*	dble screw	--	—	1768	—	—
Nassau†	screw	150	Commdr. William Chimmo.	695	4	98
Ocean‡	,,	1000	Capt. W. N. W. Hewitt, V.C.	4047	24	615
Opossum...	,,	60	Lieut. John Hope	235	1	40
Princess Charlotte		—	Commodore F. H. Shortt ...	2443	12	195
Rinaldo ...	screw	200	Capt. Geo. Robinson ...	951	7	175
Salamis ...	paddle	250	Lieut. Herbert Dolphin ...	835	2	75
Teazer	dble. screw	120	Commander R. M. Blomfield	464	4	71
Thistle	,, ,,	120	Commander H. K. Laet ...	465	4	73

Hospital ship. † Tender for surveying service. ‡ Flag ship.

COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

*** *Companies omitted in the above list will be included if the particulars ar forwarded.*

Digitized by Google

Monetary and Commercial.

In consequence of an accident to the P. and O. steamer *Indus*, by grounding in the Clyde, her despatch has been retarded, and the *Khedive* will take her place in loading out from Southampton for Hong Kong, as noticed in our last.

There has been some excitement during the week as to the possibility of the Chancellor of the Exchequer putting an increased duty on tea, and the clearances for the week may be estimated at 3,743,621 lbs.

An impression prevailing that the lines of the Associated Submarine Telegraph Companies to India are not as efficient in speed as other lines, the Falmouth and Malta Company has published a list for the past month, made out daily at 10 A.M., of the dates of messages received from India, Singapore, &c., showing that it uniformly receives messages from all parts considerably within the difference of time in longitude.

A telegram by Grant's line was published in *The Times* that the Hong Kong and Shanghai cable was broken, and elicited the following response :—

"Great Northern Telegraph, China and Japan Extension Company (London Agency), 7, Great Winchester-street-buildings, April 27.

"Sir,—With reference to a notice in *The Times* City Article to the effect that the Hong Kong Shanghai cable was broken near Hong Kong, I beg you to publish the following information, just received.

"After the laying of the cable had been completed, on the 29th of March, the stations at Hong Kong and Shanghai were opened to the public on the 1st of April. Shortly after that date the cable was damaged by a ship's anchor about 150 miles north of Hong Kong, but the necessary steps having immediately been taken, the damage was successfully repaired on the 16th of April, when the line was again opened, and the cable is now in perfect working order. Telegrams from Shanghai of the 18th and 19th of April, transmitted by mail from Hong Kong to Singapore, reached London yesterday.

"Allow me to add that the ships taking out the cables for the company's second section will leave the Thames early next week, and as the company has now obtained a concession for landing cables in Japan, this second section will consist of cables from Shanghai to Nagasaki, and from that place to Wladivostock, the terminal point on the Russian coast, from which the land lines through Siberia to the western frontier of Russia are now in full operation. I thus hope that the company will be able to receive traffic from this country to China and Japan in the course of the month of July next.—I am, Sir, your most obedient servant, "H. G. ERICHSEN."

We are informed that Mr. T. A. Mitchell, M.P., has retired from the Board of the Chartered Bank of India, Australia, and China, and Mr. Andrew Cassels has been elected the chairman of the bank for the ensuing year.

The Merchants' Marine Insurance Company is announced, with a capital of £1,000,000, in 100,000 shares of £10 each, but only 50,000 are to be issued in the first instance, and on these it is only proposed to call up £2 per share. The prospectus states that the opening of the Suez Canal has made so great a revolution in the mode of conducting business with the East as to call for an institution of this kind. Formerly goods to and from the Eastern markets were conveyed in comparatively small sailing vessels, whereas now, *via* the Suez Canal, larger cargoes will be sent by steamers adapted for the purpose, offering an ample field for the operations of the proposed company without interfering with existing institutions. Keeping specially in view the cultivation of the Eastern trade, it will be one of the first objects of the company to establish agencies in the Eastern ports, conducted by eminent firms, who will be able to secure sound business for the company, and be authorised to issue policies in accordance with a code of premiums to be prescribed by the board in London. After paying the shareholders 10 per cent. on their capital, 25 per cent. of the net profits are to be divided amongst the insurers.

Mr. William Frederick Saunders, a well-known member of Lloyd's, has been appointed underwriter to the Alliance Marine Insurance Company, succeeding Mr. J. B. Gabb, who resigned some time back.

In anticipation of the meeting to be held on the 3rd inst., the report of Reuter's Telegram Company (Limited) has been issued. The net profits for the year ending December last amounted to £11,670, including £290 brought forward. The directors declare a dividend at the rate of 7½ per cent., making, with the interim distribution, 10 per cent. for the twelve months, free of income-tax. After adding £2,000 to the reserve fund and writing off the fixtures and furniture account, there will remain a balance f £1,176 to be carried forward.

At the meeting of the Great Northern Telegraph Company, held on the 26th ult. at Copenhagen, a dividend at the rate of 7s. 9d. per share was declared.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton on the 29th ult., was in gold to Galle, £875 ; to Madras, £173 ; to Singapore, £810 ; in silver to Aden, £3,800 ; to Penang, £82,495 ; to Singapore, £19,563 ; to Hong Kong, £107,300 ; to Shanghai, £24,985 ; total in gold, £1,858 ; in silver, £238,143.

ARTICLES OF IMPORT.

There has been but little alteration in the market since our report of a week ago. Since the withdrawal of the proposed tax upon matches there has been considerable excitement in the TEA market, in anticipation of an advance in the duty ; large clearances have been made, but sales have been limited at previous rates. The market for SILK is without alteration. COTTON is dull. A fair demand has been exhibited for Ceylon COFFEE at about last quoted rates. Ceylon COCOA NUT OIL is steady, at £40 5s. to £40 10s. RICE, PEPPER, and SUGAR are dull. STRAITS TIN has slightly receded, the present quotation being £126 10s. to £127.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¾ to 8¼
25	Bank of Egypt	All	39 to 41
20	Chartered Bank Ind., Aust., and China	All	13 to 14
25	Chartered Merc. of India and China ...	All	22 to 23
20	City Bank	10	11 to 11½
100	Colonial Bank	25	49 to 50
500fr.	Comptoir D'Escompte of Paris... ...	All	No quotation.
£28¼	Hong Kong and Shanghai Bank ...	All	35¼ to 35½
28¼	Do. Do. new	16¾	5 to 6 pm.
100	Imperial Bank	20	20 to 21
50	London and County	20	53 to 54
50	London Joint Stock	15	38 to 39
100	London and Westminster	20	63 to 64
25	Oriental Bank Corporation	All	41 to 42
50	Union of London	15	40½ to 41½
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	137 to 139
10	British Indian Submarine	All	7½ to 7¾
10	British Indian Extension	All	8¼ to 8½
10	British Australian...	8	6¾ to 6¾
10	China Submarine	All	6½ to 6¾
10	Falmouth, Malta, and Gibraltar ...	All	9½ to 9¾
10	Great Northern	All	12½ to 13
10	Do. China and Japan Extension	All	9¼ to 9¾
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company ..	All	25½ to 26
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	41½ to 42½
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
20	Brit. and Foreign Marine Insurance Co.	4	4¾ to 5¼ pm.
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	108 to 110
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	4 to 5½ dis.
20	Do. A shares	5	3¾ to 3¼ dis.
50	Colonial Company	20	3 to 2 dis.
10	Credit Foncier of England	All	3½ to 3¾
10	General Credit and Discount Company	7½	¾ to ⅞ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2½ to 2 dis.
—	Japan Loan, 9 per cent.	All	102 to 104
20	London and Prov. Marine Insurance Co.	2	1½ to 1¾ pm.
25	National Discount Company	5	12 to 12½
25	Ocean Marine Insurance Company ...	5	13½ to 13¾ pm.
500	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	49 to 51
50	Do. Do. 1867	10	2 to 1 dis.
100	Royal Mail Steam Company	60	62 to 64
20	Thames and Mersey Marine Insur Co.	2	4½ to 4¾ pm.
20	Universal Marine Insurance Company	5	6½ to 7 pm.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From FOOCHOW to LONDON, per Evelyn, entered April 22.—4770 chests 10,375 half-chests 1666 boxes tea—Order.

From ZEBU to LONDON, per Calypso, entered April 22.—11,299 bags sugar, 2115 bales hemp, 150 piculs sapanwood—Baring Brothers and Co.

From MANILA to LIVERPOOL, per Newcastle, entered April 18.—13,572 bags sugar, 1730 bales hemp, 25 bales hides, 230 bags cowries, 25 tons wood—Order.

From PENANG to LONDON, per La Plata, entered April 22.—16 hogsheads rum—G. F. Dickinson ; 566 buffalo hides, 105 bales hides, 50 cases nutmegs, 19 cases merchandise, 26 baskets india-rubber, 1 case preserves, 4226 slabs tin, 2952 bags pepper, 306 bags sugar, 1868 boxes cutch, 1637 bundles rattans, 253 bags tapioca, 2656 buffalo horns—Order.

From MANILA to LONDON, per Noranside, entered April 24.—730 bales hemp, 27,322 bags sugar—Order ; 2 packages tea, 3 cases preserved ginger—Master.

From JAVA, &c., to LONDON, per St. Helens, entered April 24.—1768 baskets sugar, 6300 bundles rattans—Order. Remainder of cargo from Fayal.

From MANILA to LIVERPOOL, per Serafin, entered April 24.—139 cases gum—The Carnes Company ; 1050 bales hemp—Baring Bros and Co. ; 4 tons sapanwood—Captain ; 104 bales tobacco, 500 bales hemp, 12,405 bags sugar, 522 bags cowries—Order.

From SINGAPORE, &c., to LONDON (via S.C.), per Wm. Cory (str.), entered April 27.—6295 slabs tin, 2321 bags sago flour, 1988 bags pearl sago, 6019 bags pepper, 181 bags coffee, 1084 baskets gutta-percha, 92 baskets gutta-susa, 255 tubs camphor, 23 cases nutmegs, 10 packages merchandise, 1 box cigars, 2 boxes isinglass, 12 bundles rattans—Order ; merchandise 1 case—Munt, Browne, and Co. ; 7 packages—W. W. Ker, and Co. ; 1 bag coffee, 1 case pearl sago, 1 case merchandise—Drolenvaux, and Co. ; remainder of cargo from Madras.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Apr 20	Euphrosyne	Brocker	Hong Kong	London
20	Evelyn	Duff	Foochow	Deal
20	Schiedam	Hontkooper	Batavia, for Rotrdm.	Do
20	Jason	Leslie	Shanghai	Do.
20	La Plata	Abbott	Penang	Do.
19	Caprera	Bertie	Java, for Rotterdam	Off Dover
20	Copenhagen	Cowie	Colombo	Portsmouth
20	Zuleika	Thompson	Rangoon	Falmouth
	Underwriter	Wayman	Maulmain	Off do.
18	Huidecoper	Bouten	Sourabaya	Brouwershaven
20	Malacca	Rivet	Singapore, &c.	Bordeaux
21	John Bunyan	Johnson	Maulmain	Queenstown
18	St. Antoine	Corfmat	Batavia	Texel
19	Mora	Law	Do.	Do.
22	Calypso	Kuckup	Zebu	London
22	Lady Melville	Harrison	Colombo	Do.
22	Peru	Burcham	Ceylon	Deal
21	Jannetje	Willigen	Java, for Rotterdam	Off Dover
21	Willem Polman	Peeters	Do.	Off Dungeness
21	Alblasserwaard	Jacobs	Do.	Do.
21	Julie	—	Do.	Do
20	Albion	Wilson	Sourabaya	Texel
20	Arabia	Leitch	Do.	Do. Roads
17	N. Dame de Bon Port	Freal	Saigon	Belle Isle Roads
23	Shields	Thompson	Colombo	London
22	Serafin	—	Manila	Liverpool
24	Hugh Bourne	Falconer	Colombo	Deal
20	Gysbertus Hermanus	Niedfeld	Sourabaya	Texel
21	Grondwet	Kamminga	Banjoewangie	Zierikzee
Mar 13	Vistula	Carrique	Macao	Callao
14	St. Ives	Bertant	Do.	Do.
Apr 24	Silurian	—	Colombo	Off the Wight
23	St. Louis	Andouard	Batavia	Texel
23	Catharina Maria	Riecks	Samarang	Brouwershaven
26	Belvidera	Gedye	Colombo	London
26	Wm. Cory (str.)	—	Singapore, via S. C.	Deal
26	Sea Bird	Martin	Macao	Falmouth
	Beatrice	Winhinnick	Java	Queenstown
24	Elizabeth Jacoba	Bakker	Samarang	Texel
24	Samarang	deGroot	Sourabaya	Brouwershaven
27	Ida Geertruida	—	Java, for Copenhagn	Deal
27	Cornelia Mathilde	—	Batavia, for Holland	Do.
27	Catherina Maria	—	Java, for Holland	Do.
27	Evora (str.)	—	Rangoon, via S.C.	Liverpool
20	Hermance and Jenny	—	Saigon, for Havre	Belle Isle
23	Diane	—	Saigon	Bordeaux

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr 20	Anita	Bruhn	Bat., Sama., & Sour.	London
19	Astracan	Paige	Galle	Cardiff
	Jonge Jan	Itaz	Java	Rotterdam
18	Hunsingo	Woldringh	River Amoor	Hamburg
22	Peveril of the Peak	Nickels	Colombo	London
21	Martin	Dale	Hong Kong	Cardiff
21	Ellen Browse	Ruciman	Do.	Do.
21	M. Catharina	Blom	Batavia	Do.
24	Coringa	Lisbourne	Sunderland & Penang	London
22	Jorgen Bruhn	Ivenron	Hong Kong	Cardiff
21	Douglas Castle	Andrew	Singapore	Clyde
24	Adelaide	Otte	River Amoor	Ramsgate
24	Early Morn	Fursman	Shanghai	Cardiff
24	Glasgow	Morgan	Galle	Do.
24	Stirling Castle	Hamilton	Do.	Do.
26	Josefina	—	Manila	Liverpool
25	Trinidad	—	Java	Clyde
27	Star of the South	—	Singapore	London
27	Percy Douglas	—	Cardiff and Galle	Do.
26	Revell	—	Saigon	Cardiff
26	Oxford	—	Galle	Liverpool
27	Attila	—	Do.	Shields
27	Baltic	—	Do.	Do.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Apr. 12—18	Correge (Fr. trnsprt.)	Saigon	Toulon
„ 21	Sarpedon	Sing., China, &c.	London
„ 21	Achilles	Liverpool	Sing., China, &c.
„ 20	Elgin	London	Do. do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Shanghai and Nagasaki: Great Northern. For Shanghai, Nagasaki, and Wladiwastock: Africa. For Singapore, Hong Kong, and Shanghai: Avon. For Singapore and Yokohama: Duna.

SAILING VESSELS.—For Yokohama: Walton, Min. For Shanghai: Tonbridge, Elizabeth Graham, The Caliph. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Brockham, Burdwan, Beemah, Ornate, Corea. For Singapore: Fair Leader, Star of the South. For Penang: Ben Nevis. For Bangkok: Ocean. For Batavia and Sourabaya: John Lidgett, Frederic. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Caroline Hutchings, Ocean Rover, Seafield. For Colombo, &c.: Dorothy.

At LIVERPOOL.—For Nagasaki and Hiogo: Deogaum. For Yokohama and Hiogo: Lizzie Iredale. For Manila: Olaquivel. For Manila (via Suez Canal): Buena Ventura (str.). For Singapore: Blenheim. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Nestor (str.), Priam (str.), Ajax (str.). For Batavia and Sourabaya: Chloris. For St. Nazaire and Bangkok: John Peile. For Galle: Caranjah. For Colombo, &c. (via Suez Canal): Bellona (str.).

At GLASGOW.—For Hong Kong: Birdston. For Penang, Singapore, and Manila (via Suez Canal): Albay (str.). For Singapore, Hong Kong, Shanghai, Japan, and Java ports (via Suez Canal): Sun-Foo (str.). For Colombo: Martaban. For Manila and Ilo Ilo: Sindbad.

At LONDON.—For Shanghai: Dilpussund; for Singapore and Manila: Kate Carnie.

SPOKEN.

GRESHAM, Foochow to London, Feb. 23, 27 S., 54 E.
CHUSAN, Foochow to London, Feb. 27, 30 S., 42 E.
CHAMPION, Samarang to Falmouth, March 8, 35 S., 24 E.
HEBE (Dut. ship), Rotterdam to Batavia, Jan. 19, 13 S., 35 W.
GLORIA (Span. barq.), Liverpool to Manila, Jan. 31, 34 S., 26 W.
JANE SPROTT (barq.), Liverpool to Singapore, Feb. 12, 34 S., 22 W.
BETSY BLACK (ship), Canton to London, March 9, 35 S., 14 E.
ASSISTANT, Bali to Blenkenberg, March 21, 7 N., 30 W.
PHILLIPS VAN MARNIX, Rotterdam to Batavia, April 11, 47 N., 11 W.
SZLIM, Cardiff to Hong Kong, March 15, 3 N., 21 W.
DIANE, Saigon to Bordeaux, 90 days out, 21 N., 43 W.
ADMIRAL VAN WASSENAAR (Dutch steam frigate), Nieuwe Diep to Capetown and Batavia, March 27, 2 N., 27 W.
MALVINE, Cardiff to Singapore, March 15, 1 N., 22 W.
ISAAC DA COSTA (brq.), Samarang to Rotterdam, March 17, 3 N., 26 W.
WILLIAM RITSON (brq.), London to Hong Kong, March 8, 1 S., 22 W.
ELIZA AND JANE, Penang to London, Jan. 29, 13 S., 88 E.
CORINGA (brq.), Colombo to New York, March 3, 19 S., 3 W.
LAHLOO (ship), Cardiff to Shanghai, March 18, 3 N., 22 W.
TEVIOT (brq.), London to Colombo, Jan. 10, 28 S., 28 W.
HOLLINSIDE (brq.), Colombo to London, March 5, 12 S., 85 E.
TYNEDALE (brq.), Colombo to London, March 6, 10 S., 85 E.
GLENCOE, Pasaroeang to Amsterdam, Feb. 14, 33 S., 14 E.

FREIGHTS AND CHARTERS.

We have no change to note in freights to the East.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £28. To Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£1 17s. 6d. For Hong Kong: £1 10s.

The Admiralty have invited tenders for the conveyance of 36 tons stores to Colombo, and 35 tons stores to Hong Kong.

CASUALTIES.

The Adelaide, Otte, which sailed from Hamburg April 10, for Nicolajefsk, was assisted into Ramsgate, with loss of two anchors and 105 fathoms chain, having slipped from the same off Dungeness, on the morning of 20th April; agreement £30. She sailed thence April 24.

Advices from Rotterdam, dated April 21, state that the Mora, Law, which arrived at Texel April 19, from Samarang, got into collision, in entering into Nieuwe Diep, with the Henrietta Maria, Tjebbes, from Batavia, and the latter vessel lost jibboom, and received other slight damage.

The Caprera, Bertie, which arrived at Brouwershaven April 20, from Samarang, was in collision with a schooner outside the English Channel, and sustained some damage.

The Attila, Stephenson, for Galle, put back to Shields, April 21, with rudder disabled, having encountered a hurricane from E.S.E. to E.N.E., on the morning of the 19th April, and had after hatch carried away and decks swept.

The Nellie Abbott, Jordan, which arrived at New York April 9, from Shanghai, experienced very bad weather from Bermuda to Hatteras, and on the 2nd April, in lon. 70 W., she was struck by a squall and lost sails.

The Glenlyon, McIntyre, arrived at New York from Manila, experienced S.W. and N.W. gales from Bermuda, and stove bulwarks, shifted cargo, &c.

The Hunsingo, Woldringh, which sailed from Hamburg April 18, for the River Amoor, with a general cargo, has been assisted into Harwich, from off the Gunfleet; three boats employed, no apparent damage.

Advices from Rotterdam, dated April 25, state that the Huydecoper, Bouten, from Sourabaya, which arrived at Brouwershaven April 18, after discharging part of cargo there proceeded for Helvoet, but on the way took the ground in the Hellegat, where she struck heavily, and sprung a leak.

Advices from Pernambuco, dated April 10, received by telegram from Lisbon, state that the Corea, Bangs, from Zebu to Liverpool, which put into Pernambuco, March 25, leaky, had nearly completed the discharge of her cargo, some portion of it being damaged; she was to be surveyed April 10.

MISCELLANEOUS.

At PORT SAID.—April 22, Canton (str.), Jacques, from London, for Singapore, China, &c.

At ST. HELENA.—March 16, Hippocampe, Butat, from Singapore, and sailed 17 for Belle Isle; Noach III., Hoeffman, from Batavia, and sailed, 17, for Rotterdam; 19, Sumatra, Montechiaro, from Sumatra, and sailed, 20, for Gibraltar; 21, Mr. Jacob van Lennep, van der Sprenkle, from Java, and sailed for Amsterdam; Aunt Lizzie, from

Digitized by Google

Singapore, and sailed, 25, for London; her master (Proctor) remained at St. Helena sick; 23, Batoe Bassi, Coulon, from Macassar, and sailed for Amsterdam; 26, James S. Stone, Phimney, from Shanghai, and sailed for New York; Somerset, Hicks, from Pasaroeang, and sailed for Rotterdam; Angela, Onate, from Manila, and sailed, 27, for London; 27, Bengal, Settler, from Samarang.

Off ST. HELENA.—March 16, Wynaud, from Nagasaki, for London, 91 days out; 17, Nola, from Penang, for London; 18, Eleanor, from Penang, for London; 21, Carnarvonshire, from Foochow, for New York.

The clipper ship The Caliph, commanded by D. Ritson, owned by A. Hector, Esq., of London., sailed from Foochow on Dec. 7, 1870, for New York, where she arrived on March 2, 1871; discharged nearly 1,800 tons tea, loaded a full cargo for London, sailed at 7 P.M. on April 4, and arrived in the Downs on the morning of April 19, having made the voyage from China to New York, thence to London, in 133 days, out of which time the ship laid in New York 34 days, thereby reducing the number of days actually at sea to 99.

HUGHES & KIMBER,

London, 1851.

MANUFACTURERS OF

MACHINES AND MATERIALS

For Lithographers, Printers, Engravers, Bookbinders, and Stationers,

LITHOGRAPHIC

AND

COPPERPLATE PRESSES,

Paris, 1867.

LITHOGRAPHIC CYLINDER PRINTING MACHINES,

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

London, 1862.

Paper-Cutting Machines (Diagonal Cut,)

As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.

ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.

An Illustrated List Post Free on Application.

CONTRACTORS TO HER MAJESTY'S GOVERNMENT.

Dublin 1865.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2. Cowper's-court, Cornhill, London, E.C.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN. CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,

CHEMISTS, &c.,

172, NEW BOND-STREET, LONDON.

And of all other Chemists throughout the world.

N.B.—Ask for DINNEFORD'S Magnesia.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles

CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign.

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-stree Birmingham.

Established 1807.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

A GENTLEMAN of long experience, and provided with the best references, is desirous to EXECUTE TWIST ORDERS for INDIA, CHINA, JAPAN, &c.

Address, T., 9, Post-office, Manchester.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

HOLLOWAY'S OINTMENT

AND PILLS.—CHEST PRESERVATIVES.—At all seasons of the year the rate of mortality from diseases of the lungs is very great. Holloway's Ointment well rubbed upon the chest, aided by his Pills, arrests all mischief. These cleansing medicaments exercise a most salutary and restorative influence over the entire contents of the pectoral cavity. Air tubes, nerves, bloodvessels, and all other tissues feel the wholesomely potent power, more particularly in their thoroughly purifying both venous and arterial blood by promoting the free circulation of air. Neither Ointment nor Pills contain any noxious ingredient whatever, but their balsamic nature nourishes rather than irritates the system, and kindly subdues all untoward symptoms, till all is well once more.

Digitized by Google

CORN FLOUR

B&P TRADE MARK

BROWN & POLSON'S

"JOHN BROWN"
"JOHN POLSON"
UPON EACH PACKET

PREPARED FROM MAIZE—INDIAN CORN

CAUTION AGAINST UNSCRUPULOUS FRAUD.

Inferior qualities obtained at little more than half the cost of BROWN & POLSON'S are sometimes palmed off upon Purchasers.

BROWN AND POLSON'S
CORN FLOUR,
with Milk,
for CHILDREN'S DIET.

BROWN AND POLSON'S
CORN FLOUR,
for all the uses to which
the best Arrowroot is applicable.

BROWN AND POLSON'S
CORN FLOUR,
to thicken
Soups and Sauces.

BROWN AND POLSON'S
CORN FLOUR,
to thicken
Beef Tea.

BROWN AND POLSON'S
CORN FLOUR,
for Custards.

BROWN AND POLSON'S
CORN FLOUR,
for Blanc-mange.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, April 1, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, April 11, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, April 15, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, April 25, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	"	"
China ..... in 44	"	"
New Zealand in 45	"	"
Australia ..... in 48	"	"

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

April 16, May 14, June 11 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 1st April, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks about the 15th May. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collec Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of arch, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.: the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burlin Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAN & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
enang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
ourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hote.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
ien-Tsin	AMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	E. C. HARDY & Co.

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM)

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Beemah	A1 11 yr.	SWID	With des.
Shanghai ...	Tonbridge...	A1 17 yr.	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama ...	Walton	A1 10 yr.	SWID	With des.
Yokohama ...	Chusan	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Elizabeth Graham ...	A1 14 yr.	E.I.D.	With des.
Shanghai ...	Dilpussund...	A1 17 yr.	E.I.D.	With des.
Shangaai ..	Omba	A1 16 yr	E.I.D.	To follow
Hong Kong	Ornate	A1 11 yr.	E.I.D.	With des.
Hong Kong	Miako.....	A1 16 yr.	E.I.D.	To follow
Yokohama ..	Min.....	A1 13 yr.	E.I.D.	With des.
Singapore & Manila ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Batavia and Sourabaya	Chloris	—	Prnce's	With des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAMSHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shipng. Day
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	May 15
Pen., Sing., H. K., and Shang. (via S.C.)	H.Kong(ss)	A1 100	1200	S.W.I.	Wth des.
Shanghai...	Cleta	A1 16		E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

NOTICE to PASSENGERS for SINGAPORE, HONG KONG, SHANGHAI, and JAPAN, via SUEZ CANAL.—The splendid new Clyde-built screw steamer SUNFOO, 1,450 tons, 200-horse power nominal, sailing May 10th, has magnificent accommodation for first and second-class passengers, and will carry a surgeon and stewardess.

For plans and rates of passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM VIA THE SUEZ CANAL.—To sail 10th May, direct for Singapore, Hong Kong, and Shanghai, taking cargo for transhipment to Japan and Java at through rates, the splendid new full-powered screw steamer SUNFOO, 100 A1, the highest class at Lloyd's, 1,450 tons gross register, 200-horse power nominal: East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to shippers. Has excellent accommodation for first and second-class passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C,

---

PENANG, SINGAPORE, and MANILA, via Suez Canal. To sail from Glasgow, May 31, the fine, full-powered, new, Clyde-built, screw steamer ALBAY, 600 tons register, 100 A1, at Lloyd's, 100-horse power nominal. Has excellent accommodation for passengers.

For Freight or Passage, apply in Glasgow, to Messrs J. and R. YOUNG and Co., 107, Buchanan-street; or in London, to J. D. WILLIS and Co., No. 115, Leadenhall-street.

Under positive engagement to sail on the 6th May next.

FOR BATAVIA and SOURABAYA, the magnificent composite China clipper. JOHN LIDGETT, 771 tons register, A1 for 17 years; Captain G. H. Polson; now loading in the South West India Docks.

This splendid ship, built by Messrs. A. Stephens and Sons, Glasgow, has run 300 miles a day for eleven consecutive days, and will probably make the passage to Java under seventy days, and thus offers an excellent opportunity to shippers of fine goods.

For Freight or Passage apply to JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. Arnold and Co., 53, Gracechurch-street, City.

FOR BANGKOK, SIAM, Direct, the fine fast sailing vessel OCEAN, 3/3 A 1 1, 201 tons register, Commander C. A. GERS; loading in the West India Docks. Offering favourable opportunities to shippers.

For Freight or Passage apply to R. COLLINS SMITH and SON, 12, George-yard, Lombard-street, E.C,

---

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. HAMMOND, Commander; Sout West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

First Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COLOMBO, COCHIN, CALICUT, and MANGALORE, the splendid regular trader DOROTHY, A1 9 years, 310 tons register. J. WILLIAMS, Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

JAPAN—FROM LIVERPOOL.

FOR NAGASAKI and HIOGO. Has the greater part of her cargo engaged, and will have quick despatch; loading East Side Prince's Dock, the fine clipper barque DEOGAUM, 447 tons; A1 at Lloyd's. Has just been newly coppered, and put in first-rate order. Well known for her fast passages and good delivery of cargo.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower-chambers, Old Churchyard, Liverpool.

JAPAN—FROM LIVERPOOL.

For YOKOHAMA and HIOGO. Has a large part of her cargo engaged, and will have quick despatch. Loading East Side Prince's Dock. The magnificent composite clipper barque LIZZIE IREDALE, Captain DOWSON; 693 tons register; built under special survey in 1868, and classed 17 years A1. Has proved herself one of the fastest vessels afloat, having made the passage from San Francisco in 103 days, and delivers her cargoes in splendid condition. Just re-coppered and put in first-rate order, and a desirable conveyance for shippers.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower Chambers, Old Church Yard, Liverpool.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship BROCKHAM, AA1, 1,048 tons register; W. RICHARDSON, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

THE GRAPHIC,

AN ILLUSTRATED WEEKLY NEWSPAPER

OF THE

HIGHEST CLASS,

Price 6d.;

OR BY POST TO

CHINA

OR

JAPAN,

45s., or, via Southampton, 36s. per annum, paid in advance.

P.O.O. payable to Mr. E. J. MANSFIELD, at the Office 190, STRAND, LONDON.

Printed for the Proprietor by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Monday, May 1, 1871.

Digitized by Google

FRENCH MAIL EDITION.]

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 401.] LONDON, MONDAY, MAY 8, 1871. [Price 9d.—Subscription £2 2s. per annum, Postage included.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

RECEIVED VIA SINGAPORE, MAY 8.)

SHANGHAI, APRIL 27.—Grey Shirtings, 6¼ catties, 8¼ lbs., Tls. 1.8.5 to Tls. 1.9. Exchange on London, bank bills, 6 m.s., 5s. 11¼d.

HONG KONG, APRIL 28. — Exchange on London, bank bills six m.s., 4s. 4½d.

STRAITS SETTLEMENTS.

(RECEIVED MAY 8.)

SINGAPORE, MAY 4.—Grey Shirtings, 8¼ lbs., $2.40; T-Cloths, 6 lbs., $1.45; Mule Twist, 40's, $109; Black Pepper, $9.60; White do., $14.60; Tin, $32. Exchange on London: Bank bills, six m.s., 4s. 5⅝d. Arrived: Hector.

The next inward mail (P. and O.), with dates Shanghai March 31, Hong Kong April 5, is due on the 13th inst.

Private telegrams, with dates Shanghai April 27, Hong Kong April 28, were received, *via* Singapore, this day, but Reuter's telegrams, with the same dates, are not yet in. As four days have been occupied in transmission from Singapore, it would appear that the communication is defective.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *America*, arrived at San Francisco April 14.—For San Francisco: Messrs. A. Marcellus and wife, C. P. Seaburg, S. W. Hawkshurst, G. Pietsch, E. Norton, J. T. Noyes, wife, and three children, W. F. Parr, R. M. Greene, W. K. Browne, C. Ryley, O. Hartmann, C. H. Sanford, R. McDougall, M. Jenks, D. D. Brannan, N. Y. Nagai, F. Stewart, C. Mustard, W. Dyacaches, M. S. Fitzgerald, M. Blass, J. Ward, A. Brown, J. Devine, J. Dickerson, J. Gordon, J. Green, C. Harris, J. Marsten, J. Thompson, D. R. Nichols, J. Frutas, T. Moran, J. O. Dickerson, Miss Hartley, and 293 Chinese in steerage. For New York: Messrs. H. Albers, R. W. Little and wife, J. B. Hartwell and four children, R. J. Walsh, A. Canlet, D. J. Hamilton, J. Riley, J. Zimmerman, W. H. Brown, and twenty-two Japanese. For Liverpool: W. Bogack, H. Singhum, R. Jannison.

By last mail to Brindisi, per P. and O. steamer *Malta*, arrived April 25.—From Hong Kong: Mr. W. A. Sturrock, Mr. R. Murton, Mr. H. C. Caldwell, Mrs. and Miss Caldwell and two children. From Galle: Hon. H. T. Irving.

To Southampton, per P. and O. steamer *Nyanza*, arrived May 5.—From Yokohama: Mrs. Searle. From Shanghai: Mr. Adams, Mr. Chapman, Mr. Hansen, Mr. and Mrs. Forman and three children. From Hong Kong: Mr. Walker, Mr. G. Small. From Singapore: Mr. Southworth, Mr. Lubeck. From Penang: Mr. Shaw. From Galle: Capt. Warren, Miss Lloyd, Mr. and Mrs. Bain, Mr. and Mrs. Davidson, two children and servant, Mrs. Irvine, three children and servant.

Did not Embark.—From Shanghai: Mr. W. Jamieson, Mr. H. Everall.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, April 29.—To Yokohama: Mr. Y. Duer, Mr. W. A. Woolley, Mr. J. H. Gubbins. To Shanghai: Mr. Ludovick Cameron. To Hong Kong: Mr. José Maria Alberte. To Singapore: Mr. R. W. Hullet, Mr. and Mrs. King, two children, son, servant, and four second-class passengers. To Ceylon: Mrs. Bois, child, and servant, Mr. W. Handyside, Mr. A. J. Campbell, Mr. R. S. White, Mr. C. Forsyth and servant.

Per P. and O. steamer *Candia*, from Brindisi, May 9.—To Singapore: Mr. and Mrs. Coates. To Ceylon: Mr. S. C. Higgs-Craven.

Per P. and O. steamer *Delta*, from Southampton, May 13.—To Yokohama: Mr. Paul. To Hong Kong: Assistant-Surgeon Mulvany, R.N., Mr. J. McGrigor. To Ceylon: Mr. and Mrs. Hume and two children, Miss Agar.

Per steamer *Nestor* (Holt's Line), Captain E. B. Drenning, sailed from Liverpool May 3.—To Singapore: Mr. H. C. Downie, Mr. G. K. Dinsdale, Miss M. Schuck. To Hong Kong: Mr. and Mrs. C. Carroll, Mr. A. C. Reddies, Mr. A. Blairool. To Shanghai: Miss Fabris, Mr. A. Campbell.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by the Pacific mail, which arrived on April 16 at San Francisco and was delivered here on the 6th inst., extend to March 24.

We perceive by the *Japan Mail* that the annual general meeting of the Yokohama General and Small-pox Hospital was held on the 14th March, H.E. Sir Harry Parkes in the chair. The report shows the great usefulness of the hospital, 65 cases of typhus fever being admitted in the early part of the year, and no less than 121 cases of small-pox during the year just ended. At the last meeting held on the 15th March, 1870, the building fund was in debt to the then treasurer $828.06, which was further increased in all to $996.80. In the month of June part of the late Mr. Malcolm's legacy, amounting to $984.68, was handed to the treasurer, and the debt to Mr. Wilkin was then paid off. A further sum of $225 due to Mr. Malcolm's estate is expected by every steamer from Shanghai. The present balance-sheet shows a sum of $1,212 due to the treasurer. The accounts having been passed,

Mr. Smith said that he expected to have seen some remarks in the committee's report as to the statements made in a local paper. The committee had taken notice of it, and the paper had replied, but the whole was very unsatisfactory; the public did not know whether the hospital was properly conducted or not, and he therefore proposed that the Chairman appoint a special committee for the purpose of enquiring into all the matters recently brought before the public. In the *Japan Mail Daily Advertiser* there were letters from Mr. Morel, Mr. Dalziel and others. Mr. Morel said, "I see no reason whatever for changing the views with which, in the first instance, I was prepared to approach the subject of Taylor's death. The statement of Dr. Dalliston is entirely unsatisfactory."

Mr. Black thought it unnecessary to keep the matter before the public. The explanations were perfectly satisfactory, and nothing could come of any investigation. The speaker concluded by proposing an amendment to this effect, which, after some discussion, was almost unanimously carried. The members of the committee were unanimously selected, with the addition of Capt. Lane. Mr. Robison said that Mr. Lotz, steward, was to receive $75 a month instead of $50. Votes of thanks were accorded to Dr. Dalliston and to the Fathers of the Roman Catholic Chapel of the Sacred Heart, and a subscription list was then sent round with the following result: Donations $720—Annual subscriptions $880

At the U.S. Consular Court on the 13th March John Rogers was charged before Mr. Consul Lyon with forging kinsats. The Court ordered the Japanese authorities to bring in their witnesses, who are the alleged accomplices of Rogers, one by one, for the purpose of identifying the prisoner. Three natives accordingly identified Rogers, and one of them, an engraver, deposed to having been employed by Rogers to engrave a rio on wood. Witness was never paid for the work. He never asked for money. He expected to receive some money, but did not mention any particular sum. The job when finished was not to Rogers's satisfaction. He only made one plate. He took some of the kinsats and tried to pass them, as did the others. They took 10 rios. The witness said he was in the custody of the Japanese Government for counterfeiting kinsats and attempting to pass them. He had been in prison about twelve days on the charge. The Consul interrupted the case, saying that he should decline to proceed further in consequence of the pitiable condition of the witnesses brought forward. He did not know whether they were insane or not, but in their present state they were quite unfit to give evidence, and must be taken away and recruited until they were in a condition to stand and talk in a proper manner. They must be again brought up on Saturday. On Saturday the case was further postponed, the Japanese authorities having requested an adjournment in order that the witnesses might further recruit their health.

The public works lately undertaken by the Japanese Government are advancing towards completion. Lines of telegraph between Yokohama and Yedo, and between Osaka and Kobe, are established; and a further extension from Yedo to Osaka and Kioto is in contemplation. The Mint at Osaka was to be opened early in April, and it is expected that in about twelve months the railway will be complete.

Two Japanese have been executed at Yedo for complicity in the outrage upon Messrs. Dallas and Ring.

The opening of the Yokoska Arsenal, originally fixed for the 15th March, and then postponed, has again been put off, the probable date being the 27th. It is evident that the Japanese Go-

Digitized by Google

vernment intend to make the affair an occasion for much ceremony and display. As a matter of course, the Foreign Ministers will be present; while the Japanese authorities will issue cards of invitation to a large number of their friends, both native and foreign

The birthday of the Emperor of Germany was celebrated at this port on the 22nd March. The houses of the German firms and the German men-of-war and merchant vessels in the harbour were dressed with flags and evergreens, and in the evening were illuminated. The German Club was especially brilliant with illuminations, and here a grand dinner took place in celebration of the day. The rejoicings were finally brought to a conclusion with a display of fireworks.

The works of the Hiogo and Osaka Railway are being vigorously pushed forward by the purchase of land and the preparation of material.

The 19th and 20th numbers of the *Far East*, the illustrated newspaper published at Yokohama, fully deserve the support which would seem to have established this paper on a firm and permanent basis. It is greatly to the credit of a young and small community like that of Yokohama that they should support what the whole public of British India has never yet had the energy to establish. The *Far East* is well filled with interesting articles, but its principal attraction is of course its illustrations—photographs of local scenes and persons, extremely well selected and executed. It would be difficult to find a more amusing present to a young lady forming a photographic album than a number of our Yokohama contemporary.

The *Lothair*, which sailed on the 25th of March for New York, had on board 18,953 half-chests and 245 boxes of tea, 72 cases of curios, and 100 bales of waste silk.

HIOGO.

The *Hiogo News* has the following:—We took a stroll to the new Light house upon Hiogo point. This very useful little work is now nearly completed and it is confidently expected that the lamps will be lit within three weeks from this. The light is what is technically known as one of the fourth order—a harbour light. The lantern, which is forty feet from the ground, is constructed of iron and gun-metal; it is ten, sided, and will be glazed with plate glass. No lenses are used in this description of light, but lamps which burn kerosene and have large silvered reflectors will be placed round the interior of the lantern. The light will be visible under ordinary circumstances for a distance of fifteen miles. The framework of the tower is very strongly built of *kiaki*. It was at first intended to erect the light upon the fort, which is within a stone's throw of the present site, but the Japanese authorities, after agreeing to this plan, changed their minds and refused to let it be done. Seeing that the fort is untenanted, and its armament removed, it is difficult to account for this refusal.

We were informed by the European engineer in charge of the works that a light exactly similar to the above would be shortly placed upon the tower now being constructed at Tenposan. We also learn that the lighthouse in the Akashi Straits, on the island of Awaji, is ready to receive the light apparatus. This Akashi light is to be of the first order, one of those wonderful combinations of lenses that all who visited the London Exhibition of 1862 will remember. In lights of this class sperm oil is used in lieu of the less expensive kerosene.

The report of the Chamber of Commerce shows the following result:—

Value of Imports Delivered.	Value of Exports.	Total.
Year ending June 30, 1869.		
$4,925,424	$1,945 205	$6,870,629
Year ending June 30, 1870.		
$8,716.262	$3,370,322	$12.086,584

Taking the years ending December 31st, we have for the

Year ending Dec. 31, 1869.		
$6,545,315	$2,124,342	$8,669,657
Year ending Dec. 31, 1870.		
$8,023,687	$3,614,554	$11,658,241

These figures represent the value of merchandise imported and exported, but are exclusive of the movement of treasure.

There has been a falling off in the deliveries of piece goods for the past year, and the prices of the principal articles of imported cotton goods—grey shirtings and cotton yarn—show a slightly lower average.

The Imperial Mint at Osaka is now nearly ready to commence the manufacture and issue of the new coins, and when in full working order will be able to coin $40,000 per diem, and of subsidiary coins about 160,000 pieces. The Telegraph line between Hiogo and Osaka is in good working order, and the line of the proposed railway between the two places located, and the works commenced.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

(VIA SAN FRANCISCO.)

NAGASAKI, March 16.

Since writing you on the 7th inst. *via* Brindisi, no mails from Europe have reached this, although the French mail of Jan. 20 was due in Shanghai on the 10th inst. Copies of telegrams extending to Feb. 23 came to hand yesterday evening by the Pacific mail steamer *New York*, which announced that "Peace may be considered settled." The French corvette *Linois* came in for coal on the 9th inst., and left again on the 13th inst. The Russian gunboat *Sobol* returned from her cruise on the 14th inst.; she, with H.B.M. gunboat *Ringdove*, remain in harbour. The British barque *James Paton*, from London *via* Hiogo, arrived here on the 13th inst., 182 days out.

A general meeting of the creditors of the estate of Glover and Co. is announced to take place on Friday, the 24th inst., at the office of the Netherland Trading Company, when the accounts of the working of the Takasima mine during the past six months will be presented. It is reported that the operations of the mine have been interrupted by the water leaking into it; but as a similar event occurred last year it is to be hoped that the present difficulty will be speedily overcome. The mine I believe extends a certain distance under the sea, but whether this is the cause of the water getting into it I have been unable to learn.

Dr. van Mansvell has obtained an appointment as Superintendant of the Hospital established at Higo, and will assume charge of it on his return from Batavia; to which place he shortly proceeds for a trip instead of returning to Europe.

The Governor of Nagasaki *Nomura*, is to be succeeded by a new one, who is expected here shortly. Most persons here seem to think that his removal will be a loss to foreigners; and in regretting his intended departure, our local press is loud in their praises of him; all of which privately he deserves, but it is particularly unfortunate that during his governorship so many events have taken place which have caused much dissatisfaction among foreigners—the most notable being the deportatation of the Christians.

This place is beginning to look a little more lively, but business at present is confined to the purchase of articles for Chinese consumption, such as seaweed, &c. It is to be hoped that the activity will shortly be extended to piece goods, but improvement in prices of these chiefly depends upon the stocks in China; so long as these remain heavy they only tend to prevent the Japanese from purchasing on speculation, lest a further decline should take place on the already ruinous prices now current.

No vessel is on the berth for London, on which place the rate of exchange is 4s. 4½d. Native gold coin, 404 to 406 bous per $100

The *Nagasaki Express* has the following on the Governor:—Noumura, who for the past few years has acted so satisfactorily as Governor of this Port, was entertained at a farewell dinner by the Consular Body at the Occidental Hotel. The community will learn with regret that Mr. Noumura is soon to leave us, he having been appointed Chiji of Hida in Bungo.

It is given out that the new appointment is a promotion, but the general belief is that he has been removed, owing to his popularity among both the natives and foreigners being too great. The new Government, notwithstanding its professions of progress, are following fast in the steps of the old one, by never allowing a popular Governor, and a man who like Mr. Noumura has made only friends, to remain in a place too long; and do not take into account the benefits likely to arise from one who has the tact of not only pleasing the natives but foreigners also.

The present Governor is the most popular one Nagasaki has yet had; his manner of doing things gave general satisfaction, and caused him to be respected by all classes. He was liberal in his ideas, affable in his manners, and always ready to listen to any complaints, and to do all in his power to check abuses; he was the right man in the right place, and by removing him the Central Government do a wrong to Mr. Noumura, to Nagasaki, and to the country at large. They may yet have occasion to regret this step; troubles are springing up all over Japan, but Nagasaki has hitherto been quiet, and the people under Mr. Noumura's good government seem satisfied; but how long it will remain so after he leaves us no one can tell.

If the present Government are really liberal in their ideas, and wish to give a public proof of their appreciation of Mr. Noumura's services, and are not above taking a little advice, let them at once cancel his transfer to Hida, increase his pay, but keep him in Nagasaki until the country is in such a settled state that his presence here can be dispensed with. Mr. Noumura in leaving Nagasaki takes away with him the good wishes of every body in the place, and we wish him a successful future.

CHINA.

—o—

HONG KONG.

The following items were shut out of our last:—

PEACE REJOICINGS IN HONG KONG.

We learn from the Hong Kong *Daily Press* that the German community, on receipt of the first news of the conclusion of peace, celebrated the auspicious event by proceeding to Macao in the steamer *Poyang*, which was chartered for the occasion, and was very tastefully decorated. They left on the 9th, and returned the same night at ten o'clock after a very pleasant trip, during which the amusements were of a very varied nature, terminating by a dance on board.

On the 10th March a special service in the German language was held at the Union Chapel, Pastor Klitzki, assisted by the Rev. R. Lechler, officiating, and almost all, if not the whole, of the

Digitized by Google

German community being in attendance. Several appropriate hymns were sung, the choruses being rendered with great effect by some of the amateurs, and the whole service being of a solemn and stirring character, suited to the occasion.

In the evening a banquet was held at the Club Germania, which was very tasefully decorated with the flags of all nations and emblematic designs; and the attendance of an admirable band heightened the pleasantness of the entertainment. A variety of toasts were given, but throughout the whole proceedings care was taken to exclude all political allusions, beyond those naturally arising in celebrating the return of the great national blessing of Peace, the Emperor of Germany, the Army and its Commanders, and, lastly, a few solemn and eloquent words were given in memory of the dead, and in sympathy with the wounded in the war.

A very pleasant incident took place during the banquet. The mail steamer *Travancore*, which had arrived shortly before, brought out information to the North German Consul that a decoration of the order of the Crown had been sent by the Emperor, with the request that it should be handed to Mr. Julius Menke as a testimony of approval of the services rendered by him as Vice-Consul at Hong Kong. This was announced during the banquet, the intimation being received with great enthusiasm.

THE "BLACKADDER" AND THE "VOLGA"—COLLISION.

On March 8 the Court gave judgment in the cross actions between the owners of the British ship *Blackadder* and the Messageries Maritimes of France. In the case of the *Blackadder v. the Volga* the judge pronounced for the promonent, and directed a reference to the registrar to assess the amount of damages. On the question of costs the Chief Justice said that the non-compliance by the *Blackadder* with the 2nd Article of the regulations for preventing collisions at sea, appended to the Order in Council of Jan. 9, 1863, in no way occasioned or contributed to the collision, but there was on the night of the collision a non-compliance with the second Article of the Regulation for a period of nearly two hours before the collision occurred. Though the misconduct of the *Blackadder*, in not duly exhibiting her lights at sunset and for about two hours, till the *Volga* was in sight, did not occasion the collision, it probably occasioned this litigation. It is probable that, informed as the agents for the Messageries Maritimes Company here were, that no lights were, in fact, seen by the crew of the *Volga*, they were led to believe by the written statement of the captain that the lights were not exhibited by the *Blackadder* until shortly before the collision, and they naturally, though it turns out erroneously, inferred that no such lights had been exhibited until after the collision was imminent. Both parties were ordered to pay their own costs, and the Judge expressed the hope that this decision might tend to prevent what seems to be a practice—a most dangerous practice—the petty saving of oil by an habitual non-compliance, for a few hours sometimes and at other times during all the night, with the wise regulation of the Board of Trade that lights be carried "in all weathers, from sunset to sunrise."

The Queen's Advocate made three applications in Admiralty in respect of claims for bounty for destruction of piratical crafts by H.M.S. *Haughty* some five or six years ago. Order was made in each case. Mr. Francis instructed the Queen's Advocate (Hon. J. Pauncefote).

In the matter of Metta, the bankrupt, Leong Aon, compradore to Messrs. Gibb, Livingston and Co., having been chosen creditors' assignee. Mr. Sharp applied to the Court to confirm the appointment. Mr. Caldwell, for the National Bank, the largest creditor, opposed; but on the objection of Mr. Sharp that no proof had been put in, the matter was adjourned to enable Mr. Caldwell to comply with the requisite forms.

In the matter of Abdoollally, a bankrupt, Mr. Brereton, for the opposing creditor, applied for the committal of the bankrupt for contempt of Court, in disobeying an order of the Court, made about twelve months ago, for the bankrupt to put in certain accounts. The Court characterised the conduct of the bankrupt as being quite inexcusable, and he was ordered to stand committed until he had found security in $1,000 for his appearance a fortnight hence, when a peremptory order for the accounts to be put in was made.

Administration in the estate of the late Mr. J. C. Whyte was granted to Mr. Sharp, attorney for the executrix, Miss Whyte, in England. Property sworn under $25,000.

Among the passengers by the steamer *Sarpedon*, for England, was the Hon. F. Forth. It may fairly be presumed that Mr. Forth has bade a final "good-bye" to the colony, and that he has retired to enjoy in his native land the honourable leisure to which he is so well entitled. We believe we may say with perfect truth that the good wishes of the residents of Hong Kong will follow him.

The departure of Mr. H. C. Caldwell by the mail has been the signal for an expression of regard which seldom falls to the lot of a private resident in this colony. An address was presented to him by the Chinese communities of Hong Kong and Canton couched in terms the most flattering and poetical; and with it was accompanied one of the most tastefully-wrought tankards we have yet seen. The piece of silver is a neat imitation of gold-fish, shells, and marine flora.

From the Harbour Master's Report we learn that the gross increase of ships and tonnage on the year 1869 is 2,433 vessels, with a carrying capacity of 311,028 tons. Of this increase there are 20,543 tons from Great Britain, 48,349 tons from India, 28 436 tons from Siam, 86,615 tons from Japan, 32,166 tons from Macao, and 109,594 tons from the ports in China and Formosa, whilst from other places there is a decrease. Of the ships of different nations arriving at this port, there is a marked increase in those under the British flag, consisting of 133 vessels and 161 520 tons. The number and tonnage of vessels under the French and American flags have also increased, whilst those under the North German flag, in consequence of the war, have 87 vessels with 26,148 tons less than in 1869 and this large diminution is but the effect of a few months' hostilities. Under the head emigration there is a sensible decrease amounting to 3,460 men, 1,549 women, 204 boys, and eighty girls. The opposition evinced in the United States of America to the introduction of Chinese labour is having its effect, whether for good or evil remains to be seen. Emigration under contract is at present prohibited at Hong Kong, except to British Possessions, but to these the restrictions and difficulties are so great that only seventy Chinese left for Labuan during the year.

Commercial Report.

(Via San Francisco.)

IMPORTS.

YOKOHAMA.—There had been but little change in the market during the interval. Grey Shirtings and Cotton Yarn had been dealt in to a moderate extent at about former prices. Woollens and Metals were quiet and without enquiry. Quotations:—G. E. Grey Shirtings, 7 lbs., per piece, $2.75: 8¼ to 8½ lbs., $2 85 to 2.90; 9 to 9¾ lbs., $3.00 to 3.25; Cotton Yarn, 16 to 24 lbs., per picul, $39.50; 28 to 32 lbs., $41.50 to 42.00; 38 to 42 lbs., $41.00 to 42.00.

NAGASAKI.—Messrs. H. Gribble and Co. report as follows:—Since our last report the native New Year holidays have intervened and caused an interruption to all business, which this year has extended longer than usual, and even now has not entirely ceased. During the past week deliveries of Shirtings have been made (including some 2,000 pieces Red), and business is gradually resuming its usual course, but at a general decline in prices as regards all imports. Coals show a small export during past month owing to the absence of tonnage; but as soon as this is available we look for an advance in value, as present prices do not induce supplies. Grey Shirtings 8¼ lbs. $2.75 per piece; Dyed Shirtings, Indigo and Gentian, $3.56 per piece wanted. T. R. Cambrics 2½ catty $2 75. Chintzes 24 yards 29-30 in. $2.40 to 2.80 per piece. Camlets S S assorted $14.50, but black remain only worth $11 per piece. Plain Black Lustres, 42 yards $7.12 per piece, 30 yards $5.12 per piece, wanted. Victoria Lawns, 12 yards 42 in. $1.12 per piece, wanted. Metals:—Nail Rod Iron, small sizes, $3.50 per picul, wanted.

HIOGO AND OSAKA.—Cotton Goods continued in fair inquiry, but prices ruling before the holidays had scarcely been maintained. Woollens were also weaker, with the exception of Mousselines de Laine. Grey Shirtings: At a slight decline there was a fair demand for 7 lbs. and 8¼ lbs. goods. Cotton Yarn: 28 32's saleable at quotations, and 16-24's somewhat more in favour. White Shirtings inquired for. Turkey Reds also inquired for, but prices low. Black Velvets declined, and difficult of sale. Victoria Lawns wanted, at an advance upon previous rates. Taffachelas neglected. Camlets unchanged, except Scarlet, which were lower. Black Lustres continued in fair demand. There was some inquiry for White Orleans. Mousselines de Laine, both Figured and Plain, fully maintained their value. Black Cloth was difficult to move, except at low rates. Blankets were somewhat weaker. Nail Rod Iron was lower. Quotations (in dollars at 102½ rios per $100):—Cotton Yarn: Nos. 16 to 24, per bale, 107.31; Nos. 28 to 32, 123.90 to 124.88; Nos. 38 to 42, 123.90. Cotton Piece Goods: GE Grey Shirtings, 7 lbs., 38 yds. 39 in., per piece, 2.44; 8¼ to 8½ lbs., 2.78 to 2.83; GE White Shirtings, 56 to 60 reed, 40 yds. 36 in., 2.68 to 2.80; 64 to 72 do. do., 2.92 to 3.17; T-Cloths, 6 to 7 lbs., 1.71; Drills, Dutch, 40 yds., 3.41; Handkerchiefs, Assorted, per doz., 0.63 to 0.73; Brocades and Spots, White, per piece, 2.44 to 2 68; Dyed, 2.92 to 3.51; Chintz, Assorted, 24 yds. 30 in., 2.29 to 2.34; Turkey Red, do., 2.44 to 2.68; Turkey Red Cambrics, do., 3 lbs., 2 55; Velvets, Black, 6.34 to 6.83; Victoria Lawns, 1.09 to 1 12; Taffachelas, Double Warp, 12 yds. 43 in., 2.68 to 2.92; Long Ells, Assorted, 12 lbs., 5.36 to 5.85; Blankets, per lb., 0.36. Iron: Bars, per picul, 2.68; Nail Rod, 2.68 to 2.92; Hoop, 2.68; Lead, 5.85 to 6.21.

EXPORTS.

TEA.

YOKOHAMA.—There had been very little doing since the date of the last report, and settlements had not exceeded 500 piculs, making 3,500 piculs since the last American mail; these consisted of most grades from Common to Fine, and had been principally for the California market. Stocks were small and of inferior quality, as must be expected at this period of the season. Prices were unchanged, although dealers showed a little more anxiety to realise. The Lothair sailed on the 21st March with 822,009 lbs. for New York; the Eastern Chief was loading for the same port. Quotations:—Common, $18 to 22 per picul; good common, $23 to 25; medium, $27 to 30; good medium, $32 to 34; fine, $36 to 39; finest and choice, nominal.

NAGASAKI.—Stocks had not materially changed, but dealers showed more inclination to reduce their prices. Quotations—Common to good, $14 to 17; medium to fine, $18 to 21; and fine to finest, $23 to 26 per picul.

HIOGO AND OSAKA.—During the month transactions had been re-

Digitized by Google

stricted, owing to the small arrivals, caused by the native New Year holidays and the want of desirable descriptions. Settlements were reported as 1,300 piculs, and at irregular rates; arrivals, 1,700 piculs; stock, 3,400 piculs. Current sales were:—Common, Rios 15 to 18 per picul; good common, Rios 19 to 24; medium, Rios 25 to 30; good medium, Rios 31 to 38.

SILK.

YOKOHAMA.—A fair amount of business had been done in this staple, and settlements were estimated at about 550 bales, of which about 300 bales were Hank sorts, and the remainder principally Oshus. In our last report a decline was reported in prices of about $30 per picul for Hanks, but immediately buyers showed the slightest eagerness to purchase dealers at once advanced their rates, and prices again have to be quoted on a par with those of 22nd February. Quotations at exchange, 4s. 5¼d. 6 months sight. Hanks, Mybash and Sinchu, best, 29s. 10d. to 31s.; medium, 26s. 9d. to 28s. 9d.; inferior, 24s. to 25s. 3d.; Oshu, extra, 36s. to 36s. 8d.; best, 33s. 6d. to 34s. 9d.; medium, 30s. 6d. to 32s. 6d.; inferior, 27s. 3d. to 29s.; Coshu, best, 27s. 3d. to 28s. 9d.; medium, 24s. 9d. to 26s. 9d.; Sodai, medium, 28s. 9d. to 30s. 3d.; Etchesen, best, 28s. to 29s.; medium, 25s. 3d. to 26s. 4d.

HIOGO AND OSAKA.—With the exception of a parcel of about 27 bales, settled immediately following the date of our last report, nothing had been done. Since the holidays silkmen had evinced no desire to sell, but, on the contrary, were asking higher prices. In the absence of business it was impossible to give reliable quotations, but it is fair to presume that business could be done on a parity with prices ruling at Yokohama. Dealers reported that Silk was being taken for native consumption at high rates.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to Feb. 28, 1871	10826	69391753	47262939	349447	12450177	129465142	33513
Corresponding period last season.....	74573	69119052	49565984	1349918	14484569	134594096	38774

Shipments Since:

Mar. 8 per Emeu (ml. str.)	From Shanghai, &c.	...	—	704
— 17 ... Sarpedon (str.)	... Shanghai and Canton	...	1,074,232	203
— 17 ... Travancore (ml. str.)	... Shanghai	...	—	1,338

TO THE CONTINENT.

							Bales.
From June 1 to Feb. 28, 1871	...	...	...	...	...	2386282	5457
Corresponding period last season.....	...	...	...	...	...	4076017	14284

Shipments Since:

Mar. 8 per Emeu (ml. str.)	From Shanghai, &c.	...	—	65
— 17 ... Travancore (ml. str.)	... Shanghai	...	—	139

TO UNITED STATES.

							Pcls.
From June 1 to Feb. 28, 1871	...	...	...	...	...	45063816	2376
Corresponding period last season.....	...	...	...	...	...	35142242	889

Shipments Since:

Feb. 22 per Japan (str.)	From Yokohama	...	478,100	42
— 22 ... Asphodel	... Do.	...	546,650	
Mar. 13 ... America (str.)	... Do.	...	—	29
— 13 ... New York (str.)	... Do.	...	—	87

TO AUSTRALIA.

From June 1 to Feb. 28, 1871	... 11,226,598 lbs.
Corresponding period last year	... 13,169,239

Shipments Since:

Mar. 16 per Neville	From Hong Kong	...	64,000

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	...	...	...	51,022,600	...*
,, 1845 to 1846.....	...	...	...	57,334,200	18,600
,, 1850 to 1851.....	...	...	...	63,972,000	22,144
,, 1853 to 1854.....	...	...	...	77,327,800	61,283
,, 1855 to 1856.....	...	...	...	92,240 300	50,481
,, 1857 to 1858.....	...	...	...	76,990,255	68,315
,, 1858 to 1859.....	...	...	...	65,789,752	83,134
,, 1859 to 1860.....	...	...	...	85,560,452	64,169
,, 1860 to 1861.....	...	...	...	90,066,160	70,644
,, 1861 to 1862.....	...	...	...	109,854,040	79,199
,, 1862 to 1863.....	...	...	...	121,273,580	72,887
,, 1863 to 1864.....	...	...	...	117,463,586	46,603
,, 1864 to 1865.....	...	...	...	121,236,870	32,313
,, 1865 to 1866.....	...	...	...	118,333,042	62,890
,, 1866 to 1867.....	...	...	...	118,423,290	50,052
,, 1867 to 1868.....	...	...	...	116,890,430	57,449
,, 1868 to 1869.....	...	...	...	142,789,804	70 917
,, 1869 to 1870.....	...	...	...	139,740,193	63,807

* Including the Continent.

TEA CARGOES EXPECTED.

Date.	Ship.	From	Cargo. lbs.
Feb. 11 ...	Sydenham... ...	Shanghai ...	1,159,800
Jan. 12 ...	Queen of the Ocean	Foochow ...	962,800
,, 13 ...	Chalgrove ...	,, ...	687,100
Feb. 8 ...	Omba	,, ...	1,229,000
Feb. 10 ...	Portland	,, ...	1,204,800
Nov. 26 ...	Seabird	Canton ...	10,000
Feb. 24 ...	Isles of the South ...	,, ...	927,000

CARGO per Sarpedon (s.) from Shanghai arrived yesterday—1,074,232 lbs. tea, 203 bales silk.

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 11th March, 1871.

(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co. ...	841	Laurance and Buckley ...	23
Balfour, F. H.	420	Meynard and Co.	40
Barnet and Co.	1,243	Milsom and Tod	1,042
Beazley, Paget, and Co. ...	11	Nachtrieb, A., and Co. ...	513
Birley, Worthington, & Co.	818	Olyphant and Co. ...	45
Birt and Co.	238	Petrocochino and Co. ...	165
Bland, J.	150	Pila and Co.	158
Borntraeger and Co. ...	422	Pustau, W., and Co. ...	78
Bourjau, Hubener, and Co.	296	Reid and Co.	85
Bovet, Brothers and Co. ...	226	Reiss and Co.	88
Bower, Hanbury and Co....	1,833	J. S. Robison	115
Brand, Monro, and Co. ...	2,148	D. Ringer	9
Bull, Purdon and Co. ...	41	Russell and Co.	1,394
Butterfield and Swire ...	101	Remé, Wm., and Co. ...	895
Chapman, King, and Co....	186	Sassoon, D., Sons, and Co.	150
Chinese	165	Sassoon, E. D. and Co. ...	33
Cumine and Co.	76	Scheibler, Matthaei, and Co.	511
Dent and Co.	164	Shaw Brothers and Co. ...	710
Dickinson and Co. ...	5	Siemssen and Co.	623
Essex and Co.	844	Skeggs and Co.	1,620
Fogg and Co.	314	Smith, Archer, and Co. ...	255
Gamwell, F. R.	820	Textor and Co.	925
Gibb, Livingston, and Co...	549	Thorne Brothers and Co. ...	392
Gilman and Co.	1,194	Trautmann and Co. ...	79
Glover, Dow, and Co. ...	266	Turner and Co.	457
Heard, Augustine, and Co.	736	Westall, Brand, and Co. ...	183
Helbling and Co.	132	Sundries	3,736
Hogg Brothers	556		
Jardine, Matheson, and Co.	815	Total bales... ...	31,397
Jarvie, John, and Co. ...	1,574		

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—None.
At HIOGO.—None.
At NAGASAKI.—From London, March 13, James Paton.

DEPARTURES.

From YOKOHAMA.—For New York, March 21, Lothair.
From HIOGO.—For London, Feb. 18, Pegasus, via Nagasaki; March 11, Lorton.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 5, at London, from Nagasaki, Rollo; 4, at Helvoet, from Pasaroeang, Laurens Coster; 5, from China, Windermere and Harrington; from Penang, Eleanor, P. and O. str. Nyanza, with Southampton mail and passengers; 6, at Deal, from Batavia, for Rotterdam, Marie Elisabeth; 7, at London, from Singapore, China, &c., (via S.C.), Sarpedon (str.); 5, at Glasgow, from Java, St. Vincent; 4, at Brouwershaven, from Pasaroeang, County of Sterling; April 24, at Boston, for Singapore, Jungfrau; off Boston, from Singapore, Napier; May 7. at Liverpool, from Rangoon (via S.C.), Golden Horn (str.); 7, at Queenstown, from Foochow, M. M. Jones; 8, at Falmouth, from Zebu, Lois.

DEPARTURES.—May 2, from Cardiff, for Hong Kong, Mikado; for Yokohama, Oneiza; May 5, from London, for Shanghai, Nagasaki, &c. (via S.C.), Africa (str.); for Bangkok, Ocean; for Cardiff and Singapore, Mountain Laurel; —, from Amsterdam, for Batavia, Marie Elise; 3, from Cardiff, for Hong Kong, Channel Queen; 4, for Trincomalee, Kenilworth; 3, from Hamburg, for Macassar, Cap Horn, for Yokohama, Margot; 2, from Cuxhaven, for Wladiwastok, Da Capo; 5, from Liverpool, for Batavia and Sourabaya, Chloris.

SPOKEN.—Maitland, Cardiff to Hong Kong, March 10, 20 N., 25 W.; William Fruing, Canton to Buenos Ayres, March 6, 34 S., 22 E.; De Vandt (?) (Dutch ship), Sourabaya to Amsterdam, March 20, 14 S., 8 W.; M. M. Jones, Foochow to the Channel, March 21, 12 S., 9 W.; Avon, Cardiff to Shanghai, March 31, 2 N., 22 W.; Ardentinny, (barque), Clyde to Hong Kong, Jan. 28, 37 S., 10 W.; Peruvian, Liverpool to Singapore, April 4, 46 N., 13 W.; Hippocampi, Macao to Belle Isle, April 16, 25 N. 41 W.; Sumatra (Sicilian ship), Sumatra to Gibraltar, March 13, 26 S., 5 E.; La Serena (barque), Colombo to London, March 20, 13 S., 9 W.; Windhover (ship), London to Hong Kong, March 28, 3 N., 24 W.

LAID ON.—At London, for Shangai, Ailsa; at Glasgow, for Batavia and Sourabaya, County of Nairn; at London, for Yokohama, Chusan; for Penang, Eleanor; at Liverpool, for Shanghai, Camana.

CASUALTIES.—The Illione, from London to Japan, with railroad iron, &c, put into Batavia, dismasted.

MISCELLANEOUS.—The Committee of Lloyds have issued a notice asking for information respecting the Earl Russell, Fox, which vessel is reported to have sailed from Batavia for Rotterdam, Oct. 6 last, and to have been spoken with, Jan. 12, in lat. 42 deg. 31 min. N., lon. 26 deg. W.; at Algoa Bay, March 18, Queen of the West, sailed for Ceylon.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

medical missionary, Dr. F. Porter Smith. A resolution to maintain missions in China was then unanimously passed.

In the course of his opening speech the Chairman said:—When it is stated that a country of limited territory like Egypt, and a corrupt country like Turkey, each take more of the exports of British produce and manufacture than a nation like China, what may we not expect our dealings with such a people to become, after the introduction of Christianity, the opening up of the country to foreigners, the breaking down of the barriers to trade, the shortening of the route to China by the recent opening of the Suez Canal, and the instant communication with Europe by telegraph? (Loud applause.) Before sit down I may say that I have been entrusted this morning with a cheque for £50 by my excellent father-in-law, Dr. Wood—(cheers)—who is not able to be present; and this morning I received from my cousin, Miss Holy, of Leamington, who is not able to be here, the sum of £10. (Hear, hear.)

The circuit reports for the year 1870 are, on the whole, encouraging. The following account of the Wuchang District was received from the Rev. Josiah Cox:—Its population in 1812 was 27,370,098, or about the present population of our United Kingdom. They are a peaceable, industrious, and commercial people. The three places occupied by our mission—Wuchang, Hankow, and Hanyang—form a "congeries of cities" at the junction of the river Han with the Yangtsze, and, but for these two streams, would form one vast continuous city. They contain the homes, workshops, warehouses, and, one may add, the shipping of one million and a-half of people. The whole province must be reached by whatever influences this great centre. The London Missionary Society was the first to occupy these important cities, and, more recently than ourselves, the American Episcopal Church has also occupied this important centre. In one of the central streets of Wuchang, and on the great thoroughfare of Hankow, we have erected a chapel, where divine service is conducted every Sabbath, and prolonged preaching services, of from two to four hours, are held on five other days of the week. A native helper preaches and assists the foreign missionary in these services. A successful day-school of thirty boys has been in operation for three years in Hankow; and another has been struggling into existence in Wuchang for upwards of a year. Similar services have continued at our Hanyang Chapel. Dr. Smith has prosecuted for six years a great and good work in our hospital at Hankow, prescribing to about eight thousand patients annually. He also crossed over to Wuchang weekly, and administered to the sick there.

The following report from Fatshan also deserves particular notice:—During the first six months of the year the chapel was opened for public preaching every day, and through help afforded by the brethren in the Canton West Circuit, one of the missionaries, as well as the native assistant, officiated daily. The congregations were generally large, and considerable interest seemed to be awakened. A few persons were in almost regular attendance, and we entertained the hope that some of them might ultimately be gathered into the Church. But the disturbances which followed the Tientsin Massacre drove them away, and the *emeute* at Fatshan on the 21st of September, by which the London Mission Chapel was destroyed, put a stop to our preaching altogether. We were driven to preach in villages and market-places, as opportunity served. We hope, however, to resume our labours in Fatshan in the Chinese New Year.

The Rev. Wm. Williams (Chairman of the Bolton District), in moving the first resolution—"That this meeting, recognising with gratitude the merciful preservation of our missionaries in China during another year, and the blessing from above which has attended their work of faith, resolves still to sustain the missions in that great country, fully relying upon the promises of the great Head of the Church, and assuredly expecting that the seed which is being sown shall in due time yield a plentiful harvest"—said:—"There are very extraordinary sentiments broached in the present day. If we believe in what is called the Darwinian hypothesis, then some wonderful transformation may take place in China, and they may become, without our efforts, all that we wish them to become. If these 400,000,000 of people really have sprung out of the tadpole, and if by some wonderful metamorphosis the tadpole grew into a reptile, and the reptile into a marsupial, and the marsupial into a mammalian or a monkey, and one day some ambitious monkey cleverer than the rest of the monkeys jumped upon his feet and became a man—well, then, nobody can say, upon that principle, what may take place. These Mongolians and Tartars may perhaps be transformed into Englishmen, and these Buddhists and Confucians may perhaps be transformed by this extraordinary power which is operating in the universe into Christians. The only difficulty seems to me to be this, that the Chinese are not prepared for that sort of evolution; they are not prepared for that transformation. We find it a very difficult thing to move them. But they must be moved, and they will be moved. If they do not give way to the force of cannon or diplomacy, they will have to give way to the force of Christian ideas—(cheers)—and these will and must go up into China."

The resolution was seconded by the Rev. John H. Beech, of Hull, and supported by the Rev. Ebenezer E. Jenkins, who denounced the opium trade as terrific and wholesale murder, and, referring to the present religious crisis in China, said to meet it in a narrow and calculating spirit would be to dishonour the faith by which the Church that professes to walk by faith ventures when she obeys a Divine command. To meet it in a delaying spirit would not only imperil the work already accomplished, but must prove fatal to several departments of it.

The resolution was submitted to the meeting, and carried unanimously. A collection was then made.

Sir Francis Lycett moved, and Mr. McArthur seconded, a vote of thanks to the chairman, and, the resolution having been carried by acclamation, Dr. Jobson, in formally presenting the thanks of the meeting to Mr. Sutcliffe, remarked that the society rejoiced in him as the third Lancashire gentleman in succession who had occupied the chair at the China Mission breakfasts.

MR. WADE AND HIS TELEGRAMS.

The following piece of doggrel has been sent to us, and, though we do not usually make our columns the repository for verse, we think that present circumstances may excuse this deviation from our rule:—

ALL'S WELL.

(A Duet, with New Words to the Old Tune—Sung by Telegraph.)

"That strain again! It had a dying fall."—SHAKESPEARE.

First Verse.—Scene, Peking.

MR. W——E.—(High tenor.)

Though chapels blaze, and shrieking nuns
Perish beneath the dark yamuns;
Although the mob at every street
With curses "foreign devils" greet;
And mandarins, with fiendish grin,
Revolve another Tientsin—
Still must I write, a dreary round,
Despatches as in duty bound—
In duty bound!
I know I've got some ships of war;
But, if they musn't fight, what are they for?
And, if some bolder spirit say,
Why be dictated to this way—
Why truth not dare to tell?
Hush! Not a word!
I dare not for my place.
Good night, my friend—
All's well!
(*ad lib.*) All's well!

Second Verse—Scene, London.

L——D GR————LLE.—(Bass.)

Delighted with your last despatch;
The rest it does so nicely match,
That folks might think at the first view
'Twas I who wrote them, and not you.
The bad news I have heard to-day
'Twas right to send the slowest way;
Indeed, whatever ills befall,
I'd rather not be told at all—
Not told at all!
When the circular comes I'll stave it off,
As I did the one from G——sch——off;
Look big when Russia her plans unmasked,
And end by granting all she asked—
All she asked!
And if the Opposition say,
This was not Pam's or Derby's way—
What's going on there?
Pray, Secretary, tell!
Mum! Not a word!
We can't play our *Card-well.*
(*con. exprezione*) Write to the *Pall Mall!*
Good night, my friend—
All's well!
(*ad lib. repetitizione*) Stick to that! All's well!
(*Dormit.*)

FAN-QU I.

THE CHINESE DESPATCH.

(GLOBE.)

The Government reply to the questions asked simultaneously in the two Houses of Parliament, concerning the important telegram from China, was probably less disingenuous than Ministerial answers usually are. It is no doubt true that the Government had no information; indeed, it is the fate of Her Majesty's Government to be left uninformed of crises in China. Last summer, it may be remembered, after the massacre at Tientsin had become a matter of public notoriety, Her Majesty's Government ventured to deny the fact, on the ground that Her Majesty's representative in China would not have failed to telegraph to them so serious an occurrence. A clumsy and expensive system of telegraphing appears to be in use between Peking and Downing-street—the negative system of reporting at stated intervals when there is no disturbance, so that when a break occurs in the continuity of the "All quiet" messages, we may, if we please, infer that something positive has happened.

But the art of governing does not, after all, consist in the power of silencing troublesome interrogators; and it is a pity that Ministers do not awake to the truth that there is something more in Chinese affairs than can be disposed of by a little off-hand fencing in Parliament. It is only too evident that we are on the eve of complications in China of a serious character. Ministers may blind themselves to the signs of the times now, as it was the fashion to pooh-pooh the premonitory symptoms of the Indian mutiny. They may even smile at the warlike preparations which have been going on for some years back expressly to meet foreigners, according to a programme of which we learned some particulars from a secret memorial by a Chinese Viceroy in 1868. But it is none the less a noteworthy circumstance that the very last mail from China brings news of extraordinary activity in completing these arrangements, and especially in strengthening the Chinese position about the Peiho, which experience has taught them is the most likely place to encounter a foreign foe. We have no right to complain of the Chinese Government fortifying their coasts, even though we ourselves be the enemy whose reception they are providing for; but when exceptional exer-

Digitized by Google

tions in this direction are accompanied by an intimation that certain stipulations in the Treaty with us are to be repudiated, surely it is unwise to shut our eyes to the significance of the connection. Many valuable lives are at stake—not so many, perhaps, as would make an impression on great financial minds—and one of the most promising outlets which the manufacturers of this country possess is put in peril by the storm which is brewing in the Far East. This, then, is not a time when a passive and evasive policy is becoming in those who have the commercial interests of the country in their charge.

With regard to the coming massacre, which the Chinese Government appear to anticipate, there is one way of preventing it, and that is by informing them, in a manner that will induce them to believe, that we shall insist on the punishment of the instigators of it, however high their rank. Nor would this be much at variance with the spirit of that most unfortunate engagement which Lord Clarendon made with Mr. Burlingame, and which lies at the root of the present untoward state of our relations with China. For, even in that unequal bargain, there was an ideal equivalent for the concession made by Lord Clarendon, which was this—that "Mr. Burlingame was requested to bear in mind, and to make known to the Chinese Government, that we should henceforward have a right to expect on its part the faithful fulfilment of treaty engagements, the prompt redress of grievances referred to the Central Government, and friendly treatment of British subjects by the Chinese authorities." Not a very grand "equivalent," truly, especially as all the acceptance the above request obtained was a vague assent by Mr. Burlingame to the general principle of the advisability of observing treaty stipulations. Like so many of our diplomatic bargains this was one in which we gave all and received nothing, for the something we tried to think we should receive vanished into air. The "treaty engagements" were never more boldly disregarded; the "redress of grievances by the Central Government" was never more hopeless; the "friendly treatment of British subjects" was never less to be counted on than during the two years that have elapsed since the Clarendon-Burlingame compact was made. It is, however, open to us either to withdraw from so one-sided an engagement, or to insist on receiving the consideration by which we were induced to put our feet in the stocks; and it is not difficult to re-establish satisfactory relations with China, for if there is one truth more clearly demonstrated than another by the able despatches of Lord Elgin, Sir F. Bruce, Sir R. Alcock, and all the Consuls, as well as by recent writers on China, it is this, that the more resolute we are in maintaining our treaty rights, the less will the Chinese think of evading them; nay, the more cheerfully will they acquiesce in according to us our privileges.

Mr. Arthur E. Moule has addressed the following letter to the *Standard*:—

SIR,—Allow me to draw attention to the very threatening telegraphic news from Shanghai which the papers of the 27th instant announced. All female education is to be forbidden in China; the attendance of women at religious services will be prohibited; no teaching against Confucius and Chinese doctrine will be allowed; and missionaries away from the ports will be denationalised if the formal demand of the Chinese Government be conceded.

I am a missionary, and have lived and worked in China for seven years and a half. Any defence of mission work in that country from my pen would therefore be viewed with some suspicion by your readers as partial and "out of perspective." I wish rather to draw attention to the grave political aspect of this Chinese despatch.

Assuming that it is genuine (and the telegram bears, I fear, every mark of substantial authenticity), its whole animus is, I submit, still anti-foreign, not necessarily anti-Christian. It is a feeler put out, a sting applied to the most advanced, and hence most vulnerable portion of foreign influence in China; and as this insult is received so will future policy be guided.

Some of your readers will, no doubt, conclude that this despatch was penned under the influence of Chinese moral instincts; as though female education, and the attendance of women at public services were in Chinese eyes indelicate and opposed to sober etiquette.

It is a fact that promiscuous assemblages of men and women are reproved in the Chinese sacred edict and in recent proclamations; yet the idol temples in China are crowded with women; and in Christian churches all objection on the score of decency is removed by the arrangement of the men and women on opposite sides of the building. Foundling hospitals for girls, again, against which the condition as to female education seems to be levelled, are institutions approved of by Chinese morality and supported by Chinese charity. Neither can the seclusion of the women of China be compared at all to the custom which prevails in India. At all events, in common justice, Buddhist and Taonist temples must be closed against the women, if Christian churches are forbidden them on this ground.

In the treaty of Tientsin Christianity is commended as a religion with a pure and benevolent object and tendency. Missionaries are allowed to teach and preach, and to travel throughout the empire; whilst Chinese subjects without limitation are permitted to embrace Christianity.

All these admissions and provisions are by the despatch to which I allude revoked. The treaty is in fact declared null and void. And if the rights conceded to missionary enterprise are thus abrogated, what reason have merchants for concluding that their rights will any longer be considered valid?

I apprehend that this is a serious political complication. When a civilised Power such as Russia repudiates a treaty such an act must, of course, be considered calmly, with conference, and careful weighing of argument. When a barbarous Power repudiates a treaty no wonder will be excited; but prompt measures of repression will be adopted. But when a quasi-civilised country like China repudiates a treaty the case is the most serious of all. It means deliberate and deeply planned mischief. It can be met and defeated only by deliberate and determined refusal to entertain the demand, and by a distinct reiteration of the rights by treaty conceded.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 3.

During the past fortnight the German Parliament has been occupied with several important measures, among which is the settlement of the Imperial Budget for the present year, several alterations having become indispensably necessary to the Budget of the North German Confederation that was voted last May, from the fact of its having become so much more amplified by the accession of the States of Bavaria, Wurtemburg, Hesse-Darmstadt, and Baden. A supplementary vote for 565,975 thalers has therefore been required for the service of the Empire, of which the sum of 136,354 thalers are for annual requirements, and 429,621 thalers for special expenses. After the usual pros and cons of would-be great financiers in Parliament the Bill was passed without any amendment. Then there was the great question of a remuneration of Members of Parliament, not perhaps for their services so much as in compensation of their travelling expenses and hotel bills during the session, and here there was a great divergence of opinion, not only in the House but out of doors and in the press. However, the result was that the majority in favour of the Bill in its wisdom carried the day, and, as no exceptions are admitted, Baron Rothschild, the member for Frankfort, Prince Wilhelm, the Duke of Ratibor, Prince Putpus, Count Wernigerode, and the other millionaires will be obliged to accept an addition of two thalers—say six shillings sterling—per day during the session to their princely revenues, and, I presume, have to declare it for the income tax. Germany has of late been so inundated with so-called lottery loans, issued by impecunious Governments of the smaller States and partly by railway companies requiring more funds to extend the sphere of their operations and effect other improvements, that a Bill has been introduced to place them in future under Parliamentary control; some forty-three of recognised security which are very popular, and whose value is daily quoted in the official lists of all the Exchanges in Germany, will be permitted to pass toll-free as hitherto; but no new ones will be allowed to be introduced without a special Act of Parliament, and then only on payment of a certain sum of money for the use and behoof of the Federal Exchequer of the Empire. A new postal Bill for regulating and reorganising the post-office of the Empire is also before Parliament; but as the session is soon to close it will not be practicable to get it passed before the adjournment, and it will have to be left to stand over till the Autumn Session.

Prince Bismark has enunciated the principle of granting indemnities to the owners of German vessels captured by French cruizers during the war, but not for the still greater number of vessels that were put to great expense without the possibility of earning anything by being shut up in neutral ports for so many months, and put to additional charges by not being allowed to discharge their crew. This seems a great hardship and injustice, but a line must be drawn somewhere, or else the claims made would be almost unlimited, and that is where the Chancellor of the Empire has drawn the line. As, however, the claims are so complicated, and each particular case requires to be thoroughly investigated and examined, it will no doubt take a long time before a final adjudication of the claims can be settled; and nothing has as yet transpired as to the period when the payments will be made. Special commissioners have been appointed and are working as hard as they can to get through the business as speedily as possible.

The liberation of the French prisoners of war has suddenly been interrupted, it having transpired that there are still some thousand Germans in captivity in France, which the Government of that country refuse to deliver up till the definitive treaty of peace has been signed, though this is contrary to the stipulations of the preliminaries, which expressly state they shall be immediately exchanged, and the Germans in good faith have already sent back about 150,000 of the French prisoners. It has not been ascertained exactly where the Germans are confined, but probably in the Isle of Oleron and the Chateau d'If, near Marseilles, where the German troops have not been. In the meantime, as I said above, the return of the French captives has been postponed for the present, and those that are still in this country are placed under greater constraint than they were, being no longer permitted to walk about the streets. Last week a fleet of thirteen large steamers belonging to the Compagnie Transatlantique, and chartered by the French Government as transports, arrived in the Elbe, and about ten thousand men were embarked at Gluckstadt; but whilst the embarkation was being effected the order to stop arrived, and though they all went out to sea together five out of the thirteen steamers were empty.

The Central Committee for the relief of the wounded in this city has just published its twenty-fourth list of voluntary gifts and contributions, among which is a remittance of 468 marks banco, sent by Messrs. Ferdinand Niessen and Th. Wagner, of Shanghai, and handed over to the Committee by Herr G. H. Th. Siemssen, of this city, being the amount of a collection made among the captains and crews of German merchant ships in the port of Shanghai. The total amount received is 482,484 marks 11 schillings banco and 192,808 marks 9 schillings currency.

A bronze medal commemorative of the war with France is now being struck at the Berlin Mint. In shape and size it will be similar to the medals for the campaigns of 1813 and 1814, showing on one side the Iron Cross for Bravery, and on the other simply the year. It will be worn with a ribbon of black-white-red, and be given to all officers, non-commissioned officers, and privates who took part in the war, and as these were more than a million, the labour of the Mint in striking off the medals is very considerable.

From Danzig we learn that as a large part of the crews of the *Hertha* and the *Medusa* at Yokohama have completed their term of service, the corvette *Nymphe* has been put in commission, and will sail in about a month for Japan with a fresh crew for the first-named vessel, bringing back those who have served their time.

Digitized by Google

The Chancellor, Prince Bismark, has received at a private audience Sameshima, who is described as the Chargé d'Affaires, of the Mikado of Japan, and received from him his credentials.

COMMERCIAL.

The produce market is in a dead calm, but on the whole prices are well supported. Of Tea the sales by importers amounted last week to only 192/8 and 205/16 chests of Souchong, and a few hundred chests of various sorts by the dealers. For Pepper there is a fair local demand, Singapore fetching 5¾ to 5⅞ sch. bco., and Penang 5⅜ to 5½. There has been a brisk inquiry for refined Camphor, notwithstanding which the price is lower than it was. The 61 chests of Starannis lately imported direct from China was sold immediately on being landed. Oil of Cassia is now an object of speculation, 110 chests having been bought up, so that the market is quite bare of that article. About Rice, Cassia Lignea, and Spelter there is nothing to report.

SHIPPING.

SAILED.—Hunsingo to the Amoor; Da Capo to Vladivodstock.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 3.

After a six days' debate the Second Chamber has finished the general discussion which always precedes the passage of the Budgets. It is very difficult to state of several speakers whether they intended to oppose or to support the Ministry. Some Liberals evinced much opposition towards the Cabinet, and doubted whether it would fulfil its task well, but they nevertheless were inclined to support it. There were some anti-revolutionists who were greatly delighted that the Minister of the Home Department had declared that he would listen to their grievances with regard to the instruction law, but who, notwithstanding, seemed quite disinclined to support the Cabinet. The Conservatives were in general very quiet, and their opposition was not at all so sustained as that of Mr. van Houten, the only member who represents Radical principles. The Clericals took no part in this political discussion, except Mr. Heydenryck, and he did not warmly oppose the Ministry, but explained the reasons why he had left the Liberal camp. Mr. van Nispen, the leader of the Clerical party, spoke upon finance, about which he does not know much. The greatest and general complaint was of the Ministers' intention to deal in the first place with the question of defence and to spend many millions thereupon. This militarism was generally condemned, and but very few members were inclined to grant the enormous credit asked for in behalf of national defence. The Conservatives agreed with the Liberals that the interests of the people ought not to be sacrificed to an expenditure for military purposes, and several members declared that they should vote against the War Budget. In the course of the debate there was also much questioning upon the Reform Bill, the reorganisation of the taxes, academical instruction, the colonial question, &c. The members hoped that Minister Thorbecke would give positive declaration of his policy, which was considered to be the more necessary now that the elections, to renew one half of the members of the Second Chamber, are near at hand. The Premier, however, refused; he, as well as his colleagues, stated that they should do as much as could be done, but he declared that he would not promote the question of defence at the cost of other matters. The Minister of Finance has given a very favourable sketch of the state of the Treasury; and the Minister of the Colonies added that no loan would be necessary in order to complete our railways. Nothing was said about the reorganisation of our taxes; it seems that Mr. Blusse has not yet formed a definitive plan. Of course the debate upon the different chapters of the Budget will be very warm; a commencement has been made with the Budget of the Foreign department. Complaints were rife of the enormous cost of our diplomatic representation at Foreign Courts, and it was much applauded that the Minister of Foreign Affairs had not proposed to appoint an Ambassador at Peking.

To-day the members were busy in the Sections with the examination of the Treaty between England and Holland, regarding the transfer of our Settlements on the Coast of Africa. From that Treaty I derive the following:—Art. I. H.M. the King of the Netherlands transfers to H.M. the Queen of Great Britain and Ireland all his rights of Sovereignty, the jurisdiction and property which he possesses on the Coast of Guinea. Art. II. This transfer includes all the fortresses, buildings, and public works, with all the grounds belonging to them, and which are now the property of the Dutch Government, besides the stock of guns, arms and ammunition; and further, the household goods, with the exception of those which, according to the opinions of the Dutch Government, are not fit to be transferred. For the transfer of these things a sum of not more than £24,000 is to be paid to H.M. the King of the Netherlands. The exact amount will be fixed after the ratification by special representatives to be appointed by both parties. The terms and manner of payment will be fixed by a special treaty, under condition that an interest of 5 per cent. shall be paid from the date of ratification up to the time of payment. I need not repeat that the whole Treaty is generally condemned.

As I stated in a former letter, the creditors of the Oost Indische Maatschappy van Lyfrenten are convoked to meet on the 8th inst., in order to decide upon the proposals for a friendly liquidation. On the 6th the shareholders will meet, in order to consider these proposals. I also said that there is but very little chance that the creditors will agree to the plan of liquidation, which, according to the *Amsterdamsche Courant*, will be that one third of the 60 per cent. should be paid in June next, one fourth in December, 1872, and the remainder parts by annual instalments. I think it is no wonder that unfavourable rumours are current in our financial circles about this liquidation. The shareholders of the Internationale are convoked to meet early in June.

The Prince of Orange has arrived in St. Petersburg. Rumours are still spread that there is a question of a marriage with the Princess Marie Alexandrovna.

THE ROTTERDAM BANK.

From the annual report of the managers of the Rotterdam Bank I learn that the bank has passed through the heavy crisis of last year without sustaining any loss in Europe. The business transacted by the head office has been very remunerative indeed, leaving, as the report states, a net benifice over the capital working there of 11 97-100 per cent.

The principal endeavours of the bank in India were directed towards the liquidation of the sums which have formerly been invested in Java in a manner which prevents the bank from disposing of them for real banking purposes. After the arrival in Java of one of the directors, Mr. Canters, a serious inquiry into the nature of those assets has led to the necessity to reduce their value considerably, and consequently the account of losses and profits of the head agency at Batavia balances with a loss of f.198,606.18.

The assets in India, originating from before 1869, have again been reduced by f.307,591.74. This has reduced the available sum of profits of the head-office to f.79,035.87, out of which a dividend of f.2 per share has been declared.

The Sourabaya agency has been liquidated. Messrs. Dummlers and Co. and Mr. H. Meyer, formerly directors of the Batavia head agency, having retired, its management has been, at the request of the commissioners and directors, accepted by Mr. Canters as head agent (Mr. Canters, nevertheless, maintaining his position as one of the directors of the bank), and he will be assisted by Mr. Soeters, formerly agent at Sourabaya.

The hope formerly expressed that the liquidation of the old assets in Java would, after the reductions of last year, occasion no new losses, has not been realised. Commissioners and directors feel not even sure that this liquidation will not finally occasion new disappointment.

The sound and healthy position of the bank, however, and the nature of the very satisfactory results of the business transacted from Rotterdam with Europe and India, secure doubtlessly the future position of the bank, and makes it more independent of the results of the liquidation of the old assets in India, even if this should for a short time yet exercise an influence upon the dividends of the shareholders.

PRODUCE MARKETS.

According to general anticipation, the Trading Company's April sale of Java Coffee has been attended with a good result, which was partly caused by the comparatively small quantity, which consisted, moreover, of a very suitable assortment. In other articles of Colonial produce there has been, upon the whole, but little stirring, and our market is quiet.

COFFEE.—Since the auction a firm tone has continued to prevail for the article, and the pale numbers are still inquired after. Sales have been closed by private treaty of 3,200 bags Padang, ex Magdalena, at 37c. to 42½c.; 715 b. Macassar, ex Catharina Elisabeth, at 30½c. to 31½c.; 552 b. Java, ex Pride of England, at 36½c.; 120 b. do., ex Grefve Berg, at 15½c. to 29c.; 750 b. do., ex Henriette Adriana, at a price not named; 3,542 b. Padang, ex Magdalena; 2,600 b. Java and Macassar, ex Catharina Elisabeth, Anna, and Adriana. Total stock of Coffee in Holland: On warrants, 231,100 bags; Trading Company's unsold, 508,900 bags; private, 74,600 bags.

SUGAR (RAW).—The market has assumed a very quiet appearance, in consequence of the late numerous arrivals, by which our home refiners are now amply supplied. A few small lots of No. 14 to No. 16 have been disposed of for export at full prices.

TEA.—There is scarcely anything doing in the face of the public sales of Java taking place next Thursday and Friday. 4 ¼-chests Java Pekoe, mark Nangoeng, bought in at public sale here on the 12th ult., have been disposed of.

SPICES.—A firm tone prevails for Nutmegs and Mace, but no transactions of note have taken place. Stock on warrants: Nutmegs, 2,760 casks; Mace, 162 casks; Cloves, 2,720 casks; Cinnamon, 29 packages; Pepper, 600 bags.

RATTANS.—80 piculs, ex Sattara, have changed hands.

RICE shows no change whatever. The demand remains inactive, but prices are well maintained. Sales have been closed of 6,880 bags Java Indramayoe and Kandanghauer table, ex Jason, at f.10 to f.11.

ARRACK.—150 casks Batavia, ex Carin, put up to tender, have not been acquitted, but a small parcel of 17/2 casks, ex Concurrent, has been disposed of.

COTTON remained in the same dull position as of late until the latter part of last week, when a material improvement took place in the tone of the market, consequent upon higher quotations from America, and sales have been making of American at an advance.

DIVIDIVI.—50 tons second sort, just arrived ex Georg, are offered on sale at f.9 for delivery ex quay.

DRUGS, &c., offer nothing of moment to mention, except the sale by secret tender of 21 tons African India-rubber.

HIDES continue to meet ready buyers. Sales have been closed here by private contract of parcels imported ex Gutenberg, Louisa, Fop Smit, Oceana, Otto, Nestor, Helena and Henrietta, Ary and Betsy, and Jan van Brakel.

BANCA TIN.—Hardly any demand is perceptible for this article, of which only small lots have changed hands for present delivery at f.76 to f.76¼, whilst f.76¾ has been paid for delivery ex the coming autumn sale. Stock on warrant—Banca, 98,235 slabs. Unsold of the Trading Company—Banca, 44,816 slabs; Billiton, 2,051 slabs. Private stock of Billiton, 7,400 slabs.

TOBACCO.—Some sales have been closed by private contract, viz. 210 b. Java BLC, 261 do. EMK, 92 do. VF. To-day some lots will be sold by private tender.

SHIPPING.

ARRIVALS.—April 26, at Brouwershaven, from Sourabaya, Isaac da Costa; 27, at Brouwershaven, from Batavia, Cornelia Mathilda; at Texel, from Pasaroeang, Glencoe; 28, at Texel, from Tjilatjap, 3 Gezusters; May 1, at Brouwershaven, from Batavia, Noach III.

DEPARTURES.—April 26, from Texel, for Batavia, den Elshout; 25, from Flushing, for Java, Maasnymph, Gebroeders van der Beek; May 2, from Texel, for Batavia, Maria Elise.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

ny Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MAY 8, 1871.

THE YOUNG KING OF SIAM.

"STILL it moves." The revolution of the world is not more certain than the progress of enlightenment and civilisation. One of the most remarkable proofs of the strides which have been made in this direction in the half century that has just elapsed is supplied in the tour of the young King of SIAM, of which we have just received the first account. Singapore was the first place at which the Royal traveller stayed on his way, and we congratulate our friends in the Straits on the appreciation of their energy, public spirit, and growing importance which is shown by the King selecting the principal island in the Settlements for his first step in breaking through the rule of isolation which has hitherto surrounded the throne of Siam. Fifty years ago Singapore was a sort of island desert, infested by a handful of pirates and semi-savages. In the same year that witnessed the birth of her present MAJESTY the British flag was for the first time hoisted in the Malay peninsula. Now it is the seat of a thriving commerce, a rapidly increasing population, an independent and influential press, and a Liberal Chamber, which adopts English legislation almost as fast as new measures are passed at home. Not less remarkable, although a little slower, is the change in the constitution of Siam. Two hundred and fifty years is certainly a long time, even in the world's history, to take to return a visit, and two hundred and fifty years have elapsed since the first British ship put in at a Siamese port. Nevertheless, taking into account the persistent way in which our countrymen have all that time ignored the commercial importance of Siam, we must own that the balance of prejudice, now happily broken through by the example of the young King, can scarcely be said to weigh very heavily on the side of the Siamese. Independent of its extraordinary resources as the "place of ten million elephants," Siam is one of the largest rice-producing countries in the world, with a highly intelligent population and sagacious rulers, a proof of which is the late concession to European sugar companies. The second King, by making his present visit to the British possessions, has afforded a pledge of his intention to profit by the improvements of which he must have heard so much, but which he will be the first Siamese in the world's history to witness. This young man has made up his mind not to take information at second-hand, but to see everything for himself; and we hope and believe that, wherever he goes, his reception will be so cordial, his visit made so agreeable to himself, and that he will see so much to interest him at every port he touches at, that he will be induced to extend his tour. Next in order in the Siamese Royal progress comes Java, where we may be sure that our Dutch friends will afford him the most hearty welcome, and where he will see much to admire, and where, if our Dutch correspondent is right, the Government may possibly profit by the diffusion of some of his cosmopolitan views. As the young King comes nearer and nearer to Europe, we hope that the inducements to include it in his trip will become stronger and stronger. We should rejoice at a visit from him, not only because of the knowledge which he would derive from seeing England as it is, but also because we might hope that his example might not be thrown away upon some of our own rulers, who are too content to take accounts of foreign countries on hearsay, instead of inspecting them for themselves.

THE CHINESE DESPATCH.

THE replies of Earl GRANVILLE and Lord ENFIELD to the questions put by the Earl of CARNARVON in the House of Lords, and Mr. MAGNIAC in the Commons, which we print in another column, exhibit a want of administrative ability, and an utter absence of any feeling of official responsibility. Whether we regard the circular which the Chinese Government has just addressed to the foreign Ministers, either from the circumstances which gave rise to it, from the manner in which it was received and treated by our own representative, Mr. WADE, or from the tone with which the subject was pooh-pooh'd by our Foreign Secretary and his junior—whether we look at it from the side of cause, effect, result, or probable consequences—the conviction it produces is equally unsatisfactory. It is the peculiar accomplishment of the present Ministry to make nothing clear except their incapacity. When Mr. CRAWFORD on one occasion told the present Chancellor of the Exchequer that he was fortunate in not having had to undergo a Civil Service examination before he was installed in the important office which he fills, he expressed a truth which might be applied with equal, if not greater, force to more than one department of our political system. The Chinese Plenipotentiary was despatched to Europe many weeks ago, ostensibly to make atonement—or at least to arrange some terms of satisfaction—for the outrage at Tientsin, which would inevitably have led to war being declared by France, if the French Empire had not been rendered powerless by the war and subsequent revolution. In reality CHUNG HOW's object in coming to Europe was simply to "see how the land lay"—whether, France being prostrate, her chief ally was prepared to take her part or no. We pointed out to Earl GRANVILLE over and over again that it was of the first importance that CHUNG HOW's mission should be carried out in its integrity—that is, on the basis on which it was originally proposed; and we pointed out also that the wily Oriental would be certain to take advantage of any neglect of the opportunity to wriggle out of the responsibility which he had voluntarily incurred. We were not deceived, but Earl GRANVILLE was. The chiefs of the Foreign-office went on pursuing their favourite occupation of lotos-eating in blissful security, letting week after week go by without taking the slightest steps to bring CHUNG HOW to book. The astute Chinese soon began to "see his way." He took care to move from place to place in France without committing himself to the acknowledgment of any Government there; and as our Ministers were so complaisant as to let him alone, he returned the compliment by taking no sort of notice of them. No doubt he read the *Pall Mall Gazette*, and was happy. He knew from that veracious and complacent journal that whatever Mr. WADE did in China was perfectly certain to be approved by Earl GRANVILLE in London; and he knew from personal experience what sort of action Mr. WADE would take if he gave him notice, *à la* GORTSCHAKOFF, that the Chinese Government were about to tear up their Treaties, and that he must consequently take care never to allow Englishmen to insist on them again. Accordingly he sent a despatch to his Government informing them that there was no sort of risk in the violation he was proposing; that France could not, and England would not, resent it; and that altogether it was "such an opportunity as might never occur again" to expel foreigners from every part of China except the Treaty ports—no doubt with a view to expel them from those also as soon as the thin end of the wedge was well driven home.

Here, then, was the *cause* of the late circular; now for the effect. The Chinese Government had as much confidence in CHUNG HOW as CHUNG HOW had in Mr. WADE, and immediately despatched the proposed circular to the foreign Ministers, giving notice of the changes which they intended to make, and which, as they would certainly destroy the fundamental principles of our treaties, Mr. WADE might have been expected to think of sufficient moment to be communicated to his Government with the smallest possible loss of time. Earl GRANVILLE, however, now informs us, and without the slightest expression of blame, that this was precisely what Mr. WADE did not do. True to his policy, he sent the circular home by almost the slowest mode of conveyance possible in these overland days—and it has not come to hand yet. Consequently the Foreign Secretary has the proud satisfaction of being able to declare that Her MAJESTY'S Go-

Digitized by Google

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

CRESSWELL—On the 4th May, at Carlton Villa, South Norwood, the wife of H. S. Cresswell, of a daughter.

SPENCE—On the 16th March, at Yokohama, the wife of Edwin J. Spence, of a daughter.

STEPHENSON—On the 22nd April, at Fremont, Bowdon, near Manchester, the wife of T. Stanley Stephenson, Esq., of a son.

MARRIAGES.

COLE—WOOLLARD.—On the 3rd May, at Kirdford Church Sussex, by the Rev. J. F., Cole, uncle to the bridegroom, Samuel Frederick Cole, of the P. and O. S.N.Co. third son of the late T. F. Cole, Esq., of Ryde, I. of W., to Martha Ann, eldest daughter of the late Major Woollard, of H.M.'s St. Helena Regiment.

HALL—ELY.—On the 20th April, at St. Mary's, Stoke Newington, by the Rev. W. Pennefather, incumbent of St. Jude's, assisted by the Rev. T. Jackson, prebendary of St. Paul's and rector of the parish, Newman Vine, only son of John Vine Hall, of South Hampstead, to Margaret, fifth daughter of the late George Ely, M.D., Rochester, Kent. No cards.

MARTINDALE—SPICER.—On the 2nd May, at Woodford, William Martindale, of Leytonstone Essex, and Queenhithe, E.C., to Louisa, eldest daughter of James Spicer Esq., J.P., of Woodford, Essex, and Upper Thames-street.

MORRISON—On the 11th March, at the Small-pox Hospital, Hiogo, John R. Morrison, chief officer s.s. *Mowtan*, aged 33 years.

DEATHS.

BALFOUR—On the 29th April, at Beech House, Morningside, Edinburgh, Colinton De Verinne Balfour, third son of Mackintosh Balfour, Esq., of Bombay.

LITERATURE.

—o—

Travels of a Pioneer of Commerce in Pigtail and Petticoats; or, an Overland Journey from China towards India. By T. T. Cooper. London: John Murray.

In the preface to this handsome and attractive volume Mr. Cooper anticipates the objections which he thinks most likely to force themselves on the minds of the readers of his narrative. He tells us that the circumstances of the journey he describes absolutely precluded scientific observation; the only instrument taken, viz., a thermometer, was broken at an early stage, and travelling by boat and chair is not favourable to minute investigation. The author also explains that the map which he gives is not intended to show the correct geography of the countries through which he passed, but merely to help the reader to follow him in his expedition. In other words, the volume before us may be regarded rather as a vivid account of adventures and impressions than as a guide-book strictly available for future pilgrims in the same perilous track. The apology is a fair one, and we can assure Mr. Cooper that his readers will find it amply borne out. The journey he undertook was as dangerous as it was interesting, and his account of his adventures in the course of his travels has the charm which must always attach to an unbroken series of always amusing, and sometimes exciting and instructive, scenes.

The project of the present journey was suggested to Mr. Cooper so long ago as 1862, when the author met Dr. Clement Williams, who had just returned from an expedition up the Irrawaddy to Bhamo; but Mr. Cooper's purpose of attempting to reach China from Rangoon by following Dr. Williams's route had to yield to the force of circumstances, and it was not till the end of 1867, after a residence of several years at Shanghai, that he found himself free to indulge in them. Sir Macdonald Stephenson's map of China, showing a projected railway from the Yangtzse to Bhamo, *via* Talifoo, showed the importance to Rangoon of commercial intercourse with China in that direction; and it seemed to Mr. Cooper that this line would not help to bring Calcutta into commercial relations with her, as the Irrawaddy would be the highway by which the trade would naturally descend between Yunnan and Rangoon, making that port, instead of Calcutta, the depot of trade between our Indian possessions and Yunnan. Mr. Cooper resolved therefore to try for a more direct road to Calcutta, and he decided to attempt Blakiston's projected route. Having formed this intrepid resolution, Mr. Cooper prepared for his necessary travelling metamorphosis by taking to the pigtail and petticoats, and by accustoming himself to the use of those necessary, but strange accessories of travel. By Mr. Wade's advice he took no instruments with him, for fear of arousing the opposition of the people; and he obtained a passport at Kiukiang, describing him as an English scholar, travelling on the Great River and through the countries beyond to India. Accompanied by a Chinaman, named George Phillips, a native of Hankow, who acted as interpreter, Mr. Cooper commenced his exploration in January, 1868. We do not propose to accompany him through all the adventures he encountered, since we can cordially recommend his present account of them to our readers, assuring them that they will find him a very agreeable companion for a fireside traveller; but, pending their procuring the volume for themselves, we present a few of the scenes which seem to lend themselves most readily to extract.

Here is an adventure to start with:—

While threading our way down one of these narrow passes, I happened to be in front of the baggage ponies, when one of them was struck by a mass of rock, which rolled from above; the frightened animal rushed madly down the path, and I had only time to look back and perceive my danger. A collision seemed inevitable, which would have hurled us all down the precipitous side of the mountain with the foaming torrent below. In a moment I threw myself flat down across the path, the frightened animal leaped over me, and cannoning against my saddle pony, slipped and fell, rolling over the precipice, with a scream of agony, into the stream. I made sure he was killed, and looking down, I saw him being rolled over and over in the water, till he at last brought up against a large boulder, still carrying his load; the poor brute, however, scrambled to his legs, and stood apparently little the worse; but it seemed impossible to set him up, so steep was the cliff, and my followers proposed to descend and bring up the baggage, and leave the horse to his fate.

This is sharp work; but the next affair may possibly have been the more trying of the two:—

A brisk morning march had fully prepared me to do justice to the viands, as well as the Samshee in which I pledged my sylph-like attendants. When their pressing entreaties failed to make "Tang" eat any more, they handed me my pipe; and I threw myself back on the grass, and yielded to a fit of castle-building. From this state, however, I was soon roused by the girls, who came up in a group, pulling along in their midst a pretty girl of sixteen, attired in a silk dress, and adorned with garlands of flowers. I had already noticed this girl sitting apart from the others during the meal, and was very much astonished when she was reluctantly dragged up to me and made to seat herself by my side; and my astonishment was considerably heightened when the rest of the girls began to dance round us in a circle, singing and throwing their garlands over myself and my companion.

I was beginning to feel that it would be as well to move, and rose for the purpose of giving orders to saddle, when Philip came up looking very foolish, and with a long face, said, "Well, Sir! this is a bad business; That young girl has been sent instead of the servant I hired, and they have *married you* to her!!" My first impulse was to roar with laughter; but the next moment I realised the serious awkwardness of my predicament. That I had become a victim to a custom of Thibet, of which I was not altogether ignorant, was apparent; and the idea of encumbering myself with a useless girl was dreadfully startling. The grove, before so cool and pleasant, became dark and stifling; the limbs of the walnut trees, which I had been placidly admiring for their gigantic proportions, seemed transformed as by enchantment into the arms of demons uplifted to clutch me. For a short time I sat utterly bewildered; at last, however, I called up the two elderly women, who proved to be the aunts of my bride, and informed them that it was not the custom of Englishmen to marry strange women or buy them, and that they must take back their niece. Upon this they set up loud lamentations, in which all the girls joined. The clamour soon brought several men and women from a neighbouring house, and I was unanimously pronounced to be a great scoundrel, who wished to cast disgrace upon a respectable family who had given me their daughter.

The following is in Mr. Cooper's best style. He is threatened with "requisitions" by some local authorities:—

They entered with an air of great importance, followed by five soldiers, and seating themselves on my bed, handed Philip the letters, desiring him to read them. The first one ran as folows:—"Just now there is a great fight. The General Seang-Owhau wants money. He desires that the English merchant, Tang Koopah, will lend him two thousand five hundred seeang, which shall be repaid after the fight. If he lends this money he will sooner be able to go to Ava; and if he has the money he must not say nay." The second letter was to this effect:—"Seeang Ta-jeu hears that the English merchant has a foreign gun, and a wonderful little gun, which shoots five times without fire or powder. For the general good of the people and the country those must be lent to the General, in order that the Mahomedans may be frightened with these foreign guns." When Philip had read these letters he told me that they only bore the seal of the General's writer, and were without date.

Laughing in very bitterness of soul I told the scoundrels that I had no money to lend, for eighty taels was all I possessed, and barely sufficient to enable me to reach my country. Ho Ta-lowya then, in a bullying manner, declared that he did not believe it, and would search me, and at once gave orders to his soldiers to examine my luggage. I told him quietly that I should not allow this; then, seeing that they really intended violence, I asked them to call Tien, and said that if he ordered me to show my baggage I would consent. To this they agreed, and Tien was called; he soon made his appearance, and innocently asked what was the matter. The farce of explaining matters to him was gone through, when, with a friendly air and voluble assurances that no harm was intended, he advised me to let the General's messenger see that I really had not got the money, and to give them what I had, which would soon be returned.

It was evident that a robbery was intended, and it was equally plain that the loss of my remaining eighty taels would render it impossible for me to reach either Burmah or Bathang. I resolved, therefore, to stand to them till the last, and, pretending to agree with Tien, I suggested that the soldiers should be sent out, to make room for Philip to display all my possessions. My cunning friends were duped; they ordered the soldiers out of the room, and, when the last one had passed out, I sprang to the door, shot to the wooden bolt, and drawing my revolver, covered Tien's head. My blood was up, and as I stood glaring at the frightened scoundrels cowering before me I felt a devilish inclination to blow out first their brains, and then my own. For several seconds no one spoke, and at last I said to Tien, "Ah! you have got me in your yamun, and think to rob me more easily. Good! Now, listen. I will show you everything I have, even to my eighty taels, and if one of you puts a fingers on them I'll shoot you all, and then destroy myself." When I had done speaking Ho-ta-lowya called to the soldiers to shoot me through the window, and the end of a gingall was shoved through the paper. I hesitated for a second to fire at Tien, and then finding that the soldiers did not fire, I told Tien, still pointing my revolver at his head, that the moment I was struck my revolver would go off, and shoot him. His terror, on hearing this, was perfectly sickening; he screamed at the soldier (who was trying to light the match of his gingall by the aid of a flint and steel) not to fire, and to take away his weapon. The long snake-like barrel was drawn back, and I breathed more freely, while the three cowardly wretches in my room begged me not to be angry.

Here we must take leave of Mr. Cooper for the present, but we shall resume his companionship next week.

Digitized by Google

PARLIAMENT.

HOUSE OF LORDS.

THE CHINESE DESPATCH.

(May 1st.) The Earl of CARNARVON asked the noble Earl opposite (Granville) whether he could confirm the authenticity of a telegram from Shanghai which had appeared in the public press, according to which the Chinese Government had demanded that female schools should be abolished, that teaching contrary to the doctrines of Confucius should be prohibited, and that all missionaries, except those at Treaty Ports, should be regarded as Chinese subjects; a declaration being added that in the event of another massacre compensation would not be granted, and that only the actual murderer would be punished. This announcement had already caused considerable anxiety, and if the noble Earl was in possession of such a despatch from the Chinese Government he should be glad to know whether he would object to lay it on the table.

Earl GRANVILLE was understood to reply that the Government had not received a telegram of such a purport, and that he could not confirm the accuracy of the statements referred to by the noble Earl.

HOUSE OF COMMONS.

THE CHINESE DESPATCH.

(May 1st.) Mr. MAGNIAC (L.) asked the Under-Secretary of State for Foreign Affairs whether the Government had received any information from Mr. Wade in regard to an announcement said to have been made by the Chinese Government which would appear to be in contravention of their treaty obligations with foreign countries. He likewise wished to know whether the report was correct that a Minister had been appointed to China.

Mr. MACFIE (L.) also asked the Under-Secretary of State for Foreign Affairs whether he had any information (or would communicate to that House when he should have it) as to the matters reported in a telegraphic despatch from Shanghai, dated the 12th of April, relating to the treatment of missionaries.

Lord ENFIELD said a telegram was received some time since from Mr. Wade, at Peking, to the effect that he had sent a circular on the missionary question which had been addressed unofficially by the Chinese Government to foreign legations. Up to the present time, however, the despatch containing the circular in question had not been received at the Foreign-office. He could not positively undertake to produce a document which he had not yet seen, but whenever it came to hand he would at once communicate with his hon. friends on the subject. As to the second question put by his hon. friend the member for St. Ives, he had no information to give on that point.

Mr. MAGNIAC thought that as Mr. Wade not unfrequently sent a telegram when nothing had occurred, he might possibly have sent one when something had occurred.

Lord ENFIELD said a telegram had been received from Mr. Wade stating that the circular had been received by him, and that he would forward it by mail.

OUR MINISTER AT PEKING.

(5th.) Mr. MAGNIAC asked the First Lord of the Treasury whether, in the present condition of the relations of China with foreign nations, Her Majesty's Government did not consider it advisable to fill up the appointment of Minister at Peking, now held temporarily by Mr. Wade.

Mr. GLADSTONE said the office of Minister at Peking was not actually vacant. Sir Rutherford Alcock was British Minister there; he was at present in England on leave of absence, after a residence of four years at his post, and provision was made during the absence of Sir Rutherford Alcock for the discharge of his duties by the appointment of Mr. Wade as Chargé d'Affaires. He was bound to say that, in the opinion of the Government, that was a very effective provision, Mr. Wade being a man of ability and thorough competence in the discharge of the duties of the mission, and possessing, in addition to other more general qualifications, a very competent knowledge of the Chinese language, so that he had all the gifts necessary to the satisfactory fulfilment of his functions.

MISCELLANEOUS.

HONG KONG GAMBLING.

The *Globe* remarks that if the Parisians are sincere in their expressed hostility to the Germans, the temples of rouge-et-noir and roulette at Homberg, Baden, and other watering places will be deserted, and the Newly-crowned Emperor, when they have ceased to pay a handsome revenue to the State, will possibly order them to be closed. The disappointed gamblers, casting about for a suitable locality in which to pursue their favourite pastime, will learn with surprise that they may find it on British territory. In the *Hong Kong Daily Press* of March 8th there appears a memorandum from Chief Justice Smale, handed in at the last meeting of the Legislative Council, in which he recapitulates some of the reasons sent to the Colonial Secretary why gambling should be suppressed in the colony. But putting aside his legal arguments, on the ground of morality alone, the reasons for suppression appear very cogent indeed. It has fostered and caused many serious crimes and suicides. There are fifteen gambling houses in Hong Kong, while in the worst times at Paris there were only eight; and in the few places in Germany where gambling is allowed, one only usually exists. Within the first two years of the licensing system he calculates that over 20,000,000 dols. have been won and lost across the gaming table, and that under any calculation, this represents a mass of gambling which is unequalled according to population anywhere. Gambling is a crime in China as well as in England, and the actual licensing of it being a crime, lowers the prestige of the English Government and name, more especially as it was actually put down by a good governor lately in Canton province.

SIR JOHN F. DAVIS, late Governor of Hong Kong, has published a few observations on the art of swimming, under the quaint title of *Floating before Swimming; or, Every Man his own Corks;*" and the gist of the worthy baronet's argument, which he has dedicated to the Humane Society, seems to be that it is advisable to learn to float before you attempt to swim—because "as a man must stand before he can walk, so he must float before he can swim." This assertion, which some of our practical readers may perhaps be inclined to dispute, is not much strengthened by the obvious truism that "a log of light wood floats on account of its buoyancy, and not because it can swim." The author's form of argument is, however, too eccentric to be given in any one else's words when his own are available. He says:—"Every man, woman, and child *in Great Britain* would be as safe from sinking as this log of wood, if they would think as little about it, and remain equally quiet." We might suggest that "every man, woman, and child," *out of Great Britain*, possesses precisely the same peculiarity, because a person is not any lighter in the water because he is of light complexion. "Nature," he proceeds, "has benevolently given us this buoyant principle of safety in common with the beasts, and we perversely mar it by our ignorant terrors." This is not without truth, but it should be taken *cum grano salis*—like the water in which it is most easy to swim. Sir John's motive in his present little *brochure* is truly benevolent, and we hope the publication may tend to the realisation of his object. We would, however, recommend those who wish to put his theory into practice not to get out of their depth in making the experiment.

ZOOLOGICAL SOCIETY.—At a meeting of this society, held at their Rooms in Hanover square, on Tuesday, the 2nd of May, a very interesting paper by Viscount Walden was read by the Secretary, upon the "Birds of the Island of Celebes." The paper was illustrated by various explanatory tables of the genera of the various kinds of birds described, which consisted of 193 varieties, showing to what countries they were due for their naturalisation. Several specimens of small birds were on the table, which had been collected by Mr. Wallace, who was known some years ago as an indefatigable naturalist in the Malay Archipelago. We trust the Zoological Society will soon be turning their earnest attention to the collection of specimens of natural history in China, and we can assure them they will there find a field for production which will clear up many present difficult points in connection with the countries from which various animals and birds may have originally come.

THE Envoys from the Burmese Empire, accompanied by Captain Sprye, arrived in Liverpool from Manchester. They were received by Mr. Blood, secretary of the Chamber of Commerce, who proceeded with them to the North-Western Hotel, at which they are staying. In the course of the afternoon several of the distinguished visitors were conducted on 'Change, where they attracted great attention. In the evening the Envoys dined with the Mayor (Alderman Livingstone) at the Town-hall. The President of the Chamber of Commerce, Mr. W. B. Forwood, has invited the Council of the Chamber to meet the visitors at dinner on Tuesday evening.

AN experiment with Chinese labour in the manufacture of cotton goods has been tried at Bâton Rouge, U.S., which promises to lead to important results; 160 Chinese have been employed on the looms in the Penitentiary workshops. They are paid twenty-two dollars a month in gold, and even at these wages Mr. James considers them quite as cheap as convict labour. The results of this experiment are attracting much attention throughout the South, and we understand that several cotton mills are projected in different localities in which white labour will be employed by day and Chinese labour by night.

THE REV. ALEXANDER WILLIAMSON, B.A., of Chefoo, China, we observe, has had the degree of Doctor of Laws (LL.D.) conferred upon him by the University of Glasgow, of which he is a graduate. Dr. Williamson, whose work upon North China, Manchuria, &c., created no slight interest, in his labours as representative of the Scottish National Bible Society, is about to return to Chefoo, and undertakes in addition, we understand, the United Presbyterian Church of Scotland Mission there.

THE Curlew, 3, double-screw gun-vessel, Commander D. Boyle, arrived at Plymouth on the 24th ult., and was detained there for three days, having some slight defects to make good. She finally sailed on the 27th for China. The Curlew will proceed *via* the Suez Canal, calling at Malta, Aden, Trincomalee, and Singapore *en route*.

MR. ELLIOTT MARTEN, Her Majesty's Vice Consul at Sarawak, had an interview with Earl Granville, at the Foreign-office, on the 2nd inst.

STEAM CLIPPERS TO CHINA.

(To the Editor of the *London and China Telegraph*.)

SIR,—The remarks in your issue of the 24th April regarding "Insurance on Steamers to China and Japan" encourage me to trouble you with a few lines on the subject of the miserable passage made by some of the "splendid full-powered screw steamers" which are placed on the berth by some of the leading brokers in the trade. My own immediate attention is more particularly called to the *Oberon* and *Parana*.

The *Oberon* left London, according to your tables, on the 29th October, for Singapore, Hong Kong, and Yokohama. She arrived at the latter port on the 10th March, after the modest passage of 132 days. Of this it is only fair to add that five days were occupied at Mocha giving shelter to a number of civilians during an Arab rebellion. She was advertised as a "splendid auxiliary screw

Digitized by Google

steam clipper" of "300-horse power effective." Freight to Japan 90s. and 10 per cent.

The case of the *Parana* seems almost worse. She was advertised as "the splendid full-powered screw steamer," "180-horse power nominal." Freight to Japan, 100s. and 10 per cent. She sailed from Deal on the 7th December, arriving at Singapore on the 19th February,—seventy-four days! *Au reste*, all I can hear of this "splendid full-powered steamer" is, that she left Singapore on the 24th February, arriving at Hong Kong on the 11th March, and was still there on the 22nd—105 days out!

From Yokohama there are advised arrivals to 8th April, and I conclude that had this wonderful steamer arrived prior to that date she would have been included in the advise. She has thus been allowed 122 days from Deal to Yokohama, and does not appear to have accomplished the extraordinary feat.

As a contrast I would mention the voyages of the sailing vessels *Lothair* and *Serica* to Yokohama, both from London. The former accomplished the passage in 140 days, and the latter in less than 136 days. These are by no means extraordinary passages, and I only instance them as made at the same season of the year as the above steamers.

Now a word about brokers. Is it not as much their duty to protect shippers as to look after the interests of shipowners? We give them our goods to ship, and we pay steamer rates. Should not they consider it a moral obligation to see we get our money's worth?—I am, Sir, your obedient servant,

London, May 1, 1871. A MERCHANT.

(To the Editor of the *London and China Telegraph.*)

SIR,—It was always felt by those who favoured the Taiping rebellion in China, and witnessed with pain the efforts of the French and English Governments to uphold the Imperial power, that the time would come when that action would be regretted, and foreigners be made to suffer for such erroneous policy. Indeed, every one was sure that, so soon as they possibly could, the provincial authorities would do without aid by foreigners in fighting the rebels, and that then the mandarins would cast their employés on the world, in utter disregard of past services. But few were prepared for what has also occurred, viz., an attempt to ignore the memory of the brave men who did so much for them; this being shown in their having removed the tomb which covered the remains of General Ward at Sung-Kiang-fu, and taken away a slab which had been erected in the same city by order of Le, Taoutai (Deputy Viceroy) of the province of Kiangsu, in July 1865, to commemorate as well the name of Ward (General), as of two majors, eleven captains, and a lieutenant of that army which battled—though *not always* victoriously—with the Taiping revolutionists. These removals, according to a correspondent of the *Budget* (a Shanghai newspaper), were effected—in the matter of the tomb and bones of Ward—by the mandarins Ying and Chang, as far back as September, 1867 (Ying being chief magistrate of the city at the time), the slab being torn down by a mob of *literati*—young students who had flocked to the University in April last year to be examined for the degree of Bachelor of Arts; in both cases representatives of the native aristocracy, the party who so bitterly oppose all progress of the foreigner in China, and yet the party for whom those foreigners had fought so usefully.

In drawing your attention to the circumstances here narrated, I would ask you to point out to the British Government that as they, by the Ministry of the time, gave countenance to the Englishmen who fought for the Imperialists, so it is a duty on their part now to insist on those services being in so far acknowledged as that the slab shall be restored with honourable display. As for Ward's tomb and bones, that is a business which the United States Consul-General has already taken in hand, and will, no doubt, be brought to a proper issue. Ward, an unscrupulous, though gallant fellow, was killed in action over a hundred miles from the spot he was moved to, and placed there because it was deemed to be the most honourable location in a town which he retook from the rebels, the first trophy in what was deemed a career of glory. The tomb erected over the body, however, was but a poor ornament to the beautiful compound in front of the temple; it resembled, in size and appearance, the huge hood of a railway baggage waggon, it being always understood that as soon as peaceful times came, it should be replaced by a more suitable memorial. And, finally, let Her Majesty's Government take warning from the past, and in future be sure that their efforts to uphold a dynasty or party are not misplaced.

Among the anomalies which encluster China and its politics, it will surprise some to learn that the very *literati*, whose hatred to the Taipings was gratified by foreign aid, would have been gladder had their Manchu rulers been driven out of the country, the battle for supreme power then lying between the native aristocracy and the heads of the rebellion; and it is only by bearing this in mind that we can comprehend why the said *literati* would now do dishonour to the remains of men who, when in life, thought they were assisting the native aristocracy in holding their own. The time seems close at hand when this difference between the Manchu and the native aristocracy will create a sensation, and it will be well for us to be properly advised of which side to support. So far as our experience and observation go, the Manchus will do credit to any aid we may give them in ruling the country efficiently; the hate of us by *literati* is hardly likely ever to be eradicated, and they must be kept down.—I am, Sir, &c.,

London, 2nd May, 1871. TAU.

THE NEW DECREE AGAINST WOMEN, &c.

(COMMUNICATED.)

That the Emperor of China should arrogate to himself the title of the Son of Heaven, and refuse to acknowledge any other Sovereign as an equal is bad enough—that he should claim exclusive proprietorship of so large and important a section of God's earth is worse; but that his Government should assume dominion over the mind and conscience of one-third of our fellow men is a pretension that can never for one moment be admitted on any ground whatever. And the preposterousness of this assumption stands forth in all its deformity when we consider the history and character of that Government. The present dynasty is a foreign power, which theoretically has as little right to dictate what shall be the belief of the Chinese as we have. Again, according to Chinese law they have forfeited their right to rule over China, for they have proved themselves unable to subdue rebellions, modify famine, put down piracy, or provide for the peace and security of the Empire. But we shall not enlarge on these matters, nor shall we dwell on the fact that they are indebted to us for their deliverance, as a dynasty, from the Taepings. Nor shall we speak of their inconsistency, inasmuch as there is no department in their State where the doctrines of Confucius are not violated every day; nor shall we refer to the anomaly that they are dependent upon Christians for the farming of their customs (not being able to trust their own countrymen), and without whose help they could not continue to exist; nor shall we refer to the want of truth and honour which characterises officials of every grade, and all classes and conditions of the people, showing how terribly they need some doctrine of more weight than the platitudes of Confucius. We shall speak of one or two things which have been done in Peking during these few years by the high Ministers of the Emperor, and which are not generally known. Four summers ago there was a great drought in the province of Chih-li, which extended over several months. The diviners were summoned, they declared that it was necessary to procure a piece of iron which lay at the bottom of a well in a city on the confines of Shansi, ten or twelve days' journey from the capital. A high mandarin was despatched to bring it; he went with a grand retinue and returned in triumph with the piece of iron, wrapped in red cloth, which was duly deposited in the temple of the God of the City. The high officials of the Empire repaired thither and duly "worshipped the piece of iron." Some rain fell; the rejoicing was great, and honours were bestowed by the Emperor upon the local temple and the well—all of which were elaborately set forth in the *Peking Gazette* at the close of last year. The rain, however, was not sufficient, and the rulers had again recourse to the diviners. This time they intimated that a tiger's head must be obtained and cast into a certain spring at the hills near the capital. In due course the tiger's head was procured; and Wen-siang, who may be called the Prime Minister of China—the man most renowned of all for ability and intelligence—went in procession and threw the head into the fountain.

About the same time the Government wished to build a bridge on the south-east of the city. They could find no solid foundation for the stones, which invariably sank into the loose, watery soil. The diviners declared that twelve living children were required—six male and six female; these were to be thrown into the pool, and then the building could go on. We were never able to discover whether this horrible atrocity was actually perpetrated, for they conceal such things as much as possible from foreigners, but the great probability, if not certainty, is that it was done, for the immolation of one or two children to secure the integrity of a bridge is a common thing in China. During the following year there was another drought. A great shed was erected outside Peking, a picture of the dragon was placed in it, and then a representative of the Emperor daily went there, and beat the gong and worshipped. Such facts could be multiplied *ad infinitum*. Mark, these things were done, not by the priests or the people, but by the officials of the Empire. And, if the blind lead the blind, what can be expected? Some have said that these officials do not believe in the nostrums. The more the shame if they perform these fantastic tricks only to please the people. But the probability is that they do believe in them, and the fact that Chung How, the present ambassador to Europe, caused offerings to be made to the Goddess of the Sea for deliverance from a storm in the Gulf of Pe-chih-li shows how far gone they are in the most absurd superstitions.

We might also refer to their profound faith in another class of superstitions, viz., those relating to the "Fung Shui,"—and their consequent opposition to the opening of mines, railways, telegraphs, &c. Not long ago they allocated a house in Peking to a certain foreigner, high in their own employment. It was near the residence of one of their ministers, and so they coolly told him that he must not put up chimneys on the east side of his house lest they should damage the life or good luck of their colleague! Many have wondered why hostility to the education or instructio of the women is so marked in the coming despatch. The reason

Digitized by Google

is well known to every one acquainted with Chinese society. They say "women have no souls" such as men have; "their sole duty is to serve and obey man;" and this is carried so far that the Government regularly grant tablets and monumental pillars to be erected in honour of women who commit suicide on the death of their husbands to follow him to Hades, or daughters who take poison on the death of their father. There is a temple for such tablets in every city in China. The schools in China are all boys' schools. No education is provided for the females; and so the girls grow up in ignorance and superstition, and the victims of the most painful usages. Thk condition of the women is the great blot on the civilisation of China. The authorities wish them to remain as they are; they fear the light, and hence their extraordinary manifesto. But are such things to be assented to? The women of Christendom will rise, and demand that the claim be indignantly rejected. It is absolutely intolerable; comment on such doings is superfluous. They show the unutterable ridiculousness of the demands now made, and also the truculent conduct of those foreigners who have instigated them to make such claims, and who support them in their pretensions. We may have done them harm in our intercourse with them, but assuredly we alone have the antidote; and of all things Christianity should not be interdicted access to that country.

THE INTERNATIONAL EXHIBITION.

The buildings erected for the Exhibition extend along the eastern and western sides of the Horticultural Gardens, from the wings of the conservatory nearly to the site of the Exhibition of 1862. They are two stories in height, and of a permanent character, constructed of red brick with terra cotta decorations. Each building may be described as consisting of a single room, or gallery, on each floor, and these galleries are about 28 feet in width by 530 in length. The length is, however, partially broken up by internal partitions. At each end a broad staircase, of easy steps and frequent landings, serves to connect the floors; so that the general plan is simplicity itself, and visitors will be able to find, without the least difficulty, any object they may desire to see. The western ground floor gallery is devoted entirely to machinery in motion, and here for the first time at any Exhibition the processes of the English worsted manufacture are fully shown. The power required for the machinery is supplied by a Warsop's patent aero-steam engine. The principal feature of the western upper gallery is a large collection of pictures and sculpture by British artists. The middle room is devoted to water colour drawings and the terminal rooms to oil paintings. The smaller intermediate rooms contain—one, a collection of objects of Oriental manufacture; the other mo-aics and miscellaneous works of art. On the eastern side the floor of the lower gallery is occupied from end to end by cases containing specimens of the pottery of all nations. On the upper floor the room at the nothern extremity is devoted to Belgian fine art, while French fine art occupies the long room at the southern extremity. So far then as distinct arrangement and classification are concerned there is no complaint to be made, but when attention is directed to the multifarious objects exhibited in the several departments, an impression is left on the mind of something wanting, and the conviction gains strength of the vast inferiority of the present collection to those brought together in 1851 and 1862. Excepting in the matter of painting it cannot be admitted that any one nation finds adequate representation. Even in the case of pottery, which predominates upon much too large a scale, England and Germany figure to an extent that seems to have had the effect of closing even the vast space allotted to this class of industry against the productions of other nations. The same thing is noticeable in the machinery department, where France and Belgium appear to occupy the leading place, hitherto taken by British manufacturers. Had the former system of classification by countries still been carried out, England would have figured but poorly at any rate, so far as machinery is concerned.

When we estimate the extent to which the East is represented the deficiencies are most apparent. Indian productions figure to a fair extent in several of the sections, mostly, perhaps, in those devoted to pottery and fabrics, especially the latter, where a magnificent collection of Cashmere shawls attracts much notice. Our readers will scarcely realise the fact that China is absolutely unrepresented, save by a small collection of porcelain, forwarded by Messrs. Hewitt and Co. It is possible—and we trust our supposition is correct—that the objects sent from this quarter have arrived late—as has been the case in several instances—and have consequently yet to be placed in position, but at present the fact remains as we have stated. Japan does figure in the catalogue, but not to a tithe of the extent which should have been the case. The sum total is comprised thus: First, there are three vases of porcelain sent by Mrs Booker, secondly, the same collection of pottery that appeared in the Exhibition of 1851, and which the Commissioners seem to have deemed worthy of again being introduced to public attention. The most conspicuous object, however, is a cabinet of large size and elaborate workmanship, lent by Sir Rutherford Alcock, which holds its own well, even under comparison with the elegant productions of Messrs. Jackson and Graham and other eminent firms, with which it is placed in close contiguity, in the section set apart for the display of Art as applied to furniture; finally, in the Education department specimens are to be found of the progressive achievements in handwriting effected by Japanese students. These notes are the results of a single and consequently a somewhat hurried visit to an as yet incomplete Exhibition, and it is possible, as we have stated, that there are some Far Eastern productions that yet remain to be unpacked. Should this be the case, and should anything be developed that may better represent the countries with which we are interested than the few articles that are alluded to above, we shall not fail to make our readers acquainted with the fact.

WE understand that the National Bible Society of Scotland and the United Presbyterian Church have already appointed gentlemen to wait upon our Government in reference to the Chinese Despatch, while the Established Church of Scotland and the Free Church of Scotland are also preparing to take action in the matter. The deputation will be ready to move whenever the despatch arrives, and the nature of the demands are fully known.

THE P. and O. steamer *Khedive*, now loading at Southampton for Singapore and Hong Kong, will leave on the 11th, proceeding direct to Port Said for the Suez Canal. The *Indus* will leave Southampton about the end of the month, to take her station on the Indian side.

THE TEA TRADE OF JAPAN.

BY PROFESSOR DR. HENKEL.

(Abridged from a Translation in the *Welthandel.*)

England alone consumed in 1865 nearly 50,000,000 kilos. of tea, and the yearly consumption is now estimated at 1·6 kilos. each person. The English Government introduced, as early as 1834, the culture of tea in British East India, and in 1864 the province of Silhet had produced already 80,000 lbs.; the province of Cachar 823,380 lbs. of tea; while in the province of Assam 28,000 human beings were employed upon about 200,000 acres of land to manufacture tea, and sent to England more than £300,000 worth. In the year 1848 Java exported over a million lbs. of tea, although of an inferior quality; since this it has very much improved, as we have seen by the six different experiments with Green and Black Teas at the last Exhibition in Paris. Réunion likewise forwarded samples of excellent quality, produced from plants which the French procured from Java; and the Pekoe sorts were equal to any of the same descriptions of China Tea. We are convinced that Japan Teas, of the quality of which the Japanese have reason to be proud, will in time have a great influence on the European markets. The Tea-plant is called in Japan "Tsia," and cultivated not as elsewhere, in large gardens and plantations, but merely on the banks of lakes and rivers. The first harvest takes place towards the end of February. The newly-plucked leaves are collected in paper bags, and dried with the greatest care and ceremony; they are not sent out of the country, but are stored up in porcelain jars of enormous value, and the handling of them is only permitted with gloves. The second harvest takes place towards the end of March or the beginning of April; the third and most plentiful follows a few weeks later, when the leaves have obtained their full development. The quality of the Tea generally depends upon the age of the leaves, the youngest of which are the best. The earliest leaves are called *Itziban*, those of the second harvest, *Niban*, and those of the third harvest *Sanban*. The finest qualities are ground to powder and so stored up. Four qualities of *Niban* are distinguished. The *Sanban* sorts are similar to the Tea exported by China to Europe. The last quality, which is consumed by mechanics and peasants, is called *Bantejaa*, and it suffers no change when exposed to the air, while with the better sorts the contrary is the case. The finest specimens for the Emperor's Court are grown on a hill near *Miako*, in a position especially adapted for their cultivation.

Great care is always paid to the thorough drying of the leaves and we think that the Chinese might here take a lesson and improve the Tea sent to us. We also notice that the Japanese employ snow-water, or rain-water if the former is not to be had, and such water develops the aromatic properties of the Tea more than spring water. In Japan, the island of Ripon especially produces a large quantity of Tea. Nagasaki furnishes more of the ordinary and middle kinds, while Yokohama yields both fine and middle descriptions. The finest Tea comes from Yamasiro or Darjee, and does not appear on the market till the beginning of September. The districts of Goshoo and Hadchidyi produce good Tea, but in small quantities.

THE WESLEYAN MISSION TO CHINA.

The breakfast and public meeting in aid of this Mission has taken place under the presidency of J. S. Sutcliffe, Esq., of Bacup. The report states that the direct results in the number of converts to Christianity may be comparatively small, but the indirect influence upon public opinion is sufficient to excite alarm and provoke enmity, both in China and England. The appointments in the Canton and Wuchang districts were then stated: Canton, East, George Piercy, chairman of the district and general superintendent; Joseph Gibson; Canton, West, John Preston, Henry Parkes; Fatshan, Silvester Whitehead, Thomas G. Selby; and in the Wuchang district, Wuchang, David Hill and Frederick P. Napier, B.A.; Hankow, Josiah Cox, chairman of the district and general superintendent; William Scarborough;

Digitized by Google

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality...	No. 4.	7	10	13	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	5s. 9d.	6s. 7½d.	7s. 3d.	7s. 6d.	7s. 7½d.	7s 9d.	8s 6d	8s. 10½d.
Width ...	39 in	...	...	...	...	...	44/45 in.	
Quality...	No. 21	22	24	26	25	28	31	
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	—
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price	9s. 1½d.	9s. 3d.	10s. 6d.	10s 9d.	10s. 0d.	11s. 4½d	6s. 7½d.	
Width ..	44/45 in.	...	...	...	...	49/50 in.	...	
Quality...	No. 33	35	36	39	—	46	49	
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0	—
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	
Price	7s. 9d.	7s. 7½d.	8s. 10½d	10s 0d.	11s. 7½d	10s. 0d.	11s. 0d	

T-CLOTHS

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 6d.	5s. 9d.	6s 6d.	6s 7½d.	7s. 6d.	8s. 6d.	8s. 9d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop ...	9 1½	—
Maddapollams	3 4½	—
Long Cloths	8 9	—
White Spot Shirtings ... (nominal)	10 10	—
,, Brocade... ... do.	11 0	—
,, Damasks ... do.	19 0	—
Cotton Yarn, Nos. 16-24 China	0 11½ to	1 0
Nos. 28-32 do.	1 0½ to	1 1
No. 40 do.	1 0½ to	1 1½
No. 40 Mule Twist	0 11½ to	1 1½

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London and Liverpool:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Shipped to this date during the present year	To Hong Kong	5,000	3,840	3,967	12,110	8,810
	,, Shanghai	34,060	19,100	20,528	78,610	3,450
	,, Japan	—	300	747	19,930	5,140
Total...		39,060	23,240	25,242	110,650	17,400
Shipped to the same date last year ...	To Hong Kong	9,980	2,500	1,430	12,285	10,941
	,, Shanghai	53,900	25,250	25,940	105,670	9,940
	,, Japan	—	120	3,422	10,435	2,640
Total...		63,880	27,870	30,792	128,390	23,521
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,517	59,675	40,103
	,, Shanghai	115,380	58,640	56,835	274,853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82,856	389,153	79,608
Do. do. 1869	To Hong Kong	25,120	18,570	13,803	35,920	54,836
	,, Shanghai	159,000	60,050	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Had arrived out when the last accounts left of last year's shipments	To Hong Kong	24,640	6,536	7,497	61,715	36,341
	,, Shanghai	112,480	56,320	53,741	265,773	28,296
	,, Japan	200	1,040	17,092	49,215	9,859
Total...		137,320	63,896	78,330	376,703	74,496
Do. do. This year's shipments	To Hg. Kong	2,000	250	315	5,135	250
	,, Shonghai	—	3,280	2,976	13,220	1,000
Total...		2,000	3,530	3,291	18,355	1,250

QUOTATIONS.

	s.	d.	
HH Long Ells	29	6	per piece Scarlet
HH Spa: Stripes	2	9	,, yard ,,
HH SS Camlets...	66	0	,, piece ,,
HH Lastings (6 reed)	56	6	,, ,, Gentian
LL ,, (5 reed)	51	0	,, ,, ,,
HH Crape Lastings	44	0	,, ,, ,,
LL Do. do.	40	6	,, ,, ,,
HH China Figures	22	0	,, ,, Scarlet
LL Do. do.	20	0	,, ,, ,,
HH Crape Lustres	20	0	,, ,, Black
China Blankets	1	9	,, lb. Scarlet

The above prices (except for Blankets) include tilleting and packing, and are subject to a discount of 1½ per cent. for cash.

METALS.

IRON.—Welsh: Rails, £6 15s. to £7; Bars, £6 10s. to £6 12s. 6d. Staffordshire Best: Bars, £7 15s. to £8 5s.; Nail Rods, £7 12s. 6d. to £7 17s. 6d.; Hoops, £8 15s. to £9; Sheets, £9 10s. to £10; Scotch, Pig No. 1, £2 16s. 6d. to £3 4s. 0d.; Swedes, Bars, Hammered, £10 to £10 10s.; Swedes, Steel in kegs, ½ and ⅜ in., £14 to £14 15s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6¾d.; Sheathing and Rods, 6½d. to 7d. per lb.

TIN.—English Refined, £132. Tin Plates: Charcoal I C, per box, 28s. to 32s. 6d.; Coke, 24s. to 25s.

LEAD.—Pig, L.B., £19; W.B., £19 15s. to £20; do., other brands, £18 7s. 6d. to £18 10s.; Spanish, soft, ex ship, £18; Sheet, £18 15s., to £19; Shot, kegs, extra, £20 10s. to £21; White, do., £25 6s. to £26; Red do., £20 10s.

SPELTER.—Silesian, £17 10s. to £18; English, smelted from ores, £18.

The following is from Messrs. French and Smith's Circular:—The past month has been characterised by general inactivity, and fluctuations in prices have been unimportant. Iron: Welsh makers of rails and bars are pretty fully employed. In Staffordshire there is less activity. For Scotch Pig Iron warrants there has been demand during the latter part of the month, and price has advanced to 55s. 10d. cash, and 56s. 1½d. one month. Lead remains steady at £18 7s. 6d. to £18 10s. for Soft English Pig. Spelter: Silesian is lower in price, £17 15s. being the nearest quotation. Quicksilver is now quoted £10 per bottle.

NEW YORK MARKET REPORT.—APRIL 22.

—o—

TEA.

The market has been very dull, owing chiefly to the large business done at the commencement of the year. Dealers who purchased largely at that time have since been trying to work off their stock before entering upon new purchases. Black Teas: Oolongs are more active than other descriptions; some large parcels have been sold, among them about 15,000 packages, ex Ada, to arrive. Souchongs: Some small lots have been taken for Canada, but these Teas, at present, are slow of sale. Uncoloured Japans are weak and irregular. Green Teas: The trade have not given much attention to these, and the views of jobbers are low; however, a more active business and better prices were looked for.

SILK.

The following is from Mr. D. O'Donoghue's report:—During the past month the market has undergone but little change. All descriptions of silk have been in good demand. The stock is now large, imports for the past two months having been unusually heavy; but as further large arrrivals cannot be expected this season, owing to the paucity of the supply in the China market, prices continue very firm, and, in some cases, show a slight advance. Re-reeled Tsatlee and Haineen have been selling freely. Prices remain unchnged. Usual Reel Taysaam and Tsatlee are in request, and bring full prices. Stock of all grades is very small. Re-reeled Canton: The demand has been quite active for the extra fine and good grades. Prices for the former class show an improvement upon last month's quotations. Japans: The stock is almost *nil*; no demand.

Prices current for China and Japan Silks (currency prices, six months' terms):—Tsatlee, No. 2, $9.25; No. 3. $9; Nos. 4 and 5, $8.25. Taysaam, No. 1, $8.25; Nos. 2 and 3, $7.3-8 to 7.5-8; Nos. 4 and 5, $6.75. Canton, re-reeled, good, $6.75 to 7; fair, $6 to 6.3-8; coarse, $5.75. Tsatlee, re-reeled, best. $8.75 to 9; fair and medium, $8.25 to 8.50. Haineen, best, $8 75 to 9; fair, $8.50; Canton, re-reeled, extra fine, $7.25. Mahang, $5.50. Japans: Nominal; no demand.

Imports:—In March, 1,589 packages—gold value, $759,975; corresponding month last year, 524 packages—gold value, $197,966. Total imports: From Jan. 1 to March 31, 3,231 packages—gold value, $1,571,279; corresponding period last year, 1,290 packages—gold value, $577,011.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those of our last issue. The market for Brazil is excessively dull, there being scarcely any buyers, and though prices have not varied, they must now be considered nominal. Holders are willing to meet the views of purchasers, could they be found, but their reticence depresses and weakens the market, without leading to business. Of East India kinds the chief business has been in Java, of which description the stock is light, tending towards firmness in the market; the transactions reported comprise the cargo per Knight of Snowdon, 15,251 mats, 8,400 mats ex Wallace, and 12,000 mats ex Rocket, all on private terms; also from second hands some 50,000 mats at 19½c. to 20c. for Pale, 20½c. to 21c. for Yellow, and 21½c. to 24c. for Brown. Singapore is almost without movement; there is little in first hands, and but 2,500 mats in second hands; the stock in first hands in Boston is 1,000 mats and 12,000 pockets; the sales of this description have been only 1,000 pockets at Boston at 18c. currency.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.20; Cassia, 95c. gold (in bond).

FIRE CRACKERS.—The market is firm at $2.50 for whole boxes, full count. Sales have been made of 300 boxes extra No. 1 at $2.50, and 6,000 do. on private terms.

GAMBIER.—The current quotation is $3.85 to 3.87 gold (duty free).

HEMP.—The market for Manila remained dull for about a week after the date of our last report, when it became much firmer and higher, under advices from Manila that the shipments thence to the United States for the first three months of 1871 were only 21,000 bales, and this, coupled with the fact that the consumption for the same time was about double that quantity, induced more inquiry from manufacturers, and holders were enabled to establish an advance of half a cent. per lb. An inquiry for Canada also strengthened the improvement. The sales are 2,300 bales at 9¾c. to 10¼c. gold, cash to 60 days, closing at 10¼c. 60 days—10c. to 10¼c. gold may be quoted as the closing price, and from Boston the sale is reported of 300 bales superior Zebu at 11c. to 11½c. gold.

INDIGO.—The market for Manila exhibits a steady demand, without any great activity; the fortnight's sales amount to about 70 cases at $1.10 to $1.25 currency, showing no alteration in prices.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to $1.25 currency (duty free).

RICE.—There has been a steady fair demand for home use, chiefly directed to Rangoon, this being relatively cheaper than the domestic article, which is scarce and offered sparingly. Prices are without change, being supported by the light offerings; notwithstanding that there has been only a moderate inquiry, the sales of Rangoon have

Digitized by Google

reached about 3,000 bags for home consumption at $7 to $7.37½ currency, and nearly the same quantity in bond for export at $3.37½ to $3 60 gold.

SUGAR.—Extensive arrivals have slightly dampened the market, and though quite firm, there is rather less buoyancy, the stock running up a little in the face of considerable sales. Holders, however, for the most part offer very sparingly, and maintain a firm attitude, having confidence in the future, in view of a lessened crop of Cuba and the known wants of the consumers of the country, whom it is believed, as a rule, hold very moderate stocks for the season. There has again been a fair amount of business in Manila, the sales reported being on the spot, 18,479 bags, ex Great Admiral, at 8¼c.; 23,714 mats, ex Glenlyon, at 8¾c.; 17,019 mats, ex E. A. Oliver, at 9c., and 6,166 bags, vessel not named, on private terms; afloat two cargoes (vessels and quantities not reported). on private terms; a cargo of 14,049 bags at 8¾c., and the cargo per Chattanoga, 23,996 bags, at 8¼c.

SPICES.—The market has been quiet, and in invoices we have only to notice the sale of 1,000 piculs Pepper, to arrive at Boston, per Victor, on private terms. There continues a fair trade demand, with sales of Mace at $1.15; Nutmegs, 82c. for English, and 84c. for prime Penang; Cassia, 31c. to 31½c.; Cloves, 12c.; Singapore Pepper, 16¼c.; Sumatra do., 16c. to 16½c.; and White Pepper, 22c.—all gold.

TIN.—The demand for Straits has been very inactive, although prices have been fairly supported; the closing rates are Straits, 32¾c. to 33c.; Banca, 38½c.—gold.

SHIPPING.

ARRIVALS.—April 10, at New York, from Manila, Glenlyon; from Shanghai, Nellie Abbott; 11, from Manila, E. A. Oliver; 12, at Boston, from Manila, Bunker Hill, Mindora; 19, at New York, from Hong Kong, Kingfisher; from Shanghai, Annie Gray; from Canton, James Shepherd; from Foochow, Orpheus; from Shanghai, Levi Stevens; 20, from Foochow, Ada; 22, from Ceylon, Syringa; 24, at Boston, from Singapore, Jungfrau.

DEPARTURES.—April 21, from New York, for Anjer, Horatio.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Apr 27	Ida Gertruida	v. Moerkerken.	Java, for Copenhagen	Deal
27	Cornelia Mathilde	Goedvolk	Batavia, for Holland.	Do.
27	Catherina Maria	Nolet	Java, for Holland	Do.
27	Evora (str.)	—	Rangoon, via S.C.	Liverpool
20	Hermance & Jenny	Lemlossac	Saigon, for Havre	Belle Isl
23	Diane	Chocarne	Do.	Bordeaux
26	Isaac da Costa	Dirksen	Sourabaya	Brouwershaven
29	Ivy	Harlow	Manila	London
27	Glencoe	Stewart	Pasaroeang	Texel
May 1	Deerfoot	Easson	Macao, &c.	London
Apr30	Noach III.	Hoefman	Java	Deal
28	Drie Gezusters	Fischer	Tjilatjap	Texel
26	Island Queen	Forster	Bangkok	Marseilles
May 4	Chusan	Roy	Foochow	Deal
3	County of Sterling (?)	—	Java	St.Catherines Pt.
3	Gresham	—	Canton	Off Falmouth
Apr30	Pierre	Bernard	Saigon	St Nazaire
May 4	Eleanor	—	Penang	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Apr 27	Star of the South	Smith	Singapore	London
27	Percy Douglas	Le Rich	Cardiff and Galle	Do.
26	Revell	Chauvelon	Saigon	Cardiff
26	Oxford	—	Galle	Liverpool
27	Attila	—	Do.	Shields*
27	Baltic	—	Do	Do
27	Mary Killam	Baker	Singapore	Cardiff
25	Mary Nelson	Dishon	Do.	Penarth
29	Duna (str.)	Mann	Do., & Yoko. v. S.C	London
29	Ben Nevis	Moodie	Penang	Do.
28	Martaban	—	Colombo	Clyde
27	William III. (str.)	Oort	Batavia	Glasgow
May 1	Great Northern (str.).	Murrell	Shanghai,&c.,via S.C	London
Apr28	Sir Geo. Grey	King	Colombo	Shields
May 1	Gebroders v.d. Beck	—	Batavia	Deal
	Singapore	Priest	Hong Kong	Amsterdam
Apr29	Peter	Richelsen	Do.	Cardiff
26	Batavia	Zwannenborg	Batavia	Newcastle
May 2	Aboukir	Cowell	Do.	London
Apr22	Tony	Petersen	Hong Kong	Penarth Dock
May 3	Burdwan	Ray	Do.	London
3	Tonbridge	Puzzey	Shanghai	Do.
1	Wm. Mitchell	Cromarty	Galle	Cardiff
1	Twilight	Gowley	Do.	Do.
1	Lady Louisa	Marsh	Shanghai	Do.
4	Bellona (str.)	Jeffrey	Colombo, &c., v. S.C.	Liverpool

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Shanghai, Nagasaki, and Wladiwastock: Africa. For Singapore, Hong Kong, and Shanghai: Avon.

SAILING VESSELS.—For Yokohama: Walton, Min. For Shanghai: Elizabeth Graham, The Caliph, Dilpussund, Cleta. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Brockham, Beemah, Ornate, Corea. For Singapore and Manila: Kate Carnie. For Singapore: Fair Leader. For Bangkok: Ocean. For Batavia and Sourabaya: John Lidgett, Frederic, Robin Hood. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Caroline Hutchings, Ocean Rover, Seafield. For Colombo, &c.: Dorothy.

At LIVERPOOL.—For Nagasaki and Hiogo: Deogaum. For Yokohama and Hiogo: Lizzie Iredale. For Manila: Olaquivel. For Manila (via Suez Canal): Buena Ventura (str.). For Singapore: Blenheim. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Priam (str.), Ajax (str.). For Batavia and Sourabaya: Chloris. For Galle: Caranjah.

At GLASGOW.—For Hong Kong: Birdston. For Penang, Singapore, and Manila (via Suez Canal): Albay (str.). For Singapore, Hong Kong, Shanghai, Japan, and Java ports (via Suez Canal): Sun-Foo (str.). For Manila and Ilo Ilo: Sindbad.

SPOKEN.

MANILA, for Singapore, April 22, 35 N., 16 W.
DILIGENT (barq.), Liverpool to Yokohama, Feb. 23, in Gillolo passage.
GLENMORE (barq.), London to Yokohama, Feb. 23, in Gillolo passage.
VALE OF DOON (barq.), Liverpool to Japan, Feb. 22, 5 N., 131 E.
WINDERMERE, from Foochow, March 25, 2 N., 22 W.
ARGO, Rotterdam to Japan, April 23, off the Wight.
SUMATRA, Sumatra to Gibraltar, March 8, 31 S., 11 E.
ARTOBASSI, Macassar to Amsterdam, 51 days out, Feb. 27, 30 S., 42 E.
SARAH SCOTT, Cardiff to Shanghai, April 24, 29 S., 24 W.
LEONIDA (?), Colombo to London, 76 d. out, March 2, on the Line, 19 W.
DAYIGHT, Cardiff to Shanghai, March 16, 5 N., 22 W.
INDUS (French barq.), Cardiff to Galle, March 21, 4 S., 28 W.
LEANDER (ship), London to Hong Kong, April 10, 13 S., 35 W.

FREIGHTS AND CHARTERS.

Berth freights remain very dull, but rates are not quoted lower. In coal freights there is but little doing from the outports.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6 meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £28. To Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£1 17s. 6d. For Hong Kong: £1 10s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

The Hera (schnr.), which arrived at Halifax, N.S., April 7, from Hong Kong, reported having experienced strong N.W. and E. gales from Bermuda, during which she lost fore boom and main gaff, and sustained other damage.

The Samarang, de Groot, which arrived at Brouwershaven April 24, from Batavia, had experienced a heavy gale off the Cape of Good Hope, which caused her to spring a leak, and sustain other damage.

The Glencoe, Stewart, which arrived at Texel, April 27, from Pasaroeang, had lost bulwarks and damaged sails during heavy weather Jan. 11, near the Cape of Good Hope.

Advices from Rotterdam, dated April 25, state that the Huydecoper, Bouten, from Sourabaya, which arrived at Brouwershaven April 18, after discharging part of cargo there proceeded for Helvoet, but on the way took the ground in the Hellegat, where she struck heavily, and sprung a leak.

Advices from Pernambuco, dated April 10, received by telegram from Lisbon, state that the Corea, Bangs, from Zebu to Liverpool, which put into Pernambuco, March 25, leaky, had nearly completed the discharge of her cargo, some portion of it being damaged; she was to be surveyed April 10.

MISCELLANEOUS.

Advices from Surinam, dated April 4th, state that a portion of the cargo (526 bags coffee, and 19 baskets sugar) of the Vrede, v. d. Plas, from Panaroekan to Amsterdam, which put in there leaky, Feb. 7th, had been sold as damaged.

NOTICE TO MARINERS.

Red Sea, Jubal Strait.—Depth of Water on Jubal Strait Bank.—Information has been received from H.M. ship Newport, engaged in the survey of the northern part of the Red Sea, that shoal ground of 18 and 24 feet has been found on the bank in Jubal Strait (Jubal Strait Bank), lying midway between Tur and Shukhair, hitherto considered to have not less than a general depth of 5 or 6 fathoms of water on it, with an assumed shoal of 21 feet. The shoal coral patch of 18 feet sounded on in H.M.S. Newport is in lat. 28 deg. 10 min. 15 sec. N., long. 33 deg. 28 min. 40 sec E.; and 2 miles to the N.W. of this is another shoal of 24 feet; in the neighbourhood of these shoals several patches with from 7 to 10 fathoms were found. There are no outlying dangers off the neighbouring coast of Rus Shukhair, which may be approached to a distance of one mile.—Hydrographic Office, Admiralty, London, 4th May.

THE HOLLAND AND JAVA STEAM LINE.—On the 29th ult. the new screw steamship, Willem III., of 2,700 tons, passed down the Clyde *en route* to Holland to take the berth at Niew Diep for Batavia. She is the first of four steamers being built by Messrs. Elder, Glasgow, for the line between Holland and Java, which has been so frequently noticed by our Rotterdam correspondent.

LAUNCH.—Messrs. Dobie and Co., of Govan, launched, on the 29th ult., an iron screw-steamer of the following dimensions:—Length, 170 feet; breadth, 26½ feet; depth, 17 feet. She is intended for the Manila coasting trade, and was named the Albay in the usual manner.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	Geneva.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£
The Sir Jamsetjee Family	Singapore	London.	Apr. 12	...	...	5	50	...	...	136	95104	4760	...	...	...	...	...	18667	107	34	843	14	490	544	352	970	54	15	360	40	187	137	...	358	...
Do. do.	Manila	,,	,, 12	...	...	15	15	¼	...	472	184600	164137	...	...	...	1575	146	4000	...	42	...	...	...	...	237	2000	420	120	...	...	2612	...	...	...	...
Elcelsior, str., via S.C.	Colombo	,,	,, 14	...	...	2	...	2	62	389	1025050	182397	...	...	55	265	75	13400	78	...	1437	4	49	52	702	...	26	2661	17	...	116	7	...	455	261
Devana	Yokohama	,,	,, 14	118	27	...	38	...	350	337	3185103	78000	536	...	30	5962	35	294100	...	84	3	100	125	212	1156	£23	...	188	94	30	467	117	...	20	50
Palestine	Colombo	,,	,, 14	93	62	...	¼	6	917	2041	151550	55500	...	...	276	...	190	3400	762	93	3097	1460	609	1052	419	...	58	445	144	...	1033	54	43	247	128
Yang-tsze	Hong Kong	,,	,, 19	...	...	8	179	...	40	285	959250	50700	...	...	135	1936	1599	144560	...	133	147	344	104	226	696	100	160	1231	775	...	7	11	...	111	24
Do.	Foochow	,,	,, 19	...	...	...	226	...	...	102	...	...	...	...	...	...	20	...	33	26	460	69	108	170	1041	...	...	...	...	24	13	4	1	...	20
Ariel	Shanghai	,,	,, 19	75	11	4	70	¼	418	373	3071574	54500	...	...	24	4296	448	11701	29	96	501	300	35	400	1266	902	390	820	991	1144	434	85	...	188	35
Anita	Java	,,	,, 20	165	...	...	...	10	...	337	63191	...	...	...	...	...	...	14815	...	38	20	...	...	...	...	...	46	20	...	...	870	...	...	120	...
Peveril of the Peak	Colombo	,,	,, 22	19	34	11	...	2	53	1275	17000	10160	...	...	...	50	...	350	167	32	3533	1720	19	295	730	384	101	89	...	22	395	42	5	330	148
Estrella	Manila	Lvrpool.	Mar. 31	57	32	3	...	6	...	2597	251015	135961	...	93	2803	...	...	4000	..	27	1302	...	800	...	164	500	830	289	...	..	1493	£140	30	30	...
Prince Alfred	Yokohama	,,	Apr. 1	30	...	...	...	...	1859	299	215200	81096	...	...	...	1085	1866	209729	£20	10	...	...	...	90	293	150	337	...	133	15	480	...	...	...	...
Bernard, str., via S.C.	Singapore and Penang	,,	,, 19	...	...	...	...	...	...	584	627550	147284	...	...	...	...	...	21500	...	...	...	...	...	...	...	...	...	295	...	...	35	...	...	...	8
Do. do.	Hong Kong	,,	,, 19	...	...	...	...	...	14	5cs.	1448607	129975	...	...	132	746	...	50000	...	...	...	...	...	...	...	...	70	...	...	...	...	...	3	4cs.	12
Do. do.	Shanghai	,,	,, 19	...	...	...	...	...	12	16	3253031	40000	...	...	...	6545	...	...	...	...	...	...	...	...	...	...	...	11cs.	34	...	4cs.	...	...	2cs.	30
County of Berwick	Batavia	Glasgow	,, 8	52	26	...	...	...	...	15	540140	10[illegible]587	3842	...	...	880	...	103311	...	76	...	...	...	£5	54	...	170	...	...	...	2502	...	...	...	...
Douglas Castle	Singapore	,,	,, 22	207	24	...	...	£60	...	243	221240	193[illegible]1	225	...	...	177	...	50567	...	263	...	...	104	...	268	...	420	...	500	229	848	...	...	...	...
Martaban	Colombo	,,	,, 27	1200	...	...	...	£12	337	92	...	48300	203	...	...	...	...	18000	...	246	103	861	...	295	721	...	188	...	...	...	828	...	...	83	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	£
The Sir Jamsetjee Family	Singapore	61	4cs.	5gls.	63	...	35	...	60	...	100	414	...	...
Do. do.	Manila	...	1118	...	230	...	44	...	147	80	...	...	...	106
Excelsior, str., via S.C.	Colombo	239	211	43	310	369	35	20	117	80	56	43	...	55
Devana	Yokohama	...	53	1cs.	236	16	...	280	...	60	6	...	...	...
Palestine	Colombo	94	388	68	343	37	...	8	137	133	299	139	12	12
Yang Tsze	Hong Kong	...	220	20	...	...	...	...	...	37	8	...	...	...
Do. do.	Foochow	90	6	...	...	...	...	...	...	15	...	10	...	68
Ariel	Shanghai	123	31	25	17	496	...	140	29	482	47	...	41	...
Anita	Java	...	35	10	55	...	78	...	...	...	272	...	...	...
Peveril of the Peak	Colombo	110	295	51	138	...	...	38	93	73	179	...	...	40
Estrella	Manila	13	666	...	335	368	298	150	140	...	214	...	2172	45
Prince Alfred	Yokohama	...	...	...	...	24	...	...	...	332	...	...	...	...
Bernard, str., via S.C.	Singapore & Penang	...	...	...	...	...	...	...	...	...	...	250	...	...
Do. do.	Hong Kong	50	40	...	...	...	265	...	...	...	...	225	1214	...
Do. do.	Shanghai	35	1cs.	...	80	...	91	...	...	...	...	...	...	...
County of Berwick	Batavia	...	148	...	107	...	...	...	...	...	...	...	...	...
Douglas Castle	Singapore	...	...	7	90	...	...	...	...	...	...	...	...	...
Martaban	Colombo	...	25	80gls.	8	...	...	...	...	...	...	11	37	...

SUNDRIES.

ADDITIONAL.—Per the Sir Jamsetjee Family, to Singapore—Sugar mills, £1,260; goods, manufactured, £40; composite metal, £200; printing apparatus, £897; confectionery, 9 cases; corks, £5; matches, £1,770; cottons, £940; bricks, £50; rum, 465 gallons; tar and pitch, 100 barrels; gunpowder, 10,050 lbs. To Shanghai.—Coals, 500 tons. To Manila.—Pill-boxes, 3 cases; goods, manufactured, £88; sponge, £8; matches, £35; empty demijohns, £60; patent crucibles, £147; cottons, £1,185; electro and plated ware, £30; tar and pitch, 200 barrels.

Per Excelsior.—Wire rope, £57; galvanised iron, £638; seeds, £20; caoutchouc, £47; scientific instruments, £118; effects, £665; sacks, £399; goods, manufactured, £111; clay, £97; tobacco, &c., 3,377 lbs. Per Devana.—Soda-water, £26; effects, £50; railway waggons, £984; goods, manufactured, £5; cottons, £500; tobacco, &c., 1,337 lbs. Per Palestine.—Goods, manufactured, £142; hardware, 70 casks; slates, £30; patent specificators, £100; weighbridge, £177; clocks, £51; manure, £182; corks, £80; flour, 7 tons; scythe stones, £22; cement, 20 tons; confectionery, 6 cases; perfumery, 40 gallons; stationery, 72 packages; zinc, 1 ton; fruits, 3 cwt. Per Yang Tsze, to Hong Kong.—Refined sugar, 36 cwt.; lucifers, £170; jute bags, £250; goods, manufactured, £7; effects, £158; oilman's stores, 5 cases; cottons, £200; fruits, 11 cwt. To Foochow.—Candles, £20; matches, £160; mineral water, £72; lighthouse, £3,000; rum, 8 gallons.

Per Ariel.—Mineral water, 25 cases; vinegar, 30 gallons; tombstone, £20; baskets, £5; iron hulls of screw steamers, £1,700; goods manufactured, £95; marine screw engines, £2,000; flax hose, £84; effects, £45; cotton wicks, £114; bricks, £105; woollens, 10 bales; cottons, £750 and 237 bales; stationery, 1 case; confectionery, 4 cases; electro and plated ware, £44; rum, 307 gallons; fruits, £44. Per Anita.—Manure, £65; goods manufactured, £45; vinegar, 1 cask; matches, £1,122; cement, 40 tons; coals and coke, 35 tons. Per Peveril of the Peak.—Matches, £340; rosin, £2; clocks, £47; perfumery, 61 gallons; oil, £26; playing cards, 1 case; empty casks, £30; goods manufactured, £55; effects, £40; manure, £3,075; confectionery, 11 cases; candles, £10; asphalte, 26 tons; cottons, £26; coals and coke, 150 tons; tin plates, 100 boxes; shot, 5 tons; tar and pitch, 8 barrels; gunpowder, 19,500 lbs.; fruits, 3 cwt. Per Estrella.—Sugar mills, &c., £4,607; demijohns, £150; paper, 93 packages; glass, 38 cases; paper and linens, 17 cases; drugs, 13,084 packages; corks, 8 bales; mercury, 3 cases; hardware, 5 cases; needles, 31 cases; pianos, 2 cases; oil, 2 cases; hams, £37; cottons, £947 and 12 cases; yarn, £4,197; pig iron, 150 tons; quicksilver, 2 bottles; billiard and bagatelle tables, £130. Per Prince Alfred.—Locomotive machinery, £3,408; railway waggons and materials, £5,480; horizontal steam engines, £800; cement, 10 tons; telegraph materials, £2,000; wire rope, £65; refined sugar, 9 cwt.; pig iron, 25 tons. Per Bernard (str.) to Singapore.—Needles, £200; pig iron, 25 tons. To Hong Kong.—Needles, £90; amber, 26 cases; woollens, 12 cases; cottons, £525; tobacco, &c., 1,170 lbs. To Shanghai.—Mathematical instruments, £95, woollens, 34 cases; cottons, £750; tobacco, &c., 2 cases.

Per County of Berwick.—Cottons, £659; yarn, £125; coals and coke, £260; pig iron, 100 tons. Per Douglas Castle.—Roofing felt, £38; naval stores, £43; jute manufactures, £250; cottons, £475; yarn, £320; coals and coke, 383 tons; zinc, £68. Per Martaban.—Refined sugar, 30 cwt.; rock-salt, £266; manure, £554; corks, £117.

Per Flying Spur, to Yokohama.—Rod iron, 50 tons. Per Victoria Nyanza, to Shanghai.—Rod iron, 120 tons. Per Everest, to Shanghai.—Woollens, £260. Per City of Aberdeen, to Shanghai.—Cartridges, £150. Per Guinevere, to Shanghai.—Plain cottons, 77,000 yards; (short shipped), iron armour-plate, 10 tons; oxide of iron, £110. Per Sophie Gorbitz, to Batavia.—Bar iron, 40 tons; (short shipped) gunpowder, 500 lbs. Per Bertha Marion, to Yokohama.—Iron rails, 40 tons. Per Merse, to Batavia.—Hardware, £140; haberdashery, £170. Per Bernard (str.), to Java.—Woollens, £438; plain cottons, 23,600 yards; printed cottons, 167,900 yards. To Amoy.—Piano £40.

Digitized by Google

Outfits for China.

MAYNARD, HARRIS, & GRICE,

General Outfitters, and Agents for Passages,

126, LEADENHALL STREET, LONDON,

Adjoining the Offices of the Peninsular and Oriental Steam Navigation Company.

MAYNARD, HARRIS, & GRICE, supply OUTFITS FOR THE EAST OF THE BEST QUALITY, and UPON THE MOST FAVOURABLE TERMS.

FLANNEL, OR SILK AND WOOL SHIRTS. INDIA COTTON SHIRTS.
INDIA GAUZE UNDER-CLOTHING, specially for Wear in Hot Climates.
FLANNEL OR TWEED SUITS. WEARING APPAREL of every Description.
OVERLAND TRUNKS, BULLOCK TRUNKS, PORTMANTEAUS, &c.
OAK CANTEENS, containing Breakfast and Dinner Services, from £3 10s. to £9.

PASSAGES ENGAGED. BAGGAGE WAREHOUSED AND SHIPPED.

*** FULL PARTICULARS AND PRICED LISTS ON APPLICATION.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every Jar, being the only guarantee of genuineness.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

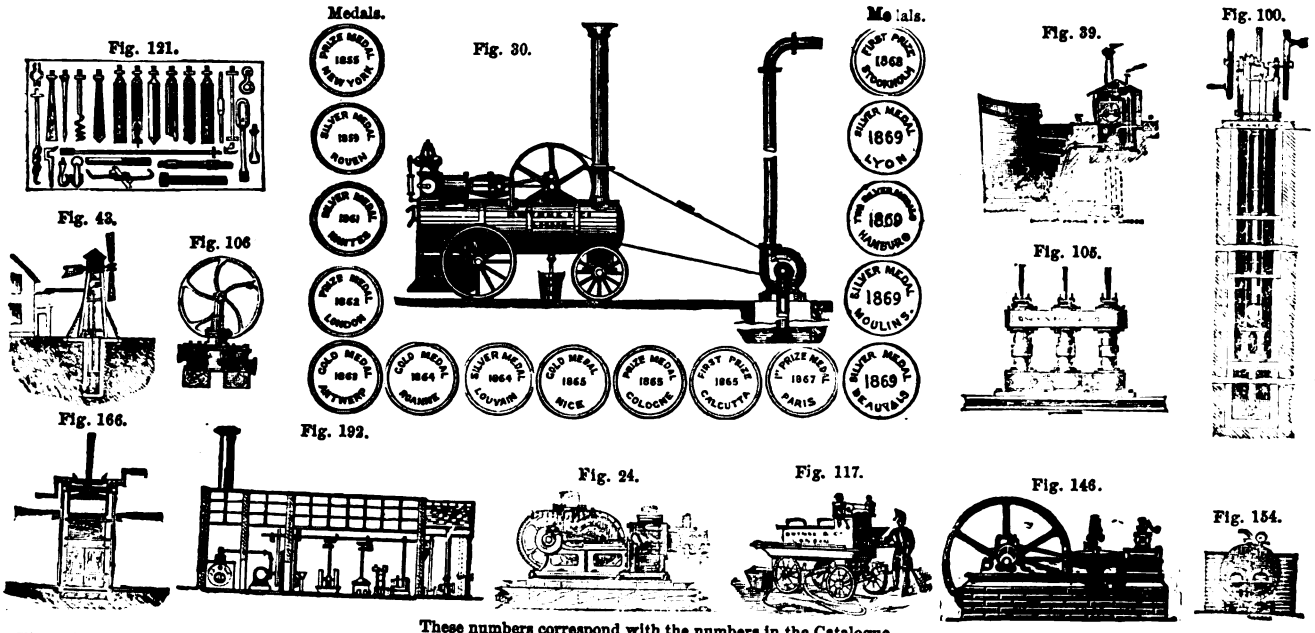
STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.



These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.

Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.

Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.

Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.

Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.

Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.

Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Fig. 121.—Gwynne and Co.'s Improved Boring Tools.

Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 39.—Gwynne and Co.'s Paten Pumping Machinery, as applied to Emptying Docks.

Fig. 166. - Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.

Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed, Olives, Fat, &c., &c.

Large Illustrated Catalogue, with many estimates, &c., forwarded on receipt of Twelve Stamps, or can be had through Merchants, &c.

Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presses, Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works,
STRAND, LONDON, W.C.

HUGHES & KIMBER,

London, 1851.

MANUFACTURERS OF

MACHINES AND MATERIALS

For Lithographers, Printers, Engravers, Bookbinders, and Stationers,

LITHOGRAPHIC

AND

COPPERPLATE PRESSES,

LITHOGRAPHIC CYLINDER PRINTING MACHINES,

Paris, 1867.

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

London, 1862.

Paper-Cutting Machines (Diagonal Cut,)

As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.

ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.

An Illustrated List Post Free on Application.

CONTRACTORS TO HER MAJESTY'S GOVERNMENT.

Dublin 1865.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

Digitized by Google

ernment has "no information" of the contents of the circular, which, however, have arrived here through other channels, and of the tenor of which generally there cannot be the slightest doubt. By the time the despatch reaches England CHUNG HOW may have left Europe with his mission unfulfilled, and, according to present appearances, it is most probable that he will do so. What makes Mr. WADE's inexcusable delay more injurious is that he does not appear to have accompanied the circular with any explanation of the answer which he returned to it. What object Mr. WADE could have proposed to himself in sending such urgent news in so tardy a manner we must own ourselves unable to discover. It could not be that he desired to keep the circular a secret, because, if that had been his desire, he could have telegraphed in cipher, and, moreover, he knew that the contents of the document were already known, and would be certain to be reported at home by some more energetic mind. We are, however, compelled to wait until the despatch arrives before Earl GRANVILLE will have the opportunity of stating how he means to deal with the atrocious propositions it contains. One thing is certain; no half measures must be taken in repudiating the proposed change utterly and once for all. If any change is to be made in the terms of our Treaties, the Tientsin Massacre should be the occasion of increasing our privileges instead of circumscribing them, and if we had any other Government than the one now in office, steps would have been taken to insist on this as soon as CHUNG HOW's arrival was ascertained.

SEIZURE OF THE RICKMERS.

IN another column we give a *resumé* of the official correspondence respecting the capture of the *Sophia* and *Robert Rickmers* in the China seas, which has just been presented to the House of Commons. After a perusal of it, we do not see how the Government could have come to any other conclusion than that at which they arrived, namely, that the vessels were merely colorably transferred from the father to the son, who was a native of Heligoland, but had become a German subject, and who again, in order to obtain the protection of the British flag, took another oath of allegiance to Queen VICTORIA on the breaking out of the war. We draw attention to the case rather to show the injustice and injury of the present system than to complain of its unfair application in this instance. The great Lord STOWELL laid down the principle that such a legal sentence of condemnation as has been passed on these vessels at Saigon is equivalent to the title-deeds of a ship. Sentence of condemnation—that is, that the property of the original owner is entirely divested—must be pronounced by a Court of the capturing Power, and *the courts of the captor may sit in their own territory, or that of an ally, but not in that of a neutral.* Until a greater authority than Lord STOWELL shall arise, therefore, the English Government is put out of court in such a case as the present. We sympathise with Mr. RICKMERS's loss, and regret that he should have been misled into thinking that the proceedings he took were sufficient to protect his property, or to give him a claim to the protection of the British Government; but if such a claim were admitted, he must see that it would be the signal for the colorable transfer of all the merchant ships of belligerents to neutrals on the outbreak of war, and would thus render their neutrality a complete cipher, if it did not even endanger it.

DEPUTATION TO THE DUKE OF ARGYLL.

A DEPUTATION, consisting of several members of the East India Association, including Mr. EASTWICK, M.P., the chairman, Mr. SMITH, M.P., Mr. BIRLEY, M P., Mr. WM. MAITLAND, Mr. CASSELS, Sir ARTHUR COTTON, Mr. FITZWILLIAM, and Sir JAMES ELPHINSTONE, M.P., waited on the Duke of ARGYLL, the Secretary of State for India, at the India-office, to urge on his Lordship's consideration the subject of the cutting of a passage for large ships to connect the Gulf of Manaar and Palks Straits.

Sir JAMES ELPHINSTONE briefly recapitulated the plan he had laid down on several occasions, and urged that it was most important that the matter should be at once taken up by Government, as schemes were now in progress for constructing a harbour at Colombo or Galle.

Mr. SMITH and Mr. BIRLEY said that if the matter were once taken up there would be no difficulty in raising the capital required, estimated at under £100,000, and that a toll could be levied which would cover interest, &c.

Sir ARTHUR COTTON said he had been over the ground, and felt quite certain that the engineering difficulties were very slight, and the cutting could easily be accomplished for the sum named.

Mr. MAITLAND, Mr. CASSELS, and Mr. FITZWILLIAM urged that the importance of the project had been much increased by the success of the Suez Canal, and that a great deal of the utility of the Canal was now lost for want of this passage to avoid the long route round Ceylon, both for vessels bound to Indian ports, the Straits, and China. It would be a great boon to shipowners, underwriters, and commerce generally.

The Duke thanked the deputation, and said that he thought the matter could be managed, and he would give instructions for Mr. ROBERTSON, now in Ceylon, to survey and report on the matter, and furnish an estimate for the work.

IT will be seen in our Parliamentary intelligence that Mr. MAGNIAC asked the intention of Her MAJESTY'S Government as to appointing a Minister to Peking. From the reply of Mr. GLADSTONE it seems that he has the same good opinion of Mr. WADE as Lord GRANVILLE, and unless Sir HARRY PARKES can establish superior claims we fear that Mr. WADE will be confirmed. The stories current in China about Mr. ERSKINE and Mr. ELLIOT are altogether wrong.

THE steamer *Great Northern* sailed on the 2nd May, with 436 miles telegraph cable, and the *Africa* followed on the 6th, with 847 miles. This cable is intended to be laid between Shanghai, Nagasaki, and Vladiwostok, to complete the lines of the Great Northern Company between London and China *viâ* Russia. It will probably be completed in July.

IN consequence of the instructions sent by the Colonial-office forbidding any further expenditure on the *Pluto*, and ordering the sale of the other steamer, the meeting of the Straits Settlements Association, summoned for last Tuesday, was adjourned.

CAPTURE OF THE "SOPHIA" AND "ROBERT RICKMERS.'

Our readers are familar with the circumstances of the capture of the above-named vessels in the China seas from the reports which we published at the time of the occurrence. A Blue-book containing the official correspondence on the subject has just been issued, and we proceed to give a brief *resume* of it.

The volume opens with a letter from Mr. Rickmers to Lord Granville, stating that he is a natural-born British subject, holding a certificate of citizenship in Heligoland. In 1863 Mr. Rickmers says that he took the oath of allegiance to the Free State of Bremen, but in July last (after the declaration of war between France and Germany) Mr. Rickmers took another oath of allegiance to Her Britannic Majesty. After this he purchased the ship *Sophia Rickmers*, then lying in the port at Singapore, for £12,400, and thereupon made the declaration of ownership required by the Merchant Shipping Act of 1854. This vessel was captured by French crusiers, and taken as a prize into Saigon; and Mr. Rickmers requests Lord Granville to make such representations to the French authorities as will induce them to release his vessel, adding in a postscript that he is willing to pay the expenses of any telegrams that might expedite that consummation.

When this affair had been inquired into at the Foreign-office, Lord Enfield replied to Mr. Rickmers that, even if he were a natural-born British subject, which might be doubtful, he had disqualified himself from being the owner of a British ship by taking the oath of allegiance to the Free State of Bremen; and he did not show that he had complied with such requirements of the Merchant Shipping Act as were necessary to restore his qualification. Therefore Lord Granville declined to interfere diplomatically, and even expressed his opinion that the French Prize Courts would not recognise the sale of the ship under such circumstances as Mr. Rickmers had explained.

Immediately on the capture of the vessel by the French gunboat *Volta*, Messrs. Behn, Meyer, and Co., the agents of Mr. Rickmers, applied to Mr. Irving, the Assistant Colonial Secretary of the Straits Settlements, to recover the vessel for him, at the same time the French Consular Agent, M. Hartung wrote to the Colonial Secretary, stating that the *Sophia Rickmers* was commanded by a German captain, and manned by a German crew, that the ship was sent to Saigon, and that it would devolve on the European Prize Court to decide on the validity of the prize.

Digitized by Google

At the same time also Mr. Whampoa, the Russian Consul, wrote to Sir H. Ord, representing that one of the sailors on the *Sophia Rickmers* was said to be a Russian subject, but on examination of his papers he proved to be a German subject, and requesting protection for him. To this application Mr. Irving replied, declining to interfere in the man's favour.

In the meantime news reached Shanghai that another ship, the *Robert Rickmers*, belonging to the same owner, had been captured by the French cruiser *Linois*. The bill of sale of this vessel between Mr. P. A. Rickmers, of Heligoland, and Mr. R. C. Rickmers, of Geestenmunde, was dated the 10th November, 1870. Mr. Rennie, the legal adviser to Her Majesty's Consulate at Shanghai, thereupon gave his opinion that as the sale of a ship to an enemy in time of war is not illegal provided the sale be absolute and *bona fide*, a protest should be lodged on the part of the alleged British claimant; and accordingly the Consul, Mr. Medhurst, did so protest on the 22nd January. In due course Admiral De Cornulier, Governor of Saigon, where the prize had been removed, wrote to Mr. Consul Caswell that, though the *Sophia Rickmers* was undoubtedly under the English flag when she was captured, she had only changed her nationality by means of a fictitious sale, got up by reason of the war.

On the 4th Feb. last Admiral Kellett advised the Secretary to the Admiralty that the validity of the transfer of the *Robert Rickmers* to the British flag was open to very grave suspicion, and that the case was one which should be referred to a Prize Court. The papers found on board the *Sophia Rickmers* showed that the vessel had merely been transferred from father to son, who was a native of Heligoland, but had become a German subject; and, again, to effect the transfer of the ship to the British flag, had, a few days before the transfer was completed, sworn allegiance to Queen Victoria.

In conclusion, Lord Granville wrote to Mr. Medhurst, our Consul at Shanghai, that it has long been the rule of the French Courts not to allow the sale of an enemy's vessel to a neutral after the commencement of war to change its national character so as to exempt it from capture. Under these circumstances, although Great Britain might be content to observe a milder rule—as in the case of the *Ariel*, on which Mr. Rennie advised the protest concerning the *Robert Rickmers*—Lord Granville considered that the protest made in accordance with Mr. Rennie's advice was an error; and Mr. Rickmers was also informed that Her Majesty's Government considered they would not be justified in interfering on his behalf in the matter of the companion vessel. Lord Enfield, the Under Secretary for Foreign Affairs, also wrote to Mr. Caswell, acknowledging his despatch, and stating that Her Majesty's Government would not be justified in interfering on behalf of Mr. Rickmers.

Monetary and Commercial.

Mr. C. G. McClelland, of the firm of Messrs. Wm. Spottiswoode and Co., Singapore, has joined the board of the Realm Marine Insurance Company. The letters of allotment of shares have been issued to the subscribers, and business will commence at the company's offices, 16, Cornhill, on Monday, the 15th inst.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were: to Calcutta, £296,000; to Bombay, £100,000; to Madras, £4,000. The minimum price was fixed, as before, at 1s. 10¼d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 10½d. will receive about 5 per cent., on Bombay at 1s. 10½d. about 45 per cent., and those above in full. These results show a further increase in the demand for means of remittance to the East.

A very able circular (without signature) has reached us on the past tea season. It purports to have been written in Hong Kong, but it is surmised that a place nearer home is the real place of authorship. Be that as it may, the writer has most ably handled the subject. We make the following extracts:—

The market at Hankow opened about the usual time, and in the face of very gloomy advices from London, at about the usual price. It was thought by some, that after previous years' experience, few, if any, would be found to repeat former sanguine ideas, but this impression was falsified by the action of early buyers, and a stiff Tael price, and an exorbitant rate of freight (equal to 3d. per lb.) made the London cost little below the average of former years. We all know the result of those shipments. A few thousand chests of tea, on board the *Erl King*, by no means the best, were sold at very paying rates, and within a day or two from this time average prices were down 4d.; perhaps two-thirds of the cargo remained unsold, and nearly the whole of it stood to lose smartly, which is not to be wondered at, when the cost is taken into account. We are curious to know what the "losses" might have been had the Foochow market opened at its usual time. Very unpleasantly large we should think,—perhaps as large as most of the big losses of past years.

Owing to the inferiority of the Foochow crop, and the difference between the ideas of natives and foreigners as to the value of the new teas, the Foochow market remained unopened until July. The quality of the crop was really very bad, and few fine teas were to be found. Prices were opened too high, and, strange to say, much *over* what the natives would have accepted a month previously. Shipments, however, were moderate, and continued so for some months,—a very commendable feature.

The falling off in the quality of the Foochow teas is indeed pitiable. Those who remember the aromatic fragrance, purity of flavour, and real bouquet about a fine Kaisow or Sinchune tea of some ten years back—a tea to be sipped and lingered over—a tea identified season after season with ships' names, almost household words to us—a fragrant drink calculated to instil a love of the beverage into any one who had the fortune to drink it—will recognise how great a loss they have sustained in the deplorable deterioration of these teas! This falling off is indeed difficult to account for, and it would almost appear that we are never again to receive the fragrant leaf that we remember so well. Probably the great extent of the present trade; the absorption of choice little lots produced by the farmer into larger chops has much to do with it. The Green-leaf is now hawked about from place to place also, and in this state, of course, its flavour is ruined, its aroma utterly gone by the time it is finally bought for "firing" and manufacture. How quickly spring leaves wither after being plucked; tea leaves, of course, undergo this change, and a few hours are sufficient to cause it to lose the choicest breath of its fragrance. The falling off in the lower kinds of Foochow tea is even worse—a mixture of old, and in some cases chemically preserved leaf (easily recognisable from its black and "inky" colour), communicates a bitter and objectionable flavour to the whole, utterly killing all that mellowness of Souchong flavour which such teas should possess, and the Home trade has been unmistakably correct in its rejection of such teas. This inferior leaf, mixed up with sound teas, has been sufficient to predominate over all other flavours which they possessed, and has reduced to a common level teas bought in China, showing there, when purchased, differences of flavour, but these in the long transit from China were utterly sunk by the powerful influence of the "inky" leaves; hence the wonder in China at the small difference in price obtained at home for teas costing so widely different prices as 1s. 2d. and 1s. 8d. per lb. The fact is, on their arrival in London, there was little difference between them, and the prices were sensible if not agreeable ones to the shippers.

A fourth and final dividend of 1s. in the pound (making, with previous dividends, 20s. in the pound), and 10d. in the pound, an agreed amount of composition for interest upon claims which carry the same, is payable to the creditors of the China Steamship and Labuan Coal Company (Limited) at the offices of Messrs. Harding, Whinney, Gibbons, and Co.

The receipts of the British Indian Extension Telegraph Company for the past five weeks amount to £4,747.

The firm of Bohstedt and Schutz, of Hamburg, has ceased. Mr. J. Bohstedt and Mr. W. Schutte will continue the business under the firm of J. Bohstedt and Co.

With reference to the dividend of 7s. 9d. per share which was declared at the recent meeting of the Great Northern Telegraph Company, it is necessary to state that an interim dividend of 10s. per share was paid some time since, so that the total dividend for the year has been 17s. 9d., or nearly 9 per cent.

An elaborate table of statistics has been issued by Mr. F. M Page, showing the fluctuations which have taken place in the prices of Bullion and Bank Drafts in London, Hong Kong, and Shanghai during the year 1870. We gather from this table that the total of the Bullion exported to China, Japan, and the Straits, during the year, was £2,045,040.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From ILO ILO to LONDON, per Ivy, entered May 1.—13,940 bags sugar—Russell and Sturgiss.

From SAIGON to LONDON, per Notre Dame de Bon Port, entered May 1.—17,000 bags rice—Order.

From MACAO and CANTON to LONDON, per Deerfoot, entered May 2.—From Macao: 66 chests 1741 half-chests 8339 boxes tea, 14 packages merchandise—Order. From Canton: 350 rolls matting—Forbes, Forbes, and Co.; 9 packages tea, 3 packages preserves—W. T. Tyers; 3 chests tea, 5 cases ginger—Master; 56 packages merchandise—T. Holliday; 1272 chests 10,934 boxes 169 bales silk, 170 packages canes, 5 packages merchandise, 2 packages lychees—Order.

From YOKOHAMA and NAGASAKI to LONDON, per Rollo, entered May 5.—From Yokohama: 3 bales waste silk—J. Bradwell and Co.; curiosities—1 box—J. Wigan and Co.; 1 case—W. Rogers; 60 bales waste silk, 41 boxes, 292 bags shells, 4 packages merchandise, 9 packages curiosities, 6 casks wine—Order. From Nagasaki: 747 boxes tea, 605 bags ear-shells—J. R. Hooper and Co.; merchandise—18 packages—W. F. Gaymans; 3 packages—A. Quilkett; 3 cases—G. Lewis; 3 cases curiosities—A. Bruce; 8 bags coal, 2154 bales tobacco, 186 cases ear-shells, 291 packages merchandise—Order.

From FOOCHOW to LONDON, per Chusan, entered May 5.—18,050 packages tea, 8 packages ginger—Order; 38 packages tea—F. Dohin.

From PENANG to LONDON, per Eleanor, entered May 5.—93 bags tapioca flour—W. L. Crowe; 720 bags tapioca flour, 1150 bags tapioca, 500 cases cutch, 2331 slabs tin, 17,500 snail shells, 2856 bundles rattans; 250 buffalo hides, 421 no. 2 bales cow hides, 50 cases curiosities, 1 case merchandise—Order.

Digitized by Google

ARTICLES OF IMPORT.

TEA.

During the fortnight the market has been generally quiet, although a fair amount of red-leaf Congous, ex Beemah, have been sold at rather easier prices, whilst on the other hand the sales made of fair black-leaf kinds have shown a slight improvement in price. In other descriptions business has been limited, all the low qualities of Tea remaining very difficult of sale, even though prices have again ruled in favour of buyers. In the public sales, on the 20th ultimo, 3,083 packages were offered, 2,783 packages being without reserve. On the 21st, 1,472 packages were sold without reserve. On the 28th, 1,684 packages were sold without reserve, and on the 2nd instant, 17,703 packages were offered, of which 9,927 packages were sold without reserve. The stock in the United Kingdom on the 29th ultimo was estimated at 94,290,000 lbs., against 107,780,000 lbs., and the quantity afloat 10,997,100 lbs., against 10,179,810 lbs. last year. Red-leaf Congous: Siftings have sold at public sale at 4¾d. to 6d. per lb., being again rather lower. Broken leaf, from 7d. to 9d. per lb., show but little change. Fair to good common have been less in demand, and prices have given way ¼d. to ½d. per lb. Common Kaisows show no change; the fair qualities have sold better at about previous prices. Good to fine and finest have not been much dealt in, the selection being poor. Pak Lin kinds have been saleable at former rates, for export. Black-leaf kinds: Low to common qualities have again sold at rather easier prices, at public sale, without reserve; privately there is no demand. Fair to good common are only in limited request at about 10½d. to 11½d. per lb. Fair to good medium kinds have met with a steady sale at rather higher prices. Good to fine kinds sell only slowly at rather under previous prices. In finest there have been no sales to report. Amoy kinds show no alteration of importance. New-make Congous: Some fine have been sold at full prices. Common to fair at about former rates. Oolongs have sold, at public sale, at the decline last quoted for good quality; common remain heavy of sale. A few sales of fair grade of Souchong have been made at former prices. In Flowery Pekoes there has been nothing doing. Scented Teas: Canton kinds of Caper have been neglected, the common qualities being especially dull of sale, even at the reduction last quoted. Fair kinds show a decline of fully 1d. per lb.; good remain at about previous prices. Foochow Capers have sold at rather better prices, the supply being limited. Canton Orange Pekoes show no material change. Foochow kinds have been steady at former prices. Uncoloured Japans show no alteration. Green Teas: The market remains in a most unsatisfactory state. Common to fair descriptions are only saleable at public auction at very low prices; low as they are, they do not stimulate the demand. Fine kinds are still saleable at about former prices, the finest grades being most in request. Canton Gunpowders remain much as before.

Messrs. Shepard, Harrison and Rehden's Circular says:—A steady, but limited business has been transacted the past fortnight, without any change having taken place in the position of the market, all common Teas being still dull of sale, but medium to fine grades from 1s. 3d. to 1s. 8d. per lb. in fair demand, and the supply held by Importers reduced to a small compass. The export trade to all quarters has been inactive. Deliveries, stand as follows:—

	1871.	1870.
Home consumption for London from 1st Jan. to 30th April. ...	31,907,000	25,527,000
Export do. do. ...	11,900,000	10,184,000
Sent coastwise do. ...	9,900,000	12,634,000
Total	53,707,000	48,345,000

Messrs. Percival and Co.'s Circular reports that the lower grades of Congou are at present over abundant and difficult to move, except at very low prices; recent advices from China, however, report the total supply of common Congou to show a falling off of 9,000,000 lbs. as compared with the previous season, consequently we may reasonably look for some improvement in these kinds ere long. Deliveries for April have been satisfactory, say 13,500,000 lbs.

Messrs. Lloyd and Cheshire's Circular gives the following statistics of the Imports, Deliveries, &c., from January 1 to April 30, 1871:—

	1871.		1870.
Imported	71,712,000 lbs.	against	68,221,193 lbs.
Home Consumption and Coaswise...	42,796,000 „	„	40,200,000 „
Exported	11,430,000 „	„	8,700,000 „
Stock in United Kingdom	97,500,000 „	„	104,000,000 „

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

There is only a small consuming trade doing, principally in China Silk, at prices which show 1s., and in some instances 1s. 6d., reduction from the highest rates of March; importers generally seem unwilling to submit to this decline, and it is only where parcels are forced to sale that this quotation is current; latterly, however, there has been so little enquiry that these forced sales are found quite sufficient to supply the wants of the market. Japans remain still in the same neglected state, Maibash is almost unsaleable, and where any business takes place it is at very low and very irregular prices. Cantons fully share in the general quiet; the enquiry for Tsatlee reels has fallen off somewhat, and quotations for ordinary to good market No. 1 are now 16s. to 16s. 6d. Loongcongs are very scarce, the medium class hardly exists, and very few parcels of the finest class are offering. Bengals remain in the same dull and depressed state; quotations are mostly nominal. The deliveries in April were good, 4,152 bales in all; and from 1st to 3rd inst. 839 bales (540 China 107 Japan, 150 Canton, and 42 Bengal). Stocks are beginning slightly to decrease, and we may now look forward to an early reduction in the figures, which are at present large as compared with those of last year.

Messrs. Durant and Co.'s Circular contains the following:—Political complications are no doubt the chief cause of the long continued absence of animation, but now may be added the near approach of the European Crop, and with it the all important question of supply. It is too early at present to form any opinion; speaking generally, the worms are only in their earliest stages, but thus far all is reported as going well.

LONDON QUOTATIONS, MAY 5.

CHINA.	
Tsatlee, No. 1	30s. 0d. to 30s. 6d.
„ „ 2	29s. 0d. to 29s. 6d.
„ „ 3	26s. 0d. to 28s. 6d.
Red Peacock	25s. 0d.
Yuenfaa, Nos. 1, 2, and 3	21s. 6d. to 26s. 0d.
Taysanm Keying, Nos. 1, 2, and 3	23s. 0d to 26s. 6d.
Long Reel	18s. 0d. to 20s. 0d.
Canton	13s. 0d. to 23s. 0d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	21s. 0d. to 27s. 0d.
Idah, Nos. 1 and 2	26s. 0d. to 28s. 0d.
Sodai, Nos. 1 and 2	24s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	23s. 0d. to 30s. 0d.
Koshiu, No. 1 and 2	24s. 0d. to 24s. 6d.
Eichizen	21s. 0d. to 25s. 0d.
Mashta	21s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.

The supplies of Plantation Ceylon have been very heavy—especially those of grey and low middling qualities—and have been largely in excess of the demand; the descriptions mentioned have consequently met with little or no competition, and have only been quitted at a decline of about 2s. per cwt. upon the quotations ruling a fortnight since; bold and bright coloury kinds, having been in much more moderate supply, have not shared in the decline established for the lower qualities; the latest prices paid have been—triage, 45s. to 53s.; small grey, 53s. to 56s. 6d.; low middling grey, 60s. to 63s.; bold do., 62s. to 68s.; small coloury, 57s. to 59s.; middling, 64s. 6d. to 69s. 6d.; pea-berry, 75s. 0d. to 80s 6d. Native Ceylon has been out of demand, and little or no business has been done; prices are nominally unchanged from those of our last report. In other East India the only sales have been 179 bags sea-damaged Bonthyne Singapore, at 50s. to 54s. for fourth to first class, and 62 bags Penang at 49s. 6d. to 53s. 6d.

The deliveries both for home use and exportation show some improvement, and exceed those of the preceding year by 550 tons, and as the landings are 300 tons less, the deficiency in the stock now amounts to 1,700 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 258,120 cwt., against 293,954 cwt. at the corresponding date of 1870; Native 36,145 cwt., against 31,321 cwt. The quantity afloat for the Continent is 6,744 cwt. Plantation, against 2,694 cwt., and 2,076 cwt. Native, against 1,845 cwt. The quantity of Coffee landed in the seventeen weeks ended April 29, 1871, was, of Ceylon, 8,417 tons, against 7,947 tons during the corresponding period of 1870; of all descriptions, 15,544 tons, against 11,505 tons. The quantity entered for home consumption was, of Ceylon, 3,277 tons, against 3,204 tons; of all descriptions, 6,161 tons, against 5,618 tons. The quantity exported was, of Ceylon, 7,985 tons, against 6,317 tons; of all descriptions, 16,710 tons, against 10,934 tons. The stock on April 29 was, of Ceylon, 10,760 tons, against 12,290 tons; of all descriptions, 14,471 tons, against 19,172 tons.

SUGAR.

Recent large landings have reduced the deficiency which was lately apparent in the stock, and have caused depression in the market; sales can only be effected at a decline of 6d. to 1s. upon the prices ruling a fortnight since, and the small business which has been effected has been upon these terms. Penang: At public sale, of 1,452 bags offered, 700 bags good soft yellow and soft grey (duty 5s. 3d.) have been sold at 32s. to 32s. 6d, the remainder, fine grey and low white (duty 5s. 3d.) being bought in at 35s. and 36s.; at a further sale yesterday, 1,044 bags sold steadily; low soft yellow (duty 4s. 9d.), at 28s. to 28s. 6d.; common to good middling brown (duty 4s.), at 24s. 6d. to 27s.; one lot, 23s. Privately 2,400 baskets common date sort have been sold at 18s. Manila: No auction sales are reported; privately 3,500 bags unclayed Zebu have been sold at 20s., and 2,400 bags clayed (duty 4s) at 24s. 6d. to 25s. Java: By private contract 1,100 bags sirops have been sold at 19s. 3d., also floating cargo per Champion, 2,800 baskets (650 tons), No. 19, at 32s. 3d. for the United Kingdom.

COCOA-NUT OIL.—The steady tone of the market for Ceylon reported in our issue of the 24th ult. has been maintained, being assisted by the continued small exports, there being afloat to London 1,038 tons, against 3,017 tons last year; we have to quote an advance, with a strong market for both descriptions. Latest prices realised are:—fine, in pipes, £40 to £40 10s.; middling, £39 15s.; ordinary dark, £34 15s. to £35; hhds, £41. Further sales have been made afloat to the extent of 500 to 600 tons, March, April, or May shipment, at about £40 10s.

COIR GOODS.—Prices of Yarn are well supported, especially for good qualities, which exhibit a slight advance. The reduction of shipments from Ceylon is very marked, being to 17th March afloat to this port 864 tons, against 2,822 tons; there is every probability therefore of present range of prices being fully maintained. Quotations are—Ceylon, very fine and superior £53 to £60; fine £42 to £52; good £38 to £40; low and common £24 to £26. Fibre: Also in better demand; good bright to fine pale Cochin £31 to £35. Rope: Firm, especially good Cochin; common to middling 2¼ to 3½ inch £24; 4 inch £25 10s. to £26; 1½ to 2 inch £26 10s.

CAMPHOR.—Japan: Almost the entire stock of this description being exclusively in the hands of a few, the price is fairly sustained, sales having been effected at 73s. to 74s.; an arrival of 250 tubs has occurred. China have been dealt in to some extent at 65s. per cwt Public sales are advertised, and a large quantity has recently arrived.

Digitized by Google

CHINA PRESERVES.—At auction 390 cases good Chyloong (HC in diamond), per Fair Leader, sold at 7½d. per lb.; 15 casks at 7d., and 30 casks very good pale at 7½d.; 90 cases of Chow Chow were withdrawn.

CHINA GRASS continues very inactive; only a retail sale reported at £50 for fine white.

CUTCH.—The market continues very unsettled, and the value is still difficult to define; the stock is heavy—4,699 tons, against 1,602, about two years' consumption—and there are afloat to London and Liverpool 1,242 tons. At auction 2,917 cases Penang and Rangoon have been offered, and fine quality from Penang sold at 19s. to 19s. 6d., being lower; Elephant mark in retail quantities sells at 22s; at another sale on the 4th 240 boxes good Pegu from Penang were bought in at 20s.

CARDAMOMS.—An increasing supply is offered freely, and prices are again 6d. per lb. lower, but a good many have been withdrawn for higher prices; 24 cases sold—fair to good, 7s. 1d. to 7s. 7d.; brown, mixed and some lean, 5s. 5d. to 6s. Of 36 packages Ceylon offered, about two-thirds sold at 2s. 7d. to 2s. 8d. for fair rather mixed and mouldy.

CUBEBS.—Market steady; prices unaltered.

DRAGON'S-BLOOD.—Market firm, with retail private trade at former value; of 38 cases at auction, 15 common dull sold at £3 15s. to £3 18s. per cwt.

ESSENTIAL OILS.—Cinnamon: very scarce, and wanted; 2 cases at public sale retired. Citronelle: firm; 93 cases auction, mostly sold at 2d. to 2½d. per oz. Lemon Grass: Dull, large arrivals, 19 cases at sale, 8 sold; fine at 3d. Anniseed: 10 cases sold at auction at 8s. 5d. Cassia: Dull, small sales at 4s. 5d.; 5 cases at auction retired. Nutmeg: Flat; 18 cases at auction retired.

EBONY.—Scarcely anything doing, owing to absence of supply.

GALLS.—China are very firmly held, but orders have been upon a limited scale; stock principally in second hands; 454 cases have been offered at auction, and a small portion disposed of privately at 48s. for fair; the smooth descriptions are not at the moment in demand. Japan: A small quantity at auction found no buyers.

GAMBIER.—During the fortnight the market has been firm, and prices show a slight advance; Block, old import, has realised 15s. 9d. to 16s.; new, very good pale, 16s. 6d., and ex ship, all faults (arrived), 15s. 10½d.; afloat, 15s. 9d. to 16s.; one sale reported at 16s. 1½d. There is every appearance that the present position will be maintained, the quantity now afloat to London and Liverpool showing a falling off, being to London, 1,342 tons, against 3,029 tons; to Liverpool, 875 tons, against 1,536 tons. Stock in London April 30, 3,207 tons, against 3,345 tons last year.

GUMS.—Benjamin: Sumatra seconds firm, good qualities scarce; of 126 packages (chiefly thirds) at auction, 8 cases fine seconds sold at £10 12s. 6d., and 12 cases TT&Co. third Penang at 70s. Siam is neglected, and of 5 cases at auction only 2 were placed—seconds at £10. Manila Copal is dull of sale, and 517 cases at auction were retired. Damar is in good demand, 126 cases good sold at public sale at 61s. to 61s. 6d. per cwt. Gamboge steady; of 16 cases offered at auction 4 sold at £15 for fine bright pipe, and £14 slightly mixed.

GUTTA PERCHA.—The market is without change, good and fine being fairly active, and common and medium dull; at auction of 387 packages offered one-fourth sold at 1s. 6d. to 2s. 3d. per lb. for middling genuine rather mixed, to fair close genuine.

HEMP.—Manila has continued quiet throughout, but good and fine qualities, being comparatively scarce, fairly maintain their position; the lower kinds, being in excessive supply, are dull and difficult to dispose of, even at lower rates. Large supplies of the latter descriptions have been offered at auction, and but little sold at a decline of £1 to £2 per ton; the current rates are — Boluzan, good, £49 10s.; Sorsagon, £48; Quilot, fine white, £60; Lupez, £66 5s.; fine brown, £40; low, £35.

HIDES.—At the fortnightly sales held on the 4th East India kips met a rather better demand; the best sorts being relatively scarce brought extreme prices, whilst ordinary and common were slow of sale, and sold at previous rates. Tanned sold at last sale's rates. Buffalo were in limited demand, chiefly for light weights. Of 7,813 Singapore and Penang Kips offered about one-half sold, light 6 to 6⅞ lb. at 7¾d. to 8¼d., heavy 8½ to 9¼ lb. at 6½d. to 7½d., extra 11½ to 13½ lb. at 7d. to 7½d., thirds 5¼d. to 5¾d. Of 5,255 Singapore and Penang Buffalo offered 3,280 sold, light 12¼ to 19⅜ lb. at 5¼d. to 6¾d., heavy 28⅛ to 40⅞ lb. at 4d. to 5⅝d., thirds 3¾d. Tanned: 7,837 Bombay chiefly sold, good light and small 12½d. to 14d., light 5½ to 7¾ lb. at 6½d. to 9d., good heavy 9⅛ lb. at 12¼d., 11⅛ to 11¼ lb. at 8d. to 8½d., extra 15¾ to 16½ lb. at 8d. to 8½d., thirds 6½d.; 4,179 Madras sold, light 5⅞ to 6⅞ lb. at 11d. to 12d., superior 6¼ to 6¾ lb. at 14¾d. to 18d., extra heavy 12½ lb. at 12¼d., small 10½d. to 12d., superior 13¾d. to 16¼d., thirds 9½d. to 10¾d.

MUSK.—Prices are steady, but the market has been very quiet, and we have no business to report for the past fortnight.

INDIA-RUBBER.—The market is without change. The auctions have embraced 157 baskets Singapore, which were retired, and 57 baskets common sold at 1s. 8d.; 32 baskets Borneo were retired, and 56 cases old at 1s. 7d.

PLUMBAGO.—Lump is firm, and fine sells well; common lump and dust are difficult to place, and there are large stocks. Auctions have embraced 1,924 barrels, of which only one-fourth sold—superior bold bright lump at 26s. to 28s. 6d.; middling to good, 21s. to 24s. 6d.; chips, 14s. to 15s.; dust, 9s. 6d. to 10s. 9d.

PEPPER.—Black: No more business by bear speculators is reported, and a fair trade has been done for export during the fortnight at gradually advancing prices; latest price paid for Singapore 5¼d. to 5½d., and Penang 5d. to 5 3-16d. for Trang. Public sales have embraced 2,049 bags Singapore—about one-half (the damaged) principally sold—and 348 bags Penang. White: Auctions have embraced 432 bags Singapore; 300 sold the week following our last issue at 7¼d. to 7⅜d. per lb., being decidedly lower; the remainder sold subsequently at 7½d. to 7¾d., showing firm prices; since the latter sale about 200 bags have been sold at 7⅝d. for fair Singapore.

JAPAN WAX.—There is still but little offering, stocks continuing to be withheld; private sales to limited extent are reported at £4 per cwt., and fine saucers are worth £4 5s. to £4 7s. 6d.; at auction an offer of 40 boxes was retired.

RHUBARB.—A very heavy arrival of about 500 cases China has occurred, and the market is fairly deluged with supply. At the public sales of 322 cases offered, about 200 sold, very fine pinky bold and bright, well-trimmed, at 5s. 11d. to 6s. 4d. for flat, and 5s. 4d. to 5s. 6d. round, per Pera; fine 5s.; very good, per Ajax, same mark, at 2s. 6d. to 2s. 7d. for flat, and 2s. 7d. to 2s. 10d. for round; fair sightly slight wormy at 2s.; dull pale coated high dried of middling fracture, 1s. (being exceedingly cheap); preferable, 1s. to 1s. 1d.; good high dried 1s. 5d. to 1s. 7d., low common being retired at 4d. to 5d. per lb.

RICE.—The market has been dull throughout the fortnight, and soft grain descriptions have been sold at 6d. to 9d. decline, but white sorts remain steady, with a fair business passing. Transactions comprise, on the spot, 23,000 bags Rangoon at 9s. 3d. to 10s.; 9,000 bags Madras at 9s. 3d. to 10s.; 570 tons Saigon at 8s. 10½d. ex ship, 6,000 bags Ballam at 9s. to 9d. 3d. ex quay, and 11,000 bags Bengal, Askoolie 10s., White 10s. to 11s. 3d. per cwt.; for arrival, 2,200 tons Askoolie at 9s. to 10s. ex quay, 250 tons Soolie 9s. 3d. to 9s. 6d., 200 tons Coolpy at 10s. 6d. ex quay, 500 tons Madras at 10s., a cargo of Chittagong at 9s. 6d., one of Arracan and one of Rangoon at 10s. 4½d. Continental terms,

SHELLS.—The periodical auctions took place on the 2nd inst. Mother-o'Pearl: 322 cases Manila were offered, of which 200 cases good bold partly medium sold at about the previous value at £7 15s. to £7 17s. 6d., one lot £8, 63 cases fine large Macassar were bought in at £13. Tortoise: The sales presented a total of 7,500 lb., which was chiefly disposed of at steady rates; one case (125 lbs.) Bombay sold at 7s., 3 cases (371 lbs.) Penang sold at 13s. 6d. to 14s. 6d., turtle 2s., of 8 cases (777 lbs.) Singapore offered, 3 cases (354 lbs.) sold at 12s. 6d. to 13s., the remainder good bought in at 16s. 6d. to 17s. Cowries: A good supply of Ceylon offered met less demand and were chiefly bought in, only a few lots selling at lower rates; of 665 bags Ceylon Maldive offered 100 bags sold, fine small 36s. 6d., one lot 35s., the remainder being bought in at 38s. to 40s., large 26s. Other shells: 89 baskets 4,944 loose Green Snail chiefly sold, fair first pile 3d. to 3½d. each, 8 bags Tiger Cowries sold at 13s.; of 146 cases Japan Ear 16 cases sold at 16s., the remainder withdrawn, also 17 tons loose ditto at 22s. to 30s. per cwt., 150 cases Singapore fancy sold, Trocas 10s., large Cone 49s., small ditto 25s., Nautilus 12s. 6d., Tiger Cowries 14s., Silver Lip 25s., Trumpet 10s. per case, Clams 2½d. each.

STAR ANNISEEDS.—A parcel of China, comprising 86 cases, has arrived, and in the absence of any Russian orders the market is very dull and lower. The recent arrivals on the Continent, per Paradise, and other ships, keep that market well supplied. Several small lots have been offered, but only a few cases sold at £5 9s. per cwt. for good average quality. Parcels now offer at £5 5s. without finding buyers.

SOY.—There is an entire absence of demand, and an offer of 50 casks China at auction was retired at 2s. 1d. to 2s. 2d. per gallon.

STICKLAC.—The market is very firm, the stock being in few hands; small sales of fine Siam have been effected at 75s. per cwt.

SPICES.—Cassia Lignea: Rather lower prices are accepted, as new arrivals offer more freely; of 1,368 cases at auction, barely one-fourth sold; 1 lot, pile 1, fine, 121s.; pile 2, good, 109s. to 110s.; pile 4, mouldy, 101s. to 102s. Buds very dull; 110 cases retired; stock very large. Cloves: Penang firm at the recently advanced prices; Amboyna dull; 645 bags at public sale, retired; 9 cases sold; fine bright cleaned at 10¾d. to 11d.; fair 4d. per lb. Mace continues very firm, and there is very little offering; at public sales, of 6 cases offered, 2 sold at 3s. 6d. to 3s. 9d. per lb. for fine palish and reddish mixed to fine bold pale. Nutmegs are barely so active, and prices at public sales have been a shade easier; of 116 cases offered, barely half found buyers, 65's at 3s. 6d. per lb.; 80's to 88's 2s. 6d. and 2s. 3d.; 73's to 75's 2s. 8d. and 2s. 7d.; and 120's at 2s. 1d.

SAGO.—The market is very dull, and prices are fully 6d. per cwt. lower. Auctions have embraced 2,320 bags and 63 boxes, of which about one-half has been sold (chiefly damaged), the sound at 15s. to 16s. per cwt. for fair to fine small, and a lot or so of good medium at 18s. 6d.; there have been sales, ex ship, of small at 15s. 6d. No change in Flour.

SAPANWOOD.—The high prices ruling of late are still maintained; at public sale 13 tons Manila, slightly stained, realised £7 5s., and 13 tons Siam were retired.

TAPIOCA.—The market has been quiet, auctions have embraced 160 bags Penang, retired, and 502 bags Singapore, of which a very few only sold at 2d. to 2¼d. for good, and 1,169 bags Pearl sold at 17s. to 18s. for good large medium to fine. Flour is very dull and plentiful; 2,131 bags offered at public sale and retired, without buyers, at 1¾d.

TURMERIC has continued dull; of 102 bags Java offered at auction a few only sold at 15s. 6d., and 2 bales China have realised 23s. per cwt.

TIN.—The improvement noticed in our last was only temporary, and during the past ten days the market has been very dull, owing to the large arrivals of Straits, chiefly by steamers; the current quotations are, Straits on the spot, £126, afloat, £125; Banca, £129; Billiton, £127 10s. per ton.

VERMILION.—The market for China exhibits no alteration; of 10 boxes offered at auction 4 boxes sold at 3s. 3d. per lb.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

This market has remained quiet, and the tendency of prices until the 29th ult. continued to incline in the buyers' favour. The lock-out at Oldham, however, and the pending uncertainty as to the period of its continuance, has had the effect of causing producers to adhere more firmly to their quotations, whilst the very unsatisfactory reports from the large Eastern markets deter consumers from entering into transactions of any magnitude, and in consequence only a limited amount of business is going on.

Digitized by Google

BANK OF ROTTERDAM.

BALANCE-SHEET, ending December 31, 1870.

DR.			CR.	
Public shares		f.1	Capital—	
Funds available—			50 per cent. paid up on 30,686 shares, at f.7,671,500 ...	f.3,835,750 00
Cash and foreign coin	f.345,467 97		5 per cent. paid up on commanditair capital	404,715 00
Bills receivable—				f.4,240,465 00
Home	2,250,970 73		Bills payable	5,898,557 55½
Foreign	1,125,809 31		Deposits and circular notes	920,745 81
Cash at bankers...	791,269 83½		Creditors in account current	3,136,548 09
		4,513,517 57½	„ commanditair account	140,796 12
Debtors in account current		6,202,984 73½	Interest on paid-up commanditair capital ...	12,143 40
Doubtful debtors in account current, estimated at		64,495 94	Commanditair reserve funds	90,476 62½
Debtors in commanditair account		3,406,083 95	Dividend for 1864-67, not yet claimed ...	1,422 30
Doubtful debtors in commanditair account, estimated at		157,823 97½	„ 1870	61,372 00
Bank premises and furniture		173,712 50½	Reserve funds	15,807 17
			Balance of profit...	285 58
		f.14,518,619 65		f.14,518,619 65

Bank of Rotterdam.
(Signed) F. A. MULLER.
„ VAN DER KORS.
Rotterdam, March 29, 1871.

Audited by the Commissioners of the Bank of Rotterdam,
(Signed) F. J. PLATE, President.
„ W. H. s'JACOB, Secretary.
Rotterdam, April 4, 1871.

We have examined and audited the above accounts, and found them correct.

The Committee of Shareholders.
(Signed) F. W. C. BLOM.
„ W. T. GEVERS DEYNOOT.
„ W. S. BURGER WZ.
Rotterdam, April 22, 1871.

PROFIT AND LOSS ACCOUNT, 1870.

DR.			CR.
Expenses—			Balance of profit f.1,565 11½
Salaries	f.72,344 85		Interest account—
Different expenses	20,272 74½		Balance of profit 215,801 13
		f.92,617 59½	Provision account—
Guarantee to be paid to the head agency ...		66,739 58	Balance of profit 170,833 79½
Amount written off on house property, &c. ...		2,728 60	Operations in foreign bills, shares, coupons, &c., and participation in syndicates—
Payment of half of the commanditair commissions, f.107,016 30½, to commanditair reserve funds		53,508 15	Balance of profit after subtraction of interest... 105,035 93½
Balance of loss head agency, Batavia		198,606 18	
Balance of profit		79,035 87	
Whereof—			
f.2 per share to shareholders for 3,835,750 (1 6-10 per cent.)...	61,372 00		
1-5 of f.79,035 87 to reserve funds	15,807 17		
2, 28 per cent. for taxes on f.61,372	1,571 12		
Balance to new account	285 58		
	f.79,035 87		
		f.493,235 97½	f.493,235 97½

Bank of Rotterdam.
(Signed) F. A. MULLER.
„ VAN DER KORS.
Rotterdam, March 29, 1871.

Audited by the Commissioners of the Bank of Rotterdam.
(Signed) F. J. PLATE, President.
„ W. H. s'JACOB, Secretary.
Rotterdam, April 4, 1871.

We have examined and audited the above accounts, and found them correct.

The Committee of Shareholders.
(Signed) F. W. C. BLOM.
„ W. T. GEVERS DEYNOOT
„ W. S. BURGER WZ.
Rotterdam, April 22, 1871.

Digitized by Google

CORN FLOUR

B/P TRADE MARK

BROWN & POLSON'S

"JOHN BROWN"
"JOHN POLSON"
UPON EACH PACKET

PREPARED FROM MAIZE—INDIAN CORN

CAUTION AGAINST UNSCRUPULOUS FRAUD.

Inferior qualities obtained at little more than half the cost of BROWN & POLSON'S are sometimes palmed off upon Purchasers.

BROWN AND POLSON'S
CORN FLOUR,
with Milk,
for CHILDREN'S DIET.

BROWN AND POLSON'S
CORN FLOUR,
for all the uses to which
the best Arrowroot is applicable.

BROWN AND POLSON'S
CORN FLOUR,
to thicken
Soups and Sauces.

BROWN AND POLSON'S
CORN FLOUR,
to thicken
Beef Tea.

BROWN AND POLSON'S
CORN FLOUR,
for Custards.

BROWN AND POLSON'S
CORN FLOUR,
for Blanc-mange.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenienc for coaling Steamers, discharging argo, and storing goods, together with ample MAHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; Iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and DRY GODOWN for stores of vessels under repair.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of arch, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13 Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.: the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital $5,000,000. Paid up, $3,000.000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company will COMMENCE at the above Offices on MONDAY, the 15th inst.

By order of the Directors,
P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HAMBURG-BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.

Japan	in 38	,,	,,
China	in 44	,,	,,
New Zealand	in 45	,,	,,
Australia	in 48	,,	,,

Passengers for Californ a and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb 7, 1871.

A GENTLEMAN of long experience, and provided with the best references, is desirous to EXECUTE TWIST ORDERS for INDIA, CHINA, JAPAN, &c.

Address, T., 9, Post-office, Manchester.

CHINA BOY.—The Advertiser wishes to meet with some gentleman returning to Shanghai who would be glad to have a CHINA BOY as his servant during the passage.

Apply to J. H. W., 56, Hereford-road, Westbourne-rove.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

HOLLOWAY'S PILLS

ALL OUR FACULTIES.—Almost all disorders of the human body are distinctly to be traced to impure blood. The purification of that fluid is the first step towards health. Holloway's Pills recommend themselves to the attention of all sufferers; no injurious consequences can result from their use; no mistake can be made in their administration. In indigestion, confirmed dispepsia, and chronic constipation the most beneficial effects have been and always must be, obtained from the wholesome power exerted by these purifying Pills over the digestion. Persons whose lives have been restored to ease, strength, and perfect health by Holloway's Pills, after fruitless trial of the whole pharmacopœia of physic, attest this fact.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
enang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
ourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shanghai	H. FOGG & Co.
ien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGOTTEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM)

Digitized by Google

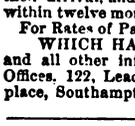
OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA. ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, May 13, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, May 23, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, May 13, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, May 23, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.



OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

April 16, May 14, June 11 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 1st April, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Beemah	A1 11 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Dilpussund...	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr	E.I.D.	To follow
Hong Kong	Ornate	A1 11 yr.	E.I.D.	With des.
Hong Kong & Foochow	Miako.....	A1 16 yr.	E.I.D.	To follow
Yokohama ..	Min.....	A1 13 yr.	E.I.D.	With des.
Singapore & Manila ...	Kate Carnie	A1 15 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAMSHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day.
Pen., Sing., H. K., and Shang. (via S.C.)	H. Kong(ss)	A1 100	1215	S.W.I.	May 25
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	May 25
Shanghai...	Cleta	A1 16		E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks about the 25th May. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM FROM LONDON (via SUEZ CANAL) to PENANG, SINGAPORE, HONG KONG, AND SHANGHAI.—The magnificent Screw Steamer HONG KONG, 1,215 tons register, 200-horse power nominal, J. H. WATSON, Commander (who has had great experience in the China trade), will load in the South-West India Dock, and receive goods until 25th May (unless previously full). This magnificent steamer has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage; has splendid accommodation for first and second-class passengers; is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	John Lidgett ...	A1 17 yr.	771	SWID	May 6
Do. do.	Robin Hood ...	A1 10 yr.	941	SWID	May 30
Do. do.	Countess Russell	A1 8 yr.	965	SWID	To follow

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

Under positive engagement to sail on the 6th May next.

FOR BATAVIA and SOURABAYA, the magnificent composite China clipper, JOHN LIDGETT, 771 tons register, A1 for 17 years; Captain G. H. Polson; now loading in the South West India Docks.

This splendid ship, built by Messrs. A. Stephens and Sons, Glasgow, has run 300 miles a day for eleven consecutive days, and will probably make the passage to Java under seventy days, and thus offers an excellent opportunity to shippers of fine goods.

For Freight or Passage apply to JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. Arnold and Co., 53, Gracechurch-street, City.

STEAM VIA THE SUEZ CANAL.—To sail 15th May, direct for Singapore, Hong Kong, and Shanghai, taking cargo for transhipment to Japan and Java at through rates, the splendid new full-powered screw steamer SUNFOO, 100 A1, the highest class at Lloyd's, 1,450 tons gross register, 200-horse power nominal; East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to shippers. Has excellent accommodation for first and second-class passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

NOTICE to PASSENGERS for SINGAPORE, HONG KONG, SHANGHAI, and JAPAN, via SUEZ CANAL.—The splendid new Clyde-built screw steamer SUNFOO, 1,450 tons, 200-horse power nominal, sailing May 10th, has magnificent accommodation for first and second-class passengers, and will carry a surgeon and stewardess.

For plans and rates of passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

PENANG, SINGAPORE, and MANILA, via Suez Canal. To sail from Glasgow, May 31, the fine, full-powered, new, Clyde-built, screw steamer ALBAY, 600 tons register, 100 A1, at Lloyd's, 100-horse power nominal. Has excellent accommodation for passengers.

For Freight or Passage, apply in Glasgow, to Messrs. J. and R. YOUNG and Co., 107, Buchanan-street; or in London, to J. D. WILLIS and Co., No. 115, Leadenhall-street.

Steam via the Suez Canal. To sail on the 20th May. Having a large portion of her cargo for Yokohama engaged.

FOR SINGAPORE, HONG KONG and YOKOHAMA (JAPAN). Taking goods for transhipment at YOKOHAMA to HIOGO, NAGASAKI, and KANAGAWA, the fine fast full-p w red screw steamer UNA, owned by Messrs. Malcomson Brothers, of Waterford, 1,236 tons register, 250-horse power, nominal, O. E. SMITH, Commander; Victoria (London) Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage, apply to A. G. ROBINSON Esq., 20, Mark-lane; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship BROCKHAM, *AA1, 1,048 tons register; W. RICHARDSON, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

JAPAN—FROM LIVERPOOL.

FOR NAGASAKI and HIOGO. Has the greater part of her cargo engaged, and will have quick despatch; loading East Side Prince's Dock, the fine clipper barque DEOGAUM, 447 tons; A1 at Lloyd's. Has just been newly coppered, and put in first-rate order. Well known for her fast passages and good delivery of cargo.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower-chambers, Old Churchyard, Liverpool.

JAPAN—FROM LIVERPOOL.

FOR YOKOHAMA and HIOGO.—Has nearly the whole of her cargo, and will be despatched on Saturday, the 20th inst.; loading in Prince's Dock; the magnificent composite clipper barque LIZZIE IREDALE, Captain DOWSON; 693 tons register; built under special survey in 1868, and classed 17 years A1. Has proved herself one of the fastest vessels afloat, having made the passage from San Francisco in 103 days, and delivers her cargoes in splendid condition. Just re-coppered and put in first-rate order, and a desirable conveyance for shippers.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower Chambers, Old Church Yard, Liverpool.

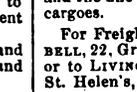
DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. HAMMOND, Commander; South West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St Helen's, Bishopsgate-street, E.C.

First Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COLOMBO, COCHIN, CALICUT, and MANGALORE, the splendid regular trader DOROTHY, A1 9 years, 310 tons register, J. WILLIAMS, Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.



FOR BANGKOK (SIAM) DIRECT.—A First-class Vessel.—To leave in July.—Offering favourable opportunities to shippers.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 8, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 402.] LONDON, MONDAY, MAY 15, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	Jan. 27	Mar. 21	Mar. 26
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin	—	—	„ 23
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	„ 27	„ 15	„ 30
Ningpo			
Foochow	„ 27	„ 23	„ 30
Formosa			
Amoy			
Swatow			
Hong Kong	Feb. 17	„ 30	April 5
Canton			
Macao			
PHILIPPINES— Manila	—	—	Mar. 29
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	April 3
BORNEO—Labuan			
Sarawak	—	—	„ 7
JAVA — Batavia	—	—	„ 6
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	„ 24	„ 29	„ 12
Penang	Mar. 10	April 12	„ 14
CEYLON—Galle	—	—	„ 20
Colombo	„ 17	„ 11	„ 18

THE MAILS, &c.

The above mail (P. and O.) was delivered this morning, its due date. The next inward mail (P. and O.), with dates Shanghai, April 13, Hong Kong, April 19, is due on the 27th inst.

There are no later telegrams than those bearing date Shanghai, April 27, Hong Kong, April 28, which were received on the 8th inst.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Malta*, arrived May 9.—From Shanghai: Madame Gorslet. From Hong Kong: Mr. R. Watmore, Mr. M. P. Jukes, Mr. S. L Kinemann, Mr. E. Pettit, Mr. H. L. Dalrymple, Lieut. J. E. Blaxland, R.N., Lieut. C. K. Warren, R.N., and one second-class passenger. From Singapore: Capt. W. Shaw.

To Southampton, per P. and O. steamer *Poonah*, expected to arrive May 23.—From Yokohama: Mr. Corbett. From Shanghai: Mrs. Sietas and two children, Mr. and Mrs. Parkill and two children, Mr. Emery. From Hong Kong: Mr. Sampson, Mr. Siemmens, Mr. Hodges, Mr. Kinealey, Mr. Caldwell's two children, Mr. Manger, and three second-class passengers. From Singapore: Mr. Baxter and child, Capt. and Mrs. Crockett, four children, and servant, and one second-class passenger. From Penang: Capt. and Mrs. Hatchell, four children, and servant. From Galle: Lieut. Baldwin, Mr., Mrs., and Miss Temple, Capt. Clarke, Mr. Rowbotham, Mr. Nantes, Mr. Murray, and two second-class passengers.

To Suez.—From Singapore: Mr. and Mrs. de Groot and child, Mr. and Mrs. Massins. Mr. Mettler. From Galle: Mr. Johnston.

By last Bombay mail, to Brindisi, per P. and O. steamer *Candia*, arrived May 3.—From Penang: Mr. and Mrs. Sandilands, child, and servant, Mr. F. S. Browne, Miss Browne.

To Southampton, per P. and O. steamer *Massilia*, expected to arrive this day.—From Hong Kong: Mr. and Mrs. Macaulay, four children, and servant, Mr. Ezekiels, child, and servant. From Penang: Mr. and Mrs. Padday, three children, and servant. From Galle: Mr. Randall, Capt. Bayley, Mrs. Bayley, four children, and servant.

To Gibraltar.—From Galle: Mrs. Randall and child.

By last (French) mail, to Marseilles, per Messageries steamer *Ava*, arrived May 6.—From Yokohama: M. Tour. From Shanghai: Mr. and Mrs. Dato. From Hong Kong: Messrs. Rodriguez y Cortes, Blane, Deguire, Raffeneau, Rabille, Huguet, Orlunes, Faraldo, Brunat, Futon, Philippe, Lammen, Dabry, Cassel, Clavey, Gasteaux, Gaunot, Admond, Desire, M. and Madame Bertrand. From Saigon: Messrs. Messein, Lucimeu, Esno!, Hamon, Bislit, Feilles, Delakoque, Saleman, Lucas, Dubais. From Batavia: Messrs. Anderveg, Smissaert, Pels, Droukers, Van Delden, Reynardt, Roland, Krabbe, Frucht, Van Royer, Ledeboyer.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, May 13.—To Yokohama: Mr. Paul. To Hong Kong: Assistant-Surgeon Mulvany, R.N., Mr. J. McGrigor. To Singapore: Mr. T. R. Ker. To Ceylon: Mr. and Mrs. Hume and two children, Miss Agar, Miss Towell.

Per P. and O. steamer *Bangalore*, from Brindisi, May 23.—To Ceylon: Mr. S. C. Higgs-Craven.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Dates from this port are to March 30; the London mail of Jan. 27 arrived out on March 15.

The annual meeting of the Chinese Hospital took place on the 18th March, Thomas Hanbury, Esq., in the chair. The accounts, which showed an income of $2,487 and an expenditure of $1,951, were passed. Dr. Sibbald then read the twenty-fourth annual report. 12,558 patients had been treated during the last year; 1,861 persons had been vaccinated during the same period by Chungfoo, an old and valued native assistant. The valuable services of Drs. Henderson, Dyer, Jamieson, and Barton were gratefully acknowledged. On the motion of the Rev. C. H. Butcher, the report was unanimously passed. The Rev. W. Muirhead advocated that five or six more Chinese should be trained as assistants in the hospital, with the view of placing them in charge of branch establishments when qualified. After some discussion this was referred to the medical advisers of the hospital for special report. A vote of thanks was then passed to Mr. Hanbury, for gifts of medicine and instruments. Mr. R. J. Fearon was elected treasurer, and, after the usual votes of thanks, the meeting separated.

A case has been decided by the Mixed Court, which, notwithstanding the objectionable nature of some of the details, yet throws such a light on some aspects of the domestic and social life of the Chinese that we place it on record. Comment is not required. A Soochow woman named Chuh-Chaa-Fok was brought before the Court from a brothel under the following circumstances:—A tailor named Ching-Chuh-Ding, living inside the city with his wife, purchased a girl, at the age of fifteen years, from a large girl-house in the city, the agreement being made out, and the sum of $180 paid for her. She was at once sent by the tailor to a girl-house in Smith's Market, where she remained for upwards of four years, during the whole of which time her monthly earnings is stated at an average of $30, one half of that sum being paid monthly to the tailor and his wife in the city. Her clothing was furnished during her stay in the above house by the tailor. Having been for some time sick, and unable to meet the wishes of the girl-house-mistress, she was again sent home to the tailor's house, where she remained cared for another four years, continuing sick during most part of that time. But when she had fully recovered her strength again she was handed over to the care of a friend of the tailor's wife, who engaged a boat and had her conveyed to Soochow. On her arrival there she was placed at once in a large girl-house, where she stayed for six months; her earnings during that time being shared between the mistress of that house and her protectress to Soochow, the amount being on an average $20 per month. But these earnings being considered as rather below the estimate, she was again transferred to another girl-house for two months; but this house also proving a failure to meet the views of both parties, she was handed over to the keeper of another house (named Koo-Koh Leeng), where she remained for other two years, $40 having been paid as security money. But having again been taken sick and a quantity of money expended upon her in medicine, &c., it was considered advisable to return with her to Shanghai. She, however, soon recovered her strength

Digitized by Google

again; and it was then decided that she should remain for another year, at the end of which time all the girl-houses in Soochow were ordered by mandarins to be closed. And so, business failing in Soochow, she was once more conveyed to Shanghai, where she arrived four months ago. Being now again met and recognised by her former mistress and original purchaser, she was begged to return to her, which she willingly consented to, providing her present master would allow her to leave. This he, however, objected to, unless the sum of $100 were paid back to him, that being the amount paid for medicine, &c., during her sickness in Soochow. The Court decided that the original owner should pay the present owner $40 and take the girl.

A meeting of shareholders in the Shanghai General Hospital was held on the 24th March. The working account showed a total income of Tls. 16,426, and an expenditure of Tls. 15,366, leaving a balance in hand of Tls. 1,060. The number of patients treated was 35 fewer than in 1869, and the receipts from this source less by Tls. 2,825. The trustees attribute this partly to the effect of the change in the commerce of the port from sailing vessels to steamers, which reduces the number of seamen visiting the port, and shortens their stay, and partly to the reduction of the funds available in the British Consulate for the relief of destitute sick. It is to be regretted that the change in the constitution of the Hospital which was agreed to at the last general meeting cannot yet be perfected, owing to the neglect of certain shareholders to surrender their certificates. The trustees were authorised to sell the land near the Ningpo joss-house, which is not only unremunerative and likely to remain so, but entails payment of ground-rent.

On the motion that the report and accounts be passed, Dr. Martin wished to know on what ground this was called a charitable institution. He saw only Tls. 107 set down as devoted to charity; but the charges were dear, and the expenses were dear also. The Chairman said the hospital was a charity in this sense, that three-fourths of those who had taken shares to start it had surrendered their shares. Dr. Martin thought the salaries of the secretary and of the medical officer excessive, and could be done better by dividing it, and giving it to different doctors who were willing to assist. The Chairman said the trustees had a written agreement with the lady nurses, the sisters, by which the appointment of the medical officer was subject to the approval of these ladies, and they declined to sanction more than one medical man. Mr. Bernard said that the capital, originally Tls. 31,300, had some years ago been stated at Tls. 9,000, and if offered for sale would not bring even that. The motion was carried *nem. con.* It was then proposed by Mr. Bernard and seconded by the Chairman, that in room of Messrs. T. Probst, F. B. Johnson, and Mammelsdorff, resigned, Baron Crety and Messrs. Thomas Dick and O. C. Behn be elected trustees for the current year.

The Chairman then said that very little progress had been made in securing the surrender of the remainder of the shares. It was not impossible, therefore, that the trustees might be driven to wind up the old accounts and start anew. In view of such a possibility Mr. Bernard had drawn up a statement of existing assets, and of their liabilities in case of a liquidation. The assets appeared to amount to Tls. 17,278, and the liabilities to about the same sum, but these are liable to be considerably increased in case of there being more Sisters not French, or of their leaving by other than M. N. steamers.

The destruction of the theatre necessitates the building of a new one, and three plans for raising the funds appear at present:—1st. Public subscription, assisted, may be, by a grant from the Recreation Fund; 2nd. By a lottery; and 3rd. By the erection by the Municipal Council of a theatre to form part of the proposed Town-hall. The *Courier* recommends the last plan, as the community is becoming sufficiently large to require ample room for its public gatherings, and the auditorium of a theatre is the best possible place for public meetings, and the amateurs would be able to provide entertainment at a considerable reduction on the present charges for admission, and to spend much more than they have hitherto done upon getting up the pieces.

Captain Jeffries, of the brig *Mexicana*, from Taiwanfoo, reports that the mate and sixteen hands belonging to the *Andromeda* boarded him while lying off Triwanfoo, reporting the loss of their vessel on the Pescadores. They were in a destitute state, their clothing having been taken by the natives, who came off to their vessel, their bread destroyed by sea water, and a few pieces of meat which had been thrown into the boat also in a state unfit for food. Captain Jeffries supplied them with victuals and some clothing, &c., when they proceeded ashore to the Consul. The mate stated that the captain, second mate, carpenter, and steward of the *Andromeda* were in another boat, but he feared they had been murdered by the natives, as the captain and second mate had a considerable amount in gold in their possession. The Consul at Taiwanfoo had sent a junk, with interpreters and some soldiers, to try to find the captain and remainder of the crew. The ship struck at 3.50 A.M., but was ashore some time before it was known on board; at daybreak the natives came off and began to plunder. One of them proceeded direct to the cabin and returned with the chronometer, which the mate saw passed over the side immediately afterwards. The natives forced the crew to quit the vessel.

The following items are from the *North China Herald*:—At a meeting of the shareholders in the United Steam Navigation Company, on the 25th March, the appointment of Messrs. Olyphant and Co. as general agents, and of Mr. Bullock as a director of the company in the stead of Mr. Probst were unanimously confirmed.

The following gentlemen have been thus far nominated, and consented to serve on the municipal council:—Messrs. John Dent, E. H. Lavers, S. J. G. Jellicoe, W. Harwood, F. Nissen, W. J. Blydenburgh, H. P. Hanssen, W. Remé, H. Evans, E. J. Hogg, R. Scheibler, and M. Coryell.

The P. and O. Company announce that they are again prepared to take silk through to Marseilles, and at a reduced rate of Tls. 8 instead of Tls. 10 per cwt.

The steamer *Moneka*, which left on Thursday morning for Kiukiang is, we hear, one of two vessels which are intended to run to Wuhu, and from the river to the coast, on Chinese account.

A meeting of Land Renters in the foreign settlement of Chinkiang was held on March 14. The municipal accounts for the year showed an expenditure of Tls. 1,186, against a receipt of Tls. 1,300, leaving in hand a balance of Tls. 114, besides certain outstanding taxes, which raise the total sum at credit of the Municipality to Tls. 432. Messrs. Jerdein, Starkey, and Salter (hon. sec. and treasurer) were elected councillors for the ensuing year. Several resolutions tending to improve the settlement were agreed to. The creation of a good road out of the settlement, to join the Nanking road, the removal of the native garrison from the fort, and the prevention of native parades within the limits of the Concession, are requests which the Taoutai can hardly refuse, under the conditions stated; and we are glad to see that the example of our own council is to be followed, in planting the Bund with trees.

A Chefoo correspondent writes, on the 25th March, "In case you may not hear it from other sources, I write to tell you that the North German barques *Veloz* and *Anna*, which sailed from Chefoo yesterday, under charters for the south—having commenced loading as soon as news of the conclusion of peace was received—were seized off the Shantung promontory by the *Linois*, and sent in in charge of prize crews, the French Consul stating that he had received no official intimation of the close of hostilities. It is not anticipated that the vessels will be long detained, but their seizure has nevertheless spread consternation among the other North German vessels still preparing for sea at Chefoo."

HONG KONG.

Advices by this mail extend to April 5; the outward (French) mail of Feb. 17 arrived on March 30.

The report of the Union Insurance Society of Canton shows, on the 31st December last, a balance at credit of $166,235, exclusive of a reserve of $250,000, and paid-up capital of $2500,00. Outstanding claims are estimated at $80,000, including $38,000 on risks taken at Bombay by the *Aurora*, which was barratrously destroyed at sea. The reserved thirds of profit, amounting to $187,500, will now be paid to the shareholders interested. Messrs. Hale and Co. have been appointed agents at Saigon, during the absence of Messrs. Hauschild and Sornsen; and, Mr. Watmore having resigned the secretaryship, Mr. N. I. Ede has been appointed in his place. Mr. H. Lowcock has been appointed to the seat at the Board rendered vacant by the Hon. Mr. Gibb leaving the colony. The meeting voted $1,000 and a vote of thanks to Mr. Robert Watmore, the late secretary, who resigned to visit England.

Tenders have been invited for the conveyance from Hong Kong to Singapore of two companies of the 75th Regiment—about 3 officers, 150 non-commissioned officers and men, 8 women, and 13 children.

Mr. Greig, acting chief manager of the Hong Kong and Shanghai Banking Corporation, advertises that forgeries of some of the old notes of the Hong Kong and Shanghai Banking Company have been discovered; and all holders of such notes are requested to present them forthwith at the Bank office for payment. There is no reason to believe that any of the notes issued by the Corporation have been tampered with, as such precautions were taken in their manufacture as to render any attempt at forgery easy of detection.

The prospectus of a new marine insurance company—The Chinese Insurance Company (Limited)—has been issued. The capital is $1,500,000, in 1,500 shares of $1,000 each. The directors are Messrs. W. H. Condit (Messrs. Smith, Archer, and Co.), E. R. Belilios, G. Crichton (the Borneo Company, Limited), E. A. Hitchcock (Messrs. Olyphant and Co.), and two Chinese merchants to be selected by the native shareholders after the allotment of shares. Applications for over 1,400 shares have already been made in Shanghai and Hong Kong. The speciality of the prospectus is that it undertakes to pay every year 33⅓ per cent. of profits to all shareholders contributing business; 33⅓ per cent. is to be paid as dividend to all shareholders, and the last 33⅓ will be passed to a reserve fund.

The *China Mail* says:—"We understand that Mr. Baber, who is in charge of the Canton Consulate in the absence of Mr. Robertson, has been doing good service in the Fatshan difficulty. The reparation to the Christians for the demolition of their chapel at Fatshan has been dragging along in characteristic style for months back, until Mr. Baber took up the matter in a determined spirit. It will possibly be doubted in some quarters, but it is nevertheless true, that both the Viceroy of the province

Digitized by Google

and the gentry of Fatshan were being hoodwinked in a most barefaced manner by a middleman, who, while drawing money from the gentry for arranging matters with the Christians, was all the time telling the Christians that nothing could be done to bring about an arrangement. It was only when a meeting of delegates from both sides was convened in Canton, by the Viceroy, that this feat of double-dealing and pocket-lining was discovered. The gentry were exceeding wroth, and well might they be so, for they had advanced considerable sums to the medium. Matters now, however, are in a very fair way towards a settlement satisfactory to all parties; and we understand that the credit is mainly due to the activity of Mr. Baber. Similar instances of the internal dishonesty and rottenness of the Chinese system are of daily occurrence; one can depend upon nothing whatever if such can be evaded."

The Committee of the Seaman's Church Fund held a meeting on the 24th March, when a memorial to the Governor and Legislative Council for a grant in aid of the funds was drawn up. The memorial will be presented by the Colonial Secretary. General Whitfield being unable to preside at the laying of the foundation stone of the church, which took place on the 25th March, his place was occupied by Mr. James Whittall. The following is a brief description of the design for the building; the principal measurements are: nave, 58ft. by 28ft. with a height of 25ft. to the roof trusses; chancel, 16ft. by 10ft.; vestry, on the south-east corner, 11ft. by 11ft., tower, on the north-east corner, outside dimensions, 14 ft. by 14ft.; porch, situated on the west front, 10ft. 6in. by 10ft. 6in.; height of tower, 70ft. Accommodation is provided for 184 persons. The building is to be executed in ornamental brick, Gothic, and the arches of all windows and doors will be turned in red and black bricks only. The roof is open timbered, which, besides being a novelty here, has the advantage of combining great strength with lightness and elegance, something never yet accomplished in Hong Kong. The railing in of the ground, laying on gas and water, the fittings requisite for the church, such as pews, pulpit, lectern, font, communion rail and table, are all included in the estimated cost of $8,475.

The clipper ship *Taunton* (Capt. Hogg) has made a very good passage up from Bangkok. She left about noon of the 17th March, and arrived at Hong Kong at four o'clock (28th), thus making the voyage against the monsoon in a little over eleven days. This is good running for the season, and is creditable alike to the ship and her captain.

The first ordinary meeting of the China Sea, Saigon, and Straits Steamship Company (Limited) has been held, Mr. G. F. Heard in the chair. The Chairman referred to the report, which was adopted. The Chairman then proposed (seconded by Mr. Mellish) that Mr. Weller be elected a director, *vice* the Viscount do Cercal, resigned, and that Messrs. Sage and Deacon, retiring directors, be re-elected. This was carried without opposition. The Chairman next proposed (seconded by Mr. Deacon) that Messrs. Mellish and Turner be re-elected auditors. The proposal was carried *nem. con.* The Chairman observed, in conclusion, that the dividend would be ready for payment on the 28th March.

The Legislative Council met on the 27th March, when the Hon. C. C. Smith was sworn in as Acting Colonial Treasurer. The minutes made mention of votes of gratuities of $1,500 to the widow of the late Mr. Donaldson, Superintendent of Government Gardens, and of $3,000 to the widow of the late Mr. F. I. Hazeland, "subject to the approval of the Secretary of State for the Colonies." The Chief Justice demurred, but the Colonial Secretary said it was necessary to obtain the direct concurrence of the Secretary of State for such votes, which had been passed by the council under that reservation. The minutes were then passed.

The Council then went into committee on the second reading of the Amended Bill to make further provision in relation to the Court of Summary Jurisdiction. Mr. Justice Ball complained that his application for an increase of salary in proportion to the enlarged duties imposed upon him by the original alteration had not been sent home.

The Attorney-General explained that by the Amended Bill the equitable jurisdiction which was intended to be entrusted to the Summary Court had been withdrawn. It was proposed to give the Judge of that Court jurisdiction on foreign attachment in causes arising within the colony under $500, the present extent of the Court's jurisdiction. The Amended Bill would give further powers within a certain limit, but would not extend jurisdiction, and therefore would not imply a reason for increase of the Judge's salary, so long as that limitation of jurisdiction was maintained. He referred Mr. Justice Ball to the Secretary of State, if he felt himself aggrieved.

The considerations of the amended Ordinance was then proceeded with, and several useful provisions were agreed to, among which were that an attorney may appear for a client in any suit of any amount, or that a plaintiff may appear by any other agent who may appear to be authorised to the satisfaction of the Judge. Of more general importance is the provision that the Judge of the Summary Court may, upon occasion arising, act in criminal as well as civil matters in the Supreme Court.

We (*China Mail*) hear on good authority that the Canton authorities are now about to levy new duties on all native-borne goods carried from Hong Kong to the mainland. The present duties collected by the stations outside the harbour are on opium only, but this has been found so remunerative that the Canton Customs have decided to treble the duty on opium (it pays now Tls. 16, and is to pay Tls. 46), and to levy proportionate rates on other articles of trade. The matter is now in process of arrangement and discussion; the consent of H. M. Consul, it is said, has been obtained, and proclamations are now being drawn up. Surely a protest in the general interests of the colony will not be wanting. If we neglect this warning we may be too late to resist the imposition, and we think it behoves our officials to wake from their slumbers and look the Chinese encroachments fairly and honestly in the face.

H.I.C.M. gunboat *Sunkee*, Captain Vassallo, which arrived here from Canton is none other than the old and sadly maligned *Victoria*. She has been altered so much and so successfully that ten knots can now be got out of the late Colonial five-knot cruizer. The passage from Canton was performed in eight hours.

Mr. Thomsett, who has energetically acted as harbour-master here for many years, goes home shortly on leave, and Captain R. H. Cairns, Government marine surveyor, will act for Mr. Thomsett during his absence.

A correspondent at Pagoda Anchorage says:—Captain Skey, so long a resident at Foochow, gives over charge of the Foochow Dock to Mr. Lamond.

H. C. M. frigate *Berenguela*, which brought over the mails from Manila, was waiting for the arrival of the new Captain General of the Philippines (H.E. Don Izquierdo), who was expected by the next French mail, due here on the 1st of April. Governor Izquierdo succeeds H.E. Carlos La Torre in the viceroyalty of the Philippines.

COCHIN CHINA.

—o—

SAIGON.

Dates from this port are to the 3rd April. The new Governor, Admiral Dupré, took charge on the 1st April, and the late Governor, who has resigned, returned home by last mail. The German residents were not yet allowed to return, nor German vessels to enter the port, the French stating that they had no official information of peace.

The meeting of the Chamber of Commerce took place on the 27th February, M. Langleur, Minister of the Interior, in the chair. The proceedings were purely formal; M. Dierx was elected president, and M. Cornu secretary, for the ensuing year.

All accounts from the outlying districts concur in reporting perfect tranquillity and the good disposition of the natives.

The thirteenth list of subscriptions for the wounded raises the amount subscribed in Saigon to fr. 71,000.

SIAM.

—o—

BANGKOK.

The following is from the *Advertiser*:—

The annual festival of Krut commenced on the 14th of the waning of the 4th Siamese month, and continued to the close of the 2nd day of the waxing of the 5th month. The real day is the 15th of waxing of the 4th month. The origin of this feast is unknown. It is purely Siamese, and has some special privileges. The days of Krut, Songkrant, and the festival of the Chinese New Year are exempt from the rigid exaction of the farmer of the gaming-houses. On these days people can gamble where, when, and with whom they please; the winner retains all he wins. Owing to this exemption, on these festival days almost every family in the kingdom indulges freely in this highly ruinous amusement.

The third of the waxing of the fifth month, and the thirteenth of the waning of the tenth, are the fixed days of the year, when all paid servants of the Siamese Government at Bangkok are required to attend the palace of H.M. the First King, to drink the consecrated water in which the sword of his Majesty has been dipped. Before drinking the recipient takes the prescribed oath, by which he pledges fidelity to the reigning King and invokes upon himself the direst calamities if he breaks his plighted faith.

Songkrant manifestly is the official and popular celebration of the first day of the Siamese New Year, the precise day when the sun attains the fixed point in the heavens, from which the Royal astrologers wish the new year to be reckoned.

The birthday of the Emperor of Germany was celebrated by the German residents with considerable enthusiasm.

BORNEO.

—o—

SARAWAK.

We take the following from the *Gazette*:—

H. H. the Rajah has appointed Mr. A. R. Houghton to take charge of the Sadong River.

The Rajah and Ranee left Sarawak for Peninjou on the 4th March, and returned on the 7th. On the way down the river the Rajah paid a visit to the Chinese sugar works at Sitapok, and saw the sugar being expressed by the slow and primitive process which is used in Java. The cane looks well, and they are turning out from eight to ten piculs of sugar a day, of the fine brown quality that is to be bought in the bazaar. The works are about 300 yards from the river; cattle and buffaloes are employed both

Digitized by Google

for turning the press and carrying the sugar. The Chinese say that six crops of cane can be gathered from the soil before it is exhausted, and then indigo will thrive on it. It is probable some European cultivator will improve on this culture when the capability of this soil is better known.

Affairs on the Saribas river were, on the whole, in a satisfactory state. A few trifling cases among the Dyaks had to be decided, such as are sure to arise on a river removed to some extent from the immediate supervision of a Government officer, but the people were well disposed and generally free from complaints. This fact is perhaps of some importance, considering the former character of the inhabitants and their isolated position. It is almost impossible to take any of the Government steamers as far as the Saribas fort, as the river is encumbered with sand-banks, and is rendered dangerous by a strong tide, which at certain seasons runs up as a very heavy bore. The fort is only fifteen or sixteen miles by land from Simanggang, but the batang road between these places is hardly passable for any but natives or very energetic Europeans. Fifteen miles through a deep swamp with a river or two to cross, and only a tree trunk to walk on is not the sort of excursion to be highly esteemed. Steamers generally go up the river as far as Tanjong Baris, about thirty miles from the mouth; the other thirty miles to the fort have to be done in a boat.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to the 12th April. On the 29th March the *Mongolia* arrived with the English mail of the 24th February, and the *Ellora*, with the mail of the 3rd March, was expected on the 30th March.

We learn from the *Straits Times* that the principal event of the fortnight was the taking the census on the 2nd March. Our contemporary fears that the return, when it is published, will not be reliable. A prejudice against statistical returns of this description prevails among entire classes of the population, and others believe it to be the precursor of a general tax of some sort. The fact that some of the Malay rulers number their people for the purpose of imposing a personal tax upon each gives a strong colouring to this view. In consequence, many of them prevaricated, and sought to evade giving the required returns, while as all were at liberty to fill in their own forms, there is no guarantee of the accuracy of the returns given. On Sunday, the 2nd, a large Chinese placard was posted up in a prominent part of the town, urging the Chinese to refuse to give the required information, and if pressed hard for it by the enumerators to assault them. It was, we are informed, a very illiterate composition, and as its recommendations were not carried out, evidently did not meet with approval.

The following items are from the same journal :—

Obedience to the instructions forbidding the expenditure of any more money on Government steamers, and ordering the sale of the *Peiho* and *Rainbow*, has resulted in the sale of the former at public auction, where she realised $26,450.

His Majesty the King of Siam had completed his visit to Java, and returned to Singapore on his way homeward. His Majesty was received in Java with great pomp and ceremony, and every endeavour made to render his stay agreeable. The steamers merely put in here for coals, and early the next morning steamed away for Bangkok. His Majesty availed of his call to see a circus company now performing here, they giving a performance especially to gratify him. He had never witnessed anything of the kind before.

The criminal sessions opened on the 6th, before his Honour the Chief Justice, but only a few unimportant cases were disposed of. The bulk of the work of the sessions remains yet to be done, and it will probably be a pretty heavy one, there being a number of cases arising out of the late Hoey disturbances. This may be the last session our present Chief Justice will try; he goes home on leave of absence by the next mail, and it is generally understood will not return. In this belief, the residents have determined upon giving a ball and banquet in his honour at the Town-Hall on the 21st.

The *Erl King*, Captain Steele, from London 20th February, *via* Gibraltar, Suez Canal, and Galle 3rd inst., arrived here on the 11th April.

The returns of the notes in circulation by the local banks show an average in the Oriental Bank Corporation of $201,800; in the Chartered Bank of India, Australia, and China, of notes issued $278,446, and specie in reserve $150,000; and in the Chartered Mercantile Bank of India, London, and China, of notes issued $268,893.

The steamer *Agnes* completed the restoration of the Java telegraph after two days' work, and telegraphic communication with Java was restored. The cable had been broken by a ship's anchor.

The Pacific Mail Steamship Company's steamer *Alaska*, Captain Maury, from New York, January 22, *via* Gibraltar, Malta, Port Said, and Suez, arrived here on the 1st April. The British steamer *Enterprise*, Captain Lobnitz, from London, February 20, arrived on the 2nd; and the British steamer *Emerald*, Captain Smith, from London, February 11, *via* Suez Canal, on the 5th.

Commercial Report.

(For dates see first page.)

IMPORTS.

HANKOW.—General dulness had extended over the whole interval; wet weather and the non-arrival of the country dealers had tended to restrict business, and no sales of importance had been made: uncertainty as to the course of prices in Shanghai had had influence in curtailing purchases, and symptons of an advance in that market would give confidence to importers generally.

SHANGHAI.—There had been no great excitement in the market, but at the same time a considerable business had been transacted in one or two of the chief articles of foreign textiles. Grey Shirtings 8¼ lbs.: Accumulation of stocks, and continued reluctance of dealers to enter the market, had caused more eagerness amongst holders to realise, resulting in a decline in value, and extensive settlements. Common chops Tls. 2.0.3 to 2.0.5 per piece; good common Tls. 2.0.5½ to 2.0.7½; Dewhurst's Eagles Tls. 2.1.1 to 2.1 3; 7 lbs., good demand at slightly higher rates; prices—Tls. 1.7.8½ to 1.8 for good, Tls. 1.8.2 to 1.8.3 for best common chops, and Tls. 1.8.4 to 1.8.5 for Dewhurst's. In heavy Shirtings no transactions reported. White Shirtings, 64-reed, wanted, but market bare and buyers compelled to improve on late offers. Lower counts are also sought after, but to a less extent, at former quotations, and some inquiry for the finer reeds had set in. T-Cloths, 6lb., received most attention; buyers looked for a much lower range of prices. Drills: Unchanged in value. Jeans: Tls. 2.3.5 to 2.3.6 was the quotation for best 8 lbs. English. Sheetings: Tls. 3.85 offered and refused for a small parcel of 15 lbs. 36 in.; a lighter weight (14 lbs.) placed at Tls. 3.70 per piece. Fancy Cottons: Generally improving in demand and value. Woollens: Sales of Long Ells, common assorted, at Tls. 4.40; C.P.H. Scarlet held for Tls. 5.25 to 5.30 per piece; Camlets changed hands at Tls. 10.90 to 11.70, and showed an upward tendency. Spanish Stripes also improving in value. Metals: Lead quiet; Tls. 4.55 to 4.60 offered for L.B. Iron: Good inquiry for small sizes of Nail-rods, but owing to firmness of holders transactions limited. Settlements: some 8,000 bundles, at Tls. 2.10 for fair assortments, and 2.25 per picul for small sizes.

FOOCHOW.—Sales had been—Grey Shirtings, 8¼ lbs., 1,050 pieces at $2.90 to 2.92 per piece; do., 7 lbs., 200 pieces at $2.32; T-Cloths, 7 lbs., 700 pieces at $2.14; do., 6 lbs., 500 at $1.77. Lead, 900 piculs at $7 per picul.

HONG KONG.—Cotton Yarn: Heavy arrivals and inability to dispose of former purchases had kept buyers almost out of the market; Nos. 28 to 32 particularly flat; in other counts, sales effected by making liberal concessions. Grey Shirtings: Sales of salved goods, ex Don, had fully supplied requirements; sales more or less of a forced character had produced the decline quoted; market closed very flat with no buyers. White Shirting: No demand for common and medium, prices nominal; limited enquiry for fine. T-Cloths: Neglected and nominal. Other Cotton Goods: Very little doing. Woollens continue neglected. Metals—Nail Rod Iron: Demand flat, and prices receded; no change in round or square; soft rather weaker. Lead: Hardly any inquiry. Coals; Arrivals 450 tons Cardiff to consumers; market generally very quiet, and the only sale reported 650 tons Cardiff, ex godown, at $12 per ton. Quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $107 to 115; 28 to 32, $110 to 117; 38 to 42, $127 to 135. Grey Shirtings, 7 lbs., per piece, $2.10 to 2.12½; 8.4 lbs., $2.54 to 2.60; 9.12 to 10 lbs., $3.30 to 3.50. White Shirtings, fine, $3.25 to 5. Iron: Nail Rod, per picul, $2.55 to 2. 65. Lead, $5.70 to 6.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—Our goods market has been very quiet during the fortnight, and holders being anxious to sell, prices show a further slight decline. 39-inch Grey Shirtings: 8¼ lb. very dull and lower, sales at $2.55 to 2.52½, but held for the higher quotation. Stocks increasing. 7 lb. in limited demand, difficult to place except at low rates; small transactions at $2.05 to 2.07½. Stocks decreasing. 6 lb. neglected and nominal. 45-inch dull. 36-inch White Shirtings: Fine qualities in excellent demand, especially for favourite makes, at slightly lower prices. Medium quiet, low, very dull. 45-inch in no demand. 32-inch Grey T-Cloths: Sales at lower rates and demand slack for all weights. 4 lb. $1; 4¼ lb. $1.07½; 5 lb. $1.25 to 1.27½; 6 lb. $1.47½; and 7 lb. $1.75 to 1.77½. Grey Maddapollams: Only a very limited inquiry at last quotations of $17 to 17¼ for 2¾ lbs. and $18 to 18⅛ for 3 lb. Stocks show a slight decrease. Grey Yarn: 40s in limited request at a further decline, sales at $113 to 114. 30s dull at $106. 18/24s in less inquiry, and quoted $95 to 97½ for good quality. Woollens of all descriptions very dull.

EXPORTS.

TEA.

HANKOW AND KIUKIANG.—No business to report.

SHANGHAI.—Black: Only three chops reported as settled during the fortnight, these being of common Hohow kind. Prices showed no alteration. The Vanguard (fully engaged) would finish the season's export to London. Green: Only 958 half-chests of common Fychows had been settled from Tls. 22 to Tls. 25, and as there were no vessels on the berth for either New York or London, the small stock of 5,000 half-chests would probably be held over until next season.

FOOCHOW.—The interval had been very quiet, and the business transacted of only trifling extent. Of the settlements about one half had been purchased for Australian account, and the balance secured as flooring chops for early vessels of the coming season.

CANTON.—The only business to report had consisted of 400 boxes Scented Orange Pekoe, at Tls. 25, and 160 boxes Scented Caper at Tls. 24, and the estimated remaining stocks were 1,000 boxes Canton District Congou; 3,000 boxes Scented Orange Pekoe; 5,500 boxes

Digitized by Google

Scented Caper; 5,000 boxes Gunpowder; 2,000 boxes Young Hyson; and 1,000 boxes Imperial.

SILK.

SHANGHAI.—Messrs. Skeggs and Co. send the following report: The high prices asked by holders and the small stock on offer of good marketable Silk has prevented anything but a small dragging business during the fortnight, foreign buyers generally not caring to be interested in the article at this late period of the season. The only purchases of note are about 100 bales of fine Szechuen at 19s. 4d., and a parcel of Old Lion chop Tsatlee at 29s. 3d. Most of the other purchases consist of small parcels of common Tsatlees, Kahing and Long Reels at very irregular prices. Some few transactions have also taken place in barter; as the mail closes there is more disposition on the part of the dealers to sell, and if buyers could be found they would submit to a reduction of Tls. 10 to 15 on annexed quotations which we do not change from last mail's. Settlements are about 350 bales. Stock about 800, a large proportion of which are Szechuens.

CANTON.—Dealers continued firm, and were asking prices above home quotations, but, notwithstanding this, several parcels had been secured. The stock of really fine Loongkongs was exhausted. For America there was not much business to notice. The stock was estimated at 15 bales Loongkongs, 400 bales Tsatlee Reels, 30 bales Kowkongs, 200 bales Cumchucks, Lacklows, &c., and 400 bales of inferior descriptions.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Feb. 28, 1871	10826	69391753	47262939	349447	12450177	129465142	33513
Corresponding period last season.....	74573	69119052	49565984	1349918	14484569	134594096	38774

Shipments Since:

March 29 ... Ava (str.)	37,000	79

TO THE CONTINENT.

							Bales.
From June 1 to Feb. 28, 1871	...	...	...	...	...	2386282	6457
Corresponding period last season.....	...	...	...	...	...	4076017	14284

Shipments Since:

March 29 ... Ava (str.)	—	20

TO UNITED STATES.

							Pcls.
From June 1 to Feb. 28, 1871	...	...	...	...	...	45063816	2376
Corresponding period last season.....	...	...	...	...	...	35142242	889

Shipments Since:

March 10 ... Gaucho	... From Yokohama	...	93,832
— 21 ... Lothair	... Do.	...	832,000
— 31 ... Osaka	... Hong Kong	...	483,380

TO AUSTRALIA.

From June 1 to Feb. 28, 1871	11,226,598 lbs.
Corresponding period last year	13,169,239

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	...	...	...	51,022,600	...*
„ 1845 to 1846.....	...	...	...	57,334,200	18,600
„ 1850 to 1851.....	...	...	...	63,972,000	22,144
„ 1853 to 1854.....	...	...	...	77,327,800	61,283
„ 1855 to 1856.....	...	...	...	92,240,300	50,481
„ 1857 to 1858.....	...	...	...	76,990,255	68,315
„ 1858 to 1859.....	...	...	...	65,789,792	83,134
„ 1859 to 1860.....	...	...	...	85,560,452	64,169
„ 1860 to 1861.....	...	...	...	90,066,160	76,644
„ 1861 to 1862.....	...	...	...	109,854,040	79,199
„ 1862 to 1863.....	...	...	...	121,273,580	72,887
„ 1863 to 1864.....	...	...	...	117,463,586	46,603
„ 1864 to 1865.....	...	...	...	121,236,870	32,313
„ 1865 to 1866.....	...	...	...	118,333,042	62,890
„ 1866 to 1867.....	...	...	...	118,423,290	50,052
„ 1867 to 1868.....	...	...	...	116,890,430	57,449
„ 1868 to 1869.....	...	...	...	142,789,804	70,917
„ 1869 to 1870.....	...	...	...	139,740,193	63,807

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares. Tacls.	Paid up. Tacls.	Latest Qtn. Tacls.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	140 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ...	128 ...	12p.c
Shanghai S.N. Company ...	100 ...	100 ...	136 ...	12p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ...	50 ...	60 ...	8 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$488 ...	12p.c
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.298 ...	23p.c
North China Steamer Company	500 ...	500 ...	170 ...	
Union S.N. Company	100 ...	100 ...	83 ...	10p.c
Yangtzee Ins. Association ...	500 ...	500 ...	850 ...	12p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	—
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	3,000 ...	475p.c.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 5¾d.	4s. 5¾d.
Shanghai „ „ ...	5s. 11d.	5s. 11¼d.	6s. 0d.
Canton „ „ / Hong Kong „ „ / Macao „ „	4s. 4¾d.	4s. 5½d.	4s. 5½d.
Singapore „ „ ...	4s. 5½d.	4s. 5¾d.	4s. 6d.
Manila „ „ ...	4s. 3½d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306	228
„ Hong Kong	25¾ to 26½ dis.	—
Bar silver	111.5.0	7½ prem.
Mexican dollars	75.5.0	1⅝ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 32½; Old, 37½ per cent. prem.
Hong Kong Gas Company, 56 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 80 per cent. discount.
Hong Kong and Macao Steamboat Company, 36½ dols. premium.
Hong Kong Fire Insurance Company, 300 dols. premium.
Union Insurance Company, New, 1,500 dols.; Old, 1,000 dols. premium.
China and Japan Marine Insurance Company, Tls. 50 premium.
China Fire Insurance Company, 57 dols. premium.
Victoria Fire Insurance Company, 46 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, 10 dols. discount.
Indo-Chinese Sugar Company, par.
North China Insurance Company, Tls. 395 premium.
Shanghai Steam Navigation Company, Tls. 35 premium.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Norman Court, Sir Lancelot, Sea Gull, Tweed (str.) (reported by telegram).

At HONG KONG and CANTON.—From London, March 23, Marlborough; 27, Sea Gull; 29, Cingala; 30, Abbotsford (str.); April 3, Glendarroch (str.); from Cardiff, March 27, Moss Glen; 4, Ocean Mail; from Callao, March 27, Louisa Canevaro; from London, Erl King (str.) (reported by telegram).

At MANILA.—From Glasgow, March 16, Isusquisa; from Cardiff, 23, S. G. Glover.

At SINGAPORE.—From London, April 3, Enterprise (str.); 5, Emerald (str.); 6, Cheops (str.); 11, Erl King (str.); from Sunderland, 10, Elizabeth Ann; from New York, 1, Alsaka (str.); from Rotterdam, Aerolite; from London, Emblehope (str.), Glensannox (str.), Leith (str.), Hector (str.) (reported by telegram).

At BATAVIA.—From Bordeaux, March 19, Marie Alexandrie; from Rotterdam, April 2, Copernicus, from Newcastle, Johanna.

DEPARTURES.

From SHANGHAI.—None.

From FOOCHOW.—None.

From HONG KONG and CANTON.—For New York, March 31, Osaka.

From MANILA.—For London, March 27, Staffa; for Boston, Corra Linn.

From SINGAPORE.—For London, 7, Kinfauns Castle, Racehorse; for Boston, 10, Louisa.

From BATAVIA.—For Holland, March 26, Nijverhetd, Lichstraal; 30, Cornelis Wern Edward; April 4, Princes Amelia, Noach I.

VESSELS LOADING.

At HIOGO.—For New York, Vigil.

At SHANGHAI.—For London, Vanguard (full).

At FOOCHOW.—None.

At HONG KONG and CANTON.—For Falmouth, Stirlingshire; for New York, Adelia Carleton.

At SINGAPORE.—For London, Talbot, Mary Tatham; for Liverpool, Tiber; for Boston, Louisa.

At PENANG.—For London, Naomi.

FREIGHTS AND CHARTERS.

At SHANGHAI.—To London, the Vanguard completed her loading at £2 10s. per ton.

At FOOCHOW.—Nothing loading.

At HONG KONG and CANTON.—No fresh charters have been made, and rates remain unaltered.

At MANILA.—The settlements during the fortnight have been as follows: Priam, 604 tons, has been chartered in Ilo Ilo to load a full cargo of sugar to Falmouth for orders at £3 2s. 6d. per ton; Victoria, 670 tons, has been fixed here for Liverpool, taking 500 tons wet sugar at £2 15s. per ton, and filling up with hemp at £4 5s. per ton.

At SINGAPORE.—For London, the Mary Tatham is loading at previous rates; the s.s. Said has engaged a full cargo here and at Penang, taking Tin at £4 10s., Pepper at £5, Pearl Sago at £3, Sugar at £4 per ton; for Liverpool, the Tiber has taken the berth at £2 7s. 6d. for dead weight, and £2 17s. 6d. for light freight; by telegram of May 10 £2 10s. Gambier.

At BATAVIA.—For Channel, £3 7s. 6d. per ton to Amsterdam, Sugar, £70.

Digitized by Google

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Mar. 22	Neva	Macao	Callao
„ —	Emulation	Shields	Bangkok
„ 25	Astens	Samarang	Falmouth
„ —	Coldstream	Singapore	Liverpool
„ 27	Johanna & Margaretha	Holland	Samarang
„ —	Encarnacion	Macao	Havana
„ —	Talbot	Singapore	London
„ 28	Neville	Hong Kong	
„ —	Caroline Coventry	Manila	London
„ —	Penita	„	„
„ 30	Satsuma	Shanghai	Montreal
„ —	Wm. Wallace	Cardiff	Shanghai
„ —	Asphodel	Yokohama	New York
April 1	Copernicus	Holland	Samarang
„ —	Landbouw	„	„
„ 2	Free Singapura	Singapore	London
„ —	Mina	Manila	„
„ —	Canaan	„	New York
„ 3	Stirlingshire	Whampoa	Hamburg

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS.—RECEIVED VIA SINGAPORE, MAY 8.)

SHANGHAI, APRIL 22.—Grey Shirtings, 6½ catties, 8¼ lbs., Tls. 1.9.3; moderate inquiry. Cotton: Shanghai, Tls. 13. Tea: Nohting doing. Silk: Quiet; No. 3 Tsatlee, Tls. 585; settlements since departure of last mail, 700 bales; total export to date (China and Japan) from commencement of season, 50,000 bales. Exchange on London, bank bills, 6 m.s., 5s. 11¼d.

HONG KONG, APRIL 28.—Grey Shirtings: 6½ catties 8¼ lbs., $2.45; quiet. Cotton Yarn: 16-24, $110; quiet. Cotton: Bengal, fair medium, $14. Tea: Nothing doing; total export to date (China and Japan) since commencement of season, 132,000,000 lbs. Exchange on London bank bills six m.s. 4s. 4¾d.

STRAITS SETTLEMENTS.

(RECEIVED MAY 11.)

SINGAPORE, MAY 10.—Grey Shirtings, 8¼ lbs., $2.35; T-Cloths, 6 lbs., $1.45; Mule Twist, 40's, $109; Black Pepper, $9.65; White do., $14.58; Tin, $31¼. Exchange on London: Bank bills, six m.s., 4s. 5⅝d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 8, off the Eddystone, from Batavia, for Rotterdam, Jedo; 11, at Queenstown, from Singapore, &c. (via Suez Canal), for Liverpool, Bengal (str.), short of coals; at Liverpool, from Rangoon (via Suez Canal), Mauritius (str.); 12, off Falmouth, from Rangoon (via S.C.), Dora (str.).

DEPARTURES.—May 11, from London, for Singapore, Hong Kong, and Shanghai (via Suez Canal), Avon (str.); from Amsterdam, for Batavia, Staatsraad van Ewyck, from Zierikzee, for Batavia, Haamstede; 10, from Shields, for Hong Kong, Fred Warren; 12, from London, for Colombo, Caroline Hutchings; 10, from the Clyde, for Singapore, &c. (via London and S.C.), Sun Foo (str.); 11, from Hamburg, for Singapore, Paradies; from Southampton, for Hong Kong (via S.C.), Khedive (P. and O. str.).

LAID ON.—At London, for Yokohama, Miako.

SPOKEN.—Scawfell, Colombo to London, March 18, 35 S., 22 E.; Marianna Petronella, Bali to Amsterdam, March 18, 33 S., 16 E.; Vier Gebroeders, Batavia to Holland, 19 S., 4 E.

CASUALTIES.—The Amiral Gourbeyre (Fr. brig), Viaud, arrived at Cape Town, March 21, from Saigon. She had sustained some damage to her false keel, and would probably have to go on the slip. Advices from Pernambuco, dated April 27, state that the Corea, Bangs, from Zebu to Liverpool, which put in there March 25, leaky, had been ordered to be newly coppered and caulked.

MISCELLANEOUS.—Off St. Helena, April 8, Waalstroom, from Batavia, for Amsterdam. At Table Bay, March 21, Admiral Gourbeyre, Viaud, from Saigon; Cataluna, Baldin, from Macao, and sailed, 24, for Havana; 22, Vsadnik, Mikhayoff, from Batavia, and sailed 25 for London. Off Cape Point, C. G. Hope, March 23, Athena (of Newcastle), from Shanghai, for Montreal. At Algoa Bay, March 21, Ino, Schultze, from Hong Kong. At Mauritius, April 5, Silence, Defoy, sailed for Singapore. At Valparaiso, March 19, Lota (str.), Cook, from Chanaral, and left, 29, for Zebu.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ALLAN—On the 28th March, at Northam Lodge, Penang, the wife of John Allan, Esq., of a daughter.

CHURTON—On the 24th March, at Shanghai, Mrs. Stanley Churton, of a daughter.

LOUREIRO—On the 27th March, at Shanghai, Mrs. Pedro Loureiro, of a son.

MARRIAGES.

CLARKE—CORRY.—On the 4th May, at the parish church, Queen Camel, by the Rev. J. J. Bennetts, M.A., Robert Feaver Clarke, chief officer of the Peninsular and Oriental Company's steamship *Mooltan*, to Elizabeth Longman, elder daughter of James B. Corry, Queen Camel, Somerset. No cards.

JONES—MOORE.—On the 4th May, at the parish church, Havant by the Rev. H. A. Olivier, rector, James Jones, of the Imperial Maritime Customs Service, China, to Julia Anne, third daughter of the late James Moore, Havant.

DEATHS.

ELIOT—On the 26th March, at sea, invalided home, on board the P. and O. s.s. *Travancore*, John Eliot, R.N., First Lieut. H.M.S. *Icarus*, aged 31.

HARRIS—On the 27th March, at Hongkew, Shanghai, Alexander Day Harris, of London, and late of Calcutta.

LANE—On the 10th May, at Castle View, Weybridge, William Lane, late of Hong Kong, aged 53.

LITERATURE.

The publishers of *Art* are evidently determined to close their first volume with a collection of the very best illustrations they can secure. This month, the eleventh number of the magazine, which we hope may therefore be considered as having attained the permanent popularity it deserves, the contents are unusually varied. "Palma's Daughter," from a picture in Lord Elcho's collection, by Parigi Bordone, is a charming example of feminine grace and symmetry. The face is so truly beautiful, in the best sense of the word—so grave, modest, expressive, and yet discriminative—that we cannot but regret that the process by which it has been transferred to the page before us is one which stereotypes its defects as well as its beauties. The former are, however, only the work of "time's effacing fingers," and no other process could so well preserve the latter, which deserve to be immortalised. "The Bookworm," from Mr. Marks's admirable and characteristic picture, is beautifully reproduced, and will tempt many of *Art's* subscribers to cut it out of the part, and frame it in front of their desks. There are, besides, a "View in the Tyrol," very pretty, and cool looking, and "A Group of Arms and Armour," which is the only thing in the number that we cannot praise. The letter-press is appropriate, and the Art criticisms valuable and impartial.

Macmillan is a capital number. It opens with "The Panic and its Lessons," a sensible military article by Dr. Freeman. "The Past and Future Relation of Ireland to Great Britain" is well treated by the Hon. G. A. Brodrick. "Ingres" is an artist-like sketch; "The Age of Lead" is a pithy and truthful reflection on the House of Commons under the Gladstone Government; "Souvenirs of the Campaign of the Loire" contains some information that is still interesting, though the war in France has long given place to the revolution, and in this age of boredom we are almost tired of that, too, and longing for a "new sensation" for more reasons than one. The serial story, "Patty," is well continued, and makes up a capital number, which has the inestimable charm of including not a single line of the ordinary verse called in many magazines—poetry. The best article, however, to our mind, though it is one of the shortest, is an essay on "Darwinism and Religion," a very suggestive subject sensibly treated.

The People's Magazine sustains its reputation. The tales are continued spiritedly, and the illustrations are even better than usual, particularly a whole-page engraving, entitled "An Early Breakfast," and the coloured frontispiece, "May-day in the Olden Time." "Scarlet Fever" is a paper which conveys much valuable information on a subject too often totally ignored till the disorder breaks out; this paper alone is worth buying the magazine for.

MISCELLANEOUS.

THE *Times of India* says the Hon. Mr. Seward and party having relinquished that part of their plan which included a trip up the Persian Gulf, a look in at Bagdad, a survey of Nineveh and Babylon, and a tour across Mesopotamia, will have more time to spare for Western India and its more interesting localities. The honorable gentleman will have ample opportunity to visit Goa, which, we understand, he is anxious to do, in order to see how another European nation manages its Indian possessions. Mr. Seward has been entertained at dinner by the Byculla Club, Bombay; Sir Michael Westropp, Chief Justice, presiding.

Mr. MACFIE has given notice that on Monday next he should ask the Under Secretary for Foreign Affairs whether the Government had any information of intended restraints upon missionaries and others in China, and of the treatment of Christian converts; and whether instructions had been sent to the Government agents how to act in case the statements which had been made to that effect should prove to be true.

THE annual meeting of the London Missionary Society was held on the 11th, at Exeter Hall, which was, as usual on such occasions, crowded. Sir Bartle Frere (late governor of Bombay) presided. The Rev. Griffith John gave an account of his labours in Hankow and its vicinity.

AMONG the numerous counsel engaged in the trial of the Tichborne Baronetcy Case, now proceeding in the Court of Common Pleas, is Mr. Pollard, Q.C., of the Hong Kong bar, who appears for the plaintiff.

HIS MAJESTY THE KING OF SIAM may not improbably visit India. It is thought likely he will visit Calcutta, in order to see how railways work, which is his chief desire at present.

A GENTLEMAN about to return to Penang advertises for a partner with £2,000 to £5,000. A bank inspector for the East is also advertised for, salary £2,000 per annum.

THE annual general meeting of the Royal Geographical Society will be held on Monday next, the 22nd inst.

SIR JOHN HERSCHEL died at Collingwood, near Hawkhurst, yesterday morning, having just completed his 79th year.

Digitized by Google

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 10.

When the members of the Second Chamber dealt with the Budget of Foreign Affairs there was a very long and animated but wearisome debate on the question of our diplomatic representation at the Papal Court. The Minister proposed to maintain that Embassy against the wish of the Liberal party, which, however, afterwards withdrew its opposition. The chapter of Foreign Affairs, including the credit for the Ambassador, was, in the end, approved of unanimously. This question being once decided, much haste was made with the other matters. The Budget of Justice was carried after a short debate, and the Chamber is now discussing that for Home Affairs. I need not say that it has created much astonishment that the members approved the maintenance of the Ambassador to Rome, and it is quite certain that the decision would have been otherwise if the elections were not so near at hand. It is pretty certain that in future Budgets the majority of the members will refuse to grant money for this purpose. Of course this is well known by the Catholic party, and consequently this concession of the Liberals will have little effect at the elections, so that it will do but small good for the Liberals, who have forsaken their principles to please a party which ever asks for further concessions, and is never contented. In many cases the elections will be a dismal exhibition of violence, insincerity, and folly, and, indeed, the influence of the priests must be enormous, or the attractions of a seat in Parliament must be overpowering, when candidates holding respectable positions in society can lower themselves to purchase their seats by obeying the dictates of lay and clerical demagogues. The extravagance of the printed declarations has already reached a point which it seems scarcely possible to pass. Indeed, the coming election struggle will be like its predecessors, the Liberals having to fight against a league composed of Catholic Clericals, Conservatives, and Orthodox Protestants.

Rumours are again rife in political circles that the ex-Minister of the Colonial department, Mr. Loudon, will be appointed Governor-General of Java when Mr. Myer repatriates. He was for some days at the Royal seat, het Loo, with the King, and it is said that this visit related to his appointment. On the other hand, however, the name of Mr. Fransen van de Putte is still heard of as that of the future Governor. Nothing more has transpired about the marriage of our Prince of Orange with the daughter of the Russian Czar. The Prince, who was received in St. Petersburg with unusual ceremony, will in a few days have returned to the Hague.

Contrary to general expectations the liquidation project of the managers of the Oost Indische Maatschappy van Lyfrenten was approved of by a meeting of the creditors, only seven out of 169 votes being recorded against it. The only alteration made was that the holders of annuities will receive seventy-five per cent.

The *Willem III.* will leave on the 15th inst. with a number of passengers for Java. It is advertised to day that letters can be forwarded by this steamer at 20 cents (four pence) for 15 grammes, and printed pieces and samples not exceeding 40 grammes at 5 cents (one penny). The voyage is to be made in fifty days.

This evening a meeting is to be held of shareholders in the Rotterdam Bank.

Some days ago a general promotion took place in the army.

MEETING OF THE ROTTERDAM BANK.

The annual general meeting of shareholders in the Bank of Rotterdam was held yesterday. The report of directors and commissioners, previously published, gave rise to no discussion. In the place of Messrs. Plate and Pincoffs, commissioners, who according to the statute could not be re-elected this year, Messrs. I. C. Burlage and T. Miers were appointed. As members of the committee charged for the following two years with the revision of the balance-sheet were elected Messrs. I. C. Verniers van der Laeff, A. Milders, and R. Baelde, and as their substitutes Messrs. J. W. Anthony, H. I. L. Minderop, and M. Kohler. The declared dividend of f.2 per share will be payable immediately.

One of the shareholders expressed the thanks of the assembly to Messrs. Plate and Pincoffs for the eminent services rendered to the bank under difficult circumstances.

Mr. Plate, in reply, said that he left his post with the conviction that the management of the bank was in the hands of gentlemen who had proved to be able to restore it to a sound and prosperous position. Mr. Pincoffs added that this good position of the bank was chiefly to be attributed to the knowledge, zeal, and the honest principles of the actual board of directors. He hoped that the board would continue in the same way, and he foresaw a splendid future for it. The assembly joined by acclamation in the thanks expressed to the directors. Mr. Muller, president of the board of directors, expressed in the name of the board his warmest thanks for the feelings shown by the shareholders. He believed that the progress which the bank had made was in great part due to the very efficient co-operation of the commissioners, and to the very gratifying confidence shown by the commerce of Rotterdam in the bank. He felt sure that the bank, continuing to develop itself upon the same principle as now, would prove to be an institution alike profitable to Rotterdam and to the shareholders.

PRODUCE MARKETS.

The same want of activity which has characterised our produce markets of late continues to prevail. Coffee, however, has been selling to a fair extent, but at somewhat easier prices. The trade in Tobacco and Indigo has also been pretty buoyant, whilst the large Tea sales at Amsterdam have been attended with a favourable issue. Sugar has assumed a dull tone, and prices have declined, while the same remark applies to Cotton. Most of the other leading articles remain much in the same position as described in my last.

COFFEE.—A fair demand has prevailed for Java, belonging to the late public sale of the Trading Company, in addition to which sales have also been making pretty currently, though at somewhat reduced rates, of parcels of private importation. The following shipments have changed hands:—3,542 b. Padang, ex Magdalena; 549 b. Java, ex Grondwet; 950 b. do., ex Asta; 800 b. do., ex Caprera; 381 bags do., ex do.; 324 b. do., ex Sophia Koningin der Nederlanden; 1,754 b. do., ex Henrietta Adriana; 1,070 b. do., ex Anna and Sophia; 835 b. do., ex Pride of England; 1,000 b. Padang, ex Magdalena; 4,105 b. Macassar, ex Catharina Elisabeth.

TEA.—The public sales of Java, held at Amsterdam on the 4th and 5th inst., went off very currently. The whole quantity put up at the same met ready buyers at full prices, except 20 lots Souchong and 70 lots Pekoe, which have been bought in, owing to the elevated pretensions of the holders.

Chests.						Valuation.	Prices paid.
51/4	12/8	110/12	—/16	Dust		c.55 to c.80	c.45 to c.80
1,581	—	—	—	Bohea		60 to 82	40 to 93
305	—	—	—	Congou Bohea		70 to 80	68 to 88
145	—	—	—	Souchong Bohea		85 to —	80 to 89
2,164	—	—	—	Congou		78 to 92	78 to 106
144	—	—	—	Campoy Bohea		70 to —	76 to 82
65	—	—	—	Campoy		90 to 95	86 to 104
340	—	—	—	Soopoy Pekoe		110 to 130	113 to 136
6,016	—	—	—	Souchong		80 to 115	85 to 125
—	—	24	—	Padry Souchong		115 to —	126 to —
17	—	—	—	Pekoe Congou		120 to —	103 to —
—	4	—	—	Pekoe Campoy		110 to —	94 to —
1,572	—	85	—	Pekoe Souchong		110 to 120	98 to 128
948	177	92	—	Pekoe		130 to 350	118 to 456
676	—	37	—	Orange Pekoe		65 to 95	70 to 113
240	7	115	—	Skin		65 to 95	50 to 98
472	—	108	—	Twankay		90 to 115	88 to 129
366	—	63	59	Hyson		100 to 130	96 to 138
13	192	91	35	Young Hyson		110 to 135	90 to 134
9	181	—	21	Imperial		110 to 160	105 to 141
14	221	—	15	Gunpowder		110 to 140	100 to 144
7	1	—	—	Sundries		— to —	67 to 77

SUGAR.—No transactions of note are reported, either in raw or refined. The market looks very quiet in anticipation of the approaching Trading Company's public sale, which will take place here on the 23rd inst., and will comprise about 59,600 casks Java stored in different ports.

A lot of China, viz., 242/4 chests extra superfine Lapsang Souchong was sold at 108c. to 113c. The Windermere has arrived here from Foochow with a cargo for our market of 4,294/4 and 5,418/12 chests.

TOBACCO (JAVA).—The following parcels have found buyers by secret tender, viz.: 655 bales Java headmark Kendal Malang; 120 bales do. FJ; 325 bales do. Kawi/D; 1,250 bales PA/Malang; 625 bales do. BIC; 112 bales do. HJC; 802 bales do. C/Blitar; 320 bales do. BD; 415 bales do. S and P; 79 bales do. D/Kawi; 264 bales do. Tripa Kawi.

DRUGS.—Camphor remains dull for want of buyers. Cubebs unaltered, highest quotations 11c. Long Pepper nominal at 27c. Cassia Fistula f.6¼. Small lots of Vanilla meet buyers occasionally at from f.8 to f.18, according to quality. Preserved Ginger is offered at 70c. Oil of Cassia f.2¾. Gum Benjamin unaltered, the market value ranging from 85c. to 100c. Japan Wax has been rather more enquired after. Assortment A is worth f.44, and B f.42. Gutta-percha remains neglected. Batavia: India Rubber of fine quality is quoted f.130 to f.132. Gum Damar enjoys but little demand, and is offered at 37c.

TIN.—With the exception of small sales of Banca on the spot, at f.76, no business worth notice has been doing.

COCOA-NUT OIL—Has changed hands at f.30 for Cochin, and at f.26 for Ceylon.

SHIPPING.

ARRIVALS.—May 4, at Brouwershaven, from Pasaroeang, County of Stirling, Lourens Coster; 8, at Brouwershaven, from Sourabaya, Maria Elizabeth; 9, at Brouwershaven, from Foo-chow-Foo, Windermere.

DEPARTURES.—May 3, from Brouwershaven, for Batavia, Utrecht; for Sourabaya, Willem Kroonprins der Nederlanden; for Rangoon, China; from Texel, for Batavia, Christina; 5, at Texel, for Batavia, Louise, Kanagawa, Insulinde; for Samarang, Elizabeth; for Sourabaya, Aurora; 6, from Texel, for Padang, Jan van Brakel; 8, from Texel, for Batavia, Staatsraad van Ewyck; from Zierikzee, for Batavia, Haamstede; 9, from Texel, for Batavia, Amstelstroom; for Singapore, Vesta.

PASSENGERS OUTWARD.—For Java, per Christina: Mr. M. F. Luijtjes, Mr. van der Meer Mohr and family. Per Utrecht: Messrs. J. J. de Graaf and family, J. L. L. van Leeuwen and family, D. L. H. E. Keus, E. A. Daendels and family, C. van Duuzen, W. R. Herklots and family, J. J. Cleypoot and family, G. L. Ducker, D. G. Sigmond, W. Mallenckrodt and family, F. Alting du Claux, Mrs. du Claux and family, Mrs. Graafland and family. Per Elisabeth: Messrs. Haremaker, C. Hoffman, Schippers, van Hamel, J. Wagen and family, Laseur and family, J. M. Trauerbach and family, Mrs. Doen, Mrs. van Beveren and family, Mrs. B. E. Gallas and family, Miss C. Lapra, Miss E. Gosler. Per Insulinde: Messrs. W. Kraal and family, W. F. Weide, J. Oostenbroek and family, J. Vasseur, P. Gallas Edz, H. F. Verheggen, J. Duyvetier and family, H. A. de Rooze and family, W. Sterk, Miss Berkhuizen and family, Miss J. A. Sooters. Per Jan van Brakel: Messrs. K. F. Beekman, F. van Polanen Petel. Per Henriette Adriana: Messrs. J. G. van Oort, W. van Braam, D. Mellinghoff. Per Amstelstroom: Mr. J. Albarda Sz. Per Vesta: Messrs. S. van der Sluys, A. E. van Lier.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

ny Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

he "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MAY 15, 1871.

MR. WHITE ON THE POSTAL SERVICE.

IT is a novel and unexpected sensation for us to differ with Mr. WHITE. We have often admired the broad views and earnest reasoning of the hon. member for Brighton, and we are therefore the more surprised to find him giving utterance to opinions which are altogether behind the age, and inconsistent with the expansion of the trade and prosperity of the dependency in which he was so long interested. But *nemo semper sapit*—it is not given to any one to be right always, as the proverb tells us—and we must therefore suppose that it was under some temporary eclipse of reason that Mr. WHITE inveighed against the extravagance of the Government in paying a subsidy for carrying the correspondence of his old friends, whom he described as "the wealthy "merchants, the favoured officials, and the well-to-do people "who live in or write to India, China, Japan, and the West "Indies." Surely Mr. WHITE does not require to be reminded at this time of day that the interests really involved in cheap postage between England and the Colonies are not those alone of the merchants who write, but, in a far greater degree, those of our working population, which draws its support from the wages for producing the goods they pioneer new markets for? Surely Mr. WHITE must remember that every new step in postal reform, *i.e.*, reduction, was never opposed except by such extinct authorities as the late Colonel SIBTHORP (*Punch's* "Sibby" twenty-five years ago), and Mr. ALFRED BUNN, manager of Drury Lane Theatre, and other such rabid and bygone "protectionists." Surely Mr. WHITE must admit that step by step, as postage has been cheapened, trade has increased, and, what is more to his present apparent purpose, the Post-office has been most speedily recouped for its risk. And therefore for these and other reasons, *quas enumerare longum esset*, we think Mr. WHITE will shrink from pressing the arguments he was rash enough to enunciate on the occasion of Mr. SEELEY's motion to reduce the rate of postage between England and America at the expense of that between England and the East. By all means let the postage between England and America be reduced, say we; but let the postage between England and China and India be reduced, *pari passu*.

JAPAN, PAST AND PRESENT.

IF civilisation be correctly defined as the practical idea of the greatest activity and the best possible organisation of society so as to bring about the continual advancement of that society in peace, wealth, and prosperity, and the improvement of its members in their individual capacity, it is scarcely possible to find in the history of the world any nation which has made such rapid progress as the Japanese have accomplished in the course of a single generation. Twenty years ago the Government and the laws of Japan were less favourable to intercourse with foreigners than those of any other country on the globe, China not excepted. The Dutch residents, like the Chinese, were shut up in a small island; and the latter were only occasionally allowed to visit a temple in Nagasaki. If foreigners who then arrived in the ports, after a delay of many days and even weeks, obtained permission to set foot on shore, a small spot of ground was assigned to them, enclosed with strong palisadoes—and they were shut up in what was, in everything but the name, a prison. In the course of twenty years the change is something marvellous. The Japanese adopt the inventions of the West almost as soon as they are discovered, and certainly as soon as they are communicated to them. Their hills are rapidly becoming a network of telegraph wires; their plains intersected by railways; their coinage is about to issue from a new mint, and their arms to be manufactured in a new arsenal—and all this is performed by their own Government, which, so far from now resisting the presence of foreigners, actually invites the most competent Europeans to superintend the works. Twenty years ago we believe no pure Japanese had ever visited England; now they send the flower of their young nobility to this and other countries in pursuit of education, which is the very soul of civilisation. Twenty years ago an Englishman's life would assuredly have been sacrificed if he ventured beyond the narrow limits to which he was restricted; now we find the Government punishing with incredible severity an attack upon two European residents. In the benefits of this astounding change all the world has a share, and certainly no envy can mingle with our admiration of this remarkable people, even when we try to contemplate the unbounded prosperity of the future which seems to lie before them. In no part of the world was agriculture ever carried to a higher degree of perfection than in Japan. In a short time we may expect to see the various agricultural machines of Messrs. RANSOME and SIMS introduced. Japan, as we have recently shown, also abounds in mineral wealth; and its manufactures are already sufficiently well known to give some idea of the surprising ingenuity of the natives. With such advantages, and the earnest desire to make the best use of them, it seems no hazardous prediction that, in another generation or two, Japan may become, in proportion to its size, the most prosperous nation in the world.

THE HONG KONG GAMBLING ORDINANCE.

THE Hong Kong Chamber of Commerce, together with the principal European and Chinese residents, have done themselves honour in the memorial which they have addressed to Lord KIMBERLEY, praying the Colonial Secretary to instruct the Governor to abolish the odious system of licensed gaming houses. The arguments of those who supported their establishment three years ago were specious and hollow from the first; they amounted to nothing more or less than the Jesuitical sophism that it is permissible to do evil that good may come; but the system has now had a fair and thorough trial, and the remedy proves worse than the evil. It defeats the objects which it was expected to secure, and it is a standing reproach to us that we derive any portion of our revenue from the encouragement of the most deadly passion that can eat into the heart of a community. It was argued by the promoters of the measure that it is impossible to eradicate the habit of gambling, and that if the practice were confined within a certain number of houses, by collecting together all the most depraved characters in these licensed hells, it would be an immense benefit. In practice its result has been precisely the reverse. It has increased the number of criminals, by reason of the temptation afforded to dishonesty, and it has not tended to the reduction of the number of the police, which, for the extent of the population, is probably larger than in any other city in the world. As for the £50,000 a year which is produced by the sale of the licence to the highest bidder, it is simply an encouragement to the most unscrupulous sharper to bid high for a position which is secretly more powerful than the Governors. Regarded as revenue it is simply infamous—as the Roman Prince said of another tax, "Olet!"—and it ought to be done away with. The Chamber of Commerce have now expressed their desire to find some other means of maintaining the Government, and we cannot believe that Lord KIMBERLEY will feel justified in refusing their request.

BURMESE Ambassadors, Envoys, and travellers labour under two primary difficulties. The first is that, whatever they see, they dare not faithfully report to their Government or their public for fear of hurting the national *amour propre*, the penalty for which is death; and the second is that their Government are so tenacious of trusting them with the requisite credentials, that it is very difficult to make out whether any of our Burmese visitors come to us with any

Digitized by Google

sort of authority or no. Pending the settlement of this important fact, it might be well to suspend the hospitable impulse which causes an Englishman to invite anybody to dinner who uses the name of a friend. We do not say that Liverpool has shown herself more gushing than cautious in the banquet which her Mayor has just given to the PADEN WOON and his suite, who are supposed to represent the intelligence and progress of Young Burmah; but we must own that we should have liked to be fully assured of the political *status* of these gentlemen before they were entertained so very demonstratively.

"AULD REEKIE" has taken the initiative in exposing the anomalous condition of our relations with China, and the different opinions as to the proper course to be pursued towards the natives which are entertained by the representatives of Government and the representatives of British trade and manufactures. We call attention to the very able petition of the Edinburgh Chamber of Commerce for a Parliamentary Commission to inquire into our relations with the Chinese, both in their interests and our own, which we publish below. We should have inserted this petition earlier, but we deferred our notice of it in the expectation that it would be followed up by others from equally influential quarters. In the present position of our Government it is, however, felt that it would be a waste of time to endeavour to obtain an adjustment of our relations with China, and the other petitions are, therefore, for the time being, in abeyance.

THE Chinese Circular to the Foreign Ministers at Peking is supposed to have left Shanghai by the mail of 12th April, due here on 27th inst.; but we have reason to believe that Mr. WADE forwarded it to the Foreign-office by the mail now received. The Foreign-office must have been in possession of very similar information by last mail, for we find the following in the Shanghai *Cycle*:—"The Tsung-li Yamen has "sent a memorandum on the missionary question to the "Minister of each Treaty Power. It claims that priests be "restrained from interfering in Chinese affairs, and that "Chinese converts be not led to think that by the fact of "conversion they cease to be Chinese subjects. This memo-"randum has caused some stir in the diplomatic circle."

OUR last advices from Versailles inform us that CHUNG How has had another interview with M. THIERS, and that a French Minister has been appointed to conduct negotiations with the Chinese Emissary; M. KLECSKOWSKI is appointed Interpreter for the Conference. Our correspondent adds that CHUNG How and his friends seem much disturbed at the telegraphic summary of the recent Chinese despatch, which they consider likely to place difficulties in the way of a satisfactory settlement of the questions in dispute between the two countries.

OUR Java contemporary, the *Bode*, seems to be deficient of the faculty of keeping his temper with those who differ with him in opinion. He is equally cross with the *Batavia Handelsblad* and ourselves on this account; but, as the latter paper is his near neighbour, and is quite able to fight his own battles, we think it only courteous to give him the *pas*. If, after the encounter with his present antagonist, the *Bode* should be anxious for another contest, we will try to find time to oblige him.

IN another column we give a summary of Mr. MEDHURST'S Consular Report from Shanghai. Although long behind time, its appearance is most welcome, since it affords much valuable information. The most noticeable parts of the report are those which show the gradual supersession of Indian opium by the native drug, and the utter failure of the Mixed Court at Shanghai to fulfil the purpose for which it was instituted.

THE following appointments, which were referred to recently in our columns, have been gazetted:—Mr. W. H. MEDHURST, to be Consul at Shanghai; Mr. NEILL MCLEAN to be Consul at Batavia; and Mr. HENRY ERNEST BULWER to be Consul-General at Borneo.

THE P. and O. Company's new steamer, the *Mirzapore*, will be launched in a few days, and the *Agra* and *Pekin* will be ready about the month of August.

THE SHANGHAI CONSULAR REPORT.

Mr. Medhurst's report on the trade of Shanghai during the year ending 31st December, 1869, has just been published. Mr. Medhurst accounts for its late appearance by the time and labour expended in making the necessary extracts from the statistics of the Customs Department, and our Foreign-office have further delayed its publication, as we believe it arrived there last July.

British imports show an increase from Tls. 46,302,911 in 1868 to Tls. 50,170,665 in 1869. Notwithstanding this increase in imports generally, and an advance in the import of all cotton piece goods, the shirting trade fell off from Tls. 11,642,410 in 1868 to Tls. 10,020,769 in 1869, the decrease being principally in grey shirtings, and attributable to heavy stocks in hand at the end of the former year. The fallings off in shirtings is however more than compensated by the advance in T-cloths. Drills and sheetings show a large increase. Woollen goods as a whole show an increased importation during 1869 of about Tls. 200,000; sales, however, have by no means kept pace with the importation. Metals made encouraging progress, the total value being Tls. 2,113,820, against Tls. 1,463,632 for 1868. The remarkable increase in the imports of yellow metal is explained by the extension of the shipbuilding carried on at this port. The total value of miscellaneous goods is Tls. 2,698,795, against Tls. 1,141,625 for 1868. Coals show a falling off. Needles also show a falling off of Tls. 60,000 as compared with the previous year. The importation of Indian and colonial produce is estimated at an aggregate value of Tls. 20,495,551, against Tls. 20,270,115 in the previous year. Although this exhibits an increase of about Tls. 200,000, the returns show that the advance is monopolised entirely by the one staple of opium. The trade in opium has, however, been very seriously affected by the competition of the native drug, and Mr. Medhurst considers it absolutely necessary that, to meet the native competition, Indian opium must by some means be placed in the consumer's hands at a cheaper cost. The value of imports from other than British ports bears the same proportion to those essentially British that it did in the previous year.

In British exports silk decreased from Tls. 15,488,591 in 1868 to Tls. 13,632,097 in 1869, and tea from Tls. 13,475,075 in 1868 to Tls. 12,648,180 in 1869. Although there has been this falling off in amount, these trades have been profitable, and generally the transactions of the year have resulted in favour of shippers.

The number and tonnage of British vessels show a decline. In 1868, 453 British ships entered the port; in 1869 only 310. In 1868, 492 cleared outwards; in 1869 only 405. The direct trade between Great Britain and China has, however, notably increased in the last three years. Foreign shipping has not sustained any decrease.

The total duties collected on import, export, and tonnage dues during 1869 amounted to Tls. 2,662,244, or Tls. 160,808 in excess of 1868. Transit duties seem to be decreased about one-fifth.

CHINKIANG.

From Chinkiang Mr. Stronach reports an increase of imports during 1869 of 7,579,637 Chinkiang taels, of 6s. 1d. per tael. The small exports retrograded still further, showing a decrease of £34,000.

FORMOSA.

The shipping increased from 99 vessels in 1868 to 131 in 1869.

Mr. Hewlett reports the increase of the import trade at Taiwan, from £194,429 in 1868 to £285,149 in 1869, and of the export trade from £211,237 in 1868 to £245,866 in 1869. From Tamsuy Mr. Gregory reports a great falling off in British shipping as compared with 1868, though it still compares favourably with some previous years. In exports tea has taken the first place, though the trade is still small. In imports there is a good increase in Manchester goods.

Mr. Gregory draws particular attention to the failure of the Ta-lam-o project. This was a scheme for the establishment of a little colony or settlement, for agricultural and other purposes, at a place called Ta-lam-o, in the wild Aborigines' territory, on the east coast of Formosa, a few miles below Saw-o-Bay. The subordinate settlers were Kabaran people, or "Pepoes," aborigines, but subject to Chinese rule. The immediate leader was a British subject, and he was supported with funds, &c., by a non-British mercantile resident. The settlement was commenced in 1868. The project was a hazardous one, and was not well conducted. It would probably have failed had it been let alone, but it was brought to a somewhat speedier end by the interposition of authority. In October, 1869, the British subject above-mentioned (who had already become bankrupt) took his final departure from the place, with his people, to the number of thirty-four. Their boat was driven to the southward by a gale, and was wrecked near the south end of Formosa, and the leader and about half of his party unfortunately lost their lives. The mercantile resident who was concerned in the matter has since become insolvent.

THE MIXED COURT AT SHANGHAI.

Mr. Medhurst concludes his Report with a statement from Mr. R. J. Forrest, Acting Vice-Consul and Assessor, which exposes the unsatisfactory condition and effect of the Mixed Court of Shanghai. The writer describes the allowance of Tls. 500 per month, granted by the Taoutai for the support of this hybrid institution, as entirely inadequate. Out of that sum the magistrate has to support a staff of writers, interpreters, gaolers, &c.,

Digitized by Google

in all not less than fifty in number. The natives cannot, of course, be relied upon. The foreign assessor alone can be trusted to take impartial notes, and he is compelled to do the work of sheriff and mandarin, in addition to his own, before he can bring a culprit to justice. Mr. Forrest says, "In fact, I may briefly record my opinion that the Chinese authorities here evince no desire whatever to do justice to foreigners in civil or criminal actions. With them a claim against a native, whatever be its merits, is a thing to be resisted and opposed; and as they have found from experience that such opposition has hitherto met with remarkable success, it will be continued until events compel the mandarins to do justice to foreigners, or the latter, in despair, will refuse to advance claims against natives. As matters now stand, it is simply impossible to recover sums amounting to more than £50, even if a judgment is recorded for the plaintiffs." In criminal trials the failure of justice is even more deplorable; and a radical change in the constitution of the Court seems imperatively called for.

PETITION TO THE HOUSE OF COMMONS.

The Petition of the Chamber of Commerce and Manufactures of the City of Edinburgh, incorporated by Royal Charter,

Humbly showeth,—

That it is of the greatest importance that our political and commercial relations with the Empire of China, embracing as it is believed one-third of the population of the globe, should be put on a satisfactory footing.

That the Treaty of Tientsin concluded between this country and China, provided for its revision in 1870; but that the convention for that purpose, agreed to between H.M.'s representative at Peking and the representative of the Emperor of China, having been considered very objectionable in several respects by British residents in China and by mercantile bodies in this country, was disallowed by H.M.'s Government.

That as seen in the matter of that convention, and in other questions which have arisen, there is a great divergence of opinion between the official representatives of Great Britain at Peking and the body of British residents at the various ports, merchants, missionaries, and others, including, as your petitioners are given to understand, H.M.'s Consuls also.

That outrages of the most serious character have been perpetrated on the persons and property of foreigners during the last two or three years at Formosa, Chefoo, Swatow, Yangchow, and Tientsin, and that a feeling of great insecurity prevails lest there should be a repetition and extension of these outrages.

That, after repeated attempts to encourage commercial intercourse with China, by the reduction of duties on articles of Chinese produce and other measures, our exports to that country of British manufactures and produce are very insignificant, considering the number of its inhabitants, their industrious and mercantile disposition, and the immense resources of the country.

That at the present time there are resident in the United Kingdom a large number of official men, merchants, and missionaries personally intimately acquainted with Chinese affairs, some of whom have travelled over large districts of China, and whose information would be of much value to Government and the Legislature.

That, for these and other reasons, and with a view of putting our political and commercial relations with China on a better footing, it is highly expedient that a select committee should be nominated by your honourable House, for the purpose of inquiring into the present state of these relations, and more especially—

1. Whether the Legation at Peking has on the whole been beneficial to British interests or otherwise; and whether, in the discharge of his duty as superintendent of trade, H.M. representative there should or not spend a certain portion of the year in visitation of the various treaty ports.

2. Whether it is not advisable to require that the representative of H.M. be received in China as the representative of a Sovereign of equal dignity with the Emperor to whom he is accredited, and so to remove the appearance of giving any countenance to the tributary character in which foreign ministers are made to appear, according to Chinese theory.

3. Into the causes of the various attacks on foreigners since 1860, and whether they are in any way connected with the understood and subsequently declared policy of H.M. Government to refer all cases of complaint to the Chinese Central Government; and whether the opposition to foreigners is general, or confined to a particular class or classes.

4. Whether any complaints of loss or damage by breaches of treaty, &c., have been made to the Central Government, and what redress has been obtained from them, more especially whether, in the appeal to them in the cases of the murder of Mr. Williamson, any steps have been taken to discover and punish the perpetrators; and if not, whether any pressure has been put on the Chinese authorities to induce them to take steps for that purpose.

5. Whether the action of Mr. Consul Medhurst at Yangchow was successful or otherwise, and what have been the consequences in the state of the popular feeling there; in like manner, what were the immediate and ultimate results of the action of Mr. Consul Gibson at Formosa, and of his subsequent dismissal respectively.

6. Whether has the avowed policy of forbearance towards the Chinese Government tended to lessen or increase the occasion of complaint on the part of the British subjects in China.

7. Whether H.M. Government have instructed their representative to discourage the introduction of the appliances of Western science, and to restrict the points of contact as much as possible between Europeans and Chinese.

8. Whether, and how far, the Chinese have kept their agreement that tonnage dues are to be applied to facilitate the navigation of the Chinese seas and rivers.

9. Whether there is any indisposition on the part of the Chinese generally to trade with foreigners.

10. To what extent is opium now produced in China, and what will be the probable effect on trade and the Indian revenue.

11. Whether any and what complaints of infractions of treaty by British subjects have been made by the Central Government of China, and what has been the result of such complaints.

12. Whether Christian missions are inimical or otherwise to commercial and political intercourse with the Chinese.

13. Whether the constitution of the Foreign-office and its agencies is such as to admit of Chinese affairs being satisfactorily dealt with, and whether some arrangement by which special attention might be directed to consular reports and other sources of information might be advantageously brought to bear on these affairs.

14. Whether it might or might not be advantageous to appoint a High Commissioner to proceed to China for the purpose of making personal investigations there and reporting the results of his observations to H.M. Government.

May it therefore please your honourable House to appoint such a select committee to make these and such other inquiries as in your wisdom you may see fit into the state of the political and commercial relations of Great Britain and China, with a view to the same being put on a more satisfactory footing.

And your petitioners will ever pray.

David McLaren, Deputy Chairman.
Thomas C. Jack, Secretary.

Monetary and Commercial.

Mr. Del Banco, late manager of the Hong Kong branch of the Comptoir d'Escompte, who has a disputed claim against the bank, and who is prevented from prosecuting the same in Paris by the state of affairs there, recently sued the bank in the Lord Mayor's Court, and obtained an attachment for a sum of £1,371 upon the funds in the hands of its agents, the Union Bank of London. This has, however, been set aside by the Court of Common Pleas, on its being shown that the cause of action did not lie within the jurisdiction of the Lord Mayor's Court, but arose partly in France and partly in Hong Kong.

The Albert Insurance Bill, promoted by the Reconstruction Committee, for referring all its affairs to the arbitration of Lord Cairns, has finally passed the Committees of both Houses of Parliament. The effect will be to put an end to the existing costly liquidation in Chancery, and to secure a prompt settlement of all the complicated interests concerned.

The liquidator of the Oriental Hotels Company (Limited), having sold the Cairo Hotel to the Viceroy of Egypt, has given notice that he is prepared to pay off the 6 per cent. debentures in full and 16s. in the pound of the 12 per cent. debentures secured on the property, together with arrears of interest.

The export of shirtings for April has again reached the heavy total of 35,154,013 yards to Shanghai, and to Hong Kong 10,356,198 yards, but there is a decided check established for this month.

At an adjourned meeting of the creditors of Messrs. Hochen, Bird, Cole, and Co., merchants, London and Manchester, it was resolved to liquidate by arrangement.

A dividend of 1s. 6d. in the pound is now payable to the creditors of Allibon, Noyes, and Co., shipbuilders, of the Rosherville Ironworks.

A motion has been passed in the House of Commons extending the duty of 6d. per pound upon tea imported until August, 1872.

The *Tchihotcchoff*, the first Russian steamer on the China line, made the voyage from Odessa to Singapore in forty-two days, including seven days' detention at Constantinople. This is very promising.

Mr. H. G. Hollingworth has retired from the firm of R. Francis and Co., Kiukiang.

At a meeting of the Hong Kong and China Gas Company (Limited), a dividend at the rate of 10 per cent. per annum was declared.

Mexican dollars of the old coinage are in demand for China, and, the supply here being very small, the price has advanced to 4s. 11½d. per ounce. The new coin, which is not liked by the Chinese, and only taken for the Straits, is unaltered, at 4s. 10¾d. Bar silver is quoted 5s. 0 3-16d. to ¼d. per ounce.

The amount of bullion by the P. and O. Company's steamer *Khedive*, from Southampton (via S.C.) to China, &c., on the 11th inst., was, in silver, to Singapore, £16,900; to Hong Kong, £26,150; to Shanghai, £2,100; total in silver, £45,150.

Digitized by Google

SUNDRIES PER "N. B. PALMER," FROM NEW YORK FOR HONG KONG AND SHANGHAI.—APRIL 25.

A. A. LOW & BROS.
44 bxs. hardware
29 pkgs. clocks
29 cs. hardware
2 pkgs. personal effects
3 pkgs. compasses
85 cs. tobacco 14,450 lbs.
2 cs. books
9 bxs. stoves and fixtures
20 pkgs. ginseng 3,504 lbs.
34 pkgs. dried fish 1,856 lbs.
100 cs. milk
100 brls. pork 20,000 lbs.
50 brls. beef 10,000 lbs.
200 brls. rosin 60,766 lbs.
200 brls. pitch 60,000 lbs.
28 bxs. clocks
2000 cs. oil 20,000 gls.
14 dzn. pails
12 cs. meat
10 brls. whisky 414 gls.
12 pkgs. ginseng 2,400 lbs.
2 cs. machinery
10 kegs soda
5 carboys acid
25 brls. tar 5,000 lbs.
50 kits mackerel
20 half-brls. beans
60 cs. meat
1 cs. cigars
8 cs. velocipede wheels
2335 bls. drills 1,401,000 yds.
1 bx. lamps and fixtures
1 bx. tobacco 8 lbs.

W. H. FOGG & CO.
2 cs. tobacco 194 lbs.
500 brls. cement
600 cs. oil 6,000 gls.
20 kegs spikes 3,000 lbs.
11 pkgs. stoves
135 stoves loose
30 pkgs. glassware
150 cs. condensed milk
5 cs. tobacco 607 lbs.
10 cks. butter 1,578 lbs.
2 cs. brooms
80 brls. tar
20 brls. pork 4,000 lbs.
15 cs. bitters
20 pkgs. grates and fixtures
2 cs. tobacco 104 lbs.
1 cs. 4,000 cigars
4 pkgs. stoves
182 stoves loose
1 cs. pipes
29 pkgs. glassware
100 cs. oysters
1 cs. effects

G. A. POTTER.
40 kegs nails 4,000 lbs.
6 refrigerators
1 box lamp wick
5 bxs. axes
1 cs. wooden ware
1 cs. plated ware
8 bxs. scales
1 pkge. hardware
100 cs. petroleum 1,000 gls.
10 kits fish
1 bale cotton line
8 hhds. vinegar 192 gls.
2 bxs. corn meal 224 lbs.
2 bxs. flour
1 cs. nautical instruments
6 cs. chairs
7 pkgs. glassware
10 cs. bitters
5 cs. condensed milk
6 kegs pork 300 lbs.
50 cs. condensed milk
1 pkge. hardware
90 cs. petroleum 300 gls.
6 cks. butter 720 lbs.
1 cask glassware
10 cs. preserves
2 cs. tobacco 923 lbs.
5 kits fish 125 lbs.
1 cs. gas fixtures
1 prcl. lamp-wick
1 prcl. india-rubber goods
1 cs. lamps
8 cs. preserves
2 cs. corn starch 640 lbs.
2 cs. corn meal 180 lbs.
2 cs. hominy 180 lbs.
50 cs. condensed milk

LULING & CO.
1 cs. cigars

BEEBE BROS.
8 brls. butter 776lbs.
8 hf.-brls. beef 800lbs.
7 do. pork 700lbs.

B. BININGER.
21 pkgs. stoves
5 cs. bitters
10 cs. apple sauce
8 pkgs. carriage ware

LANMAN AND KEMP.
164 pkgs., 600 bxs. perfumery
54 pkgs. medicines

GEO. BAINES.
24 bxs. clocks

OLYPHANT & CO.
1 pkge. earth closet
1 cs. contg. bear, traps, and chains

JNO. CASWELL & CO.
2 cs. piano
1 brl. china
2 cs. books
1 cs. table
6 cs. clothing
3 cs. stoves
1 cs. refrigerators
5 cs. gas fixtures
6 cs. furniture
2 cs. earth closets

C. CUTTER.
1 box sewing machine
1 box clothing
2 pkgs. lamps
3 pkgs. drugs
1 pkge. surgical instruments
1 pkge. crockery
2 qrs. brls. preserved fruit
1 box clothing
1 box books
4 bxs. glassware

F. HATHAWAY.
50 brls. peas
50 brls. pitch
50 cs. preserved peaches
32 cs. tobacco 5,120lbs.

YOUNGS & CO.
17 trcs. hams 5,177lbs.
1 cs. books

WITTE & CO.
8 bxs. caboose fixtures
8 cabooses
3 hearths
8 bdls. scoops
40 bxs. preserves
10 kits mackerel
1 box yeast powder
8 kegs nails 8,000lbs.
10 cks. ginseng 4,044lbs.

EVERETT & CO.
1 cs. beans
1 cs. peas
1 cs. codfish
2 cs. mackerel
9 cs. vinegar
1 cs. brushes
7 brls. butter 692lbs.
4 hf.-brls. tongues
16 bxs. fruits
10 bxs. syrup
5 bxs. condensed milk
2 bxs. bitters
6 hf.-brls. pork
1 pkge. brooms
1 box codfish
1 pkge. shovels
1 box bitters
4 bxs. fruit
2 bxs. condensed milk
2 bxs. Tomato catsup
6 brls. butter 580lbs.
2 hf.-brls. pork

W. J. EMMETT.
100 doz. brooms
300 lbs. candles
10 kits mackerel
128 doz. cans condensed milk
50 bls. oakum 5,000lbs.
5 hf.-brls. pork
300 lbs. split peas
yeast powders

BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month of April show a falling off of £467,026, or about 2½ per cent., in the declared value of our exportations, as compared with the corresponding month of last year, but an excess of 8 per cent. as compared with April, 1869. The only instances of material increase are,—coal 14 per cent., haberdashery 21 per cent., and silk manufactures 70 per cent., the latter continuing to be stimulated by the interruption of French industry. The articles which figure for a reduction are,—earthenware 10 per cent., hardware 10 per cent., iron manufactures 2 per cent., machinery 19 per cent., linen yarn 8 per cent., linen manufactures 8 per cent., silk yarn 20 per cent., woollen yarn 10 per cent., woollen manufactures 4 per cent., miscellaneous articles 3 per cent., cotton yarn 7 per cent. in value and 6 per cent. in quantity, and cotton manufactures 6 per cent. in value and 1 per cent. in quantity. The declared value of our exportations from the United Kingdom for the first four months of the current year has been £63,279,857, or 2½ per cent. over 1870, and more than 8 per cent. over 1869.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 30th April.		
China and Hong Kong	lbs.	846,100	1,165,655	888,600
Japan	,,	851,050	534,600	765,580
Straits Settlements	,,	69,200	216,800	251,080
Ceylon	,,	—	26,756	16,400
		For the Four Months ended 30th April.		
China and Hong Kong	lbs.	783,460	2,334,879	2,904,180
Japan	,,	1,561,832	2,917,330	2,560,680
Straits Settlements	,,	803,040	974,350	1,006,180
Ceylon	,,	51,772	68,156	147,900

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 30th April.		
China and Hong Kong	yds.	33,092,962	39,442,838	48,668,820
Japan	,,	2,335,577	2,295,789	5,354,800
Philippine Islands	,,	2,085,039	2,386,900	1,034,100
Java	,,	1,392,800	1,261,600	4,119,640
Straits Settlements	,,	4,060,325	10,888,228	7,232,500
Ceylon	,,	575,077	3,297,989	1,347,700
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	98,272,177	105,868,266	189,288,420
Japan	,,	7,466,402	9,169,810	17,183,800
Philippine Islands	,,	8,059,489	9,382,910	3,246,100
Java	,,	6,588,500	7,486,070	12,880,140
Straits Settlements	,,	17,238,247	28,666,118	26,016,600
Ceylon	,,	5,376,038	9,168,246	11,407,100

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 30th April.		
China and Hong Kong	yds.	2,808,802	2,116,865	1,001,831
Japan	,,	680,879	142,811	288,476
		For the Four Months ended 30th April.		
China and Hong Kong	yds.	7,459,212	6,607,755	4,175,204
Japan	,,	1,781,188	400,482	578,717

WOOLLEN AND WORSTED GOODS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	yds.	279,348	318,264	109,668
For the four months	,,	785,431	724,788	647,938

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	tons	1,682	1,462	634
For the four months	,,	4,973	7,320	3,047

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months ended March 31, 1871, compared with the corresponding periods of the two preceding years, is returned as follows:—

To	1869.	1870.	1871.
China (exclusive of H. Kong)	£1,546,170	£1,875,485	£1,794,068
Hong Kong	395,306	577,018	759,894
Japan	383,508	363,952	354,851
Straits Settlements	361,514	465,069	674,576
Ceylon	147,687	176,200	249,634
Philippine Islands	171,216	198,996	75,888
Java	146,447	155,054	195,624
Siam	—	—	1,857
Borneo	—	—	890
Cochin China	—	—	—

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months ended March 31, 1871, compared with the corresponding periods of the two preceding years, is returned as follows:—

From	1869.	1870.	1871.
China (exclusive of H. Kong)	£3,111,289	£3,380,577	£3,851,988
Hong Kong	65,912	12,992	71,622
Macao	93,113	17,778	47,972
Japan	52,511	10,516	2,859
Straits Settlements	445,148	429,755	601,781
Ceylon	361,767	226,249	385,092
Philippine Islands	207,368	162,399	378,606
Java	8,087	46,008	72,228
Siam	61,436	6,860	—
Borneo	11,465	—	22,115
Cochin China	18,109	—	—

Digitized by Google

BULLION AND SPECIE.

GOLD.—There has been a large withdrawal of sovereigns from the Bank, £432,000 having been sent away in connection with the Argentine Loan; there is, however, no demand for Bar Gold for export, and about £690,000 has been sent in since the 4th inst. The Ceylon has taken £50,000 in sovereigns to Malta.

SILVER.—The Nyanza has brought £173,400, the Sarpedon £97,000 from India, and the City of London £16,500 from New York. The demand is steady for Holland. Quotations: 5s. 0 3-16d. to 5s. 0¼d.

MEXICAN DOLLARS.—We have received about £20,000 from New York and the Pacific. The demand for the old coinage is good, and the price has improved to 4s. 10¼d. per oz.; the new coinage remains at 4s. 11¾d. per oz.

EXCHANGE on India for Banks Drafts at 60 days' sight is 1s. 10⅝d. per rupee. India Government Loan Notes are firmer in price; we quote the 4 per cent. 92¾ to 92⅞; the 5 per cents. 100 to 100⅛; and the 5½ per cents. 107⅝ to 107¾.

ARTICLES OF IMPORT.

TEA.

The market for China Teas has been quiet without alteration, attention having been principally directed to extensive sales of Indian Teas, which have been held during the week. The only public sale of China comprised 1,169 packages Congou, which were sold without reserve at steady prices, viz., common 10d. to 10¼d., good common 11d. to 11½d., fair 1s. per lb.

It is stated in the commercial circular of Messrs. Jones, Enson, and Barter, that at the Commercial Salerooms, London, on Wednesday last, 300 half-chests of tea dust, called scented orange Pekoe siftings, were sold by auction, without reserve, on account of the importers, and part realised 1d. per lb. It is a matter of considerable doubt whether this article is tea at all, it is certainly utterly spurious and unfit to drink; the leaf is in a great measure composed of dirt and steel filings, and if a magnet be thrust into a sample of the same, on examination it will be found covered with small particles of metal. The Custom-house authorities receive 6d. per lb. duty for this rubbish. Another sale was held on the 12th inst., when 2,938 packages were sold "without reserve." They consisted chiefly of common to good common red leaf Congou, ex Gresham, and Moyune greens, ex Sarpedon, both recently arrived. The former realised 9½d. to 11d. per lb. current rates; the greens sold well, and at full prices for the finer grades. Of 2,500 packages other kinds offered nearly 2,000 found buyers at prices showing little alteration from those previously ruling. Privately there is little activity in the demand, but full rates continue to be realised for most descriptions.

SILK.

There is no alteration to report in the market.

COFFEE.—The market for Ceylon is without change; small quantities of Plantation brought forward at the public sales have found buyers at previous rates, and Native has been in moderate inquiry; the latest prices paid have been—Plantation, small grey to coloury 54s. to 60s., low middling 60s. 6d. to 63s., bold greyish 63s. to 68s., middling 63s. 6d. to 69s., good middling to good bold 71s. to 80s., peaberry 76s. 6d. to 80s., triage and overtakers 47s. to 56s. 6d. Native, small 44s. to 45s., good ordinary 53s. to 54s., bold 55s. 6d., peaberry 55s. to 56s. 6d. An offer of 422 bags Singapore sold, good pale Bonthyne 57s. 6d., one lot 58s., good mixed pale 52s. 6d.

PEPPER.—Black: The market has been steady; at auction 1,839 bags Singapore, consisting of grey and low, per W. Cory and Alonzo, were offered and bought in at 5d. to 5¼d., except 200 bags fair, which sold at 5¼d.; privately about 500 bags Penang have been sold at 4 15-16d. to 5d. White has sold on easier terms, viz., 100 bags Singapore at 7¾d., short prompt, and 80 bags damaged Penang at 7d.

RICE.—The market remains quiet, and sales of soft grain kinds can only be effected at easier rates. About 4,000 bags old Rangoon, per Rothesay, have been sold at 9s. 3d., 8,000 bags Necransie at 9s. 7½d., 7,000 mats field Siam at 8s. 9d., 206 bags damaged Saigon at 8s. 3d., 30 barrels and cleaned Java at 30s. Privately 1,500 bags Rangoon have been sold at 9s. 6d., and 6,000 bags at 9s. 3d.

SUGAR.—There is somewhat more business doing, importers having shown more willingness to accept the lower prices lately established. The business in East India has been confined to Manila, of which 8,600 bags have been sold at 20s. 6d.; 6,900 bags Taal, at 20s. 4½d.; 3,000 ditto, 20s. 6d.; 600 bags repacked ditto, at 20s. 1½d.; and 7,800 bags Ilo Ilo unclayed Manila have been sold at 22s.

TIN is in more demand, and the market is firmer, Straits has been sold at £123 10s. to £125, and business has been done in Banca at £128 10s. to £129 10s.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The market has been almost without animation, having gradually assumed a quieter tone since the 5th inst., and sales both for yarns and goods have been on the most limited scale. Quotations show little change, but where business has been done producers have granted a further small reduction. The trifling concessions manufacturers are willing to make fail to induce buyers to re-enter the market in face of the continued discouraging accounts from India and China.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	13	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	5s. 7½d.	6s. 6d.	7s. 1½d.	7s. 4½d.	7s. 6d.	7s. 9d.	8s. 6d.	8s. 9d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	
Quality...	No. 21	22	24	26	25	28	31	
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	—
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price.....	9s. 0d.	9s. 3d.	10s. 3d.	10s. 7½d.	9s. 10½d.	11s. 3d.	6s. 7½d.	
Width ...	44/45 in.	...	...	...	...	49/50 in.	...	
Quality...	No. 33	35	36	39	—	46	49	
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0	—
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	
Price.....	7s. 7½d.	7s. 7½d.	8s. 9d.	9s. 10½d.	11s. 6d.	10s. 0d.	11s. 0d.	

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 6d.	5s. 9d.	6s. 6d.	6s. 7½d.	7s. 6d.	8s. 6d.	8s. 9d.

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop ...	9 1½		—
Maddapollams	3 4		—
Long Cloths	8 9		—
White Spot Shirtings ... (nominal)	10 10		—
,, Brocade... ... do.	11 0		—
,, Damasks ... do.	19 0		—
Cotton Yarn, Nos. 16-24 China	0 11	to	1 0
Nos. 28-32 do.	1 0	to	1 1
No. 40 do.	1 0	to	1 1½
No. 40 Mule Twist	0 11½	to	1 1½

NEW YORK MARKET REPORT.—APRIL 29.

TEA.

The following is from Messrs. Beebe's Circular of the 20th inst.:—Our last report of the market for Tea was under date of March 20th, since which business has continued on a liberal scale in Greens and Oolongs, with but little doing in other descriptions. We note a decline during the month of 3c. to 5c. in Japans and Oolongs, and 2c. to 3c. in some grades of Green. At the close Greens are held with rather more confidence in the future, but Japans and Oolongs remain without favourable reaction. Included in the sales reported from first hands since the 20th ult. are 32,900 half-chests Green, 10,300 half-chests Japan, 45,800 half-chests Oolongs, and 800 half-chests Souchong and Congou. Of the Oolongs about 13,000 half-chests are old crop goods, mainly of cargo grades, and prices realised for them show a decline of 5c. to 8c. in rates current for similar grades at the opening of the year. We revise our quotations for this mail to correspond with present values. Clearances for consumption and export, as shown by the annexed tables, are largely in excess of those to the same date in 1870, and statistically the market is in good shape. But the absence of anything like speculative feeling, and the large supply of all descriptions of Tea to hand just now, checks for the present any tendency to a favourable reaction in prices.

The following are the current quotations (in gold, duty 15c. paid):—Greens (Moyune, Teenki, and Fychow): Gunpowder fair to good, 60c. to 95c.; fine to finest, 68c. to 110c.; Imperial, fair to good, 36c. to 80c.; fine to finest, 43c. to 95c.; Young Hyson, fair to good, 38c. to 85c.; fine to finest, 34c. to 100c.; Hyson, fair to good, 33c. to 62c.; fine to finest, 38c. to 75c.; Hyson Skin, 25c. to 30c.; Foochow Oolongs, common and good, 40c. to 48c.; superior and fine, 53c. to 70c.; finest, 75c. to 100c.; Amoy Oolongs, common and good, 38c. to 48c.; superior and fine, 50c. to 60c.; finest, 62c. to 65c.; Souchong and Congou, common and good, 27c. to 38c.; superior and fine, 43c. to 55c.; finest, 60c. to 80c.; Japans, common, 45c. to 46c.; medium, 48c. to 50c.; good medium, 52c. to 55c.; fine and finest, 57c. to 68c.; choice, 70c. to 80c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to April 19, 1871, were as follows:—Greens, 12,351,952 lbs.; Japans, 5,292,292 lbs.; Souchongs, 1,391,482 lbs.; Oolongs, 7,534,403 lbs.; other sorts, 163,520 lbs.; total, 26,733,849 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 43,483,510 lbs., as the total supply. Subtracting from this total the exports from Jan. 1 to April 19, 2,227,988 lbs., and the withdrawals for home consumption during that period, 19,641,330 lbs., there remains a total of 21,613,192 lbs., representing the stock on the last-named date. The receipts from March 18 to April 19 amounted to 4,964,139 lbs.; the withdrawals for home consumption to 3,870,524 lbs.; and the exports to 690,562 lbs.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those of our last issue. The market for Brazil continues in the same dull condition which has been prevalent for some time past. In East India, though there is less doing, the market is firm, and prices are unaltered; the only transactions to report are 2,000 mats Java from second hands at 19¾c. to 24c. gold, according to quality, and 98 bags Government Java on private terms; the sale is reported from Boston of 2,000 pockets Singapore at 17⅞c. gold.

CORDAGE.—Prices of Manila have advanced half a cent, in sympathy with an improvement in Manila Hemp. We quote Manila Cordage 17½c.; do. 6 and 9 thread (¼ and 5-16 inch diameter), 18½c.; do. 12 thread (⅜ inch diameter), 18c.; Manila Hay Rope, 18c.; Manila Cordage, Bolt Rope Yarns, 19½c.; do. 6 and 9 thread, 20½c.; Tarred Manila, 17c.; fine Tarred Manila Lath Yarn, 18½c.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.20; Cassia, 95c. gold (in bond).

FIRE CRACKERS.—The market is more active, and stocks are held very firmly; we quote extra No. 1 whole boxes, full count, $2.45 to $2.50, with no Golden Dragon to be had below the latter price; the sales embrace 1,000 boxes at $2.50, and about 10,000 do. on private terms.

GAMBIER.—The current quotation is $3.85 to 3.87 gold (duty free).

HEMP.—The improved tone of the market for Manila noticed in our last report has been further strengthened, and though the market has been a little irregular by reason of the diversity of qualities placed on

Digitized by Google

offer, an advance of half a cent per lb. in gold has been established, with sales of 1,000 bales at 9½c. to 10c.; 2,500 do., 10¼c. to 10⅜c.; 1,500 do., 10⅜c.; and 500 do. Sorsagon 11, all gold, cash and short time. At the close the market is firm at 10½c. to 11c. gold, according to quality.

INDIGO.—Manila has continued quiet but steady without change in prices; the week's sales amount to about 30 cases at $1.10 to 1.25 currency.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to $1.25 currency (duty free).

RICE.—Both Carolina and East India are unchanged, a fairly active enquiry having been exhibited at the rates previously ruling. The sales of Rangoon have been 1,800 bags for home consumption at $7 to 7.25 currency, and 200 bags for export at $3.50 gold in bond.

SUGAR.—The business since our last has been on a moderate scale, the firmness of holders and the light offerings having somewhat restricted the volume of trade, but it must also be considered that the late free purchases have given refiners a good supply, and as they now hold all the stock they can accommodate with storage, &c., their wants, and consequently their purchases have been lighter than for some time past. The quietude, however, is no indication of weakness, for the market is firm, and quotations show a general advance of one-eighth of a cent per lb. The recent demand for Manila appears to be entirely satisfied, and there have been no transactions during the week.

SPICES.—The market for large parcels continues quiet, and in invoices we have only to notice the sale of 200 cases Nutmegs at a private price. The trade buy more freely, and the market has been pretty active. Sales have been made of Mace at $1.15; Nutmegs, 82c. to 84c.; Cassia, 31c. to 31½c.; Wild Cinnamon, in lots, 33c.; Pepper, 16⅛c. to 16¾c. for Singapore, and 16c. to 16½c. for Sumatra; Cloves, 11¾c. to 12c., all gold.

TIN.—The market is at an entire standstill, owing to the exceptional firmness of holders, and no transactions have been effected; Straits is held for 33c., offers of 32½c. being refused, and Banca for 38c. to 38½c., gold.

SHIPPING.

ARRIVALS.—April 24, at Boston, from Singapore, Napier; 26, from Manila, White Swallow; from Sourabaya, Johanna Susannah; 29, at New York, from Foochow, Carnarvonshire.

DEPARTURES.—April 25, from New York, for Hong Kong and Shanghai, N. B. Palmer.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
May 5	Rollo	Way	Nagasaki, &c.	London
4	Laurens Coster	—	Pasaroeang	Helvoet
5	Harrington	McKenzie	Foochow	Deal
	Windermere	Johnson	Do., for Rotterdam.	Off Cowes
3	Marie Elisabeth	Bonjer	Batavia, for Rotrdm.	Off Scilly
7	Sarpedon (str.)	Butler	Sing., China, &c., S.C.	London
5	St. Vincent	—	Java	Clyde
4	County of Stirling	Dalgarno	Pasaroeang	Brouwershaven
7	Golden Horn (str.)	—	Rangoon, via S.C.	Liverpool
7	M. M. Jones	Jones	Foochow	Queenstown
7	Lois	Leurs	Zebu	Falmouth
6	Jedo	Schmidt	Batavia, for Rotrdam	Off do.
7	Palmen	Larsen	Colombo	Off Scilly
Apr. 4	Mary Anne	Lovatt	Maulmain	Cairnryan
	Buston Vale	Savage	Colombo, for London.	Off Queenstown
May 6	Vincenza	Thian	Java	Greenock
10	Madras	Wupper	Hg. Kg., for Hamburg	Off Falmouth
8	Chalgrove	Elliott	Foochow	Off Scilly
10	Bywell Castle (str.)	—	Rangoon, via S.C., for London	Liverpool

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 2	Mikado	Ilberg	Hong Kong	Cardiff
2	Oneiza	Morton	Yokohama	Do
5	Africa (str.)	Galilee	Shan., Nag., &c.—S.C.	London
5	Ocean	Gers	Bangkok	Do.
5	Mountain Laurel	Dixon	Cardiff & Singapore.	Do.
	Marie Elise	Van Deurse	Batavia	Amsterdam
3	Channel Queen	Lelasham	Hong Kong	Cardiff
4	Kenilworth	Owens	Trincomalee	Do.
3	Cap Horn	Matzen	Macassar	Hamburg
3	Margot	Volquardsen	Yokohama	Do.
2	Da Capo	Oncken	Wladiwastock	Cuxhaven
	Christina	Visser	Batavia	Amsterdam
5	Frances	Kortling	Hong Kong	Cuxhaven
	Elisabeth	Feenstra	Java	Amsterdam
	Louise	Bonjer	Do.	Do.
	Aurora	Visser	Do.	Do.
	Insulinde	Jollie	Do.	Do.
	Willem Kroon Prins der Nederlanden	—	Batavia	Rotterdam
6	Antje	Julius	Singapore	Cardiff
7	Bartolina	Ternich	Do.	Do.
9	Bienheim	—	Do.	Liverpool
9	Adolf	Meyer	Do.	Cardiff
9	Caranjah	Cawse	Galle	Liverpool
	Birdston	—	Hong Kong	Clyde
	Sindbad	—	Manila	Do.
7	Aline	Kier	Hong Kong	Hamburg

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMER VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Avon.

SAILING VESSELS.—For Yokohama: Walton, Min, Chusan. For Shanghai: Elizabeth Graham, The Caliph, Dilpussund, Cleta, Ailsa. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Brockham, Beemah, Ornate, Corea, Rollo. For Singapore and Manila: Kate Carnie. For Singapore: Fair Leader. For Penang: Eleanor. For Batavia and Sourabaya: John Lidgett, Frederic, Robin Hood. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Caroline Hutchings, Ocean Rover, Seafield. For Colombo, &c.: Dorothy.

At LIVERPOOL.—For Nagasaki and Hiogo: Deogaum. For Yokohama and Hiogo: Lizzie Iredale. For Shanghai: Camana. For Manila: Olaquivel, Maria Fidela. For Manila (via Suez Canal): Buena Ventura (str.). For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Priam (str.), Ajax (str.).

At GLASGOW.—For Penang, Singapore, and Manila (via Suez Canal): Albay (str.). For Singapore, Hong Kong, Shanghai, Japan, and Java ports (via Suez Canal): Sun-Foo (str.). For Batavia and Sourabaya: County of Nairn.

SPOKEN.

SIR W. WALLACE, Cardiff to Shanghai, Feb. 2.
IDRIS (Swed. brq.), Cronstadt to Amoy, 42 days out, Feb. 11, 37 S., 16 W.
PREMIER, Batavia to the Clyde, 75 days out, March 20, 30 S., 58 E.
ATTILA, of Liverpool, Newcastle to Galle, May 4, 49 N., 6 W.
LEVANT, Sourabaya to Amsterdam, March 20, 14 S., 56 W.
WILLIAM MITCHELL, Cardiff to Galle, May 4, 50 N., 8 W.
No. 1,203, 4th d.p., Foochow to London, March 2, 11 S., 104 E.
ROSAMOND (brq.), Ceylon to London, March 25, 26 S., 2 E.
VIER GEBROEDERS, Java to Baltimore, March 23, 35 S., 17 E.
CHATEAUBRIAND, Java to Amsterdam, March 6, 29 S., 59 E.
MAITLAND, Cardiff to Hong Kong, March 10, 20 N., 25 W.
WILLIAM FRUING, Canton to Buenos Ayres, March 6, 34 S., 22 E.
DE VANDT (?) (Dutch ship), Sour. to Amstrdm., March 20, 14 S., 8 W.
AVON, Cardiff to Shanghai, March 31, 2 N., 22 W.
ARDENTINNY, (brq.), Clyde to Hong Kong, Jan. 28, 37 S., 10 W.
PERUVIAN, Liverpool to Singapore, April 4, 46 N., 13 W.
HIPPOCAMPI, Macao to Belle Isle, April 16, 25 N., 41 W.
SUMATRA (Sicilian ship), Sumatra to Gibraltar, March 13, 26 S., 5 E.
LA SERENA (brq.), Colombo to London, March 20, 13 S., 9 W.
WINDHOVER (ship) London to Hon Kong, March 28, 3 N., 24 W.

FREIGHTS AND CHARTERS.

We have no alteration to report in outward freights for vessels on the berth. Coal freights remain without animation, and rates are as last quoted.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £40. For Hong Kong: £28. To Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai:—£1 17s. 6d. For Hong Kong: £1 11s. For Japan: 37s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

The Palmen, Larsen, from Colombo to Bremen, arrived off Scilly, May 7, short of provisions, and reported that when off the Western Islands she experienced a very heavy gale and shipped a sea, which killed the carpenter.

MISCELLANEOUS.

At ST. HELENA.—March 30, Nuevo Lontero, Estival, from Manila, and sailed for Cadiz; 31, Lucie, Didier, from Macao, and sailed, April 1, for Havana; 31, Golden Fleece, Adams, from Manila, and sailed for New York; April 1, Athena, Pearce, from Shanghai, and sailed for Montreal; 2, Maria Adolfina, Bakker, from Banjoewangie, and sailed, 3, for Amsterdam; 4, Chetah, Reid, from Pasaroeang, and sailed, 6, for the United Kingdom; 4, Conchita, Larrabe, from Manila, and sailed, 6, for Cadiz; 6, Coleroon, Montgomery, from Banjoewangie, and sailed, 7, for Rotterdam; Aberdeen, Gould, from Manila, and sailed for New York; 7, Annie Fleming, McPherson, from Samarang, and sailed, 8, for Amsterdam; 9, Mina, V. Bruggen, from Batavia, and sailed for Rotterdam; Vice-Admiral May, Stiffey, from Banjoewangie, and sailed, 10, for Amsterdam; 11, Europa, Griffiths, from Sourabaya, and sailed for Amsterdam; Eastham, Atkinson, from Pasaroeang, and sailed, 12, for Montreal; Sea Mew, Ratsey, from Samarang, and sailed, 12, for the Clyde.

Off ST. HELENA.—March 31, Ottolina, from Java, for Amsterdam; Maria and Hillegonda, from Batavia, for Rotterdam; Nyassa, from Padang, for Rotterdam; Ridderkirk, from Batavia, for Rotterdam; April 9, Merwanjee Framjee, from Colombo, for London.

At ADEN.—April 16, Glensannox (str.), Davidson, from London, and left for Singapore, China, &c.

At ALGOA BAY.—March 18, Queen of the West, sailed for Ceylon.

At MAURITIUS.—March 29, Loire, Croix, sailed for Galle; April 6, Phare, Maillard, sailed for Singapore.

The Earl Russell, of London (Off. No. 42,737), Fox, which sailed from Batavia Oct. 6 last, with sugar, rice, &c., for Rotterdam, has been posted by the Committee of Lloyd's as a missing vessel, having been spoken with, Jan. 12, in lat. 42.31 N., lon. 26 W., since when she has not been heard of.

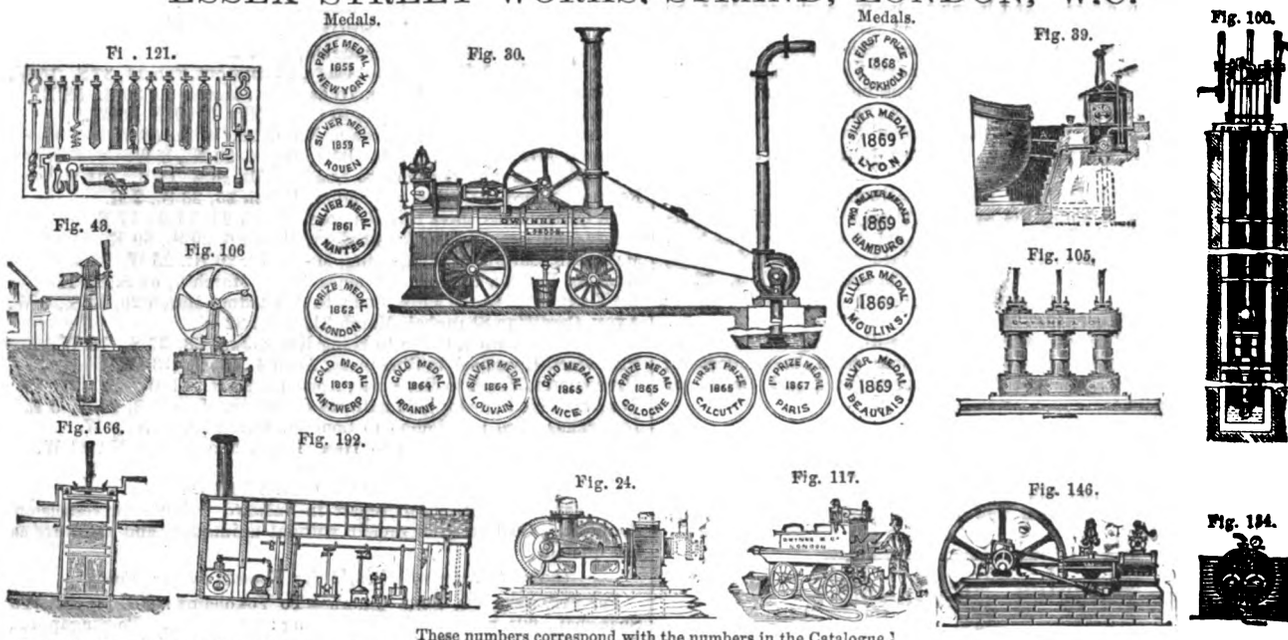
Digitized by Google

THE HOLLAND AND JAVA STEAM LINE.—On the 5th inst. Messrs. John Elder and Co. launched from their shipbuilding yard at Fairfield, Govan, an iron screw-steamship, of 2,700 tons register and 400-horse power nominal, for the Stoomvaart Nederland Company. The vessel has been designed and constructed for that company's service between Holland and Java, *via* the Suez Canal, and is of the following dimensions:—Length between perpendiculars, 320 feet; breadth, 39 feet; depth moulded, 31 feet. In the equipment of the ship the latest improvements have been introduced, and nothing has been overlooked which will tend to the success of the vessel. Accommodation has been provided for 100 first class, 50 second, and a few third class passengers. She has great carrying capacity, with light draft of water. The engines, which are being supplied by the same firm, are upon their compound principle, with all the recent improvements. The vessel is named the Prins van Orange. Messrs. Elder and Co. have two other vessels on the stocks for the same company, 350 feet in length. The Prins van Orange is similar in every respect to the Willem III., launched from the same yard on the 8th March. The last named vessel was tried on the 5th inst. between the Cloch and Cumbrae lights to test her speed and consumption of fuel, and notwithstanding the boisterous weather the performance of the ship was highly satisfactory to all concerned. She will leave Greenock for Amsterdam to-morrow, from which port she is intended to sail to Java.

THE P. and O. steamer Indus, built by Messrs. Denny Brothers, on the Clyde, had her trial trip at the measured mile, and attained a speed of 13.3 knots per hour, the engines working most satisfactorily.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.



These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.
Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.

Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed, Olives, Fat, &c., &c.

Large Illustrated Catalogue, with many estimates, &c., forwarded on receipt of Twelve Stamps, or can be had through Merchants, &c.
Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presses, Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works,
STRAND, LONDON, W.C.

HUGHES & KIMBER,

MANUFACTURERS OF
MACHINES AND MATERIALS
For Lithographers, Printers, Engravers, Bookbinders, and Stationers,
LITHOGRAPHIC
AND
COPPERPLATE PRESSES,

London, 1851.

Paris, 1867.

LITHOGRAPHIC CYLINDER PRINTING MACHINES,
LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

Paper-Cutting Machines (Diagonal Cut,)
As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.
Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.
ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.
An Illustrated List Post Free on Application.
CONTRACTORS TO HER MAJESTY'S GOVERNMENT.

London, 1862.

Dublin 1865.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.
An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.
Orders must be accompanied by remittances or references, and letters must be addressed to
C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB, YOKOHAMA.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenienc for coaling Steamers, discharging argo, and storing goods, together with ample MAHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of arch, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company will COMMENCE at the above Offices on MONDAY, the 15th inst.

By order of the Directors,
P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collec Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

HOLLOWAY'S OINTMENT

AND PILLS.—DISEASES AND CASUALTIES incidental to youth may be safely treated by the use of these excellent medicaments according to the printed directions folded round each box and pot. Nor is this Ointment alone applicable to external ailments; conjointly with the Pills it exercises the most salutary influence in checking inflammations situated in the interior of the body. When rubbed upon the back and chest it gives the most sensible relief in asthma, bronchitis, pleurisy, and threatening consumption. Holloway's remedies are especially serviceable in liver and stomach complaints. For the cure of bad legs, all sorts of wounds, sores, and likewise scrofula and scorbutic affections, this Ointment produces a cooling and soothing feeling most acceptable to the sufferer.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.
OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-stree Birmingham.

Established 1807.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London,

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	"	"
China ..... in 44	"	"
New Zealand in 45	"	"
Australia ..... in 48	"	"

Passengers for Californ a and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North acific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London'

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMETER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
enang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
ourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha i	H. FOGG & Co.
ien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	

OFFICE, 2, COWPER'S-COURT, E.C
(Over the JERUSAL

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. — —
ALEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, May 13, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, May 23, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, May 13, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, May 23, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

June 11 July 9 August 9	For	Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 27th May, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Beemah	A1 11 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Dilpussund...	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	To follow
Hong Kong	Ornate	A1 11 yr.	E.I.D.	With des.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	To follow
Yokohama...	Miako.....	A1 16 yr.	E.I.D.	With des.
Singapore & Manila ...	Kate Carnie	A1 15 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAMSHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Pen., Sing., H. K., and Shang. (via S.C.)	H.Kong(ss)	A1 100	1215	S.W.I.	May 25
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	May 25
Shanghai...	Cleta	A1 16		E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

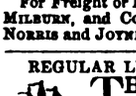
STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks about the 25th May. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM FROM LONDON (via SUEZ CANAL) to PENANG, SINGAPORE, HONG KONG, AND SHANGHAI.—The magnificent Screw Steamer HONG KONG, 1,215 tons register, 200-horse power nominal, J. H. WATSON, Commander (who has had great experience in the China trade), will load in the South-West India Dock, and receive goods until 25th May (unless previously full). This magnificent steamer has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage; has splendid accommodation for first and second-class passengers; is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C.

REGULAR LINE OF CLIPPERS TO JAVA.



THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	John Lidgett ...	A1 17 yr.	771	SWID	May 15
Do. do.	Robin Hood ...	A1 10 yr.	941	SWID	June 10
Do. do.	Countess Russell	A1 8 yr.	965	SWID	July 10

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

Under positive engagement to sail on the 15th May next.

FOR BATAVIA and SOURABAYA, the magnificent composite China clipper, JOHN LIDGETT, 771 tons register, A1 for 17 years; Captain G. H. Polson; now loading in the South West India Docks.

This splendid ship, built by Messrs. A. Stephens and Sons, Glasgow, has run 300 miles a day for eleven consecutive days, and will probably make the passage to Java under seventy days, and thus offers an excellent opportunity to shippers of fine goods.

For Freight or Passage apply to JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. Arnold and Co., 53, Gracechurch-street, City.

STEAM VIA THE SUEZ CANAL.—To sail 18th May, direct for Singapore, Hong Kong, and Shanghai, taking cargo for transhipment to Japan and Java at through rates, the splendid new full-powered screw steamer SUNFOO, 100 A1, the highest class at Lloyd's, 1,450 tons gross register, 200-horse power nominal; East India Docks. This fine vessel, just launched, is confidently expected to make a very rapid passage, and is especially recommended to shippers. Has excellent accommodation for first and second-class passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

NOTICE to PASSENGERS for SINGAPORE, HONG KONG, SHANGHAI, and JAPAN, via SUEZ CANAL.—The splendid new Clyde-built screw steamer SUNFOO, 1,450 tons, 200-horse power nominal, sailing May 18th, has magnificent accommodation for first and second-class passengers, and will carry a surgeon and stewardess.

For plans and rates of passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

PENANG, SINGAPORE, and MANILA, via Suez Canal. To sail from Glasgow, May 31, the fine, full-powered, new, Clyde-built, screw steamer ALBAY, 600 tons register, 100 A1, at Lloyd's, 100-horse power nominal. Has excellent accommodation for passengers.

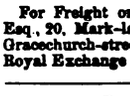
For Freight or Passage, apply in Glasgow, to Messrs. J. and R. YOUNG and Co., 107, Buchanan-street; or in London, to J. D. WILLIS and Co., No. 115, Leadenhall-street.

Steam via the Suez Canal. To sail on the 20th May. Having a large portion of her cargo for Yokohama engaged.

FOR SINGAPORE, HONG KONG and YOKOHAMA (JAPAN). Taking goods for transhipment at YOKOHAMA to HIOGO, NAGASAKI, and KANAGAWA, the fine fast full-powered screw steamer UNA, owned by Messrs. Malcomson Brothers, of Waterford, 1,236 tons register, 250-horse power, nominal, O. E. SMITH, Commander; Victoria (London) Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

Regular line of packet ship.



FOR HONG KONG, the splendid clipper ship BROCKHAM, *AA1, 1,048 tons register; W. RICHARDSON, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

JAPAN—FROM LIVERPOOL.

FOR YOKOHAMA and HIOGO.—Has nearly the whole of her cargo, and will be despatched on Saturday, the 20th inst.; loading in Prince's Dock; the magnificent composite clipper barque LIZZIE IRELAND, Captain DOWSON; 693 tons register; built under special survey in 1868, and classed 17 years A1. Has proved herself one of the fastest vessels afloat, having made the passage from San Francisco in 103 days, and delivers her cargoes in splendid condition. Just re-coppered and put in first-rate order, and a desirable conveyance for shippers.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower Chambers, Old Church Yard, Liverpool.

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. MINTON, Commander; South West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

First Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COLOMBO, COCHIN, CALICUT, and MANGALORE, the splendid regular trader DOROTHY, A1 9 years, 310 tons register, J. WILLIAMS, Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR BANGKOK (SIAM) DIRECT.—A First-class Vessel.—To leave in July.—Offering favourable opportunities to shippers.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monda , May 15, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 403.] LONDON, MONDAY, MAY 22, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE MAILS, &c.

The next inward mail (P. and O.) is due, *via* Brindisi, on Saturday next, the 27th inst. Telegrams with dates, Shanghai, May 11, Hong Kong, May 12, were received, *via* Singapore, this day.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

(RECEIVED MAY 22.)

SHANGHAI, MAY 11, HONG KONG, MAY 12.—Shipping Arrivals Celestial Queen, Lord of the Isles.

STRAITS SETTLEMENTS.

(RECEIVED MAY 18.)

SINGAPORE, MAY 18.—Grey Shirtings, 8¼ lbs., $2.32½; T-Cloths, 6 lbs., $1.45; Mule Twist, 40's, $109; Gambier, $2.90; Black Pepper, $9.65; White do., $14.81¼; Tin, $31¼. Exchange on London: Bank bills, six m.s., 4s. 5¼d. Shipping Arrivals: Achilles (s.), Northam Castle, Nadolph, Canton, Elgin.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—At New York, from Manila, Golden Fleece; May 11, at Gibraltar, from Sumatra, for Marseilles, Sumatra; 8, at New York, from Shanghai, James S. Stone; 9, off Boston, from Batavia, Bengal; 15, at Cadiz, from Manila, Nuevo Lantaro.

DEPARTURES.—From Amsterdam, for Batavia, Pieter Adolf; May 13, from Newcastle, for Batavia, Ellida; 17, from Liverpool, for Batavia, Chloris; 18, from Newcastle, for Singapore, Augusta; 19, from Sunderland, for Penang, Coringa; 18, from Cardiff, for Singapore, Cornelia; 19, for Shanghai, Etha Rickmers.

SPOKEN.—John Ritson (Dutch ship), Sourabaya to Amsterdam, March 12, 32 S., 18 E.; Red Deer (ship), Cardiff to Shanghai, April 2, 2 N., 21 W.

CASUALTIES.—The Willem III. (Dut. str.), of and from Amsterdam for Batavia, with passengers, caught fire off the Isle of Wight at 10 P.M. 19th inst., crew and passengers saved; the vessel has been towed into Spithead, still on fire; the engineer reports that the cargo, valued at 200,000 guilders, is all destroyed.

LIST OF PASSENGERS.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, May 13.—To Hong Kong: Mr. J. McGrigor, and two second-class passengers. To Singapore: Mr. T. R. Ker, Mr. H. F. L. Bickmore, Mr. Thompson. To Ceylon: Mr. and Mrs. Hume, two children, and servant, Miss Agar, Miss Towell, Mrs. Williamson and two children.

Per P. and O. steamer *Bangalore*, from Brindisi, May 23.—To Ceylon: Mr. S. C Higgs-Craven.

Per P. and O. steamer *Nyanza*, from Southampton, May 27.—To Yokohama: Mr. Paul. To Penang: Mr. and Mrs. W. Scott and three children. To Ceylon: Mrs. Pole, Captain Hudson, Mr. and Mrs. James Merriman and two sons, Miss Merriman.

Per P. and O. steamer *Delta*, from Brindisi, June 6.—To Hong Kong: Mr. R. T. Rowe.

Per P. and O. steamer *Massilia*, from Southampton, June 10.—To Ceylon: Mr. J. F. Jowitt.

Per steamer *Ajax* (Holt's line), Capt. A. Kidd, sailed from Liverpool, May 18.—To Penang: Three Masters d'Mornay. To Singapore: Miss S. A. Hyde. To Hong Kong: Mr. Brockett, Mr. C. Koch. To Shanghai: Rev. J. and Mrs. Innocent and child.

PLAIN ENGLISH AND PIGEON ENGLISH.*

OUR readers are familiar with the nonsensical medley commonly used by foreigners to envelope rather than express the simplest ideas in conversation with the Chinese. They may, however, be surprised to find something very similar talked in Parliament, and by Her MAJESTY'S Ministers when speaking on affairs in China. Such, however, is the case, and, if it could be taken as an indication that the Government had so far changed their policy as to show half as much sympathy for our countrymen as they have shown for the Chinese we might not find much to cavil at in the new system. The fact is, however, that the present Ministerial jargon is as Chinese in sentiment as it is un-English in want of candour. Let our readers judge for themselves from the report of what Lord ENFIELD humorously calls his "answer" to Mr. MACFIE'S inquiry concerning the treatment of aliens in China. We give the report of the Parliamentary proceedings in another column, but the Under-Secretary's "explanation" is so short that we may be pardoned for reproducing it in this place also.

The facts are these. Mr. MACFIE, the Liberal member for Leith, a thoroughly earnest man, and a close thinker, whose most heartfelt wish it is to cement the connection between the mother country and her colonies and dependencies, asked a very plain and simple question about China in his place in Parliament—the only place, be it remarked, in which our slippery Government can be brought to book on any question. Mr. MACFIE asked a question about China (which we are the more indebted to him for putting since we believe he has no personal interests in that country)—a question which we have asked twice a week for the last month, and one which, if we are not very much mistaken, Lord GRANVILLE must have asked himself more frequently still. Mr. MACFIE asked the Under-Secretary for Foreign Affairs whether the British Government had yet received information concerning the Circular letter which the Chinese Government had addressed to the Foreign Ministers at Peking—a circular that expressed the deliberate intention of the Chinese Government to abrogate and ignore all the privileges of foreigners in China, which were obtained at so much cost by POTTINGER and ELGIN—a circular, the contents of which have long been perfectly well known to all the world except those who have charge of our interests in China—a circular which, as we also showed, had filled CHUNG HOW with apprehension that it would strike at the very root and purpose of his mission to the French—a circular which, manifestly copied from Prince GORTCHAKOFF'S recent note concerning the Black Sea, could only be considered as the Chinese ultimatum, and, unless promptly counteracted, the signal for another "little war"—a circular which, though the British Government are still "entirely ignorant" of it, has already borne significant fruit by tempting the King of Burmah to notify his intention to abrogate his treaties too—a circular, in a word, which all the world, except the Power most interested, are watching the effect of with various feelings, *pro* and *con*, but all with anxiety, and some with alarm.

Now mark the answer! In reply to Mr. MACFIE, the UN-

* We are quite aware that the regulation spelling of the word is *pidgin*, but, for the nonce, we must spell it here in English fashion, as conveying a meaning more applicable to present circumstances.

Digitized by Google

DER-SECRETARY rose, and stated that "no despatch or further "information had been received by the Government, and "*they had therefore abstained* from sending out any further "instructions to their diplomatic representatives in China."

Now, we humbly submit that this answer is no answer at all. We have no sort of wish to impugn the veracity of the noble lord when he assures us that he has no information on a subject which he ought to be the first man in England to know all about. On the contrary, we believe him severely. True, rumour says that Mr. WADE sent the circular to London by the mail which arrived here two days before Mr. MACFIE put his question, and Lord ENFIELD does not hint the slightest reproach to Mr. WADE for not informing his chiefs of a crisis which he could not but consider most momentous. This complacent "Peer by courtesy" glibly assured the House that he "had no doubt that the Government's diplomatic represen-"tatives would perform their duty with firmness and judg-"ment." His Lordship, however, took particularly good care not to state what that duty was. The forms of the House prevented Mr. MACFIE from pressing his inquiry, and he was obliged to be content with this miserable "begging the question," this sham ignorance, this mock confidence, this

"stridor non vox,"

—in a word, with the Pigeon-English of Lord ENFIELD'S reply.

LITERATURE.

—o—

Travels of a Pioneer of Commerce in Pigtail and Petticoats; or, an Overland Journey from China towards India. By T. T. Cooper, late Agent of the Chamber of Commerce at Calcutta. London: John Murray.

(SECOND NOTICE.)

Having "broken ground" with Mr. Cooper's very interesting and suggestive account of his late mission in a recent number, we now proceed to sum up, somewhat more exactly than we were able to do at the first opening of his volume, the course and result of his expedition.

A passage in both of the two lines of steamships plying between Shanghai and Hankow—of which Messrs. Russell and Co., and Messrs. Glover and Co. are the agents—having been placed at his disposal, Mr. Cooper preferred the offer of the latter firm, one of whose steamers happened to start at the time most convenient to him. Arrived at Hankow, Mr. Cooper found that the small gunboat lying off the British settlement, was, like many other important things under the present Ministry, "out of repair;" and the French Consul, M. Daboy, whose name should not be forgotten, having refused Mr. Cooper's request for the loan of the French gunboat, which had just arrived at Hankow, and therefore had not had time to be neglected as ours had been, our explorer would have had very little chance of pursuing his explorations further if it had not been for the prompt kindness of Mr. Gower, the local representative of the firm of Messrs. Jardine, Matheson and Co., who at once placed his fast-sailing yacht at Mr. Cooper's disposal. This vessel, however, failed to overtake Mr. Cooper's friends, and he was compelled to return to Hankow at considerable expense. Here, however, he found that the ungenerous conduct of M. Daboy had enlisted the sympathy of the English merchants of Shanghai on his behalf, and a subscription was raised, under the leadership of Messrs. Winchester and Hogg, to defray the expenses he had been put to. M. Daboy on this yielded to the advice of Viscount Brenier, his superior, and gave Mr. Cooper letters of introduction to various French missions.

This "very number one Chinaman," as the natives called Mr. Cooper when fairly indued with the pigtail and petticoats, finally left Hankow on the 4th January, 1868. His first course was across the plains of Hoopeh. At Chee-sien-sen he was warmly received, and he thus records his reflections on leaving:—

I could not help contrasting the reception my host had given me, a total stranger, and a foreigner, with that which he would probably have received at my hands, had he visited me in Shanghai, when, as is usual with us Englishmen, he would very likely have had to come into my office without the least polite encouragement from me, and have transacted his business standing, after which I should probably have dismissed him with a gesture of impatience. It seems a great pity that we Englishmen, being such a great commercial people, do not associate ourselves more with the people amongst whom we trade. In China we would do wisely to remember the old adage which tells us to "do in Rome as the Romans do," and to meet the Chinese more on a footing of equality.

From I-chang Mr. Cooper went to Chung-ching, finding several Chinese Christians at Chung, one of the prettiest towns on the Yang-tsze, who received him kindly. At Sz-chuan he attended a theatrical performance, and for the first time saw females on the stage in China. Here he stayed at a hotel, which must have been rather a comical place, if we may judge from the following account of the manner in which the landlord treated some of his customers:—

About eight o'clock the cook, or man-of-all-work of the hotel, jumped on a table in the hall, and made an oration to the coolies:—"Lodgers, if any of you have not had enough to eat, speak at once; if any of you wish to take a hot bath, speak; if any of you want tea, speak now, for in half-an-hour the fires will be out, and you will not be able to get anything."

The following is an interesting sketch of missionary progress:—

The Sz-chuan mission can boast of one martyr bishop, Monseigneur Dufresse, whose successful labours as Vicar Apostolic were closed in 1814 by his decapitation in Chera-tu; while ten of the native priests perished under the hands either of the torturer or executioner during the four following years.

A more peaceful period commenced in 1822, and in the year 1839 the Christians in Sz-chuan were computed at 52,000, under the charge of two bishops, nine French and thirty native priests. Huc states that at the time of his visit this province counted nearly "100,000 Christians, whose numbers were obviously on the increase from year to year." I do not, however, think that at present the number amounts to 100,000; as to the annual increase, I am not able to give any precise statement.

They are recruited principally from the well-to-do middle class, although in the villages there are many little Christian communities whose members belong to the industrious peasant class. They at present enjoy complete toleration, and, indeed, command respect, while in Chung Ching the numbers and wealth of the converts give them, as a society, considerable weight.

At Kienchow, a fine walled city on the Lin Kiang, our traveller met with a disagreeable adventure. A military mandarin of high rank was coming the contrary way, in full procession, with a numerous retinue, and, though there was plenty of room for him to pass, ordered Mr. Cooper's bearers to leave the road, and go into a newly ploughed paddy field, and on meeting with a refusal, overturned the pioneer of commerce and his chair into the mire. Soon afterwards he met with a bridal procession, which gives occasion for the following explanation of a subject not generally known:—

To understand the equivoque of the go-between, it must be explained that Chinese women are very expert with the needle; and those who are rich enough generally possess a needle stone, a little article somewhat like a razor-strop. On one side they sharpen their needle, and on the other there is a piece of oiled cloth, on which they grease their needle, to keep it from rusting, and make it work smoothly. This little article is considered a necessary possession by all ladies. The poor women, however, who do not possess them, rub their needles on thetr noses, instead of the strop; hence the term "needle-stone," as applied to a woman's nose.

On the way from Chen-tu to Hi yan ky our traveller passed through Satzow, a place extremely rich in minerals, coal, iron, lead, and copper, especially. The greatest source of wealth to the city and surrounding districts is, however, the brick tea, which gives employment to thousands of persons.

I never had the opportunity of witnessing the process by which the tea is made into the exceedingly hard bricks which find their way to Thibet; and so great is the jealousy with which the monopoly is guarded, that even bribes failed to procure permission to enter the warehouses where tea is packed for exportation. I am indebted to my landlord for the following imperfect description. The first quality is gathered in June or July, or shortly after the commencement of the summer rains in the end of May, when the leaf is about an inch long; when gathered it is spread in the sun till slightly withered, and then rolled with the hand until moist from the exudation of the sap. In this state it is rolled into balls about the size of a large teacup, and laid up until it ferments. It is then ready for the wooden brick-moulds, which are made with the ends movable, and fastened by pegs. The moulds, when filled, are dried over charcoal fires, until the tea is baked into a tough solid mass. When taken from the moulds the bricks are ready for delivery to the merchants. By them they are enveloped in peculiar yellow paper covers, bearing a Government stamp, and the trade mark of the exporter, and are packed in baskets four feet long, weighing about twenty pounds.

These baskets sell for about fifteen taels each, or four shillings and eightpence a pound, in Llassa, and the countries to the west of it, where this kind of brick tea is principally consumed. A second quality fetches about one shilling and sixpence a pound; and a very inferior sort, made entirely of twigs stuck together with rice water, sells for ninepence a pound. Mr. Cooper says this kind is only used at Ta-tsian-loo and its immediate neighbourhood; but we think our English readers will be able to recollect sometimes meeting with "tea" which corresponds remarkably with this description, and which finds ready purchasers in districts which certainly cannot be called the "immediate neighbourhood" of Ta-tsian-loo.

At this place Mr. Cooper became acquainted with the structure of a remarkable instrument much used by the devout Thibetans, and called a prayer cylinder. These cylinders are about four feet high and a foot in diameter, and are set to certain prayers by the Lama, who tells his beads during the performance with his disengaged hand. A highly popular prayer when Mr. Cooper was there was entitled "Om mani padme hum." We have not the slightest notion what it means, but the last word is singularly felicitous.

The people of Yunan implicitly believe that the plague of leprosy, to which they are very subject, visited their country simultaneously with the advent of foreigners.

We cannot afford space to follow Mr. Cooper minutely through his interesting description of the journey in Thibet. He went from Bathang to Atenze, the place where he was married unawares, as related in our former notice; then to Ting-lan, where he found a fearful insect, called the scorpion fly, which stung the mules instead of their riders, thereby causing considerable inconvenience to both parties by exciting the former to fling the latter. The "mandarin

Digitized by Google

fly" would not be an inappropriate name for the next insect of this kind that is discovered indirectly—rather through the effect of its venom than the immediate smart of it.

On his way to Ya-tzow Mr. Cooper enjoyed the hospitality of a petty chief entitled Black Nose, whose polite offer to escort him to Talifoo he had the good sense to decline, having good reason to believe that the villain's heart was of the same colour as his nose—a circumstance not uncommon in this country—though, here, the tint of both organs, when they correspond, is usually red instead of black.

Ta-tsian-loo appears to have been the furthest place touched by Mr. Cooper previous to his return homewards. He had succeeded in penetrating 200 miles into Thibet, and had become convinced that the nature of the country, with its terrible mountains and snows, would prevent any lucrative trade being carried on between India and China by this route, and, on the 11th of November, 1869, he arrived again at Hankow, having been a year and ten months on his travels. If he did not accomplish all that he proposed to himself when he set out, he has certainly made some valuable additions to our knowledge of the strange countries which he explored, and has recorded his adventures in very graphic and entertaining, but perfectly unassuming style; and his present volume ought to become very popular reading.

INDIAN *VERSUS* CHINESE OPIUM.

(To the Editor of *The London and China Telegraph.*)

SIR,—On the discussion of Indian finance a short time ago, it was stated in the House that, consequent on an anticipated fall in his receipts from opium in 1870, the Chancellor of India's Exchequer had deemed it necessary to increase the income-tax. Now, Sir, this was a measure exceedingly obnoxious to native merchants and others, and, by adding to existing discontent, was fraught with considerable prospective danger to the Empire. After all, moreover, it turned out that the Chancellor's fears in regard to a loss on opium revenue were groundless; for, instead of sending less opium to China, India sent more than she did the year before; and so, on the outturn, there was an increase instead of the reverse.

The grounds on which Sir Richard Temple proceeded were that China was cultivating the poppy very extensively; and it must follow that the product would compete injuriously with the Indian article—a position which those who have made the opium subject a speciality at once assailed; your present Correspondent, among them, then in Hong Kong, losing no time in writing to the *Daily Press*, one of the newspapers published in the colony, to the effect that there was hardly the shadow of a basis for such assumption by the Indian Chancellor and those who "crammed" him. The result proves the sagacity of that writing. Against an import in 1869 of 53,330 chests paying duty to the Chinese Government, in 1870, according to Imperial Customs returns before me, there were 58,381, or an increase of say 9½ per cent.; and while in 1869 the quantity of native grown opium brought into competition with Indian was known to be 433½ piculs, in 1870 the quantity exported from Hankow (the nearest consular port to the fields of Szechuen) was only 22 piculs, but 27½ catties of that being shipped in the last half of the year, so leading to the anticipation that next year there will be no market competition at all.

The long and the short of the matter is, that an old opium smoker will no more use native opium than an English strong beer-drinker will go to water if he can get the malt. The north of China is prolific in pears, but to the English palate the fruit bears a strong affinity to turnip; and it is only by strongly qualifying the stewed thing with some acid and sugar that it is possible to use China pears in puddings and pies. And just so of native opium;—it can only be used when strongly qualified with an inspissation of the Indian import, and will not be "piped" at all if Indian, Turkey, or Persian opium can be got in any way and at any cost.

Such being the actual state of the case, I do trust we shall see no more such freaks by Indian Chancellors of the Exchequer as the imposition of an increase to an obnoxious tax, because it is pecuniarily beneficial to a certain class of Indian speculators to succeed in creating an alarm; and it is also to be hoped that British Consuls in China will know better in future than, as Messrs. Medhurst and Mongan did, urge some means for lowering the price of the Indian drug in China in order that it may drive the native grown out of the market. Far better would it be to point out that if we abstain from sending opium to China the country can do without it; and that if we can create a sufficiency of revenue by any other means, it will be far more respectable and Christianlike than to do it by pandering to a people's sensuality.—I am, &c.,

TAU.

London, 18th May, 1871.

THE TIENTSIN MASSACRE.

(NEW YORK HERALD.)

A good deal of light has been thrown upon the frightful massacre of Christians at Tientsin, China, by the copious correspondence from that part of the world published lately in the *Herald*. Our readers have been informed both of the horrible details of that barbarous deed and the motive and feelings that prompted it. It would be hard to find even in uncivilised countries any act more savage and brutal than the murder at Tientsin last June of the ten Sisters of Charity, three priests, the French Consul, Vice-Consul, three Russians, and a large number of native Christian converts. Nor were the outrages perpetrated confined to subjects of France or Russia. The Protestant places of worship, and among them the American chapel, were attacked and more or less plundered and destroyed. It appears, too, that not only the mob, but the soldiers of the Governor-General's army also were active in this work of spoliation. Though the outrage seemed to have been aimed at the French especially, it was really against all Christians and foreigners. When the three Russians who were killed begged for mercy and hoped to save themselves on the plea that they were not French, the reply was, "No matter; we kill all foreigners." There appears to be no doubt that the outbreak at Tien-tsin was connected with a wide-spread conspiracy throughout a portion of the Chinese Empire, at least, against foreigners in general. The attack being made first upon the French, and the native hostility not being so pronounced against American, English or other foreigners, afford no reason to suppose that the foreigner of one nation is not as obnoxious to the Chinese as another. Indeed, the very cowardice and concealed duplicity made manifest in the outrage upon the French at a time when France was in trouble and supposed to be unable to defend her citizens abroad show what might be expected by other nations whenever the Chinese dare to show their teeth.

We had hoped, when Mr. Burlingame came here as Ambassador from China, that the Chinese were going to take a new departure in their intercourse and relations with foreigners, in accordance with the spirit and progress of the age. The appointment of an American citizen as the chief of the most important Embassy that ever left China was regarded by us as a great stride to that end, and full of promise for the future. The Government, people and press of the United States hailed with satisfaction that extraordinary mission, and this fact did much to break down objections and prejudices in Europe and to make the Embassy's path more easy with European governments. There was at first a strong feeling in some parts of Europe, and in England particularly, against making such treaties with China as Mr. Burlingame proposed. The leading English newspapers, responding to the sentiments of the old British party and opium traders in China and India, urged that a more liberal policy to the Chinese, as inaugurated by the Burlingame mission, would not make the Chinese more friendly, but would increase their arrogance and pretensions. This opinion was overruled, however, in a great measure after the American-Chinese treaty was made, and the Embassy arrived in Europe. The British Government and the other Governments of Europe followed the United States in the new liberal policy inaugurated. But the ink of the latest made treaties upon this new policy was hardly dry when the astounding information came of the Tientsin Massacre and of a probable extensive conspiracy in China to drive out foreigners and to deny them the privileges guaranteed by these treaties. Were the British right in their opinion of the incurable hostility and faithlessness of the Chinese? Were the American people and Mr. Burlingame wrong in their estimate of Chinese character and the results of the liberal policy established? The terrible event at Tientsin and the temper of the Chinese people tend to destroy the hope we had entertained.

The chief man of China, the Regent, Prince Kung, who is uncle of the young Emperor, is the same ruler that sent the Burlingame Embassy abroad, and appointed Mr. Burlingame the chief Ambassador. This indicated that he was a liberal minded and progressive man. The world believed him to be so. Mr. Burlingame and his associates proclaimed that everywhere. Are we to suppose, then, that Prince Kung has changed? It may be that he has not; that he still wishes to carry out treaty obligations, and to bring China into more free and close relations with the civilised Christian nations of the world. Yet how can we account for the Tientsin horror? It is known that at the time the Burlingame Embassy was sent abroad there was a strong party in China opposed to it; some of the highest mandarins were. This old China party were like the old Bourbons of France, the high Tories of England, the ultramontane Catholic hierarchy, and the old Panslavist Russian aristocracy. All these adhere to the past, cling to the exclusiveness of a former age, and pertinaciously resist any change or innovation. It is this old China party that rose and plotted against foreigners and Christians and committed the horrible crime at Tien-tsin, and, it is to be feared, by the aid or connivance of some of the high officials of the land. The brutal ruffians asserted their expectation of aid from the army of the Governor General of that part of China, and it is known the soldiers aided them in their work of destruction. One of the mandarins urged the rioters on in their horrible deeds. It is evident, therefore, that the Imperial Government either connived at the outrage or was powerless to prevent it.

When we consider that the Chinese Government is a perfect despotism, with its agents everywhere, and that it is kept pretty well informed of what is transpiring in the Empire, we cannot resist the impression that it knew of the gathering cloud that burst so dreadfully over the Christians at Tientsin. If so, a fearful responsibility rests upon it, and the great civilised Powers should demand full reparation for those outrages, with the punishment of the really guilty parties and of the Chinese officials, who participated in or connived at the outrage. They should demand, too, ample guarantees for the future. These demands should be made, indeed, if the Government had not a guilty knowledge of what was going to happen, because every Government is held responsible for the performance of its duty in affording protection to those on its soil and in fulfilling treaty obligations. It will not do to let a few miserable convicts or peasants be the scapegoats of higher criminals. Nor should the present occasion be permitted to pass without making a striking example—without teaching the Chinese Government and people that the great civilised nations of the world must be respected. The cause of France or of Russia in this matter is the cause of Christendom, of the civilised world, and of humanity. A decided and united effort should be made to make these semi-barbarians behave themselves, and to teach them that the

Digitized by Google

world moves. While the great Christian Powers have no wish to interfere with the autonomy of China, its religion or form of government, the Chinese cannot be allowed to stop the wheels of progress. Justice to China in all its rights, and with regard to its independence and internal form of government will be accorded; but it has entered into the family of nations and must perform its duty to the rest of the world. Treaty obligations must be enforced and the interests of the progressive civilisation of the age must be secured. Our own Government, which was the first to inaugurate a Liberal policy towards China, and to show its friendship, should unite with the other great civilised nations in securing these objects. Whatever may be the troubles or faults of unhappy France, she should not be left to deal with the Chinese alone. England, Russia, Germany, Italy—all the nations of Europe—yes, even Turkey, with the United States, should make common cause in bringing the Chinese to a sense of their duty to the rest of the world, and to make them understand that civilisation must advance in the land of Confucius as everywhere else.

FUNERAL OF SIR JOHN HERSCHEL.

The remains of Sir John Herschel, whose death was briefly recorded in our last issue, were interred in Westminster Abbey on Friday last. The gathering to see the last earthly honours paid to his remains was very large. Some time before the Abbey doors were opened a crowd of persons, dressed for the most part in deep black, assembled in the hope of getting good places. About the time that the doors were opened, a hearse, followed by a mourning coach, arrived at the Abbey. This hearse conveyed the coffin, containing the remains, from the Charing-cross Station, where it had arrived by train from Collingwood, the residence of the deceased. Half an hour before the service began, the places set apart for the public were nearly all appropriated. The space in the choir set apart for the accommodation of the friends, relatives, and distinguished admirers of the deceased was well filled. Many of the most noteworthy of living scientific men were assembled there. In the Sacrarium were grouped a body of Fellows of the Royal Society, of whom the most noteworthy were Professor Huxley, Dr. Gladstone, Mr. Lockyer, Professor Sylvester, and Dr. Carpenter. As much out of respect for the memory of the deceased as in compliance with the injunction of the Dean of Westminster, most of the privileged spectators were in mourning. But the rule was not followed as strictly as might have been desired. A considerable proportion of ladies appeared in coloured dresses. This piece of bad taste was the topic of whispered remark, and was strongly condemned. In no more pointed way could disrespect for the memory of the deceased, for the place and for the occasion, have been manifested. The contrast was the more striking between the gaudy attire of these ladies and the black silk dresses of the others. The black cloth hangings, around the pulpit, reading desk, and in other places, made the effect all the more sombre, and made the frequent patches of bright colour in the pews more objectionable. Punctually at the appointed hour the funeral service began. Entering at the west, the procession accompanying the coffin passed along the nave, through the choir, up to the altar rails. The coffin, which was of polished oak, was then placed upon the supports appointed to receive it. Meantime the organ pealed through the building, and the choir chanted the opening sentence of the beautiful and impressive Burial Service. The pall-bearers and those who formed the procession were nearly all men of note; many bore names which excite respect wherever the discoveries and achievements of science are known and appreciated. Foremost among them was the Duke of Devonshire, who is not only the representative of a great aristocratic house, but the Chancellor of a University which has given to science and to learning many and valuable hostages, among whom the deceased whose obsequies were being celebrated was neither the least remarkable nor the least beloved. A representative of France followed. This was the Duke de Broglie, who has more than an official claim to be present wherever homage is being rendered to any who have distinguished themselves by their learning and their industry. Other names, which have but to be mentioned to be treated with adequate respect, may be added to the list; such as those of General Sabine, Professor Airy, Sir Charles Lyell, Sir Henry Holland, and Sir John Lubbock. The faces of others hardly less worthy, if less famous, were easily recognised—such as Professor Stokes, Professor Adams, Sir C. Wheatstone, and Mr. W. R. Grove. While the coffin rested on the bier a psalm was chanted by the choir, and then, at the appointed place in the service, the procession was reformed, and moved down the choir towards the grave. This is in the vicinity of the spot where rests all that is mortal of Newton. Arrived at the grave, the coffin was uncovered and deposited at its brink, and the Dean of Westminster, in his earnest and impressive manner, completed the Burial Service. The funeral was conducted with appropriate and imposing simplicity. There was no ostentation, either in the trappings or the adjuncts. The coffin was plainly wrought, the material of oak, and the only ornament being a brass cross on the lid. On a small brass plate the following words were inscribed:—"Sir John F. W. Herschel, Bart., born 7th March, 1792; deceased 11th May, 1871." Many of our readers are doubtless aware that one of the daughters of the deceased *savan* is married to Mr. Wade, who is at present acting as Her Majesty's representative at Peking.

DESTRUCTION BY FIRE OF THE "WILLEM III."

We lately noticed the launch on the Clyde and subsequent trial trip of the steamer *Willem III.*, intended as the pioneer vessel of the Nederland line between Holland and Java, *via* the Suez Canal. The enterprise has opened with a most unfortunate catastrophe, the fine new steamer having been wholly destroyed by fire.

In our Rotterdam correspondent's letter, which appears in the present issue, it is stated that the departure of the *Willem III.*, which should have taken place last week, had been delayed. By advices received this morning we learn that the vessel sailed on Thursday last, the 18th inst., from Nieu Dieppe, with a general cargo and a large number of passengers, including 125 soldiers. About ten o'clock on the following night, the 19th, the vessel being then off the Isle of Wight, a fire was discovered on board. The passengers and that portion of the crew who had retired to rest hurried on deck, many only partially clad, ready to render any assistance in their power. Smoke was issuing from a passenger's cabin on the starboard side of the ship, in which were three children, who were rescued by the chief mate and another officer. The smoke increased in density with alarming rapidity, rendering it impossible to remain between decks. The pumps were set to work, and a hose was introduced through an aperture made by breaking the circular glass in the deck, by means of which the deck is lighted. The efforts that were made, however, to check the fire were without effect; and when it became evident that the ship was doomed the captain gave orders for the passengers and crew to leave the ship and take to the life boats, which had been lowered in readiness for use. Lights were shown, for the purpose of obtaining assistance. The pilot cutter *Mary*, John Coote master, and another pilot cutter, Greenham master, were cruising on their station off the "Owers," and about eleven P.M. they descried lights, as of a ship in distress, about eight miles from the "Owers," and going to the westward. There was a light wind from the N.W., and it was a fine clear night. The *Mary*, on reaching the ship, found the passengers and crews in the boats, and she received on board 114 persons. A French schooner came up afterwards, followed by the *Scorpio*, screw steamer, of London, W. J. Hall master, and these received on board the remainder of the passengers and crew. The fire continued to spread to every part of the vessel, and during the morning the masts fell. The passengers and crew, who have lost all save what they stood upright in, were conveyed to Portsmouth in the pilot cutters, and the *Scorpio*. It is a fortunate circumstance in this otherwise unfortunate event that no loss of human life has been caused by this rapid and complete destruction of a large steamship at sea, crowded, so to speak, with passengers. Many women and children, however, were landed at Portsmouth with their nightdresses on. Some were partly dressed, but with bare feet and without head covering. All, in fact, were just as they had escaped from the ship in the rush for life. All that belonged to them has perished in the ship. One gentleman and lady who were passengers on board, Germans, have recently been married, and were on their way to Batavia to settle there, taking with them all they possessed in the form of general stock to open a store there, to the value of £1,500. All this was lost, and was, most unfortunately for them, uninsured. They are now without means of any kind; nor is this a solitary instance of the kind among the unfortunate passengers. The pilot cutter the *Mary*, of Portsmouth, John Coote, Trinity pilot of only 24 tons, took on board no less than 114 persons, including 48 soldiers and their officers and families, belonging to the detachment going out to Batavia in the ship under contract with the Dutch Government, and 20 ladies and 12 children. Mr. Coote, the pilot of the *Mary*, states that about ten P.M. on Friday, the 19th, the Owers lightship then bearing N.E., about eight miles distant from the cutter, white, red, and blue lights burnt in rapid succession, evidently as signals of distress from some ship, were seen to the southward. The wind was very light at the time from the N.W., but the cutter was at once kept away before it for the position where the signals were seen, the pilot's usual answering flare signal being at the same time made and kept repeated in answer. The cutter making but little way with the light wind, the boat was put ahead and manned by two of the crew, who towed the cutter for upwards of an hour, and until they reached the spot from which the signals had been made, and where for some time now the cutter's crew had seen that a large ship was burning furiously from stem to stern. Several lights were seen around the ship, and these proved to be lanterns in the ship's boats, which were lying off from the ship, with all the passengers and part of the crew in them. Those on board four of these boats—to the number already stated—were at once taken on board the Mary, and the remainder were directed by Coote to proceed to another vessel then seen bearing down to the burning ship. The *Willem III.* having troops on board, the master of the *Mary* was naturally afraid of an explosion from the magazines. Some of the passengers could speak to eight barrels of powder or ammunition having been thrown overboard by the captain's order, but no one could say what the total amount of ammunition shipped on board actually was, not even the ship's officers present. Under these circumstances, the cutter was kept as near to the burning ship as was consistent with the safety of those on board, to wait results and see if more life could be saved. The French schooner and the *Scorpio* steam-ship afterwards joined the *Mary*. Another pilot cutter was also in company, the *Alarm*, Greenham, master, ready to give any required assistance in saving the people, and a pilot was afterwards put on board the *Scorpio* from her, and piloted her into Spithead.

The *Willem III.* was towed to Spithead about noon on Saturday—the 20th—by the *Cambria*, a steam-tug, which had run down from the look-out station off St. Catherine's Point. As the fire was still burning in a large mass in the interior of the ship, all decks being burnt through, and the masts clean gone, she was towed upon the highest part of the shoals between Spithead and the entrance to Portsmouth Harbour, and there scuttled. Port Admiral Sir James Hope was soon alongside, and superintending energetically the measures being taken for the suppression of the fire. Staff Captain Moriarty, C.B., the Master Attendant of Portsmouth Harbour and Dockyard, was acting under Sir James Hope's directions, with the *Camel* and *Pelter* steam-tugs and dockyard fire-floats, and from the latter a continuous stream of water was poured into the ship up to noon yesterday (Sunday). The fire is not yet entirely extinguished, notwithstanding this continued wash of water through the iron hull of the ship, the remainder of the great mass of coals carried by the ship still retaining a "heart of fire" under the wreck above. As the ship lies now on

Digitized by Google

the Spit shoals she presents a most extraordinary appearance. Her iron sides above the water line are bent out of all their original lines by the intense heat to which they have been subjected. On board the general view is still more extraordinary. All, forward and aft, from the stem to the taffrail rail, is one confused forest of tangled iron. Everything combustible is burnt right out; the iron deck beams are twisted out of their places, broken, and bent downwards as from some vast volcanic effect.

After the passengers and troops had been landed at Portsmouth on Saturday, the latter were mustered opposite the office of the Dutch Consul, the Chevalier Van den Bergh. They were only partly dressed, as they escaped from the ship; but all were cheerful, and their hurrahs rang out again and again as their officers came to the front, or a party of women and children, half-clad like themselves, passed by on landing from the vessel which had brought them to shore. By direction of Lieutenant-General Lord Templetown the soldiers have been allotted quarters in the Anglesea Barracks, Portsea. The general appearance and conduct of the soldiers and their officers at the muster-place were highly creditable to their training and discipline.

The fire appears to have been first discovered on board the ship in one of the state cabins. A child is said to have first seen the flames, and some other person found smoke in a large volume between decks. A hole was cut through the timber planking of the deck over the state room, and water in large quantities poured down; but from the moment of discovery the fire kept the mastery, and spread with astonishing rapidity through all parts of the ship. Some of the passengers speak of "pipes" connected with the engine-room passing through one of the state rooms uncovered and giving out great heat, and pointing to this by inference as the cause of the fire. This, however, cannot be accepted as anything more than mere surmise. The actual cause of the fire and the ship's loss can only be arrived at from the results of the usual official inquiry.

PARLIAMENT.

HOUSE OF COMMONS.

MISSIONARY OPERATIONS IN CHINA.

(May 15th.) The Under-Secretary for Foreign Affairs, Lord ENFIELD (in answer to a question from Mr. MACFIE as to whether Her Majesty's Government have any information regarding contemplated restraints on missionaries and other aliens resident in China, and treatment of Christian converts there; and whether instructions how to act in such case have been sent to the representatives of Her Majesty's Government there) said no despatch or further information on the subject adverted to in the telegram from Shanghai, under date April 12, has as yet reached the Foreign-office, and no fresh instructions have in consequence been sent to our diplomatic representatives in China. Previous instructions have, however, prepared our officials how to act in any emergency or contingency that may arise, and we could safely rely upon their judgment and discretion in the execution of their duties.

(18th.) Lord E. CECIL asked the Home Secretary (Mr. Bruce) whether his attention had been drawn to a statement recently made by Dr. Letheby, before the Commissioners of Sewers, to the effect that 600 half-chests of so-called Moning Congou tea, described as composed of broken down and rotten leaves of tea and other plants mixed with earthy matter and iron filings, had been sold by public auction at the Commercial Sale-Rooms, Mincing-lane, during the last month. And whether, in view of a very similar sale having been made the subject of legal proceedings only last year, the right hon. gentleman proposed to do anything towards the protection of the health and pockets of all classes of Her Majesty's subjects, both by assisting to bring the present offenders to justice as well as by redeeming the assurance given by him to the House last session that he would give the whole subject of adulteration his best consideration, in order to bring about an improvement of the existing law.

Mr. BRUCE said he had not had time to make proper inquiry into the facts of the cases, but, supposing them to be as represented, he saw no reason why the persons concerned should not be prosecuted by the Solicitor to the Excise. The second part of the question would be best considered when they came to deal with the report of the Royal Commissioners.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS

ANDREWS—On the 13th May, at Brooklands, Redhill, the wife of Arthur Andrews, Esq., of a daughter.

LUCAS—On the 15th May, at Richmond, Mrs. William Lucas, of a son.

STILL—On the 15th May, at Hillside-house, near Stroud, Gloucestershire, the wife of E. A. Still, Esq., of a daughter.

MARRIAGES.

HENDERSON—MOUNIER.—On the 16th March, at Sourabaya, Java, by the father of the bride, George Henderson, jun., Esq., of Sourabaya, to Anna, daughter of the Rev. — Mounier, of Sourabaya.

PERKINS—BROADLEY.—On the 18th May, at Galle, Arthur Fred Perkins, Esq., of Her Majesty's Ceylon Rifle Regiment, eldest son of Frederick Perkins, Esq., J.P., Southampton, to Edith, only child of the late William Broadley, Esq., Durham. No cards. (By telegraph)

DEATHS.

BOULTON—On the 17th May, at his residence, Wyatte Villa, Central-hill, Gipsy-hill, Upper Norwood, F. S. Boulton, formerly of Bombay, in the sixty-fifth year of his age.

HAY—On the 12th May, at 8, Highbury-crescent, after a very short illness, Charles William Hay, aged 15, son of the late William Hay, Esq., of Ceylon, and stepson of Donald MacIntyre, Esq., deeply regretted by all his relatives and friends.

JOHNSTON—On the 10th May, at Perth, Robert Bruce Johnston, Esq., late of Ceylon, aged 34.

LEWIS—On the 13th May, at 11, Eaton-place, Exeter, Elizabeth, the wife of R. E Lewis, Esq., late of Colombo, Ceylon.

MCDONALD—On the 28th April, at sea, on the voyage to England, Frances Mary, the beloved wife of William McDonald, Esq., of Yokohama, Japan, and eldest daughter of the late Edmund William Jones, Esq., of Holt, Denbighshire, North Wales.

STEWARD—On the 14th May, at Bitterne, near Southampton, James William Manning, eldest son of J. D. Steward, Esq., Commander P. and O. Company's Service, aged 11 years.

MISCELLANEOUS.

SPURIOUS TEA.

On the 16th inst. Dr. Letheby, the Medical Officer of Health for the City of London, brought before the notice of the Commissioners of Sewers the fact that a large quantity of spurious tea had been sold by public auction at the Commercial Sale-rooms in Mincing-lane in the course of last month, and produced various samples which had been obtained by one of the sanitary inspectors. He stated that they consisted of tea-dust and siftings, and of damaged leaves in a putrid condition, and were in fact precisely of the same description as the samples of "Maloo Mixture" which were the subject of legal proceedings in March, 1870. The so-called "Moning Congou" was composed of broken down and rotten tea-leaves which had already been used for beverage, and the "Orange Pekoe siftings" were made up of similar leaves, together with a large quantity of those of other plants. In the scented tea-dust there was a great proportion of earthy matter and iron-filings. The tea was sold to the extent of 600 half-chests, and the price realised was from five to seven farthings per lb. He had been informed that it was intended for country use, and that samples had been exposed for sale at Liverpool. He recommended that the matter should be referred to the Sanitary Committee, with a view to legal proceedings being instituted, and he added that a quantity of similar stuff was now on its way from Shanghai.

Mr. Deputy de Jersey suggested that the committee should at once confer with the Government, to obtain assistance, whereby this disastrous and dishonest traffic might be effectually stopped. Hitherto, he said, the committee alone had been almost powerless. Mr. Bedford remarked that a duty of 6d. on each pound imported must have been paid. The matter was then referred to the Sanitary Committee.

THE Reconstruction Committee of the Albert Life Assurance Company have issued a proposal as the basis of a plan for the reconstruction and arrangement of the affairs of the undertaking. It is suggested that the Albert assets of all kinds should be apportioned *pro rata* over all engagements on the books at the date of the stoppage, on the 14th August, 1869, and that those creditors who have a better debtor in any of the associated companies should look to such company for a supplemental dividend. The gross liability of the Albert estate can be ascertained, and a comparison with the available assets will give the dividend that estate will provide over all engagements. The Albert assets available for dividend are those in the hands of the liquidators, and such amounts as may be recovered from the shareholders or others in respect of calls and other liabilities. These assets were estimated by the provisional liquidators, in the plan of reconstruction prepared by them at the time of the stoppage, at £421,500. Until the actual amounts of liabilities and assets have been ascertained, it is impossible to estimate with any accuracy what dividend will be paid.

THE fortieth anniversary meeting of the Royal Geographical Society will be held this day in the hall of the University of London, when the farewell address on the Progress of Geography and Discovery, by Sir Roderick Murchison, who retires this year from the post he has so long filled, will be read to the members. His post is likely to be filled for the next presidential term of two years by Major-General Sir Henry Rawlinson.

ON the 19th inst. Messrs. Alexander Stephen and Sons launched from their works at Linthouse on the Clyde an iron screw-steamer of 300 tons, named the *Dagupan*. The vessel proceeds *via* the Suez Canal to Manila, where she is to be employed in river and coast traffic, having been specially constructed for such navigation in that climate.

VICE-ADMIRAL KELLETT, the Naval Commander-in-Chief on the China Station, will attain the age of sixty-five in October next, and he will, in consequence, have to be transferred to the Retired List, in accordance with the new regulations.

CAPTAIN S. T. BRIDGFORD, Royal Marine Artillery, has been appointed control officer for service with the Marine battalion at Yokohama, and he is in addition to perform the duties of superintending engineer.

It is stated that the tea growers in the south and south-west of the United States of America are extending their acreage so much that they claim that in a few years enough tea will be grown to supply the home demand.

SIR JOHN BOWRING has received from the King of the Belgians the Star of Grand Officer of the Order of Leopold.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 16.

The German Parliament is still sitting, but the session will probably close before Whitsuntide. The chief debate of last week related to the Bill for the incorporation of Alsace-Lorraine as an integral part of the Empire of Germany; but though the subject gave rise to a great divergence of opinions as expressed by the different speakers, the Bill was passed without any amendments of importance, the only alterations being here and there in the reductional wording of some of the clauses. It is now declared a Province of the German Empire, but is to remain in an exceptional position for the space of three years, during which time it will be governed by a Governor-General appointed by the Crown, but under the responsibility of the Chancellor of the Empire. After the lapse of that period the Province will be entitled to elect its own representatives, according to the general elective law of Germany, who will have seat and voice in the great council of the nation like the

Digitized by Google

other States composing the Empire. The inhabitants are to pay taxes during the three years of probation according to the will of the Emperor; but at the end of the period they will have to bear their share—according to their numbers—of the direct and indirect taxes levied for the army, navy, and other branches of the Imperial Service. They will then also be admitted as ordinary members of the Zollverein; but this privilege may be granted at an earlier period by an Imperial Decree and depends entirely on the will of the Emperor, who will probably be guided in that respect by the conduct of the inhabitants. Those who choose to volunteer for service in the German army or navy will be accepted; but it is only after the expiration of the three years that the laws governing the military system in operation in the rest of Germany will become obligatory on the inhabitants of Alsace-Lorraine.

Among the other subjects of importance discussed in the German Parliament was a resolution moved by Herr M. Wiggers, but withdrawn by him in favour of a similar one in an amended form by Herr Volk, for abolishing the present system of depositing caution-money as a guarantee of good conduct on the part of the printers and publishers of newspapers and periodicals. As the Government Commissioner maintained a dignified silence and took no part in the debate, it was easy to see that no opposition would be offered on the part of the Federal Council, and that the subject was to be decided by taking the sense of the House. On the division the resolution was passed by an overwhelming majority of 221 to 37 votes, as well as an amendment brought forward by Herr Brockhaus, the great publisher at Leipzig, expressing the hope that the proposed new press-law would be published some time before the Bill should be laid before Parliament, to allow the public a full opportunity to understand its contents and express their opinions of it in the newspapers.

Our transatlantic steam companies have suffered greatly from the war, having had to lie idle in port for several months, though fortunately none were captured by French cruizers. The Hamburg-American Company have declared a dividend of 7 per cent. for the last year (against 15 per cent. in 1869), and the North-German Lloyd at Bremen only 5 per cent., against 16 per cent. last year. It appears, however, likely that they will both make up for this falling off by the greatly-increased traffic of the present year, and the shares of both companies command a premium of 40 per cent. The two last weekly steamers from this port to New York carried out above two thousand passengers and full cargoes.

The Commission appointed last year for drawing up statistics of the Zollverein, whose labours were suddenly interrupted by the breaking out of the war, have now recommenced their sittings, their number being increased by delegates from Bremen and Baden, the only two States not hitherto represented in the Commission. It is satisfactory to be able to state that the exports will take a prominent place in these commercial statistics, so that I hope to be in a condition for the future to give your readers some interesting particulars of this part of the trade that has hitherto been so totally suppressed that nothing on the subject was allowed to transpire, whilst the tables relating to the imports were as perfect as the most exacting could wish for.

According to Prince Bismark's explanations in Parliament there is not the remotest chance of the former Treaty of Commerce between Germany and France being reinstated as long as the present French Government remains in power, as they intend to follow the example of the United States, after the war, and tax their own people to the utmost and destroy their own commerce by high protection duties. But they will allow the Germans to trade with France on the same terms as the most favoured nations. The Treaty of Navigation will, however, come into operation as it was before the war.

The Government of Siam having repeatedly expressed a wish to have a German special representative accredited there without being obliged to employ the services of a merchant as Consul, as hitherto, Prince Bismark, on the recommendation of the Hamburg Chamber of Commerce, has acceded to the proposal, and placed the sum of $10,000 as the annual salary of a permanent German Consul at Bangkok on the estimates to be laid before Parliament.

The Emperor of Germany has granted his Chargé d'Affaires and Consul-General at Yokohama, Herr von Brandt, permission to accept and wear the decoration of a Knight Commander of the Imperial Order of Francis-Joseph, conferred on him by the Emperor of Austria.

COMMERCIAL.

The markets are still quiet, with but little alteration in the values. Of Tea the sales by importers consisted of only 409/4 chests Congou, and a few hundred packages of Congou, Souchong, and Pekoe by the dealers. The only arrival was 1,000/16 chests Imperial, per Sea Bird, which, however, are not in the market, having been previously sold for delivery on arrival. Rice dull, and no transactions reported. Cassia Lignea has somewhat recovered from its late stagnation, and is in fair demand at 12 to 12¼ sch. bco., paid. Pepper also commands more attention, some parcels of Singapore indirectly imported having been taken at 5⅞ sch. bco., and Penang at 5¼. Spelter still totally neglected, and prices quite nominal.

SHIPPING.

Arrived: Sea Bird, from Hong Kong. Sailed: Frances, to Hong Kong; Cap Horn, to Macassar; Margot, to Yokohama; Aline, to Hong Hong; Paradies, to Singapore.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 17.

The members of the Second Chamber are still occupied with the debate on the Budget for Home affairs, and of course the principal topic is again this year what it has been for several years, the instruction law. The clerical party have brought up their old grievance that the neutral schools of the State have annihilated religious instruction, but all their endeavours have been unavailing. The Minister Thorbecke declared that he would maintain the law, though he should have an open ear for well founded grievances. The majority of the Chamber applauded this declaration, and therewith the matter dropped for the time' but it is tolerably certain that the instruction question will form the principal war cry at the forthcoming elections. The elections for the Provincial States, which took place last week, have not given a very favourable result for either Conservatives or Clericals. In most cases the old members were re-elected, and all the new members are Liberals, and the so-called "national" party has lost the battle.

Notwithstanding that it was advertised that the *Willem III.* would sail on the 15th from Texel for Java (*via* the Suez Canal), this steamer has not yet left that harbour. It seems that she is not quite ready; the delay, however, will be only for a few days. The line has been inaugurated with a splendid festival—a dinner and ball, with fireworks to wind up.

It is very extraordinary, but nevertheless it is a fact, that since we have been in direct communication by a telegraphic line with Java we do not get any news by that route from our colonies. Now and then, but very seldom, the arrival of a vessel is wired, but nothing else. The tariff seems to be too high for our papers to publish regular telegrams of markets and shipping as they used to do, when the only telegraphic communication was *via* Point de Galle.

It is still widely rumoured that Mr. London, the ex-Minister of the Colonial Department, will be the next Governor-General of Java.

Mr. H. M. Andree Witters, lately resident of Sourabaya, has been pensioned by the King.

PRODUCE MARKETS.

Hardly any alteration worth notice has taken place in the general features of the Produce market, the business done in which has been moderately active since my last report, and prices have continued upon the whole well maintained for most of our leading articles, whilst those of Cotton have advanced.

COFFEE.—A fair business has been doing in shipments of private importation at steady prices, but transactions from second hands in Trading Company's Java have been on a limited scale. Sales have been closed of 4,115 bales Java, ex Kortenaer; 2,056 bales do., ex Caprera; 166 do. Bali, ex County of Ayr; 163 bales do., ex Henrietta Geertruida; 3,175 bales Macassar, ex Vrachtzoeker; 2,048 bales Java (WT cured), ex Henrietta Adriana; 217 bales Java, ex Auguste, at 32¾c.; 452 bales do., ex Sirius, at 34½c.; 961 bales Java, ex Nestor; 365 bales Macassar, ex Catherina Elizabeth; 298 bales do., ex Elizabeth Jacoba; 1,356 bales Java, ex Noach III.; 634 bales do., ex Sophia Koningen der Nederlanden; 1,000 bales Pare pare, ex Elizabeth Jacoba, on secret terms. The Trading Company's May sale will be announced next Monday, to be held on the 31st inst.

SUGAR (RAW).—No transactions worth notice are to be reported, buyers keeping backward in anticipation of the forthcoming public sale, which will be held next Tuesday, at which 59,600 baskets will be offered. The brokers' valuation of the Dutch standard are as follows:—No. 10 f.32; No. 11 f.33½; No. 12 f.34¾; No. 13 f.36; No. 14 f.36¼; No. 15 f.36½; No. 16 and 17 f.36; No. 18 f.37.]

TEA.—Sales have been closed at Amsterdam by private contract of 20 lots Java Souchong Bagelen, bought in at public auction on the 4th inst. The market exhibits a strong appearance, and the deliveries are progressing on a large scale.

RICE.—The demand remains slack, and prices are barely supported. Sales have been closed of 185 bags Java, ex St. Louis, at f.8¼.

RATTANS.—The following shipments have found buyers, viz.: 55 piculs, ex Vrachtzoeker; 100 piculs, ex County of Forfar; 140 piculs, ex County of Ayr; 129 piculs, ex Constantia; 75 piculs, ex Henrietta Geertruida.

COTTON.—A material improvement manifested itself in the tone of the market during the latter part of last week, when a pretty animated business was done in American on the spot, afloat, and for forward delivery at a gradual advance of 1½c. East India sorts have also been in request, but only a few parcels Dollerah spot have been disposed of.

INDIGO remains in the same position; 40 chests changed hands at unaltered prices.

HIDES continue to meet ready buyers. Sales have been closed by secret tender of several parcels imported per Henrietta Geertruida.

BANCA TIN.—A quiet tone continues to prevail for this article, in which but a retail business is being done, and prices tend downward. Banca has been selling at f.75¾ for immediate delivery, Billiton, spot at f.75, and ex quay at f.74¾.

ARRACK.—100 casks Batavia, floating, per L. J. Enthoven, and 18 casks Pasaroeang, ex Concurrent, were sold at secret prices.

SPICES keep firm. Sales have been closed here of 30 casks 72 casks and 1 case Nutmegs, 2 casks and 1 case Mace, ex Vracht Zoeker, from Macassar.

JAVA TOBACCO.—Sales have been closed of 320 bales Java, headmark BD; 79 do., D./Kawi; 264 do., Tripa Kawi; 379 do., S; 36 do., P; 118 do., B/R; 157 do., F; 235 do., W.P; 266 do., R/S; 106 do., WP.S; 107 do., NT; 2,511 do., HL and NT, ex Maria Elisabeth.

SHIPPING.

DEPARTURES.—May 10, from Brouwershaven, for Batavia, Henrietta Adriana; 15, from Texel, for Batavia, Pieter Adolf.

PASSENGERS INWARD.—From Java, per Maria Elisabeth: Messrs. G. L. van Doornum and family; Mrs. Camphuynder and family.

PASSENGERS OUTWARD.—For Java, per Pieter Adolf: Messrs. A. H. Kramer and family; J. L. F. and P. W. A. E. C. Herdsieck; Miss M. W. and H. G. Kruseman.

FREIGHTS.—The Trading Company has chartered the following vessels to convey Government produce from Java:—To Amsterdam, per Pieter Adolf, C. Jaski, 449 lasts, f.74.90 freight; per Flevo, J. C. Strootman, 686 lasts, f.77 freight; per Neuw Waterweg, J. van der Valk Dz, 744 lasts, f.77.29 freight; per Insulinde, J. H. J. Jollie, 516 lasts, f.77.42 freight. To Rotterdam, per Henrietta Adriana, A. F. Schuchard, 795 lasts, f.74.89 freight; per Utrecht, J. W. Moller, 1,063 lasts, f.75 freight; per Bastiaan Pot, J. van Roozendaal, 394 lasts, f.75.97 freight. To Dordrecht, per Dordrecht II., C. J. Rotgans, 408 lasts, f.76.49 freight. To Schiedam, per Antje, C. D. Julius, 452 lasts, f.75.97 freight.

Digitized by Google

Monetary and Commercial.

It will be seen from our "Home Intelligence" that spurious tea is again finding its way to the London market, it having been shown that a parcel of "Moning Congou," recently sold by public auction at the Commercial Sale-Rooms in Mincing-lane, consisted of rotten tea leaves which have been already drawn, earthy matter, and iron filings. This stuff was sold to the extent of 600 half-chests, and the price realised was from five to seven farthings per lb. It is composed of the same material as the "Maloo Mixture," of which an unsuccessful attempt was made last year to prevent the sale by proceedings in the Police Court. We learn that the Committee to whom Dr. Letheby applied to put down the spurious tea traffic are helpless, and that without the assistance of the Government nothing could be done. Meanwhile, the "Moning Congou" is distributed amongst the traders, who best know how to get rid of it. It may be comforting to Londoners to hear that it is intended for country consumption, though we doubt whether the Provinces will receive the entire benefit of the preparation. Dr. Letheby mentions that there is another lot of similar rubbish on its way from Shanghai.

Tenders for £400,000 bills on India were received on the 17th inst. at the Bank of England. The amounts allotted were—to Calcutta, £355,600; and to Bombay, £44,400. The minimum price was fixed, as before, at 1s. 10¼d. on all the Presidencies. Tenders on all the Presidencies at 1s. 10½d. will receive about 1 per cent.; above in full. An increased demand for the means of remittance is shown, compared with the last occasion.

With reference to the Bank Holidays Bill, which has just passed through Committee of the House of Lords, it seems that, from shortness of time, there is some doubt whether after all it may receive the Queen's Assent before the Whitsun holidays. It is greatly to be hoped, however, that every exertion will be made to pass the Bill into law in time to secure a day of rest for a large and deserving class of the community. The question does not solely affect bank clerks, since many merchants and others are obliged to attend business at the various holiday seasons, simply because the banks in the present state of the law must remain open.

The Falmouth, Gibraltar, and Malta Telegraph Company announce that messages for China are now sent by telegraph to Singapore, and are posted to Hong Kong, whence messages for Shanghai can be sent by cable by addressing them as follows:—"Shanghai, post Singapore, Hong Kong Cable," the instructions being charged for as part of the message.

At a meeting of the Hong Kong and China Gas Company (Limited), held on the 12th inst., a dividend at the rate of 10 per cent. per annum was declared.

The amount of bullion by the P. and O. Company's steamer *Delta*, from Southampton, on the 13th inst., was, in silver, to Penang, £8,000; to Singapore, £10,000; to Hong Kong, £43,650; to Shanghai, £600; total in silver, £62,250.

BULLION AND SPECIE.

GOLD.—The Bank still continues to be the only purchaser of gold, and about £533,000 has been sent in since the 11th inst. With the exception of a withdrawal of £170,000, sovereigns, there is no demand whatever for export, and all immediate arrivals will also be taken thither.

SILVER.—During the past week we have received about £120,000 from the West Indies and New York; the market, however, has hardly varied, and the demand is chiefly for Holland. Prices remain as before at 60 3-16d. to 60¼d. per oz. standard, the last quotation being for fine bars. Sycee continues to arrive from China, and this, with other Doré silver, is readily saleable, the former at 60¾d. per oz. standard.

MEXICAN DOLLARS.—About £75,000 in value have been on the market during the week, and owing to the demand prices have improved again to 58⅞d. per oz. for the new, and 59⅜d. per oz. for the old coinage. The Khedive has taken £45,150, and the Delta £62,250 to China and the Straits.

EXCHANGE on India for Banks Drafts at 60 days' sight is 1s. 10⅝d. to 1s. 10¾d. per Rupee. India Government Loan Notes: We quote 4 per Cents. 92¾ to 92⅞; 5 per Cents. 100 to 100⅛; and 5½ per Cents. 107⅝ to 107¾.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA. CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862	£6,890,810	£2,530,663	£659,987	£10,091,460
1863	5,971,632	1,995,909	295,470	8,263,011
1864	5,008,291	891,338	354,375	6,540,004
1865	2,738,762	560,026	299,270	3,598,058
1866	2,009,580	303,196	52,850	2,365,626
1867	370,231	265,766	6,915	642,912
1868	1,000,635	474,945	160,062	1,635,642
1869	1,349,680	780,014	233,119	2,362,943
1870	187,600	887,212	504,661	1,579,473
1871 to date	—	565,855	393,428	959,283

P. AND O. STEAMER "KHEDIVE," FROM SOUTHAMPTON. MAY 11, 1871.

SHANGHAI.

ORDER.

8 cs hats, &c.	£302

GIBB, LIVINGSTONE, & Co.

89 bales cottons	£1,780
70 do. do.	1,325
265 do. do.	5,930

ORDER.

81 bales cottons	1,750
50 do. do.	1,300
20 do. do.	400
18 do. do.	342
20 do. do.	520
50 do. do.	1,300
10 do. do.	200
20 do. do.	381
21 do. woollens, &c.	2,190
17 do. cottons	850
20 do. woollens	1,300
20 do. cottons	500
14 do. do.	250
200 do. do.	3,335
400 do. do.	9,125
40 do. do.	913
100 do. do.	2,400
200 do. do.	3,563
4 cs samples	

GIBB, LIVINGSTONE, & Co.

8 cs worsted stuffs	£375

ORDER.

31 bales cottons	674
20 bales cottons	£500
13 do. do.	300
4 cs do.	160
10 do. do.	640
20 bales	
11 pkgs cottons, &c.	200
3 do. woollens	150
39 do. worsted stuffs	1,400
10 cs do.	472
60 bales cottons	1,525
10 do. do.	645
40 do. do.	800
7 cs provisions	26
13 bales cottons	300
51 do. do.	977
90 do. do.	1,820
12 do. do.	350
2 do. do.	100
18 do. do.	370
7 do. do.	135
250 do. do.	5,475
22 cs worsted goods	1,200
41 bales cottons	870
12 cs do.	300

REISS & Co.

47 bales cottons	1,680
8 cs worsted goods	480
10 do. do.	350

ORDER.

70 bales cottons	1,780

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7⅞ to 8
25	Bank of Egypt	All	41 to 43
20	Chartered Bank Ind., Aust., and China	All	13¼ to 14¼
25	Chartered Merc. of India and China ...	All	22½ to 23½
20	City Bank	10	11 to 11½
100	Colonial Bank	30	50 to 52
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28¼	Hong Kong and Shanghai Bank ...	All	35½ to 35¾
28¼	Do. Do. new	16⅞	5½ to 6½ pm.
100	Imperial Bank	20	19½ to 20½
50	London and County	20	53½ to 54½
50	London Joint Stock	15	39½ to 40½
100	London and Westminster	20	63½ to 64½
25	Oriental Bank Corporation	All	41 to 42
50	Union of London	15	41½ to 42½
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	135 to 137
10	British Indian Submarine	All	7⅞ to 7⅞
10	British Indian Extension	All	8¾ to 9
10	British Australian...	All	6¾ to 7
10	China Submarine	All	6¾ to 6¾
10	Falmouth, Malta, and Gibraltar ...	All	9½ to 9⅞
10	Great Northern	All	13½ to 13½
10	Do. China and Japan Extension	All	10½ to 10½
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company ..	All	25½ to 26
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	41½ to 42½
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
20	Brit. and Foreign Marine Insurance Co.	4	4¾ to 5¼ pm.
—	Ceylon Deb., 6 percent., May & Nov. 1878	100	108 to 110
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	4 to 3½ dis.
20	Do. A shares	5	3¾ to 3½ dis.
50	Colonial Company	20	3 to 2 dis.
10	Credit Foncie of England	All	3½ to 3⅞
10	General Credit and Discount Company	7½	¾ to ⅞ pm
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2½ to 2 dis.
—	Japan Loan, 9 per cent.	All	103 to 105
20	London and Prov. Marine Insurance Co.	2	1 to 1½ pm.
25	National Discount Company	5	12 to 12½
25	Ocean Marine Insurance Company ...	5	13½ to 13¾ pm.
500	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	49 to 51
50	Do. Do. 1867	10	2 to 1 dis.
100	Royal Mail Steam Company	60	62 to 64
20	Thames and Mersey Marine Insur Co.	2	4½ to 4¾ pm.
20	Universal Marine Insurance Company	5	6¾ to 7½ pm.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th May, 1871, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th May, 1871, 6,034,762 yards; for the twelve months, 100,448,685 yards; for the twelve months, 1870, 53,665,972 yards; for the twelve months 1869, 45,426,867 yards. Increase for 1871 against 1870, 46,782,713 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1871, 474,920 yards; for the twelve months, 14,560,501 yards; for the twelve

Digitized by Google

months, 1870, 2,695,700 yards; for the twelve months, 1869, 1,420,949 yards. Increase for 1871 against 1870, 11,864,801 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1871, 145,905 yards; for the twelve months, 2,374,013 yards; for the twelve months 1870, 1,455,828 yards; for the twelve months, 1869, 1,583,081 yards. Increase for 1871 against 1870, 918,185 yards.

COTTON YARN.—Export for the month ended 16th May, 1871 440,638 lbs.; for the twelve months, 11,480,239 lbs.; for the twelve months 1870, 6,569,362 lbs.; for the twelve months 1869, 5,164,070 lbs. Increase for 1871 against 1870, 4,910,877 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th May, 1871, 18,208,291 yards; for the twelve months, 351,689,617 yards; for the twelve months 1870, 231,460,016 yards; for the twelve months 1869, 245,822,017 yards. Increase for 1871 against 1870, 120,229,601 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1871, 250,185 yards; for the twelve months, 9,163,594 yards; for the twelve months 1870, 15,264,957 yards; for the twelve months 1869 7,728,039 yards. Decrease for 1871 against 1870, 6,101,363 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1871, 31,700 yards; for the twelve months, 2,881,490 yards; for the twelve months 1870, 6,732,936 yards; for the twelve months 1869, 2,505,989 yards. Decrease for 1871 against 1870, 3,851,446 yards.

COTTON YARN.—Export for the month ended 16th May, 1871, 13,360 lbs.; for the twelve months, 416,296 lbs.; for the twelve months 1870, 616,890 lbs.; for the twelve months 1869, 354,573 lbs. Decrease for 1871 against 1870, 200,594 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th May, 1871, 5,567,783 yards; for the twelve months, 41,468,241 yards; for the twelve months 1870, 17,634,100 yards; for the twelve months 1869, 20,387,104 yards. Increase for 1871 against 1870, 23,834,141 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1871, 128,549 yards; for the twelve months, 2,197,348 yards; for the twelve months 1870, 2,686,615 yards; for the twelve months 1869, 1,180,237 yards. Decrease for 1871 against 1870, 489,267 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1871, 126,520 yards; for the twelve months, 954,484 yards; for the twelve months 1870, 815,878 yards; for the twelve months 1869, 827,289 yards. Increase for 1871 against 1870, 138,606 yards.

COTTON YARN.—Export for the month ended 16th May, 1871, 637,080 lbs.; for the twelve months, 9,939,750 lbs.; for the twelve months 1870, 7,780,913 lbs.; for the twelve months 1869, 4,772,784 lbs. Increase for 1871 against 1870, 2,158,837 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th May, 1871, 4,200,547 yards; for the twelve months, 80,270,283 yards; for the twelve months 1870, 60,861,751 yards; for the twelve months 1869, 45,020,039 yards. Increase for 1871 against 1870, 19,408,532 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1871, 527,285 yards; for the twelve months, 9,619,695 yards; for the twelve months 1870, 6,944,607 yards; for the twelve months 1869, 4,542,131 yards. Increase for 1871 against 1870, 2,675,088 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1871, 122,474 yards; for the twelve months, 4,479,109 yards: for the twelve months 1870, 6,340,634 yards; for the twelve months 1869, 2,267,916 yards. Decrease for 1871 against 1870, 1,861,525 yards.

COTTON YARN.—Export for the month ended 16th May, 1871, 287,001 lbs.; for the twelve months, 3,369,930 lbs.; for the twelve months 1870, 2,597,358 lbs.; for the twelve months 1869, 1,395,244 lbs. Increase for 1871 against 1870, 772,572 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th May, 1871, 213,119 yards; for the twelve months, 16,473,627 yards; for the twelve months 1870, 12,195,395 yards; for the twelve months 1869, 16,108,498 yards. Increase for 1871 against 1870, 4,278,232 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1871, 747,487 yards; for the twelve months, 10,144,516 yards; for the twelve months 1870, 9,800,763 yards; for the twelve months 1869, 6,100,264 yards. Increase for 1871 against 1870, 343,753 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1871, 895,696 yards; for the twelve months, 12,464,524 yards; for the twelve months 1870, 5,717,400 yards; for the twelve months 1869, 4,780,931 yards. Increase for 1871 against 1870, 6,747,124 yards.

COTTON YARN.—Export for the month ended 16th May, 1871, 18,215 lbs.; for the twelve months, 647,385 lbs.; for the twelve months 1870, 297,182 lbs.; for the twelve months 1869, 438,360 lbs. Increase for 1871 against 1870, 350,213 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th May, 1871, 334,626 yards; for the twelve months, 16,527,293 yards; for the twelve months 1870 19,223,133 yards; for the twelve months 1869, 16,432,774 yards. Decrease for 1871 against 1870, 2,695,840 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1871, 406,822 yards; for the twelve months, 6,956,012 yards; for the twelve months 1870, 9,823,151 yards; for the twelve months 1869, 15,649,537 yards. Decrease for 1871 against 1870, 2,867,139 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1871, 12,000 yards; for the twelve months, 1,121,717 yards; for the twelve months 1870, 1,180,000 yards; for the twelve months 1869, 1,361,066 yards. Decrease for 1871 against 1870, 58,283 yards.

COTTON YARN.—Export for the month ended 16th May, 1871, 30,090 lbs.; for the twelve months, 493,865 lbs.; for the twelve months 1870, 263,003 lbs.; for the twelve months 1869, 303,957 lbs. Increase for 1871 against 1870, 230,862 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th May, 1871, 2,576,948 yards; for the twelve months, 27,800,143 yards; for the twelve months 1870, 25,424,964 yards; for the twelve months 1869, 21,481,087 yards. Increase for 1871 against 1870, 2,375,179 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1871, 433,188 yards; for the twelve months, 3,098,203 yards; for the twelve months 1870, 1,891,249 yards; for the twelve months 1869, 857,507 yards. Increase for 1871 against 1870, 1,206,954 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1871, 134,095 yards; for the twelve months, 1,812,648 yards; for the twelve months 1870, 3,647,438 yards; for the twelve months 1869, 2,432,747 yards. Decrease for 1871 against 1870, 1,834,790 yards.

COTTON YARN.—Export for the month ended 16th May, 1871, 60,700 lbs.; for the twelve months, 363,970 lbs.; for the twelve months 1870, 483,817 lbs.; for the twelve months 1869, 373,247 lbs. Decrease for 1871 against 1870, 119,847 lbs.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From HONG KONG and FOOCHOW to LONDON, per Gresham, entered May 6.—7597 chests 11,813 half-chests 1987 boxes tea—Order.

From FOOCHOW to LONDON, per Harrington, entered May 6.—4350 chests 5613 half-chests 875 boxes tea—Order; 7 packages tea—Captain.

From JAVA to GLASGOW, per Beatrice, entered May 4.—3083 baskets sugar—Order.

From SHANGHAI, HONG KONG, PENANG, SINGAPORE, &c. (via S.C.), to LONDON, per Sarpedon (str.), entered May 8.—From Shanghai, 177 bales silk, 3 bales cocoons, 81 bales tobacco, 83 packages merchandise, 5 cases cinnamon, 54 cases rhubarb, 11,192 packages 30 boxes 156 chests 968 half-chests tea—Order; merchandise 11 cases—Brown and Co.; 11 cases—McKenzie; 111 cases—C. Donner and Co.; 6 boxes bullion, 3,741 packages tea—D. Sassoon, Sons and Co.; 81 boxes bullion—Hong Kong and Shanghai Bank; 1 package tea; W. Robinson. From Hong Kong: 1 package merchandise—H. Norton; 2 packages merchandise—L. Weisse; 2 packages merchandise—W. Hewitt; 4 packages merchandise—H. S. King and Co.; 5 packages merchandise—J. B. Lloyd; 12 packages merchandise—Borneo Company; 4 packages merchandise—P. Ralli; 10 packages merchandise—Shepard and Co.; 3 packages merchandise—Lapraik; 79 packages merchandise, 32 bales silk, 22 boxes 17 cases, 17 packages rhubarb, 4,150 boxes tea, 40 boxes oil, 108 boxes camphor, 25 chests 40 packages cassia buds, 2 cases curiosities, 1196 half-chests tea—Order; 41 packages merchandise, 63 bales silk—Pearson and Co.; 3 cases plants—J. Veitch and Sons; 1 box opium—F. Huth and Co. From Penang: 5 packages merchandise—Adamson, Gilfillan, and Co.; 3322 slabs tin, 67 cases nutmegs, 95 baskets india-rubber, 7 baskets gutta-percha, 1069 bags pepper, 20 cases mace, 32 cases gum, 15 cases fish-maws, 547 bags sugar—Order. From Singapore: 1 package merchandise—E. B. Newman; 1 package merchandise—W. Culmer; 2 packages merchandise, 1 case plants—P. Hormain; 2 packages merchandise, 1 case orchids—Smith, Wood, and Co.; 3 pkgs. merchandise—Wheatley and Co.; 5 packages—M. Cox; 16 packages merchandise, 177 baskets, 27 cases gutta percha, 33 cases mother-o'-pearl shells, 1 bag sago flour, 124 bundles 1 package rattans, 6 bags cloves, 8 cases tortoiseshell, 1890 slabs tin, 1 case cheroots, 13 cases india-rubber, 4463 bags pepper, 23 cases dragon's blood, 136 cases gum, 1798 slabs gutta-percha—Order; 3 cases tiger skins—D. D. Cosnner; 4 cases cigars—D. D. Dymes; 8 cases plants—J. Veitch and Sons; 1 case orchids—Just and Co.; 1 case cigars—Chalmers and Co.; 1 case—J. M. Little: remainder of cargo from Port Said and Suez.

From JAVA to GREENOCK, per Vincenza, entered May 6.—1072 baskets sugar—Pattens and Co.; 562 bundles rattans—Order.

From ZEBU to LIVERPOOL, per Louis, entered May 15.—35,181 bags sugar—Holliday and Co.

From SINGAPORE, &c., to LONDON (via Suez Canal), per Bengal (str.), entered May 17.—4147 slabs tin, 350 boxes 1108 bags pearl sago, 226 bags pearl tapioca, 163 bags tapioca flour, 5318 bags pepper, 1808 bales 1277 bags gambier, 687 bags tapioca, 5400 horns, 490 bags sugar, 26 cases gum benjamin, 16 baskets 109 cases india-rubber, 1161 bags sago flour, 5 baskets gutta-percha, 1678 bags coffee, 3856 buffalo hides, 112 bundles 123 bales cow hides, 656 cases copal, 2 cases merchandise, 251 bags teelseed, 116 bundles cassia vera, 2373 sticks sapanwood, 2528 bundles rattans—Order; the remainder of cargo from Galle, Ismailia, Suez, and Malta.

From FOOCHOW to LONDON, per Chalgrove, entered May 18.—1856 chests 2193 half-chests 5963 packages tea—Order; 8 packages tea, 2 cases succades—Master.

ARTICLES OF IMPORT.

TEA.

There has been a quiet tone prevailing in the market for most descriptions, the only exception being an improved demand for good common up to good medium black-leaf Congous, which show an advance of ½d. per lb. for the former, and 1d. per lb. for the latter, the supplies on offer being moderate. Foo-Chow Teas generally have been difficult of sale, whilst low qualities show no improvement, either in price or demand, being only saleable at public sale without reserve. On the 12th inst. 2,938 packages were sold without reserve, and on the 16th inst. 11,916 packages were offered, of which 7,526 packages were sold, all being printed without reserve. On making a comparison, we find that the stock is nearly 10,000,000 lbs. less than at the corresponding time last year, although the imports during the last four months exceeded those for the same period last year by more than 6,000,000 lbs., while the increase in home consumption in the same time is nearly 8,000,000 lbs. Encouraging as these figures must be to holders, it is satisfactory to notice the entire absence of any speculative feeling in the market, as there is at present a most ample stock of low-priced Tea of nearly all descriptions, and the demand for the better kinds will gradually diminish as the season for new Tea approaches.

Digitized by Google

Red-leaf Congous: Siftings have sold as low as 4½d. to 5½d. per lb. at public sale, showing a further slight decline. Broken-leaf kinds have also sold ½d. to ½d. per lb. lower. Fair to good common have only been saleable to a moderate extent, at rather under previous prices. Fair qualities have also sold rather lower. In good to fine and finest there has been no change to report. Pak Lin kinds have been steady at former rates. Black-leaf kinds: Maloo Mixture has been sold at from 1½d. to 2½d. per lb. Low qualities from 7d. to 8½d. per lb. show a further reduction of ½d. to 1d. per lb. Clean common has been rather more in request from 10d. to 10½d. per lb. Good common has been sold to some extent for export at about 11½d. per lb., being ½d. per lb. advance. Fair to good medium kinds have been saleable at an improvement of ½d. to 1d. per lb. Good to fine are only in limited request, and prices show some weakness. In finest but little has been done; the supply in second hands is rather large. Amoy kinds have been dull of sale, even at the low prices current. In new-make Congous the few sales made have been at rather easier rates. Oolongs show no change. In Souchongs but little has been done, but prices remain much as before. Flowery Pekoes remain firm at former prices. Scented Teas: Canton Capers have been neglected, and it is difficult to get offers for the common to fair descriptions. Foo Chow kinds show no change. In Canton Orange Pekoes there has not been much doing, but quotations remain as before. Foo Chow kinds have been steady at former prices. [Uncoloured Japans have sold rather lower. Green Teas: There is no sign of improvement in the market. Common to medium grades continue to be realised at public sale without reserve at very low prices. Good qualities sell rather better, whilst the few fine to finest on offer command full prices. Canton kinds show no material alteration.

The following is from Messrs. Shepard, Harrison and Rehden's Circular. A firm tone has ruled in the market during the past fortnight, and owing to a scarcity of Congou from 1s. 2d., to 1s. 6d. per lb. an advance of fully ½d. per lb. can be quoted; good common to fair at 11½d. to 1s. 1½d. per lb. also shows an upward tendency; but ordinary to good common is still depressed and difficult of sale, imports of late being chiefly of this class, whilst the requirements for home use have been less than in former years. The total Export from China and Japan for season 1870-71 is given at 132,000,000 lbs., against 138,000,000 lbs. for 1869-70.

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

The market continues very flat, and during the last week there have been occasional forced sales, at a reduction of 6d. to 1s. from the rates obtainable at the beginning of the month, but even at this decline buyers do not come forward at all freely, and thus we have a dragging market; consumption goes on well, however, the deliveries being exceedingly satisfactory. From the South of Europe the accounts of the progress of the crop are not unfavourable, but the moment is too early for information on this point to be of any value. The continuance of the revolution in Paris, and the consequent derangement of business with that city, seriously affects the Silk trade in Lyons and other towns in the South of France, and the general absence of demand for those districts is no doubt mainly the result of this disorganisation. There is a great scarcity of Asiatic Silk in Lyons, and considerable inquiry may fairly be looked for when the through route is again opened. Canton Silk shares in the general dulness at 16s. for fairly good market Tsatlee. Of Japans, sales can only be forced, and quotations are very irregular, and all but nominal.

According to a circular of Messrs. Arles Dufour and Co., of Lyons, the prolongation of the crisis in France has kept the silk market in that city in a state of extreme dulness, with an incessant decline in prices. Large stocks and lowering prices have caused European silk to be especially depressed, and business has been nearly brought to a stand. The prospects of the coming harvest are the main subject of attention. In Spain the rearing continues to progress satisfactorily, especially for original and reproduction Japan seed; native races promising but a poor turn-out. In France the worms are between the third and fourth stage, and give full satisfaction. Cocoons will be ready by the end of this month. In Italy this year's reeling is carried on on a very large scale, and has succeeded admirably. In the Levant the worms are reaching the fourth stage, and rearers look foward to a most satisfactory harvest.

The deliveries from 1st to 17th inst. were 1,715 bales China, 563 Canton, 393 Japan, and 218 Bengal. Total 2,889. Against in same period last year 2,033, 336, 355, and 248. Total 2,972.

LONDON QUOTATIONS, MAY 19.

CHINA.	
Tsatlee, No. 1	29s. 6d. to 30s. 0d.
,, ,, 2	28s. 6d. to 29s. 0d.
,, ,, 3	27s. 0d. to 28s. 0d.
Red Peacock	24s. 0d. to 24s. 6d.
Yuenfaa, Nos. 1, 2, and 3	20s. 0d. to 25s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 0d. to 26s. 6d.
Long Reel	18s. 0d. to 20s. 0d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	22s. 0d. to 26s. 0d.
Idah, Nos. 1 and 2	24s. 0d to 27s. 0d.
Sodai, Nos. 1 and 2	23s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	24s. 0d. to 28s. 6d.
Koshiu, No. 1 and 2	None.
Eichizen	21s. 0d. to 24s. 0d.
Mashta	21s. 0d to 23s. 0d.
Hatchoji	None.

COFFEE.

Following our last report of a week ago some improvement was manifested in the market for Ceylon, but it was only of a temporary character, and was entirely lost on the announcement of large supplies to be offered at public sale. Within the past few days public sales of both Plantation and Native have gone off without spirit, prices of the former of qualities below the value of 70s. being rather lower. The following are the latest prices paid. Plantation: triage 47s. to 54s., small 56s. to 60s., low middling to middling 70s. 6d. to 67s., good and fine middling 70s. to 74s. 6d., peaberry 75s. 6d. to 81s. Native: small 47s. 6d. to 48s. 6d., ordinary 51s. 6d., fine ordinary bought in at 56s. Privately about 150 casks Plantation Ceylon recently bought in have been sold at 62s. 6d. to 68s. Of 735 bags Bonthyne Singapore offered, 410 bags sold at 56s. to 57s., one lot bold brownish at 61s. 6d., peaberry at 56s. 6d.; 272 bags mixed pale and brown sold subsequently at 51s. 6d.

The landings, which consist almost wholly of Ceylon, are nearly twice the amount of the previous year, or 950 tons larger, and as the total deliveries exhibit no material difference, there is no longer a relative deficiency in the stock, the stocks in both years being almost exactly alike. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 321,243 cwt., against 297,857 cwt. at the corresponding date of 1870; Native 42,702 cwt., against 30,194 cwt. The quantity afloat for the Continent is 6,744 cwt. Plantation, against 9,499 cwt., and 2,076 cwt. Native, against 4,806 cwt. The quantity of Coffee landed in the nineteen weeks ended May 13, 1871, was, of Ceylon, 11,630 tons, against 9,733 tons during the corresponding period of 1870; of all descriptions, 19,859 tons, against 13,793 tons. The quantity entered for home consumption was, of Ceylon, 3,756 tons, against 3,866 tons; of all descriptions, 6,917 tons, against 6,652 tons. The quantity exported was, of Ceylon, 9,365 tons, against 7,728 tons; of all descriptions, 19,109 tons, against 12,745 tons. The stock on May 13 was, of Ceylon, 12,114 tons, against 12,003 tons; of all descriptions, 18,631 tons, against 18,615 tons.

SUGAR.

There has been a fair inquiry during the week, especially for Manila, prices for which exhibit an advance of 1s. to 1s. 6d. per cwt. Business has been somewhat restricted by the attitude of holders, who, as a rule, are demanding extreme prices. Manila: Early in the week the following public sales were effected: 3,000 bags Taal at 21s., 8,400 bags ditto at 21s. 6d., 1,700 bags Zebu at 21s., 2,660 bags low clayed at 23s. 6d. More recently 33,346 bags clayed (duty 4s.) at auction were chiefly bought in as follows: The cargo of 26,771 bags per Noranside bought in at 25s. 6d. to 26s., except 2,800 bags washed, which sold at 24s. to 25s.; 6,575 bags per Scythia bought in at 25s. Since the sale 21,660 bags ex. the former ship have been sold, good fair to good clayed at 25s. 3d. and 25s. 9d. Privately 3,640 bags unclayed Zebu have been sold at 22s., and 2,000 bags clayed at 25s. 3d. Penang: At public sale 1,300 baskets low quality sold at 19s. Java: Privately the cargo per Chetah, 3,716 baskets, sold at 32s. 6d.

Subsequently in auction 3,000 bags good Ilo Ilo unclayed (washed) sold at 23s. to 24s. Privately 12,900 bags unclayed Ilo Ilo sold at 23s., 8,000 bags Taal at 21s. 6d., and 4,400 bags clayed Manila (duty 4s. 9d.) at 26s., also 150 baskets low date Penang at 18s. 9d., 300 baskets at 19s. 6d. to 20s., 315 bags at 22s. and 310 bags Siam at 21s.

The greater part of the landings for the week consists of foreign descriptions, including 800 tons Manila, and the total shows an excess of 3,100 tons compared to last year's. Deliveries of Colonial exhibit an increasing tendency, but as those of foreign are less, the total is little in excess of last week, and only 400 tons larger than in 1870; the deficiency in the stock is again reduced, although still amounting to 14,000 tons. Stock, May 6, 59,877 tons, against 76,827 tons; stock, May 13, 1871, 61,379 tons, against 75,645 tons. The quantity of Sugar landed in the nineteen weeks ended May 13, 1871, was, of Penang, 306 tons, against 792 tons in the corresponding period of 1870; of Manila, Java and China, 10,946 tons, against 7,888 tons; the quantity entered for home consumption was, of Penang, 1,114 tons, against 967 tons; of Manila, Java, and China, 11,196 tons, against 9,139 tons. The quantity exported was, of Penang, 112 tons, against 37 tons; of Manila, Java, and China, 654 tons, against 1,490 tons. The stock on May 13 was, of Penang, 2,056 tons, against 2,118 tons; of Manila, Java, and China, 26,890 tons, against 33,049 tons.

CAMPHOR.—Has been in better request, and privately some 800 cases China have changed hands at 65s. to 67s. 6d. per cwt.; 100 cases at auction were retired, but subsequently quitted at the figures before named. Of Japan, 205 tubs were brought to sale, and quitted privately afterwards at 70s. per cwt.

COCOA-NUT OIL.—Ceylon has been offering in somewhat larger quantities than of late, and is in consequence slightly lower, though there is a fair business doing; at public sale of 317 pipes offered 104 pipes sold at £39 15s. to £40 for usual quality, and at £40 15s. to £41 5s., chiefly at £41; for very fine, of 74 puncheons 29 sold at £40, and 45 hogsheads out of 99 hogsheads sold at £40 10s.

COIR GOODS.—There has been a steady demand at previous rates; at the last sales 43 tons Ceylon Yarn in dholls sold—common coarse to fair common at £24 to £25 10s., low middling at £28 10s. to £29, middling to fair £31 10s. to £34 10s.; 546 ballots (3 tons) Ceylon Fibre sold at £26 10s., sea damaged £25 15s., and 411 bundles bristle at £30 15s. to £31 10s.

CUTCH.—Holders have been less firm than of late, and have submitted to a decline of about 1s per cwt.; of 2,297 packages and 5 tons loose at public sale, one-fourth sold at 19s. to 19s. 3d. per cwt. for good Penang slightly mixed with burnt.

CARDAMOMS.—The offers have again been extensive, but have consisted entirely of Malabar description.

CUBEBS.—The market has continued steady, and at a recent public sale, which embraced 297 bags, all were quitted at 25s. to 26s. per cwt. for good, and 21s. 6d. for grey and stalky.

DRAGON'S-BLOOD.—Market steady; 6 cases reed at public sale retired; 16 cases lump offered and were mostly sold at 76s. to 85s. per cwt. for middling rather dull quality.

ESSENTIAL OILS.—Aniseed has been in rather better demand, with business done up to 8s. 7d. per lb., but at the close the market is quiet. Cassia is dull, with small sales at 4s. 5d.; 20 cases at auction retired, for which 4s. 3d. was bid. Nutmeg flat. Cinnamon very scarce, and wanted; of 3 cases at sale part sold at 1s. 1d. for common. Citronelle lower, and dull; 113 cases at auction, mostly sold at 2d. per oz. Lemon Grass, dull; large arrivals; of 130 cases at sale, about one-half sold; good at 2⅜d. to 2¾d.

Digitized by Google

EBONY continues inactive, owing to absence of supply.

GALLS.—Market very dull for China, and 106 cases at auction retired. Japan scarce and firm at auction; 51 boxes realised 48s. per cwt. for fair quality.

GAMBIER.—The market is quiet but steady; at auction 100 bales block were taken, and 730 bales partly sold at 17s. 6d. per cwt.; privately, 150 tons block have been sold at 15s. 9d. to 16s., and 20 tons cubes at 20s. per cwt. also. For arrival, 100 tons at 16s. 1½d., ex ship, all faults.

GUMS.—Benjamin: Sumatra 2nds firm, good qualities scarce; of 73 packages (chiefly low) at auction, a few cases fine 2nds sold at £10 10s., and half of the remainder sold at 80s. to 82s. 6d. per cwt. for fair 3rds; and 2s. 6d. to 5s. very inferior earthy and drossy. Siam is very low, and 25 cases at auction were placed, small tear in block at £13 to £14 10s. per cwt. Manila Copal is steady; the bulk of 287 cases offered found buyers at and after the sale at 37s. 6d. to 39s. 6d. per cwt.; for fair slightly drossy sorts to good clean hard. Damar is in good demand, of 239 cases good Batavia offered half sold at public sale at 64s. to 65s. per cwt. Gamboge steady; of 29 cases offered the bulk sold at £12 15s. to £14 for fair rather mixed with dark to good bright in pipe, partly run.

GUTTA-PERCHA is rather lower, being offered very freely, but a good inquiry prevails. In public sale 3,586 packages and 2 tons were offered, of which only a small proportion was quitted at 1s. 3d. to 2s. 0½d. per lb. for middling mixed barky and white to fair middling genuine. A little private trade in white sorts has been done at 1s. 2d. to 1s. 6d.

HEMP.—The market for Manila is still very inanimate; no auctions have been held, but privately some 500 bales have changed hands at late public sales; prices not reported, but known to be below the late current quotations.

HIDES.—At sale on the 18th inst. a good demand prevailed for East India kips, and nearly the whole of the quantity offered sold at ¼d. advance on last sale's rates. Of 10,976 Penang and Singapore Ox and Cow offered 9,494 sold, light 6 to 7½ lb. at 7¾d. to 9d., heavy 8¾ to 10¼ lb. at 6½d. to 7¾d., extra 12¾ to 16⅞ lb. at 7d. to 8½d., second small 3¼ lb. at 9¾d., thirds small 3¼ to 4¾ lb. at 6¼d. to 7d., Calf 2¾ lb. at 6d., thirds 6⅞ to 6½ lb. at 5½d. to 6¼d., fourths 4¼d.

HORNS.—In the recent monthly sales steady prices were generally maintained; 19 tons Siam were offered and withdrawn.

INDIA-RUBBER.—Only good qualities, which are in limited supply, meet ready sale; the auctions have embraced 50 baskets Singapore, sold at 1s. 10d. to 1s. 10½d. per lb. for good, and 26 baskets Penang, which were retired.

JAPAN WAX.—Holders are still firm, and continue to withhold their stocks from the market, so that there is little offering; 45 boxes at auction were retired, but small retail sales are reported of fine at 85s., fair at 80s. to 82s. 6d. per cwt.

MUSK.—Prices are steadily maintained, but a quiet tone still prevails, and the transactions have been too limited in extent to call for a report.

PLUMBAGO.—Ceylon attracts little attention, but prices remain steady. At auction of 331 barrels offered, part sold, small to middling lump at 17s. to 20s. 6d., chips at 12s. 6d. per cwt.

PEPPER.—Black has been steady, Singapore at 5¼d.; Penang. 4⅞d. to 5d. for fair quality. At public sale 5,245 bags Singapore offered, and one-fourth sold 5¼d. with 1 lot 5⅜d. for good; 5d. to 5⅛d. fair, little dusty; 4¾d. to 4⅞d. ordinary dingy and dusty, of 852 bags Penang only one-fourth was quitted, the damaged portion at relatively full value. Privately about 1,800 bags sold at 4⅞d. to 5d. for Penang. White, shortly subsequent to our last, was very dull at 7½d., but afterwards the "bear" sellers had to buy, and large transactions resulted up to 7¾d., a shade over being bid for a large quantity and refused; 7½d. per lb. has been paid for fair Penang, in auction; public sales have embraced 701 bags, of which about one-third sold.

RHUBARB.—The market for China is barely steady, about one-half of 198 cases at public sale were placed at 2s. 7d. to 2s. 9d. for well-trimmed medium root, good pinky fracture, and 1s. 11d. to 2s. 4d. rather more mixed, rougher exterior high dried realising 1s. 5d.

RATTANS.—Steady: 26,218 bundles at auction, chiefly sold at 3s. 3d. to 5s. per 100 canes.

RICE.—For Bengal there is a rather lively demand, and prices have ruled in favour of the sellers. Madras and soft grain kinds are still slow of sale. Transactions comprise, on the spot, 90,000 bags, low middling to very good white Bengal, 9s. 9d. to 12s. 6d.; fine Moonghy, 10s. 6d. to 10s. 9d.; ordinary to fine Ballam, 9s. 6d. to 10s. 9d.; Madras, 9s. 6d. to 9s. 9d.; Askoolie, 10s. 3d. ex quay; field Siam, 8s. 9d.; Necransie, 9s. 7½d.; and Rangoon, 9s. 3d. to 9s. 10½d. per cwt. Afloat, 2,000 tons Askoolie; May-June shipment, at 10s. ex quay; 850 tons new Rangoon, per steamer, at 11s. ex ship; and a cargo of Necransie, March sailing, at 9s. 9d. ex ship for this port.

SHELLS.—Market firm, and since the periodical auctions fully noticed in our issue of the 8th inst. no transactions have taken place.

SPICES.—Cassia Lignea: Rather lower prices are accepted, as new arrivals offer more freely; only moderate trade has been done privately, and 49 boxes damaged unworked sold at auction at 99s. per cwt.; 560 boxes of the new coarse China Cinnamon have been offered, and a very little sold at 10d. to 11d. per lb. Buds are very dull and lower; of 100 boxes at sale, one-fourth sold at £6 10s. per cwt. for good, showing 10s. decline. Cloves: Penang firm at the recently advanced prices; Amboyna dull; 181 bags at public sale retired. Cinnamon: Steady but rather quiet at previous value; the public sales have embraced only 37 bales and 258 bags Chips, of which part of the former only sold at previous value. Large sales are announced for the 22nd inst. Mace continues very firm, with very little offering. At public sale 17 cases Dutch offered, and retired very firmly. Nutmegs barely so active, and prices at public sale a shade easier; of 25 cases offered barely half found buyers, 79's, 2s. 6d.; 85's, 2s. 4d. to 2s. 5d.

SAGO.—Market somewhat improved, and rather more doing privately; of 769 bags and boxes at auction, one third sold at 15s. 6d. to 16s. per cwt. for fair to good small. Flour quiet; 1,694 bags retired at stiff prices.

SAPANWOOD.—There is rather less demand; of 74 tons Manila and Cebu at auction nearly half found buyers (the latter) at £7 to £8 12s. 6d. per ton for fair to very good bright sound wood.

STAR ANISEEDS.—Market dull; 15 cases at auction all withdrawn.

STICKLAC continues firm and scarce; 19 cases at public sale held for high rates and retired.

SOY.—Moderate demand for China; 250 casks at public sale found buyers at 2s. per gallon.

TAPIOCA.—The market is steady; at auction the following parcels have been offered—709 bags Singapore, the bulk quitted; good at 2d. to 2¼d. per lb., 461 bags Penang mostly sold at 2d. for good, and 491 bags Pearl mostly sold at 17s. to 18s. 6d. for fair medium rather dull to fine small. Flour quiet, and dull of sale, market being quite overstocked for present requirements; 170 bags at auction, half sold at 1¾d. per lb. for good bright.

TURMERIC.—No transactions.

TIN.—The demand has further improved, and during the last few days has shown considerable activity; prices have advanced, and now rule as follows:—Straits, on the spot, £126 10s. to £127; afloat, £126; Banca, £129 10s. to £130; Billiton, £127 per ton.

VERMILION.—Prices for China are well maintained, but there is scarcely any business doing.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £6 15s. to £7; Bars, £6 10s. to £6 12s. 6d. Staffordshire Best: Bars, £7 15s. to £8 5s.; Nail Rods, £7 12s. 6d. to £7 17s. 6d.; Hoops, £8 15s. to £9; Sheets, £9 10s. to £10; Scotch, Pig No. 1, £2 16s. 6d. to £3 4s. 0d.; Swedes, Bars, Hammered, £10 to £10 10s.; Swedes, Steel in kegs, ½ and ⅝ in., £14 to £14 15s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6¾d.; Sheathing and Rods, 6½d. to 7d. per lb.

TIN.—English Refined, £131 to £132. Tin Plates: Charcoal I C, per box, 28s. to 32s. 6d.; Coke, 24s. to 25s.

LEAD.—Pig, L.B., £19; W.B., £19 15s. to £20; do., other brands, £18 7s. 6d. to £18 10s.; Spanish, soft, ex ship, £18; Sheet, £18 15s., to £19; Shot, kegs, extra, £20 10s. to £21; White, do., £25 6s. to £26; Red do., £20 10s.

SPELTER.—Silesian, £17 10s. to £18; English, smelted from ores, £18 10s.

The following is from Messrs. French and Smith's Circular:—There is but a moderate business doing in metals. Iron steady; Rails in demand; Staffordshire Iron firm, with a fair inquiry; Scotch Pig Iron still advances. Copper dull; to make sales holders have to give way; Chili Bars are quoted £64 to £65, according to brands. Tin: English very firm at our quotations, with a tendency upwards. Lead firm. Spelter quiet.

MANCHESTER GOODS.

The Market has continued quiet and inanimate, and the general business transacted has been on a very limited scale. The increased sales, coupled with higher rates obtained in the Liverpool Cotton Market, have served for the present to check the downward tendency, and the values of most descriptions of Yarns and Goods remain unchanged from last week. The continued unfavourable advices from the East serve to make buyers for those markets act with great caution.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. 8.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	13	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	5s. 7½d.	6s. 6d.	7s. 1½d.	7s. 4½d.	7s. 6d.	7s. 9d.	8s. 6d.	8s. 9d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	
Quality...	No. 21	22	24	26	25	28	31	
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	—
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price.....	9s. 0d.	9s. 3d.	10s. 3d.	10s. 7½d.	10s. 1½d.	11s. 3d.	6s. 7½d.	

Width ...	44/45 in.	...	...	...	...	49/50 in.	...	
Quality...	No. 33	35	36	39	—	46	49	
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0	—
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	
Price.....	7s. 7½d.	7s. 7½d.	8s. 9d.	9s. 10½d.	11s. 6d.	10s. 0d.	11s. 0d.	

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 6d.	5s. 9d.	6s. 6d.	6s. 9d.	7s. 6d.	8s. 6d.	8s. 9d

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop ...	9 0		—
Maddapollams	3 5¼		—
Long Cloths	8 9		—
White Spot Shirtings ... (nominal)	10 10		—
,, Brocade... ... do.	11 1		—
,, Damasks ... do.	19 0		—
Cotton Yarn, Nos. 16-24 China	0 11	to	1 0
Nos. 28-32 do.	1 0	to	1 1
No. 40 do.	1 0	to	1 1½
No. 40 Mule Twist	0 11½	to	1 1½

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Cwt.	Cwt.	£	£	£
Star of the South	Singapore	London.	Apr. 27	104	11	4	100	25	97	1544	202396	39500	...	...	...	...	340	1218	...	70	92	4260	137	232	901	1375	374	326	209	682	...	26	23	...	...
Duna, str., via S.C.	Do.	,,	,, 29	...	...	...	...	¼	400	839	290090	12314	...	...	86	1600	...	9600	273	...	...	200	35	140	343	...	...	76	...	60	...	17	14	14	40
Do. do.	Japan	,,	,, 29	...	...	..	...	...	248	131	1254910	60364	510	...	161	9071	...	307430	165	...	...	...	145	...	461	...	80	205	...	26	122	...	5cs.	172	115
Ben Nevis	Penang	,,	,, 29	...	...	...	...	...	...	343	8000	...	...	...	...	80	...	10000	...	30	23	156	18	...	80	...	165	...	...	425	...	...	...	...	...
Great Northern, str., via S.C.	Shanghai and Nagasaki	,,	May 1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	40	...	...	...	...	...	...	...	1cs.	...	22	...	...	...
Tonbridge	Shanghai	,,	,, 3	256	52	...	152	...	...	326	3398500	41000	...	610	...	6968	195	1500	...	94	87	...	475	193	469	1105	1100	526	...	27	271	...	25cs.	65	...
Burdwan	Hong Kong	,,	,, 3	126	7	16	260	2	...	168	949900	28000	...	...	60	2227	1581	110400	...	198	111	663	174	606	1335	35	...	205	400	863	349	5	568	390	...
Ocean	Bangkok	,,	,, 5	...	4	...	...	¼	2834	18	...	...	...	...	...	...	...	...	...	...	...	202	...	64	256	...	...	...	...	393	13½	...	60	118	...
Josefina	Manila	Lvrpool.	Apr. 22	40	170	...	10	...	250	2900	135034	122307	183	...	6544	45	...	34110	...	...	...	...	...	...	327	...	734	674	...	2325	1039cs	19	52	...	...
Nestor, str., via S.C.	Singapore and Penang	,,	May 1	...	...	...	...	...	50	36	1762613	68370	...	...	254	1185	...	49000	100	...	...	...	...	...	...	...	...	565	...	15	...	16	4	157	100
Do. do.	Hong Kong	,,	,, 1	...	...	...	...	...	...	50	1487217	113765	...	...	460	4530	...	125200	...	...	...	26	...	...	144	...	11	...	...	...	...	4½	...	1cs.	240
Do. do.	Shanghai	,,	,, 1	...	...	¼	...	...	...	95	7880294	116185	...	...	...	18112	911	8000	230	...	4	34	...	...	100	...	...	...	...	...	...	2½	...	...	551
Bellona, str., via S.C.	Colombo	,,	,, 3	1	...	...	...	...	23	641	1068288	168026	...	64	351	1136	...	8900	12	...	5	...	8	...	...	...	...	1353	90	203	...	...	38	...	55
Blenheim	Singapore	,,	,, 6	150	...	...	...	...	120	1095	868604	90650	...	...	...	360	147	87100	...	..	19	1	...	40	432	...	117	...	...	663	...	...	...	...	...
Birdston	Hong Kong	Glasgow	,, 8	390	...	£1168	...	...	60	54	£150	...	...	...	...	...	...	£450	...	...	344	...	1189	...	210	...	420	...	750	131	...	...	...	...	...
Sindbad	Manila	,,	,, 10	...	...	...	£20	...	12	715	...	...	247	...	...	...	...	10000	...	...	49	...	23	...	...	...	170	...	...	278	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	£	£	£	£	£	£	£	£	£	£	lbs.
Star of the South	Singapore	25	...	304	34	...	...	80	...	114	120	...	...
Duna, str., via S.C.	Do.	389	28gls.	634	208	...	...	121	80	50cs.	80	602	...
Do. do.	Japan	790	34gls.	785	1447	...	10	275	25	...	60	133	31
Ben Nevis	Penang	3cs.	...	63	14	...	49	4	...	...	300	...	125
Great Northern, str., via S.C.	Shanghai & Nagasaki	...	...	...	...	...	...	...	...	8	...	...	200
Tonbridge	Shanghai	60	...	100	109	...	20	20	686	...	20	...	...
Burdwan	Hong Kong	27	36	129	...	14	...	25	5	96	...	...	124
Ocean	Bangkok	37	...	...	...	29	...	10	85	45	...	...	...
Josefina	Manila	369	150	508	47	230	5	122	4cs.	212	...	...	...
Nestor, str., via S.C.	Singapore & Penang	80	2gls.	...	43	...	70	5	143	...	...	9cs.	...
Do. do.	Hong Kong	159	2cs.	630	...	179	...	...	...	...	...	150	...
Do. do.	Shanghai	15	9gls.	...	...	29	20	...	...	...	...	1000	484
Bellona, str., via S.C.	Colombo	146	...	...	153	20	259	34	...	...	...	1131	...
Blenheim	Singapore	300	...	...	...	...	...	...	...	...	...	120	...
Birdston	Hong Kong	...	...	43	...	...	...	...	...	121	...	...	...
Sindbad	Manila	25	...	...	2	...	...	...	...	...	5	...	...

SUNDRIES.

ADDITIONAL.—Per Star of the South.—Effects, £60; goods manufactured, £386; flints, 7 tons; corks, £16; bricks, £108; matches, £505; retorts, £68; india-rubber, £67; succades, 30 cases; cotton manufactures, £600; coals and coke, 151 tons; pig iron, 60 tons; zinc, ½ ton; shot, 1 ton; tar and pitch, 257 barrels; gunpowder, 9,750 lbs.; fruits, 10 cwt.; pianos, &c., £150. Per Duna (str.), to Singapore.—Gold thread, £147; scientific instruments, £44; effects, £50; cotton manufactures, £470; fruits, 8 cwt. Per Duna (str.), to Yokohama.—Clocks and watches, £574; cotton wick, £14; effects, £648; sponge, £70; goods manufactured, £50; tortoise hoof, £90; sugar, 30 cwt.; steam locomotives, £5,300; railway materials, £4,880; chemicals and apparatus, 10 cases; cotton manufactures, £60. Per Ben Nevis.—Cement, 40 tons; corks, £33; cotton manufactures, £200; coals and coke, 149 tons; geneva, 1,000 gallons; tar and pitch, 200 barrels; gunpowder, 37,499 lbs.

Per Great Northern (str.).—Telegraph materials, £1,310; 436 miles telegraph cable, £74,500; beef and pork, 128 cwt. Per Tonbridge.—Mineral water, £79; goods manufactured, £85; hops, £25; effects, £30; iron wire, £160; refined sugar, 163 cwt.; bricks and tiles, 8 tons; cotton manufactures, £4,200; geneva, 42 gallons. Per Burdwan.—Rope, &c., £65; effects, £10; lucifers, £1,153; casks and staves, £695; wire rope, £63; sheathing felt, £125; jute manufactures, £55; goods manufactured, £200; soda-water, £30; bath-bricks, £7; confectionery, 25 cases; cotton manufactures, £2,000; geneva, 70 gallons. Per Ocean.—Millstones, £145; matches, £400; capstans, £60; coals and coke, 118 tons; tar and pitch, 30 barrels. Per Josefina.—Felt, £9; refined sugar, £30; stationery, 91 packages; brasswire, £210; wire rope, £192; bags, £190; embroidery, 2 cases; perfumery, 45 gallons; glass, 81 cases; sugar mills, £530; bricks, £55; cotton manufactures, £340 and 2 cases; yarn, £405; spelter, 45 tons; beef and pork, £200; rope, &c., £64.

Per Nestor (str.), to Singapore and Penang.—Cotton manufactures, 2 cases. Per Nestor (str.), to Hong Kong.—Carriage, £200; umbrellas, 5 cases; cotton manufactures, £1,265. Per Nestor (str.), to Shanghai.—Ink, 1 case. Per Bellona (str.).—Refined sugar, 56 cwt., fruit, 1 case; seeds, £30; haberdashery, 3 cases; felt dressing, £5; flour, 25 barrels; effects, £7; fruits, 4 cwt.; pianos, &c., £83. Per Blenheim.—Galvanised iron rope, £53; plate roller, 4 tons; kentledge, 60 tons; bricks, £55; beef and pork, £300; rope, &c, £200. Per Birdston.—Roofing felt, £170; manufactured goods, £105; coals and coke, 440 tons; gunpowder, 35,000 lbs. Per Sindbad.—Roofing felt, £30; sugar machinery, £6,000; coals and coke, £50.

Per Victoria Nyanza, to Shanghai.—Rod iron, 120 tons. Per Sir Jamsetjee Family, to Singapore.—Arms, £250. Per Palestine, to Colombo.—Earthenware, £319. Per Ariel, to Shanghai.—Rod iron, 50 tons. Per Yang Tsze, to Hong Kong.—Muskets, £670. Per Anita, to Batavia.—Earthenware, £362; soda-water, £66; hardware, £243; mustard, £30; confectionery, £12 (short-shipped); whiting, £45. Per Peveril of the Peak, from London to Colombo.—Nails, £37; oil, 200 gallons (short-shipped); copper, ½ ton; confectionery, £10. Per Aboukir, from London to Batavia, cleared May 2.—Coals, 893 tons. Per Africa (str.), from London to Wladiowostock (via S.C.), cleared May 5.—Telegraph stores, 186 packages; 848 miles telegraph cable, £135,500. Per Nestor (str.), to Java.—Printed cottons, 251,278 yards; woollens, £268; plain cottons, 104,800 yards; yarn, 5,600 lbs.; stationery, £45; provisions, £20. To Manila: Linens, £492; silks, £82; coloured cottons, 83,815 yards; mixed cottons, £712; plain cottons, 14,992 yards; haberdashery, £162; umbrellas, £530; leather, £78; hardware, £38. To Foochow: Red wine, 16 gallons; white wine, 32 gallons. To Japan: Woollens, £2,502; glass, £7; plain cottons, 186,270 yards; tissues, £100; leather, £270; apparel, £23. Per Caranjah, from Liverpool to Galle, cleared May 9.—Coal, 1,226 tons. Per Duna (str.), from Glasgow to Singapore (via London and Suez Canal), cleared April 13.—Candles, £60; yarn, 49,000 lbs.; coloured cottons, 94,668 yards; machinery, £3,060; glass, £15; effects, £25. Per Martaban, from Glasgow to Colombo, cleared April 27 (additional).—Asphalte, 271 tons; coal, 350 tons; hardware, £60; thread, £100.

Digitized by Google

NEW YORK MARKET REPORT.—MAY 3.

—o—

TEA.

There continues a good demand for Green and Oolong, and prices remain steady. Japan has been in improved request, and is held generally with more confidence. The sales are 1,000 half-chests Oolong per Ada, 3,000 do. Green per Argonaut, Anglo-Saxon, and Nellie Abbott, 8,000 do. Oolong, 1,850 do. Green, and 1,700 do. Japan, vessels not named, and, rumoured, a parcel of fine Oolong to arrive. Quotations are unaltered.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those of our last issue. The market for Brazil remains in the same sluggish state so long prevailing, there being a noteable absence of demand, and in consequence extreme dulness; in prices, however, there is no change to notice, holders being indisposed to make further concessions; indeed, it is by no means certain that a lower range of values would induce any increase of activity, as the chronic trouble seems to be simply the absence of a demand from consumers in the interior. This is in part accounted for by the great dulness of trade through the country, and partly from the fact that the West is now largely supplied from the other Atlantic ports. The market for other kinds is very dull, and prices favour buyers, all grades being in good supply. Java is selling in a jobbing way at 19½c. to 19¾c. for pale, 20c. to 21c. for yellow, and 21½c. to 24c. (gold) for brown. Other descriptions of East India are inactive.

STOCK IN NEW YORK, MAY 1.

		1868.	1869.	1870.	1871.
Ceylon	bags	5,137	5,000	1,000	10,190
Manila	"	907	6,769	2,627	—
Java Government	"	1,080	2,267	900	74
Java	mats	44,000	41,808	51,447	—

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.20; Cassia, 95c. gold (in bond).

FIRE CRACKERS have arrived freely, but the considerable receipts have little or no effect upon the market, which remains firm at $2.50 for best brands, whole boxes. The demand, however, is very moderate. Sales have been made of 1,500 boxes extra No. 1 at $2.50; 5,000 do., and 5,000 do., per Maori, before arrival, on private terms.

GAMBIER.—The current quotation is $3.85 to 3.87 gold (duty free).

HEMP.—Manila remains very firm at 10½c. to 11c. gold, being mostly held at the latter price, as the market has been quiet, and we only notice sales of 500 bales, per White Swallow, at 10⅞c., and 2,000 do., per E. A. Oliver, &c., 10½c. gold.

	1871. Bales.	1870. Bales.	1869. Bales.
Manila Hemp imported into the United States from Jan. 1 to date	73,391	47,672	47,471
On the way to the United States from Manila, April 30	17,924	15,841	10,829
Stock in importers' and speculators' hands in Boston, April 30	19,370	15,700	650
Stock in importers' and speculators' hands in New York, April 30	18,961	12,500	4,289

INDIGO.—The market is still very quiet, but prices generally are unchanged; we have only to notice sales in lots of 20 cases Manila at $1.05 to 1.20 currency.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to $1.25 currency (duty free).

RICE.—There is a steady good demand for home use, and the market remains firm, with an upward tendency in prices, and continued small supplies of Carolina. The sales are—1,100 bags Rangoon, in lots, $7 to $7.25; and 300 do., for export, on private terms.

SUGAR.—The market has presented no new features; those of moderate stock, light offerings, a steady good demand for home use, some speculative inquiry, and considerable strength and buoyancy, as before noticed, still being the ruling conditions of the market. The sales of East India have been 9,837 bags Manila, per Endeavour, at 8¼; and 506 baskets Batavia, on terms not made public.

SPICES.—There has been more movement in invoices and lines, at the prices previously current; sales have been made of 53 cases Mace ex Knight of Snowden, 158 do. Nutmegs, 500 bales Cloves in bond for export, and 3,000 mats Cassia on terms not made public. There continues a fair jobbing demand, and the market generally is firm at the last quoted rates.

TIN.—The market for Pig remains in the same stagnant position, and in the almost entire absence of business, prices are in a great measure nominal. Straits is held at 32¾ to 33 cents, and Banca 38 to 38½, all gold.

SHIPPING.

ARRIVALS.—April 30, at New York, from Canton, Competitor; from Macao, Maori; May—at New York, from Manila, Mont Rosa; 6, at Boston, from Sinagpore, Napier.

DEPARTURES.—None.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
May 8	Jedo	Schmidt	Batavia, for Rotrdm.	Off the Eddystone
17	Bengal (str.)	Haddock	Singapore, &c.—S. C.	London
11	Mauritius (str.)	Corry	Rangoon, via S.C.	Liverpool
12	Dora (str.)	Murrell	Do.	Off Falmouth
Apr. 3	Nelly	—	Macao	Callao
May 12	Mr. Jacob van Lennep	—	Java	Off Scilly
Apr. 7	Callao	Lavarello	Macao	Callao
11	Providencia	Vidaurraga	Do.	Do
May 10	Stad Dockum	Zimmerman	Batavia, for Copnhag.	Off the Deadman
17	Chalgrove	Elliott	Foochow	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
May 11	Avon (str.)	Jarman	Sing., H.K., &c.—S.C.	London
	Staatsraadvan Ewyck	Ham	Batavia	Amsterdam
	Haamstede	Geerling	Do.	Zierikzee
10	Fred Warren	—	Hong Kong	Shields
12	Caroline Hutchings	Penrose	Colombo	London
10	Sun Foo (str.)	—	Singapore, &c.—S.C.	Clyde
11	Paradies	Popp	Singapore	Hamburg
11	Khedive (str.)	Steward	Hong Kong, via S.C.	Southampton
13	Min	Clarke	Yokohama	London
11	Isurium	Sampson	Galle	Cardiff
11	Europa	Hanson	Hong Kong	Do.
12	Ellida	—	Batavia	Newcastle
15	John Lidgett	Poulson	Java	London
13	Baron v. Heemstra	—	Do.	Newcastle
16	Walton	Mercer	Yokohama	London
	Henrietta Adriana	Schuchard	Batavia	Rotterdam
15	Horsa	McKinlay	Galle	Cardiff
7	Bastiaan Pot	Rosendaal	Batavia	Penarth
16	Cutwater	Howard	Singapore	Cardiff
17	Buena Ventura (str.)	Larrinaga	Manila, via S.C.	Liverpool
15	Elizabeth Graham	Bragg	Shanghai	London
18	Ajax (s.)	Kidd	Peng., Sing., &c. S.C.	Liverpool

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
May 3—9	Excelsior	London	Colombo, &c.
" "	Bernard	Liverpool	Sing., China, &c.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Yokohama: Una. For Hong Kong and Shanghai: Sun-Foo.

SAILING VESSELS.—For Yokohama: Chusan, Miako. For Shanghai: The Caliph, Dilpussund, Cleta, Ailsa. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Brockham, Beemah, Ornate, Corea, Rollo, Sea Belle. For Singapore and Manila: Kate Carnie. For Singapore: Fair Leader. For Penang: Eleanor. For Batavia and Sourabaya: Frederic, Robin Hood. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Ocean Rover, Seafield. For Colombo, &c.: Dorothy.

At LIVERPOOL.—For Nagasaki and Hiogo: Deogaum. For Yokohama and Hiogo: Lizzie Iredale. For Shanghai: Camana. For Manila: Olaquivel, Maria Fidela. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Priam (str.), Sarpedon (str.). For Galle: Ellen Munroe.

At GLASGOW.—For Penang, Singapore, and Manila (via Suez Canal): Albay (str.). For Batavia and Sourabaya: County of Nairn.

SPOKEN.

LUNA (brig), London to Osaka, between the Cape and St. Paul.
SAPPHIRE (Amer.), Cardiff to Hong Kong, Feb. 21, 43 S., 78 E.
PORTLAND, Cardiff to Hong Kong, 50 days out, Jan. 28, 38 S., 13 W.
OCEAN (Dut. barq.), Cardiff to H. K., 60 days out, Feb. 3, 40 S., 0 E.
SOOLOO, Boston to Hong Kong, March 4, 5 N., 26 W.
SALLY BROWN, Singapore to New York, Feb. 27, 30 S., 42 E.
BENGAL, Sourabaya to Boston, March 7, 35 S., 26 E.
CHATTANOOGA, Manila to New York, March 8, 32 S., 35 E.
CISSY, London to Hong Kong, 52 days out, Feb. 3, 41 S., 1 E.
AJAX, Sunderland to Galle, April 1, 3 N., 25 W.
GLAMORGANSHIRE, China to New York, March 10, 34 S., 28 W.
LILY OF DEVON, Philippine Islands to Plymouth, Mar. 28, 15 S., 6 W.
ANGELA (Span.), Manila to London, March 31, 9 S., 12 W.
KOBE, Amsterdam to Padang, April 28, 42 N., 11 W.
MIRZAPORE, Liverpool to Anger, April 2, 2 N., 23 W.
BENGAL, Gillolo Island to Amsterdam, 50 days out, off the C. of G. H.

FREIGHTS AND CHARTERS.

Berth rates continue very depressed, and but little freight is offering. Coal freights are without material alteration.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To

Digitized by Google

Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: £1 11s. For Colombo, 35s. For Galle, 23s. For Japan: 37s. to 37s. 6d. For Singapore, 25s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

The Aline, Kier, which sailed from Hamburg, May 7, for Hong Kong, put back to the former port, May 12, with damage, and is reported to be leaky.

Advices from Pernambuco, dated April 27, state that the Corea, Bangs, from Zebu to Liverpool, which put in there March 25, leaky, had been ordered to be newly coppered and caulked.

MISCELLANEOUS.

At ST. VINCENT, C.V.—May 1, Guinevere, London to Shanghai, and proceeded on the 3rd in charge of the mate; her master, Spowart, would return to England, invalided, in the La Plata (str.).

At ADEN.—April 26, Venus (French frigate), from Japan; 27, Achilles (str.), Russell, from Liverpool, and left for Shanghai, &c.

Off ST. HELENA.—April 8, Waalstroom, from Batavia, for Amsterdam.

At TABLE BAY.— March 21, Admiral Gourbeyre, Viaud, from Saigon Cataluna, Baldin, from Macao, and sailed, 24, for Havana; 22, Vsadnik, Mikhayoff, from Batavia, and sailed 25 for London.

Off CAPE POINT, CAPE OF GOOD HOPE.—March 23, Athena (of Newcastle), from Shanghai, for Montreal.

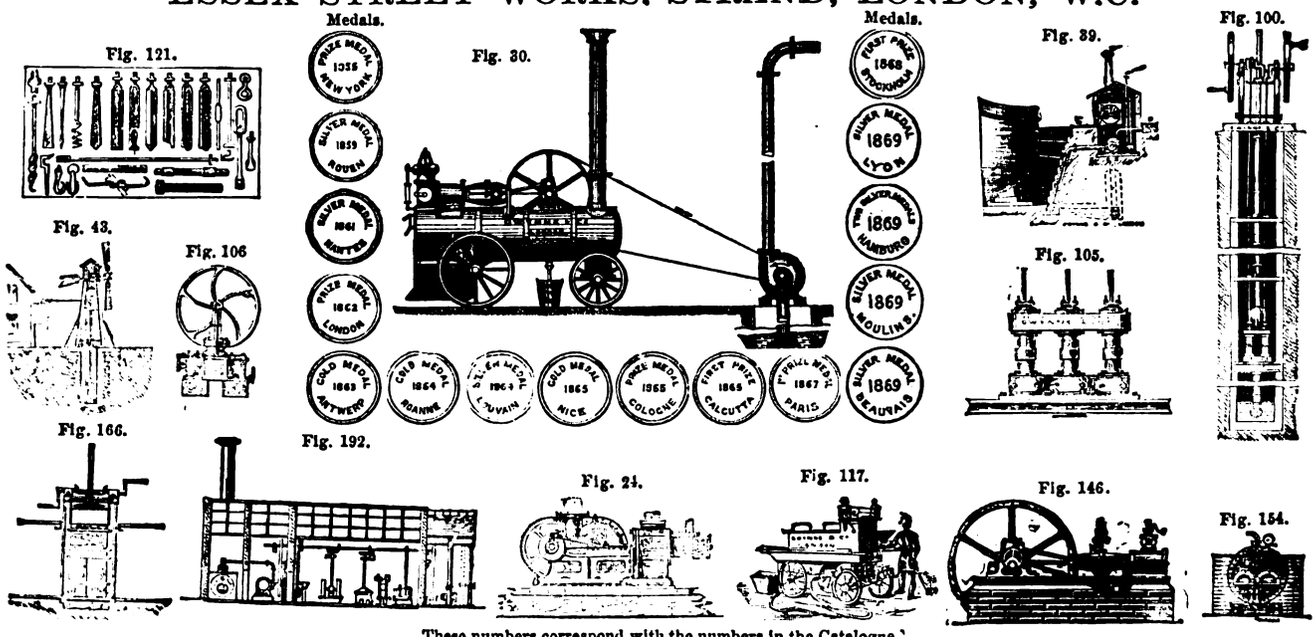
At ALGOA BAY.— March 21, Ino, Schultze, from Hong Kong.

At MAURITIUS.—April 5, Silence, Defoy, sailed for Singapore.

At VALPARAISO.— March 19, Lota (str.), Cook, from Chanaral, and left, 29, for Zebu.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.



These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.

Fig 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.

Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.

Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.

Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.

Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.

Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Fig. 121.—Gwynne and Co.'s Improved Boring Tools.

Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.

Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.

Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed, Olives, Fat, &c., &c.

Large Illustrated Catalogue, with many estimates, &c., forwarded on receipt of Twelve Stamps, or can be had through Merchants, &c.

Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presses, Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works,

STRAND, LONDON, W.C.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

SCHOUT AND CO.,

SHIPBROKERS.

AMSTERDAM.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

Digitized by Google

CORN FLOUR

TRADE MARK

BROWN & POLSON'S

"JOHN BROWN"
"JOHN POLSON"
UPON EACH
PACKET

PREPARED FROM MAIZE—INDIAN CORN

CAUTION AGAINST UNSCRUPULOUS FRAUD.

Inferior qualities obtained at little more than half the cost of BROWN & POLSON'S are sometimes palmed off upon Purchasers.

BROWN AND POLSON'S
CORN FLOUR,
with Milk,
for CHILDREN'S DIET.

BROWN AND POLSON'S
CORN FLOUR,
for all the uses to which
the best Arrowroot is applicable.

BROWN AND POLSON'S
CORN FLOUR,
to thicken
Soups and Sauces.

BROWN AND POLSON'S
CORN FLOUR,
to thicken
Beef Tea.

BROWN AND POLSON'S
CORN FLOUR,
for Custards.

BROWN AND POLSON'S
CORN FLOUR,
for Blanc-mange

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenienc for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13 Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th inst.

By order of the Directors,
P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

ORIENTAL BANK CORPORATION.

ncorporated by Royal Charte ,Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

HOLLOWAY'S PILLS

GOOD SPIRITS.—Every one has frequently experienced sudden personal changes from gaiety to gloom. The weather often receives the blame, when a faulty digestion is alone the cause of the depression. Holloway's Pills can be honestly recommended for regulating a disordered stomach, and improving digestion. They entirely remove the sense of fulness and oppression after eating. They clear the furred tongue, and act as a wholesome stimulant to the liver, and as a gentle aperient to the bowels. They healthfully rouse both body and mind. Holloway's Pills are the best known antidotes for want of appetite, nausea, flatulency, heartburn, languor, depression, and that apathy so characteristic of chronic derangement of the digestion.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP STREET, FINSBURY-SQUARE, LONDON, beg to announce the completion of their new warehouses, containing upwards of Forty Thousand Square Feet of floorage.

MOORE and HUNTON have in stock a great variety of DINING ROOM SUITES in mahogany and oak from £15 to £30 each suite.

MOORE and HUNTON have on show upwards of forty DRAWING ROOM SUITES, varying in price from £16 to £100 each suite.

MOORE and HUNTON invite inspection of their stock of BEDROOM FURNITURE in various woods and styles, at prices varying from £5 10s. to £130 per suite.

MOORE and HUNTON have a large selection of LIBRARY, HALL, OFFICE, and other FURNITURE at moderate prices.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON.

Established upwards of 40 years
FURNITURE MANUFACTURED SPECIALLY FOR HOT CLIMATES.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMETZER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & CO., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & CO
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM.)

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

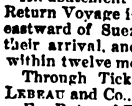
GIBRALTAR	From Southampton.	From Brindisi.
MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA	" "	Every Tuesday, at 2 A.M.
ADEN	" "	
BOMBAY	" "	
GALLE	Saturday, May 13, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, May 23, at 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, May 13, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, May 23, at 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.



OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

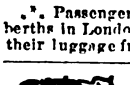
VIA SUEZ CANAL.

June 11, July 9, August 6 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 27th May, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Beemah	A1 11 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Dilpussund...	A1 17 yr.	E.I.D.	With des.
Shanghai ...	Omba	A1 16 yr	E.I.D.	To follow
Hong Kong	Ornate	A1 11 yr.	E.I.D.	With des.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	To follow
Yokohama...	Miako.....	A1 16 yr.	E.I.D.	With des.
Yokohama...	John Milton	A1 14 yr.	E.I.D.	To follow
Singapore & Manila ...	Kate Carnie	A1 18 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Yko., Hgo., & Nag. (via S.C.) ..... Pen., Sing., H. K., and Shang. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	May 25
Shanghai...	H Kong (ss)	A1 100	1200	S.W.I	June 8
	Cleta	A1 16	519	E.I.D.	With des.

For Freight or Passage apply to NORRIS and JOYNER 60, Cornhill, E.C.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks about the 25th May. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM FROM LONDON (via SUEZ CANAL) to PENANG, SINGAPORE, HONG KONG, AND SHANGHAI.—The magnificent Screw Steamer HONG KONG, 1,215 tons register, 200-horse power nominal, J. H. WATSON, Commander (who has had great experience in the China trade), will load in the South-West India Dock, and receive goods until 7th June (unless previously full). This magnificent steamer has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage; has splendid accommodation for first and second-class passengers; is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Robin Hood ...	A1 10 yr.	941	SWID	June 10
Do. do	Countess Russell	A1 8 yr.	965	SWID	July 10

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

NOTICE to PASSENGERS for SINGAPORE, HONG KONG, SHANGHAI, and JAPAN, *via* Suez Canal.—The splendid, new, Clyde-built screw steamer SUNFOO, 1,450 tons, 200-horse power nominal, will leave the Docks on Wednesday, the 24th inst. There are still a few berths vacant for first-class passengers, and will carry a surgeon and stewardess.

For plans and rates of passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

PENANG, SINGAPORE, and MANILA, via Suez Canal. To sail from Glasgow, May 31, the fine, full-powered, new, Clyde-built, screw steamer ALBAY, 600 tons register, 100 A1, at Lloyd's, 100-horse power nominal. Has excellent accommodation for passengers.

For Freight or Passage, apply in Glasgow, to Messrs J. and R. YOUNG and Co., 107, Buchanan-street; or in London, to J. D. WILLIS and Co., No. 115, Leadenhall-street.

Steam via the Suez Canal. To sail on the 27th May. Having a large portion of her cargo for Yokohama engaged.

FOR SINGAPORE, HONG KONG and YOKOHAMA (JAPAN). Taking goods for transhipment at YOKOHAMA to HIOGO, NAGASAKI, and KANAGAWA, the fine fast full powered screw steamer UNA, owned by Messrs. Malcomson Brothers, of Waterford, 1,236 tons register, 250-horse power, nominal, O. E. SMITH, Commander; Victoria (London) Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage, apply to A. G. ROBINSON, Esq., 20, Mark-lane; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper ship BROCKHAM, *AA1, 1,048 tons register; W. RICHARDSON, Commander; East India Docks. Has good accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. MURTON, Commander; South West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

First Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COLOMBO, COCHIN, CALICUT, and MANGALORE, the splendid regular trader DOROTHY, A1 9 years, 310 tons register. J. WILLIAMS, Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR BANGKOK (SIAM) DIRECT.—A First-class Vessel.—To leave in July.—Offering favourable opportunities to shippers.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co.' Agents, 22, Moorgate-street, London

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 22, 1871.

Digitized by Google

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 404.] LONDON, MONDAY, MAY 29, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
Japan—Yokohama	Feb. 10	April 1	April 8
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	Mar. 28
China—Peking	—	—	April 8
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Feb. 10	April 3	April 5
Kiu-kiang			
Chin-kiang			
Shanghai	" 24	" 11	" 13
Ningpo			
Foochow	—	—	" 15
Formosa			
Amoy			
Swatow			
Hong Kong	Feb. 24	" 6	April 18
Canton			
Macao			
Philippines—			
Manila			
Cochin-China—			
Saigon			
Siam — Bangkok			
Borneo—Labuan			
Sarawak			
Java — Batavia	—	—	" 18
Samarang			
Sourabaya			
Malacca Straits—			
Singapore	Mar. 17	April 21	" 26
Penang	" "	" 19	" 28
Ceylon—Galle			
Colombo	April 7	May 1	May 2

THE MAILS, &c.

The next inward mail (French), with dates Shanghai April 19, Hong Kong April 27, is due on the 3rd prox. Private telegrams, dated Shanghai May 18, were received this morning.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Pera*, arrived May 25.—From Hong Kong: Mr. Hock.

Remaining in Egypt until the next mail.—From Hong Kong: Mrs. E. D. Sassoon and servant, Mr. T. E. Sassoon and servant.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive June 3.—From Yokohama: Mr. Forbish. From Shanghai: Mr. Rae. From Hong Kong: Commander Walker, R.N., Mr. Lay, Mr. Jones, Mr. Bishop, and one second-class passenger. From Batavia: Mr. Mohr and two children. From Singapore: Mr. Wildridge, Mr. Phillips, Mr. Taylor, Sir Benson and Lady Maxwell, and three children, Mrs. Maxwell and three second-class passengers.

To Suez.—From Hong Kong: Mr. Petersen. From Singapore: Mr. and Mrs. Gerkins, Mr. Gerkins, jun., Mr. J. Pratje, Mr. Sheepmaker, Mr. Doves, Mr. Wilton.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, May 27.—To Yokohama: Mr. Paul. To Penang: Mr. and Mrs. W. Scott and three children. To Ceylon: Mrs. Pole, Captain Hudson, Mr. and Mrs. James Merriman and two sons, Miss Merriman, Mr. G. L. Hynd.

Per P. and O. steamer *Delta*, from Brindisi, June 6.—To Hong Kong: Mr. R. T. owe.

Per P. and O. steamer *Massilia*, from Southampton, June 10.—To Shanghai: Mrs. Bergman. To Ceylon: Mr. J. F. Jowitt, Mr. J. R. Mosse, Major and Mrs. Georges.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates extend to the 9th April. The outward mail from London of Feb. 10 arrived on April 1.

The following items are from the *Japan Mail*:—Vice Admiral Kellett has applied to the Admiralty for his squadron to be augmented in China and Japan. With the view of complying with his request, we understand that it is the intention of the Admiralty to commission one, or may be two, vessels for service on this station. This is unquestionably a most satisfactory precaution. England has large interests both in China and Japan, and while the navies of other Powers are in the main composed of large vessels, that of England is composed for the most part of gunboats and surveying vessels. The recent excitement evinced at Hong Kong during the Russian difficulty shows how some further protection is required in the Far East, and we trust that the vessels to be put in commission will be iron-clads of a size and construction able to cope with the powerful vessels at the command of other Powers.

It is with great regret we announce the death of Mr. Lemuel Lyon, the United States Consul at this port, which took place on the 6th April. The cause of death was softening of the brain and fever, probably partly induced by the anxieties caused by his dismissal from his Consulate in favour of Colonel Shepard. We have often been called upon to criticise Mr. Lyon's actions in an unfavourable manner, and although on public reasons the change we have alluded to was generally approved, Mr. Lyon was popular among the American portion of the community, by whom his death will be greatly regretted.

The new Imperial Mint at Osaka was opened by the Prime Minister on April 4 in the presence of a brilliant assemblage of ladies, a few high Japanese officials, most of the Foreign Ministers and Consuls, a goodly show of naval and military officers, and merchants, architects, engineers, journalists, and foreign and native Government employés. The first arrival was the *Salamis*, with Admiral Kellett on board, followed by the largest assemblage of vessels of war that has met at Kobé for some years. The French iron-clad *Alma*, and the U.S. corvette *Alaska*, with their Excellencies Mr. de Long, Mr. F. P. van der Hoeven, Dutch Minister, and Mr. Rodrigues Munoz, Spanish Minister, arrived in Kobé the same afternoon.

FOURTEEN DAYS LATER VIA SAN FRANCISCO.

The Pacific Mail Company's steamer arrived at San Francisco on 13th May, with dates from Yokohama to 22nd April, but the items telegraphed to the New York papers are of no interest.

It is said that Lieutenant Hawes, the Adviser to the Japanese Navy, has recommended the despatch of one of their men-of-war to England, calling at the intermediate ports.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

I last wrote per mail *via* San Francisco on the 16th inst. The mails of Jan. 20 and 27 reached here by the Pacific mail steamer *Ariel* on the 25th inst.

The meeting of the creditors of the estate of Glover and Co. took place as appointed, but had to be adjourned in order to investigate the accounts. The American steamer *Yangtsze*, built at Shanghai some two or three years since, which left this port for Hiogo and Yokohama on the 20th inst., was wrecked about two hours afterwards; cargo is being brought up daily in a very damaged condition, consisting of Manchester piece goods, raw cotton, and sundries. The cotton is so much damaged that it is not worth putting under cover.

Digitized by Google

The movements of the men-of-war have been confined to the *Ringdove* and the *Sobol* going out for short cruises. The British brig *Lunan*, from London, with a general cargo, arrived on the 18th March; the British barque *Lorton*, with part of her cargo, laden at Hiogo, has also arrived here, and is engaged in shipping the remainder; her destination is London, but it is doubtful whether she will take any outside cargo. It is said that she will carry nearly a full cargo of tobacco; her rate of freight has not been made public, but it is understood to be £2 7s. 6d. per ton of 50 feet. Native coin has declined; nebukin is quoted 404 to 410 per $100. Exchange on London is nominally unchanged.

The North German barque *Alida*, which has laid so long in port, bound for London, while endeavouring to leave this harbour this morning, in charge of a pilot, came into collision with the North German barque *Cadan*, which sustained damage, by having her jibboom, &c., carried away. The *Alida* anchored again and remains in port, but will most likely resail again shortly.

Another correspondent writes:—The *Yangtsze*, which went out about 10 P.M. on April 20, was wrecked the same night. She struck on a reef near Iki-Sima, some twenty miles from this, remained there five hours, was got off, and steered back for Nagasaki; but filling rapidly, her fires were nearly extinguished, and she was run on shore to save life, about eight miles from Nagasaki, at a point on the coast marked on the charts as Oho-Saki. A fair amount of cargo will be saved; but the steamer is a total wreck. It is understood that she was partly insured.

The *Courier* gives additional particulars:—It was five hours after the steamer struck on the rock before she could be got off. She then proceeded under 30 lbs. of steam, endeavouring to return to Nagasaki, but when within eight miles of that port she so filled with water that her fires were put out, and all that could be done was to beach her, so as to save life and as much property as possible. Captain Strandberg, with all on board, got safely ashore, and proceeded by land to Nagasaki. There the coasting steamer *Argus* was chartered to go down and save as much as possible. How far she was successful is not known, but the captain of the *Oregonian* reports, that as he passed the wreck on his way to this port, he saw that the ill-fated *Yangtsze* had broken in two, so that now not all the skill in salvage of her builder and owner, Captain Catchelder, can save her.

CHINA.

—o—

SHANGHAI.

Dates extend to April 13th; London Mail, French, of Feb. 17th arrived April 4th, and the English Mail of Feb. 24th arrived April 11th.

The following news is from the *North China Herald*:—

A short while ago we mentioned that the Chinese had addressed to the Foreign Ministers a despatch asking for a revision of the missionary question. A correspondent gives us the following sketch of its contents, for which we cannot vouch, but which we give pending further information. We have insisted for some time that the missionary question was one of the most pressing with which we should have to deal, and our readers will here see the proof.

"Female teachers, and, consequently, female schools, to be done away with, as interfering with the peace and retirement of Chinese social life.

"No Mission to be permitted to have more than forty-five converts, and these must be reported monthly to an official to be appointed in each locality for the purpose. Boys' schools are only to embrace the children of converts, and then under certain restrictions and limitations; these also to be reported monthly to a registrar.

"All teaching and preaching against Confucius and the received and cherished doctrines and ideas of the Chinese to be strictly prohibited.

"All missionaries to be treated as Chinese subjects, except at the open ports, and to be amenable to Chinese law in every respect, and to be obliged to conduct themselves towards officials in every way like the natives.

"A Christian convert to be nonsuited in a native lawsuit if a missionary interfere in his behalf.

"Mission establishments to be visited by regular officers, and no foundling hospitals or asylums to be permitted.

"No women to be allowed to attend foreign religious services, and female missionaries to go home, or at least desist from work.

"In the event of another massacre occurring, the actual murderers only to be punished; no compensation allowed; and no city or district to be mulcted in consequence; land once confiscated not to be restored."

Many of these terms seem based on the charges alleged against missionaries as causes of the Tientsin Massacre; in fact, judging from the information before us, proposals more calculated to excite emphatic and angry rejection could hardly have been penned. A request that missionary teaching should cease altogether would have been simpler and less objectionable. That the receipt of this despatch created some excitement in diplomatic circles we can well believe, and our information says that it has called forth more than one strenuous reply. The Chinese Government have shown their hand at last, and given us a pretty good lesson in play. Hitherto, they have contented themselves with rejecting our claims for progress. Now, they turn the tables, and demand our retreat! *Quem Deus vult perdere prius dementat.* Foreign Governments will be obliged to take up the question now, whether they will or not.

Our correspondent also writes that persecution has occurred at I-chow, and the converts there, and the owners of the house rented by the American Mission, have been beaten,—as was done in the case of the Presbyterian Mission in Shanse last autumn—and that compensation which was asked for the Chinese who suffered in the Mission compound has been refused to the American Minister.

A Tientsin correspondent writes that no sooner was the Peiho frozen than every workman was withdrawn from the Protestant chapels which the Chinese had undertaken to rebuild, and despite all remonstrance nearly two months elapsed before work was resumed. At length the buildings have been completed, after a fashion, and formally handed over, but in such a condition that heavy expenses will be incurred in finishing them. Not a cash has yet been paid for furniture, the family of the Chinese watchman, who was murdered, or the losses of the ruined converts. There has been no end of correspondence on the questions involved, but very little else. The families of the rioters who were executed were compensated liberally at once. The family of the keeper of one of the chapels, who was murdered (by mistake, too!) has not received a cash.

From Peking I hear of a very uneasy political feeling, and that a strong feeling of hostility to foreigners is shown by the people. Locally there is nothing particularly deserving of comment; but it is worthy of note that the additions to the Taku forts are being actually made. Dr. Macartney, the superintendent of the Nanking Arsenal, has come up, apparently to advise Li upon the projected changes. No doubt his peaceably-disposed masters will succeed in making the entrance to the Peiho more difficult than it is already, if that were at all necessary; but there are other ways of getting to Peking besides passing Taku. The prospect of good trade during the forthcoming year, as foreshadowed by the present demand, is extremely meagre. The steamers, however, seem to be doing a good business in conveying the plague of China, the so-called literati, to the North, for their examinations.

The Taoutai of Shanghai has issued the following proclamation forbidding Chinese merchants to send freight to inland cities on foreign vessels. The order is, we believe, called forth by an attempt which has been made to run a foreign lorcha to Soochow.

T'u, Inspector of Maritime Customs and Military Intendant of the Soochow, Sungkiang, and T'ait'sang circuit in the province of Kiangnan, raised by brevet ten grades, and honourably recorded ten times, issues the following proclamation:—

"Although foreign merchant vessels are allowed to trade at the several treaty-ports, it is at the same time expressly stated in the treaties that in case they go to any other place to carry on clandestine traffic both vessels and cargo shall be confiscated.

"The Taoutai is informed that certain foreign vessels are attempting to take cargo and passengers to Soochow and other places in the interior, which is a direct violation of treaty stipulations. The Taotai is therefore writing to the foreign consuls asking them to investigate the matter and to deal severely with the offenders. Should any Chinese dare send goods to the interior in foreign vessels, thereby avoiding the payment of taxes and customs, such goods will be immediately confiscated and the senders prosecuted.

"This proclamation is issued informing merchants and others concerned that they must henceforth, as in duty bound, obey the law, and warning them that those daring again to secretly ship cargo for the interior in foreign vessels will be at once apprehended and severely punished. No clemency will be shown. Let each obey with trembling and oppose not. Special proclamation.

"T'ungchih, 10th year, 2nd moon, 12th day."

The Acting Chief Judge has delivered judgment *in re* Glover, Dow and Co.'s liquidation, upon a rule applied for by the French Municipal Council, to show cause why a decision made by him should not be reversed, and the claim of the applicants allowed to rank as a preferential one on the estate. The judge ruled that payments such as the so-called *Droits sur les Wharfs* are not in any sense local rates, and consequently the claim in respect of them is entitled in bankruptcy proceedings to no preference. Each party to bear their own costs.

Mr. Medhurst, H. B. M. Consul at Shanghai, has been invited to a farewell dinner at the Club, on the occasion of his departure for England.

The *Courier* learns that Mr. P. J. Hughes, who has been H. B. M. Consul at Kiukiang since the opening of that port in 1861, has been officicially notified that he is transferred to Canton, vice Consul Robertson. Mr. Gregory, H. B. M. Vice-Consul at Tamsui, is said to be appointed to Kiukiang.

A new company has been formed to take over the premises known as the Hongkew Wharf—paid-up capital, Tls. 130,000, in 1,300 shares of Tls. 100 each, with power to increase to Tls. 150,000, by the issue of 200 more shares. The shares having been apportioned, a preliminary meeting was held on the 15th April, when Messrs. J. I. Miller, C. J. King, F. Porter, F. D. Barnes, and E. H. Lavers were elected directors.

Digitized by Google

The steamer *Seagull*, bound for Shanghai, had been arrested in Hong Kong at the suit of the owners of the steamer *Niger*, for a claim of £12,000 for services rendered in the Gulf of Suez. The *Seagull* struck a sunken rock, lost her screw, and the *Niger* towed her back 100 miles.

The Danish steamers *Cella* and *Tordenskjold* arrived at Woosung on the 30th March, having completed the laying of the cable hence to Hong Kong, and successfully united the two portions at a position off the island of Video. Tests applied to the cable at the point where it was joined proved it to be in perfect order throughout. We regret very much, however, to hear that it has since been broken near Hong Kong, probably by a junk's anchor. The *Cella* will be immediately despatched to repair it. In anticipation of its being soon opened to the public, Messrs. Reuter and Co.'s agent, we hear, is inviting subscriptions for a Commercial Telegram and Share Lists, to be supplied daily. One effect of this will probably be to lessen share speculation; no large margin can then exist between Hong Kong and Shanghai quotations.

We have very heartily to welcome a new contemporary. "Puck, or the Shanghai Charivari," is the title of a new comic newspaper, of considerable merit. In virtually declaring their intention to publish only as often as they have a good budget of matter, the projectors secure themselves against the danger which attends such publications in Shanghai, of exhausting the stock of local wit and chaff by too constant demand.

Capt. Hopkins, of the S. S. *Danube*, had a silk flag with yellow streamers presented to him by the Chinese students whom he is taking to Tientsin from Canton. The flag has some Chinese characters on it in black velvet, to the effect that the passengers are greatly pleased with the steamer and also with the Captain, whose courtesy they wish thus to acknowledge.

Mr. McLeavy Brown's resignation of the British Diplomatic service for the Chinese Customs is announced.

It is stated that Mr. Swinhoe has relieved Mr. Fittock at Ningpo, who comes home *via* San Francisco.

The Peking correspondent of the *Courier*, referring to the despatch which has been so long detained on its passage from Mr. Wade to Lord Granville, writes:—"At the date of my last note the Peking Cabinet were said to be busily occupied in the consideration of certain propositions relative to the operations of missionaries, &c. which, if adopted, might prevent all Yangchow riots and Tientsin massacres for the future. The result of these deliberations has been the presentation, it is said, of two memoranda, viz., to the French (Romish) and to the other ministers severally. Of the despatch of the Tsungli yamen relating to Romish missions I only know that it forbids orphanages and foundling hospitals, demands the deportation of the Sœurs de Charité, and the cessation of the special official powers assumed by the priests; but, doubtless, its character as a whole may be fairly judged by the companion document which deals with the work of Protestant organisations. I must premise by cautioning you that I do not pretend to give you a full and accurate, *much less* orderly *or verbatim, statement. My authority is unquestionable*, but I have neither seen a copy of the despatch, nor do we know the exact form it assumed. I hear, however, that it has been replied to already by the U.S. Minister, Mr. Low, and *presumably* by others. It is also reported that *the whole was forwarded by the various legations to their respective governments three weeks ago.*"

[This information confirms the statement given in our issue of the 15th.—ED. *L. & C. T.*]

The following is the *resume* forwarded by this correspondent, which confirms the account given above. These are the points:—

"That in future no communities shall be mulcted for injuries to Missions, only the villains who strike the blow shall be punished. That there shall be no compensation for confiscated property, or for destroyed buildings, lost furniture, &c.

"That all foreign ladies shall be sent home, such teachers being injurious to the peace and retirement of Chinese society; and no native women shall be allowed to attend meetings for worship.

"That missionaries in the interior, or elsewhere, shall have no ex-territorial privileges, but when summoned to the yamens, or having occasion to seek official aid, shall present themselves as a native would have to do (prostrate, &c.), and shall in all respects conform to native custom.

"That if a missionary take up the cause of a Christian convert who is proceeded against at law the Christian shall be at once punished as guilty on account of such interference.

"That all mission establishments shall be under supervision by officers appointed for the purpose, and that no foundling hospitals or girls' schools shall be allowed.

"That no heathen children shall attend mission schools.

"That a public registration office shall be established, in which all baptisms shall be noted, and the history, residence, and condition of the applicants recorded. And that no missionary shall receive more than forty-five converts!

"That Confucius shall not be reviled, nor the feelings of Confucianists insulted."

HONG KONG.

Dates are down to April 18. The London mail of Feb. 24 arrived on the 6th April, and telegrams to the 6th April had also been received on the 18th.

The following account, duly certified, of the average amount of bank-notes in circulation in Hong Kong during the month ending 31st March, 1871, had been published for general information:—

Banks.	Average amount.	Specie in reserve.
Oriental Corporation...	$286,370	$95,457
Chartered Mercantile of India, London, and China	501,069	200,000
Chartered of India, Australia, and China, ...	209,175	100,000
Hong Kong and Shanghai	1,723,330	600,000
Total	$2,719,944	$995,457

The telegraph between Hong Kong and Shanghai had been successfully laid, and some complimentary messages passed between the agent for the company at Shanghai and Major-General Whitfield, Lieutenant-Governor of this colony.

Kwok-a-Sing, the prisoner in the *Nouvelle Penelope* case, was immediately rearrested on his being discharged by the Chief Justice at the Supreme Court, under a warrant of his Excellency the Lieutenant-Governor. What steps the authorities are going to take in regard to his ultimate disposal remains to be seen. He was in custody, but has not yet been brought before the magistrate. This man must entertain peculiar views on the working of English laws.

The following items are from the *Overland Trade Report*:—

The decision given with regard to the master of the steamer *Don* has been fully endorsed by the local Press, where the culpable carelessness of the master in going ahead full speed at night, and in a fog, with the knowledge that land was close at hand, has been severely commented upon. The *Daily Press* holds that both captain and owners have but their own carelessness to thank for the calamity, adding: "It may be a very great question whether those who have suffered loss through the wreck of the *Don* may not claim against her owners for the value of their cargo, on account of the gross negligence of the captain in navigating her, and of the owners, or their agents, in not having her properly armed."

The case of Wong Atick, the compradore to Messrs. Kirchner, Boger, and Co., who, as mentioned some time ago, was arraigned for pledging certain goods of the firm, and fradulently converting their proceeds to his use, has been brought to a conclusion by the accused being sentenced to six months' imprisonment. Mr. Kirchner stated that, though on public grounds he was compelled to prosecute his compradore, he did not, in consideration of all the circumstances, hesitate to recommend him to the mercy of the Court; and hence the above comparatively light sentence was passed. The case points to the great necessity for caution, whenever arrangements are made for a *quasi* partnership with compradores, and, indeed, wherever their powers are extended beyond that merely of cashiers to the house.

The classes of the various schools in St. Saviour's College were examined on the 10th April by several European gentlemen interested in the success of Father Raimondi's institution. The Hon. Judge Ball presided, and was supported by Mr. Stewart, Inspector of Government schools. Monsignor Zanoli, Bishop of Hankow, was also present. The boys did credit to Mr. Terry, their teacher, and to the college.

On the following day the prizes were presented by H.E. the Lieutenant-Governor. H.E. was attended by Judge Ball, Dr. Dods, Mr. Overbeck, and others, while a fashionable assembly filled the large hall of the college, a goodly number of ladies being among the audience.

The Very Rev. Father Raimondi read the report for the year In referring to the two Portuguese schools, superior and inferior, the report states that, in addition to English and Portuguese lessons, "French, Spanish, Cantonese, and Mandarin are taught in separate classes. We (continues the report) look upon a knowledge of languages as an indispensable element now-a-days in education, and we are endeavouring to add German to our list; German trade and German influence is increasing so largely every day. We have added Mandarin with a view to training European boys for situations in the North of China and in Chinese official life, and I am happy to say we have now five students who speak it fluently." In these schools the average attendance is fifty-three, and as the boys are of different nationalities, the pupils "learn not only to read and write in tongues not their own, but acquire without effort the power to speak easily and freely. There are several boys who speak more than three languages; and there are even some not ten years old who can translate from English into Spanish, French, and Chinese, and do it tolerably well." At the conclusion of the reading of the report, the rev. gentleman thanked the Governor and the ladies and gentlemen present for their presence and encouraging support.

Digitized by Google

SIAM.

—o—

BANGKOK.

Dates extend to April 6th.

We learn from the *Advertiser* that the Customs' Circular recently published orders that the duty on imports must be paid at the time of entry. If there is a dispute on the value of imported goods, an approximate value will be made on the entry, and the duty on that value must be paid, subject to a settlement when the proper value has been ascertained. If the importer prefers paying the 3 per cent. duty in kind, he is at liberty to do so, but must communicate that desire when he makes his sight entry. Goods in dispute, and goods on which the importer desires to pay duty in kind, when circumstances prevent the opening of them on board the vessel or wharf, upon giving a guarantee, or security not less than three times the value of the duty as per sight entry, will be allowed to be discharged, on condition that they be opened and examined before a Custom-house officer, on an appointed day. Goods sold on board the ship must pay duty as they are being discharged. Cargo can be discharged only from sunrise to sunset.

Pilot J. Smith's house and lot were recently sold by authority of the United States Consul, and purchased, we learn, by Capt. T. A. Lyser, for a trifle more than 3,000 ticals. The children of the late Pilot J. Smith are under the guardianship of the United States Consul. One son is in Europe, and the other is in the United States of America. One daughter is in Singapore, the other is with Pilot Jacob Van Ess. The child born since the murder of Pilot J. Smith is in care of one of the American Missions. The commuted punishment of E. Chieu for the murder of her late husband Pilot J. Smith is rapidly expiring, and ere long she will be released.

The Siamese astrological and official new year would occur on the 12th April. The day before, the day of, and the day after the 12th, were to be special holidays. The temples were to be open to the inspection of foreigners on these days.

Nasnuang paddy is selling in Bangkok at 46 ticals per coyan of 3,280 kanans. At Ayuthia this paddy sold for 25 ticals per coyan of 2,400 kanans. At Chantaburee black pepper was selling for 11 ticals per picul; paddy, 12 ticals per coyan of 2,000 kanans; wood for sugar mills 5 ticals per 100 sticks; table rice at ½ tical per bucket. At Rach'aburee Nasuan paddy was selling for 21 to 22 ticals per coyan of 2,050 kanans, and the same paddy was selling in Bangkok for 49 ticals per coyan of 3,280 kanans.

BORNEO.

—o—

SARAWAK.

We learn from the *Sarawak Gazette* that rumours are heard of an unsettled state of things on the upper part of the Rejang river. The Katibas Dyaks, whose long series of outrages led to the expedition of June last, in which a summary punishment was inflicted on the tribe, are reported to be again disturbing their neighbours.

H.H. the Rajah had returned from Simanggang and Lingga in the Resident's little steamer, which had been sent to meet him. The Lingga men were treated to a day's tuba fishing in their river during the Rajah's stay.

In the Supreme Court the Rajah has proposed some new regulations, with the view of turning to account the time of any person imprisoned for debt; any debtor who desires to work may, with the permission of the resident of the district and consent of the creditor, be allowed to do so, during the same hours and under the same restrictions and guard as the criminal prisoners, and, if he be an able-bodied man, will receive from the Government four dollars a month, two of which will go to his credit against his debt, and two will be paid to himself for his own disposal. Furthermore, it will be in the power of the Court, with the sanction of the creditor, to oblige the debtor to work, should he have a wife and family unprovided for, and in this case two dollars a month will be paid to his wife and children instead of to himself.

The Rajah had also given notice that, at the next meeting of the Supreme Council, he would bring forward some proposals to enable a law to be passed by which persons, professing different creeds, or no recorded creed, may contract a legal marriage by civil contract.

The gambling and arrack farms at Sibu were sold by public auction last month at an increase of 60 per cent.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 26th April. On the 13th the *Ellora* arrived with the mail of March 10, and on the 21st the *Provence* came in with the French mail and London letters to the 17th idem.

We learn from the *Straits Times* that there was little of local interest during the fortnight to record. The criminal session closed on the 18th April, after having disposed of a larger number of cases than usual, many of them being for crimes of violence committed during the quarrel between Ghee Hin and Hok Hin kongsees. This being probably the last criminal session that Sir Benson Maxwell, the Chief Justice of the colony, will hold here, the Grand Jury presented a complimentary address to him, and the residents gave a ball and banquet at the Town-hall in honour of him and Lady Maxwell. Sir Benson goes home by the present mail, after labouring fifteen years in the Straits Settlements as Recorder and Chief Justice.

The same journal says the new Russian line of steamers between the Black Sea and China, *via* the Suez Canal, has sent out its pioneer vessel, the *Tchihatchoff*, which arrived here on the 18th inst., and sailed for China on the 20th. The establishment of this line may ultimately have a very material effect upon the English market; at present, however, it can do little more than supply the teas required for southern Russia, and will merely supplant the traffic overland between Russia and China. Though Russia may eventually receive all her tea by way of the Black Sea, the dreams of the projectors of the line of supplying all the cotton, coffee, spices and dye stuff for Eastern and South-eastern Europe from the Black Sea ports does not appear likely of realisation. If railway communication across the continent be demonstrated as the cheaper means of conveyance, the chances are more in favour of Italy and France reaping the harvest that will be gathered. But until Southern Europe is able to compete successfully with England in the cost and quality of its manufactures, there is no reason to fear any decline of her present prosperity.

The merchants had found serious ground for apprehension in a report that our nearest neighbour, H.H. the Maharajah of Johore, had issued an order that all the produce of his territory should be taken to New Johore for registration before being exported to Singapore. The Chamber of Commerce held a meeting on the subject, and there being reason to believe the report well-founded, a committee was appointed, who conferred with the Maharajah, and pointed out that such a course would seriously interfere with the freedom of the trade of this place, and, besides causing inconvenience to the planters and others, would unnecessarily increase the price of the produce. The Maharajah, we understand, denied having issued the order in question, but said it would be necessary for him to institute some measure which would protect his revenue, and at the same time obviate certain annoyances complained of by the planters themselves, who suffered serious loss and injustice from the Chinese contractors and joint associations here; he desired to avoid doing anything that might detract from the trade of this place or of Johore. The Committee have, we hear, made certain suggestions which will, it is believed, secure to the Maharajah what he desires, without in any way trammelling the export of produce from his territory. The details of this matter are not yet fully developed, but the Maharajah has promised to take the matter into consideration.

The result of the census taken on the 2nd inst., will probably not be known for some two months to come, though a large staff of clerks were steadily employed in sifting the returns and making up the books. The census officers are confident that the census of Singapore has been very successful, and that the return will not be far out of the way. We are looking forward with considerable interest to the publication of the figures.

The next, the formal opening of the Legislative Council, was fixed for the 13th May, but beyond the new draft of the Pensions ordinance, and the rival claims of the two new harbour railway companies, we have not heard of any matters of public interest to be brought before it at the outset.

Commercial Report.

(For dates see first page.)

—o—

IMPORTS.

YOKOHAMA.—Business in all manufactured goods had been dull throughout the fortnight, and but few transactions had been effected. Prices at the close exhibited general depression, and Grey Shirtings and Cotton Yarn had both declined in value, the quotations for those staples being:—G. E. Grey Shirtings, 7 lbs., 38½ yards 39-in., per piece, $2.40 to 2.42½; 8 lbs. 4 to 8 lbs. 6 do., $2.75 to 2.77½; 9 lbs., do., 44 in., $3.15 to 3.17½. Cotton Yarn, No. 16 to 24, per picul, $39 to 39.50; No. 28 to 32, $42 to 42.50; No. 38 to 42, $41.50 to 42.50.

HANKOW.—Owing to advices of large shipments and considerable arrivals holders were showing great anxiety to realise, and the market closed very weak. Grey Shirtings: 7 lbs. in moderate supply, and without change; 8¼ lbs. declined a mace for ordinary, and 5 to 6 candareens per piece for best "Eagles; large business, but dealers are so encumbered with the purchases which they have been tempted to make at the daily declining rates accepted by importers that to make sales even lower prices would have to be taken; small sales of heavy weights reported at a decline of 2 candareens. Quotations are Tls. 1.78 to 1.82 for 7 lbs., Tls. 1.96 to 2.05 for 8¼ lbs., and Tls. 2.40 to 2.50 for 9¾ lbs. White Shirtings: There is still but little doing in these. T-Cloths: Usual active inquiry at this season is still absent, and sales made are at slightly easier rates, though most holders are firm. Good 7 lb. Mexicans quoted at Tls. 1.60 to 1.65, and 8 lbs. Tls. 1.90 to 1.95 per piece. Drills: Only very small sales can be made. Fancy Cottons: Dyed goods of the various descriptions have been taken in small quantities at

Digitized by Google

quotations. Woollens and Worsteds: Favourite chops of Camlets have been freely dealt in at firm rates, but common goods have not commanded attention. Lastings: small sales. Quotations for Long Ells are purely nominal, not a single transaction being reported. Spanish Stripes: A fair demand exists for good assortments. Figured Orleans are asked for, and suitable goods meet with ready sale at full rates.

SHANGHAI.—The market for all classes of plain Cotton goods had been in a very unsatisfactory state during the fortnight, and a further decline in value had been established. 8¼ lb. Grey Thirtings declined to Tls. 2.00 to 2.03 per piece for common chops and Tls. 2.07 to 2.08 per piece for Dewhurst's Eagles. 7 lb. freely taken at rather under former rates; business in the heavier qualities trifling in extent. White Shirtings, less active with a drooping tendency. Demand still chiefly on 64-reeds. T-Cloths 7 lb. best Mexican wanted; in the early part of the fortnight sales of Dewhurst's M. T.'s were effected at Tls. 1.58 to 1.60 per piece; although the same rates could not be obtained at the close a fair business was going on in the better classes of Mexican Cloths; common counts comparatively neglected; 6 lb. and 8 lbs. slightly easier, but dealt in to a considerable extent at quotations. Other Cotton goods without change. In Woollens no material alteration can be noted, but considerable transactions in Camlets and Figured Orleans had taken place, and the market closed firmly, with a fair inquiry. Quotations:—T-Cloths, 6 lbs., ordinary, Tls. 1.2. to Tls. 1.2.7 per piece; 7 lbs., do., Tls. 1.4 to Tls. 1.4.3; 6 lbs., Mexican, Tls. 1.4 to Tls. 1.4.7; 7 lbs., Tls., 1.5.2 to Tls. 1.6.5; 8 to 8½ lbs., Tls. 1.8.5 to Tls. 1.9.3; XX, Tls. 2.3; Camlets, SS, Tls. 11.1.5 to Tls. 11.8.5; Orleans, figured, 30 yards, Tls. 3.7.5 to Tls. 4.

HONG KONG.—Absence of demand, further excessive arrivals, combined with extreme anxiety on the part of some holders to realise stocks, had produced a feeling bordering on *panic* during the past fortnight, and relief was not looked for until there was a very decided falling off in shipments from the Home side. Prices must be considered nominal even at a decline which had been established.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—39-in. Grey Shirtings, 8¼ lbs., only in limited demand, and some holders having forced sales, declined to $2.45 to 2.47½. Stocks increasing. 7 lbs. very quiet, at $2.02½ to 2.05; 6 lbs. business retail at $1.70 to 1.75.; 45-in. in very limited inquiry and lower, quotations being $2.40 to 2.45 for 8 lb., $2.70 to 2.75 for 9 lb., and $3 to 3.05 for 10 lb.; other weights quite neglected. 32 in. Grey T-Cloths: Business very moderate at a further decline in some weights. Present values, 4 lb., $1; 4½ lb., $1.07½; 5 lb., $1.20 to 1.25; 6 lb., $1.47½, and 7 lb., $1.70 to 1.75. 32-in. Grey Maddapollams are in no request, and quotations nominal; other Cotton goods dull, and few transactions reported. Woollen goods without improvement, and all descriptions neglected; trifling sales of 31½ lb. Scarlet Camlets at $15½, 9 lb. Scarlet Long Ells at $5.50, and 12 lb. at $7, and 5 lb. Assorted Bombazettes at $3. Grey Yarn: Limited inquiry for 40's at lower rates, sales at $111½ to 112½; 30's are also lower, small transactions at $104; 18's to 24's, inquiry limited at $89; 24's, $93. Glasgow Dye, 10 lb. $127½ to 130, and 12 lb. at $135 to 137½. Dark Green, less active, at $80 to 81. Imperial Red, $70 to 72. Orange, $70 to 71, and dull.

EXPORTS.

TEA.

YOKOHAMA.—The business of the fortnight had been limited to a few transactions only, and settlements for the fortnight had not exceeded 2,000 piculs, principally of good common and medium grades; these settlements had been made at prices as last quoted, and there was no change in quotations to be noted. Supplies meagre, and stock low and of an undesirable quality. The last Pacific Mail steamer took 181,799 lbs. for New York, and 160,698 lbs. for San Francisco. The Eastern Chief for New York was the only vessel loading.

SHANGHAI, HANKOW, KIUKIANG, AND FOOCHOW.—No business; the season at all these ports may be considered closed.

CANTON.—The only settlements which had transpired during the fortnight had been two trifling parcels of new season's thin flavoury Congou, say 200 boxes and 40 half-chests, at Tls. 26, which were probably to fill some special order, and if taken as a criterion of the ideas of intending operators would tend to mislead the Chinese. Purchases of leaf in the country were being made at a material advance on the rates of last season, but the quality is generally reported as being favourable.

SILK.

YOKOHAMA.—During the fortnight a moderate amount of business had been done, resulting in the settlement of some 370 bales, of which about one-third were Brick Silks. Considerable quantities of hanks had been rejected, the inferiority of the quality, casing of the skeins, and general carelessness in the reeling of these Silks being more than ever apparent. Prices without change, but dealers appeared more anxious to realise.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—The latest commercial telegrams from London report a revolution in Paris; Silk unsaleable. Prior to the receipt of the above news some 300 bales were settled at a proportion of Tls. 590 to 600 for chop 3rds, Tls. 525 for Red Peacocks, and some re-reeled Hainin of best quality, for America, at Tls. 610, thus showing a drop of Tls. 15 to 20 per picul on last mail's rates. Since then, however, dealers have evinced more anxiety to sell, and have submitted to a further reduction of Tls. 5 to 10; this, combined with a prospect of a fall in exchange, has induced many to adopt Silk as a means of remittance, and a further settlement of 400 to 500 bales has been made, making in all about 800 bales for the fortnight, 108 bales of which are for America. The stock, including Szechuen, is about 500 bales. The following are a few of the purchases:—Choepings, No. 3, 30s. 6d.; Koo Fong Sings, No. 3, 30s. 3d.; Tae Ho Changling, No. 3, 30s. 3d.; Dragon Chop, No. 3, 30s. 1d.; Cock and Worm, No. 3, 29s. 7d.; Old Lion Chop, No. 3, 26s. 11d.; Red Peacock, 27s. 2d.; medium and common Tsatlee, 24s. 4d. to 25s. 11d.; Kahing, Ting How, 27s. 5d.; Re-reeled Hainin, 27s. 5d. to 31s. 6d.; do. Tsatlee, 27s. 5d. to 28s. 5d.; Long-reel Taysaam, 20s. 10d.; Hangchow Tsatlee, 24s. 10d.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: f.87.50 per leaguer; small sales; stock reduced. Cloves: f.25 per picul; nominal. Coffee: Nominal. Hides: Cow, 30c. to 40c.; Buffalo, 21c. to 27c. per lb.; sales. India-rubber: f.100 to f.110 per picul; only small quantities came to market. Indigo: f.4.30 to f.4.50; first quality scarce. Mace: f.225 per picul; first quality saleable at quotation, second quality offered at f.190, third at f.160. Pepper: Black f.26 to f.26.50 per picul; sold at quotation. Tin: Billiton: An auction of 6,041 piculs, held on 7th April, averaged f.82 per picul

SINGAPORE.—During the fortnight there had been a fair demand for most descriptions of produce and a moderate business had transpired, with but little alteration in quotations. Gambier in moderate demand and about 1,150 tons contracted for, chiefly at $2.95 per picul, a small quantity bought at $2.97½ and $3. Black Pepper, dealers asking $9.50 per picul. White Pepper in moderate inquiry, at a reduction; transactions limited. A good business in Pearl Sago; price had a downward tendency. Sago Flour weaker; fair demand, and moderate business. Tin in request; price firmer at the close. India-rubber in good demand; supplies readily taken up at high rates.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to March 31, 1871	10826	71079427	47262939	349447	12633428	131836067	35784
Corresponding period last season.....	74573	70881288	49365984	1349918	15492734	137364497	41928

Shipments Since:

Mar. 29 per Vanguard	From Shanghai	...	759,693*	
Apr. 5 ... Behar (ml. str.)	... Shanghai, &c.	...	—	1,369
— 11 ... Lumley Castle	... Canton	...	91,000	

* Included in above total.

TO THE CONTINENT.

							Bales.
From June 1 to March 31, 1871	...	...	...	...	...	2386282	5563
Corresponding period last season.....	...	...	...	...	...	4114550	16630

Shipments Since:

Apr. 5 per Behar (ml. str.)	From Shanghai, &c.	...	— 264

TO UNITED STATES.

							Pcls.
From June 1 to March 31, 1871	...	...	...	...	...	47922954	2565
Corresponding period last season.....	...	...	...	...	...	38741564	932

Shipments Since:

Mar. 13 per New York (str.)	From Shanghai	...	92,579
— 24 ... America (str.)	... Yokohama	...	342,497

TO AUSTRALIA.

From June 1 to March 31, 1871	11,290,598 lbs.
Corresponding period last year	13,176,241

Shipments Since:

Apr. 12 per Onward	From Hong Kong	...	15,000

TO GREAT BRITAIN.

				Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	...	...	...	51,022,600	...*
" 1845 to 1846.....	...	...	...	57,334,200	18,600
" 1850 to 1851.....	...	...	...	63,972,000	22,144
" 1853 to 1854.....	...	...	...	77,327,800	61,283
" 1855 to 1856.....	...	...	...	92,240,300	50,481
" 1857 to 1858.....	...	...	...	76,990,255	68,315
" 1858 to 1859.....	...	...	...	65,789,792	83,134
" 1859 to 1860.....	...	...	...	85,560,452	64,169
" 1860 to 1861.....	...	...	...	90,066,160	70,644
" 1861 to 1862.....	...	...	...	109,854,040	79,199
" 1862 to 1863.....	...	...	...	121,273,580	72,887
" 1863 to 1864.....	...	...	...	117,463,586	46,603
" 1864 to 1865.....	...	...	...	121,236,870	32,313
" 1865 to 1866.....	...	...	...	118,333,042	62,890
" 1866 to 1867.....	...	...	...	118,423,290	50,052
" 1867 to 1868.....	...	...	...	116,890,430	57,449
" 1868 to 1869.....	...	...	...	142,789,804	70,917
" 1869 to 1870.....	...	...	...	139,740,193	63,807

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 6d.	4s. 6d.
Shanghai " " ...	5s. 10½d.	5s. 11d.	6s. 0d.
Canton " " } Hong Kong " " } Macao " " }	4s. 4¾d.	4s. 5½d.	4s. 5½d.
Singapore " " ...	4s. 5⅝d.	4s. 5½d.	4s. 5⅝d.
Manila " " ...	4s. 3½d.	—	—

Digitized by Google

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Billson India	307	228
,, Hong Kong	26⅞ to 26½ dis.	—
Bar silver	111.5.0	7½ prem.
Mexicandollars	75.4.0	1⅞ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 30½; Old, 37 per cent. prem.
Hong Kong Gas Company, 56 dols. per share.
Hong Kong and Whampoa Dock, 30 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 38½ dols. premium.
Hong Kong Fire Insurance Company, 280 dols. premium.
Union Insurance Company, New, 1,500 dols.; Old, 1,000 dols. premium.
China and Japan Marine Insurance Company, Tls. 50 premium.
China Fire Insurance Company, 58 dols. premium.
Victoria Fire Insurance Company, 46 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, 15 dols. discount.
Indo-Chinese Sugar Company, $1 discount.
North China Insurance Company, Tls. 395 premium.
Shanghai Steam Navigation Company, Tls. 36 premium.

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 11th March, 1871.

(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co. ...	841	Laurance and Buckley ...	28
Balfour, F. H.	420	Meynard and Co.	40
Barnet and Co.	1,243	Milsom and Tod	1,042
Beazley, Paget, and Co. ...	11	Nachtrieb, A., and Co. ...	513
Birley, Worthington, & Co.	818	Olyphant and Co. ...	45
Birt and Co.	238	Petrocochino and Co. ...	165
Bland, J.	150	Pila and Co.	158
Borntraeger and Co. ...	422	Pustan, W., and Co. ...	78
Bourjau, Hubener, and Co.	296	Reid and Co.	85
Bovet, Brothers and Co. ...	226	Reiss and Co.	88
Bewer, Hanbury and Co....	1,833	J. S. Robison	115
Brand, Monro, and Co. ...	2,148	D. Ringer	9
Bull, Purdon and Co. ...	41	Russell and Co.	1,394
Butterfield and Swire ...	101	Remé, Wm., and Co. ...	895
Chapman, King, and Co....	186	Sassoon, D., Sons, and Co.	150
Chinese	165	Sassoon, E. D. and Co. ...	33
Cumine and Co.	76	Scheibler, Matthaei, and Co.	511
Dent and Co.	164	Shaw Brothers and Co. ...	710
Dickinson and Co. ...	5	Siemssen and Co.	623
Essex and Co.	844	Skeggs and Co.	1,620
Fogg and Co.	814	Smith, Archer, and Co. ...	255
Gamwell, F. R.	820	Textor and Co.	925
Gibb, Livingston, and Co...	549	Thorne Brothers and Co. ...	392
Gilman and Co.	1,194	Trautmann and Co. ...	79
Glover, Dow, and Co. ...	266	Turner and Co.	457
Heard, Augustine, and Co.	736	Westall, Brand, and Co. ...	183
Helbling and Co.	132	Sundries	3,736
Hogg Brothers	556		
Jardine, Matheson, and Co.	815	Total bales... ...	31,397
Jarvie, John, and Co. ...	1,574		

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	140 ...	4 p.c.
Shanghai Gas Company ...	100 ...	100 ...	128 ...	12p.c.
Shanghai S.N. Company ...	100 ...	100 ...	136 ...	12p.c.
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c.
French Gas Company	50 ...	50 ...	60 ...	8 p.c.
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$488 ...	12p.c.
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.298 ...	23p.c.
North China Steamer Company	500 ...	500 ...	170 ...	
Union S.N. Company	100 ...	100 ...	88 ...	10p.c.
Yangtzee Ins. Association ...	500 ...	500 ...	850 ...	12p.c.
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	—
China Traders Co. (Limited) ...	5,000 ...	1,000 ...	3,000 ...	475p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, March 29, Ben More; from Liverpool, 27, Vale of Doon; 30, Kate Covert.

At SHANGHAI.—From London, March 10, Suwa.

At HONG KONG and CANTON.—From London, April 5, Tweed (str.); 12, Enterprize (str.); 15, Clymene; 16, Cheops (str.); from Liverpool, 4, Albatross (str.); 7, Ulysses (str.); from Cardiff, 4, Ocean Mail; from Callao, 7, Fray Bentos.

At MANILA.—From Newcastle, March 30, Elfin; April 2, Skjold.

At SINGAPORE.—From London, April 17, Vanguard (str.); 19, Cymbeline; 21, Lord of the Isles (str.); 25, Craigforth (str.); from Liverpool, 15, Diomed (str.); 16, Alexandra; from Cardiff, 15, Aleppo, Dorothea; 18, Stad Middelburg; 19, Gipsy; 21, Thames; from Glasgow, 19, Ulba; from Hamburg, 21, John Fougt; from London, Elgin (str.), Canton (str.), Contest (reported by telegram).

At BATAVIA.—From Greenock, April 10, County of Bute; from New York, 11, Agnes.

DEPARTURES.

From YOKOHAMA.—None.
From SHANGHAI.—From London, March 30, Vanguard.
From FOOCHOW.—None.
From HONG KONG and CANTON.—For New York, April 5, Adelia Carleton.
From MANILA.—For Cadiz, March 31, Cervantes.
From SINGAPORE.—For London, April 20, Mary Tatham; for Liverpool, 24, Tiber.
From BATAVIA.—For Amsterdam, April 6, G. C. Michels; 8, Neptunus; 12, Willem (str.); 16, Europa.

VESSELS LOADING.

At YOKOHAMA.—For New York, Eastern Chief.
At SHANGHAI, At FOOCHOW, At HONG KONG and CANTON } No vessels loading.
At MANILA.—For London, Thomas Bell; for Liverpool, Elena; for New York, Annesley, Golden Hind, Great Admiral, Isolina; for Boston, Formosa.
At SINGAPORE.—For London, Dorothea, Elizabeth Ann, Esperanza; for Liverpool, Aleppo; for Marseilles, Cymbeline; for New York, Albuera, Alexandra.
At BANGKOK.—For Marseilles, Akershus.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £3 per ton.
At SHANGHAI, At FOOCHOW, At HONG KONG } There are no vessels loading.
At MANILA.—To London, £2 15s. dry sugar; £4 hemp.
At SINGAPORE.—To London, per sailing vessel, £2 10s. per ton dead weight; £3 light cargo. Per steamer, £4 tin; black pepper £5; light freight, £3 10s.
At BATAVIA.—To Amsterdam, sugar, f.70; light goods, f.80.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 4	Laura	Hong Kong	Hamburg
,, —	Aloesa	Manila	Cadiz
,, 5	Saint Philbert	Cardiff	Singapore
,, 6	Zeebloem	Amsterdam	Samarang
,, —	Woodlark	Cardiff	Shanghai
,, —	Yeavering Bell	Shields	,,
,, —	Rotterdam	Sunderland	Batavia
,, —	County of Bute	Glasgow	,,
,, —	Canadienen	Cardiff	Hong Kong
,, —	Agnes	New York	Batavia
,, —	Jane Sprott	Liverpool	Shanghai
,, —	Maria	,,	Manila
,, —	Mogul	Cardiff	Hong Kong
,, 7	G. C. Michels	Batavia	Amsterdam
,, 8	Princes Amalia	,,	Rotterdam
,, 9	Blair Athol	Newcastle	Singapore
,, —	Clothilde	Macao	Callao
,, 10	Ambassador	London	Hong Kong
,, 11	Peatole	Macao	Callao
,, 12	Undine	London	,,
,, —	Silver Eagle	Plymouth	Yokohama
,, 14	Lothair	Yokohama	New York
,, —	J. C. Potter	Liverpool	Singapore
,, 17	Europa	Batavia	Holland

NOTICES TO MARINERS.

The following Notices have been issued by the Hydrographic department of the Admiralty:—

China Sea—Labuan.—Victoria Harbour Beacons.—Information has been received that the Beacon marking the Harbour shoal in Victoria harbour is placed near the centre of the shoal. Also, mariners are cautioned not to place confidence in the arrangement of the beacons as placed on the charts marking the approaches to Victoria harbour. Columbine beacon and the three beacons on the west side of the bank to the northward of Daat island do not exist.

Philippine Islands, Manila Bay.—Re-establishment of Rio Pasig Light.—With reference to Notice to Mariners, No. 96, dated 16th September, 1870, respecting the temporary discontinuance of the light on the North Mole of the River Pasig, information has been received that the light has been re-established in the same position. The light is a *fixed red* light, and in clear weather should be seen from a distance of eight miles. The illuminating apparatus is dioptric, or by lenses, of the sixth order.

Japan, Yedo Gulf Entrance.—Flashing Light on Cape Sagami.—The Japanese Government has given notice that from the 1st March, 1871, a light would be exhibited from a lighthouse recently erected on Cape Sagami, west side of the entrance of the Gulf of Yedo. The light is a flashing white light, showing a flash every ten seconds, visible seaward from E. by N. to S.W. ¼ W., a red sector of 16 deg. is added to cover the Plymouth rocks, extending from the last bearing to S.S.W. ¾ W. It is elevated 110 feet above the sea, and in clear weather should be seen from a distance of 16 miles. The illuminating apparatus is dioptric or by lenses of the second order. The tower, 36 feet high, is situated on Tsuruga-saki, in lat. 35 deg. 8 min. N., long. 139 deg. 41 min. E. All bearings are magnetic. Variation 3½ deg. westerly in 1871.

Digitized by Google

LATEST TELEGRAMS.

—o—

CONDITION OF THE TREATY PORTS.

FOREIGN-OFFICE, MAY 22.—Mr. Wade telegraphs from Peking on the 6th of May, "No trouble anywhere."

THE CHINA CABLE.

The latest telegrams announce that this cable was so far advanced on the 26th that it had reached lat. 12.12 N., long 109.42 E. The communication *via* Falmouth to Hong Kong is expected to be completed by the first week in June.

COMMERCIAL.

—o—

STRAITS SETTLEMENTS.

(RECEIVED MAY 25.)

SINGAPORE, MAY 24.—Grey Shirtings, 8¼ lbs., $2.27½; T-Cloths, 6 lbs., $1.42½; Mule Twist, 40's, $107½; Gambier, $2.90; Black Pepper, $9.65; White do., $15; Tin, $31½. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

PENANG, MAY 25.—Black Pepper, $9; Tin, $30.70; Grey Shirtings, 8¼ lbs., $54.80; T-Cloths, 6 lbs., $33.10; Grey Yarn, 40's, $111. Exchange on London: Bank Bills, six m.s., 4s. 5⅜d.

(RECEIVED MAY 26.)

PENANG, MAY 25.—Tin, $30.70; Pepper: Black $9, White $14.50; Hides: Buffalo $7.50, Cow $11.40; Nutmegs, 75's $67.20, 110's $56.20. Grey Shirtings, 8¼ lbs. $54.80 per corge; T-Cloths, 6 lbs. $33.10; Mule Twist, 30's $103, do. 40's $111 per bale. Exchange on London: Bank Bills, six m.s., 4s. 5⅜d.

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—May 25, at Scilly, from Pasaroeang, Chetah; off Queenstown, from Manila, for Liverpool, Lily of Devon; 15, at New York, from Singapore, Sally Brown; 16, from Yokohama, Belted Will; —, from Manila, Chattanooga; 20, at Algiers, from Saigon, Venus; 24, at Texel, from Pasaroeang, Galveston; at Belle Isle, from Saigon, Hippocampe.

DEPARTURES.—May 25, from London, for Hong Kong, Ornate, Brockham; for Singapore, Hong Kong, and Shanghai (via S.C.), Sun-Foo (str.); from Amsterdam, for Sourabaya, Gesiena; 23, from Cardiff, for Hong Kong, Lord Macaulay; for Galle, Percy Douglas; May 25, Shields, for Batavia, Hero; 11, from Frederikstadt, for China, Glarus; from Newcastle, for Sourabaya, Baron von Heemstra; from Newport, for Colombo, Vigilant; 27, from London, for Shanghai, The Caliph, Dilpussund; 26, for Colombo, Ocean Rover.

LAID-ON.—At Glasgow, for Batavia and Sourabaya, County of Lanark. At London, for Penang, Singapore, Hong Kong and Shanghai (via S.C.), Hong Kong (str.); for Bangkok, Mary Evans.

SPOKEN.—Metis, Sourabaya to Rotterdam, May 14, 41 N., 23 W.; Somerset, Java to Rotterdam, May 24, 49 N., 7 W.

CASUALTIES.—The Peru, loading at Shields, for Colombo, was in collision during the evening of May 23, and will have to discharge part of her cargo to repair the damage sustained before she can proceed. Advices from Pernambuco, dated May 11, state that the Corea, Bangs, from Zebu, for Liverpool, which put in there, March 25, leaky, having completed her repairs, would reship her cargo and proceed for her desination.

MISCELLANEOUS.—At Port Said, Africa (str.), from London, for China, &c.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS

DEACON—On the 13th April, at Canton, Mrs. Sidney Deacon, of a daughter.

MACARTHUR—At sea, on board the S.S. *Enterprise*, Mrs. Macarthur, prematurely, of a son.

MIRRIELEES—On the 11th May, at Sea View Cottage, Babylon, Long Island, New York, the wife of Capt. James Mirrielees, late of China, of a daughter.

SUTHERLAND—On the 23rd May, at 65, Tavistock-crescent, Westbourne-park, London, the wife of David Sutherland, barrister-at-law, of Calcutta, of a daughter.

WATSON—On the 11th April, at Shanghai, the wife of W. Watson, Esq., I.M. Customs, of a son.

WRIGHT—On the 23rd May, at 4, Addison-gardens South, Kensington, the wife of Herbert M. Wright, Esq., of a son.

DEATHS.

BAUMGARTEN—On the 14th April, at Singapore, after a short illness, Alexander G. Baumgarten, Esq., advocate and attorney of the Supreme Court of the Straits Settlements, aged 35.

BURRIDGE—On the 23rd May, Rear-Admiral Richard Burridge, R.N, aged 74.

ENGELHARDT—On the 29th March, at Rudolstadt, Germany, of heart disease, Mr. A. Engelhardt, late of the Chinese Customs service.

LYON—On the 6th April, at Yokohama, of softening of the brain, Lemuel Lyon, Esq., U.S. Consul, Kanagawa.

NORBURY—On the 22nd May, John Norbury, Esq., J.P., of 30, Gordon-square, and Springfield, Congleton, Cheshire aged 81.

PROBST—On the 19th May, at the British Hotel, Jermyn-street, London, Theodore Probst, of the firm of W. Pustau and Co., China, aged 37 years.

SIMPSON—On the 22nd May, at his residence, Bellevue House, Wood-green, aged 32, Henry Scott Simpson, publisher of the *Grocer* newspaper.

WARD—On the 1st April, at sea, on board the P. and O. steamer *Mongolia*, Mr. Lyman P. Ward, of Hong Kong.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton, on the 27th inst., was, in gold, to Bombay, £10,000; to Madras, £1,814; to Batavia, £3,000; in silver, to Gibraltar, £1,990; to Aden, £5,800; to Penang, £5,150; to Singapore, £68,670; to Hong Kong, £21,500; To Shanghai, £4,393; total in gold, £14,814; in silver, £107,503.

SARAWAK AND SAIGON.

"THE Commercial Reports received at the Foreign-office from Her Majesty's Consuls in 1869-70" have just been published in the usual form, but we think that the title-page is a slight misnomer, inasmuch as the reports to which we propose more particularly to refer now are those *for* the year 1869—not *received* in the year 1869-70, as the euphuistic phraseology of the Government might lead incautious readers to believe. The fact is that both these reports—the one from Sarawak, and the other from Saigon—are nearly a year-and-a-half behind time, and, but for the pertinacious way in which we have reminded the Foreign-office of the public anxiety to see them, we have some reason to think that the very existence of these documents might have been ignored to this day.

Taking Sarawak first we find that the trade in 1869 had vastly increased in comparison with 1868. The exports were in the former year £446,348, in the latter £734,174. The imports in the same space rose from £401,395 to £614,361. The coast trade also increased in similar proportion; and the outports did a steadily-increasing trade with one another and with Singapore and China. The Cinnabar mines, worked by the Borneo Company, are reported as "fairly started" (under date a twelvemonth ago), and the antimony mines as yielding good ore in fair quantities.

From Saigon Mr. Consul CASWELL reports that in 1869 the production of rice continued to increase considerably. The grain of this colony had even then begun to find its way to Europe. Mr. CASWELL's report would have been more valuable if he had given us any of the data of former years to compare with the last.

ROYAL GEOGRAPHICAL PROCEEDINGS.

We have received the fortieth annual volume of the Journal of the Royal Geographical Society, a very valuable compendium of information, whose increased bulk and excellent illustrations bear witness both to the growing interest of the general public in recent discoveries and to the untiring zeal of the secretaries of the institution. The work before us is of course published mainly for the accommodation of subscribers, but we learn that it can be purchased by non-subscribers on application to Mr. Murray.

THE ALBERT LIFE ASSURANCE COMPANY.

A meeting of the Albert Assurance Company policyholders was held at the City Terminus Hotel, Cannon-street, on the 23rd inst.—Mr. C. E. Lewis in the chair—for the purpose of considering the scheme for the reconstruction of the company which had been prepared by Mr. Charles E. Lewis, solicitor, preparatory to its being laid before the arbitrators, at the arbitrators' meeting, to be held on Friday next, to consider all the schemes for reconstruction that may then be submitted. The chairman stated that he regretted the small attendance, but he believed that his scheme was practicable, and would be beneficial to the large body of policyholders. He appeared before them simply as a policyholder. It was now two years since the suspension of the Albert Insurance, and nothing had been definitely done in the reconstruction. The scheme of the provisional official liquidator for certain reasons failed. A Bill would that day receive the Royal assent appointing Lord Cairns as arbitrator, who would be empowered to settle what should be done with the company, either by a reconstruction or the winding-up of its affairs and that of the affiliated companies. His lordship had intimated that on Friday next he would consider the two schemes of reconstruction—that of himself (Mr. C. E. Lewis) and the other of the reconstruction committee. As regarded reconstruction, he considered that it should be simple, equal—that was as equitable as possible. It should recognise any special claim of any creditor or policyholder; that all parties should not stand strictly upon their legal rights, but should be willing to make concessions for the general good, and that the company be reconstructed in a perfectly solvent state, so that there should be no future risk. The chairman then entered into full details as to his proposed scheme of reconstruction, and, as showing the vital importance of action being immediately taken, stated that since the stoppage of the Albert the death claims, which were then £70,000, had increased to over £300,000. The reconstruction committee had been invited to be present, so as to submit their scheme, which was totally different to any that had been submitted to the policyholders during the past twelve months, but they, through their solicitor, had declined to be present. A resolution was passed adjourning the meeting in order that the respective schemes might have the full consideration of the policyholders, the meeting expressing its opinion that the scheme of Mr. Lewis was deserving of the best consideration.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, MAY 29, 1871.

THE VEXED OPIUM QUESTION.

WE publish in another column a second letter from our esteemed correspondent TAU, to which, as well as his former communication, we beg our readers' attention. The question at issue is one of rapidly increasing and pressing importance as regards our future relations with both China and India; and TAU certainly puts his argument as pointedly and exhaustively as we believe that view of the question can be put; but while we fully sympathise with our correspondent in the disgust and shame which the opium traffic must excite in every candid mind, we totally dissent from most of his facts and all the conclusions he draws from them.

"TAU" makes a cardinal error in the very first fact which he assumes. He thinks that the obnoxious Indian Income-tax was imposed in order to cover an apprehended deficiency in the opium revenue. The fact is that the Income-tax was imposed not to supply any apprehended deficit at all, but absolutely to make good a deficit that was suddenly found to have actually occurred, owing to the gross bungling of the Financial Minister and his staff, who waste half the year in the Indian Capua, and pass the other half, which they vouchsafe to Calcutta, in trying to find out the blunders that have been committed in their absence. The Income-tax is always the first desperate remedy which a Finance Minister flies to whenever he is taken aback, because, in Parliamentary euphuism, "it is so very elastic." Of course, it always excites disgust and fraud, and nowhere so strongly as in India, because of the extreme repugnance of the native mind to direct taxation. But, to show TAU the full strength of our position, that there is no sort of connection between the Indian Income-tax and the Opium Revenue, we need only point to the fact that at the present moment, when the popular indignation requires the abolition of the Income-tax, no step whatever has been taken to supply the deficiency by touching the Opium duties. With what would be incredible folly in any other Government than our own, the Bombay Finance Minister proposed to supply the place of the Income-tax by levying a new tax on Native Feasts—an act of madness which, if it had passed into law, must have sown the seeds of another mutiny. Already the native papers were combining to sneer at the incompetence of "English Financiers" and to draw comparisons—unfortunately too true—between Mr. LOWE'S insane attempt to tax matches in this country, and their own Ministers' way of "getting out of the Indian frying-pan into the fire," by the shameless Feast-tax, which we learn this morning has just been withdrawn with even more than Ministerial alacrity! We seldom enter fully into Indian affairs, because they seldom interest the great majority of our subscribers; but, in the present case, they cannot fail to see that not only does this explanation prove TAU to be entirely mistaken in his first assumption, but also that the present administration of Indian affairs is so bad as to form cause of the gravest anxiety to our friends in China. We only hope that the Indian Finance Committee of the House of Commons, now sitting, will promptly find means to extricate the Indian Exchequer from the muddle in which it has been ever since the retirement of Mr. LAING. Sir BARTLE FRERE was one of the first witnesses examined before the Committee. No Indian statesman is more experienced; none so universally respected by natives and Europeans alike; he is the PALMERSTON of India, and on the retirement of Earl MAYO, now, happily, not very far distant, we believe Sir BARTLE FRERE would be called to the Governor-Generalship by the united voice of the people, as Lord PALMERSTON was called to the Premiership, when English affairs had been muddled by the Whigs, as the only man who could retrieve the blunders of his predecessor, but that, unhappily, as a Bombay judge said the other day, "there is no public opinion in India." But we must not forget that our present business is with our friend TAU.

We will not detain our readers with a repetition of matters of fact concerning which, if they require to do so, they can refresh their memory by turning to the *résumés* of the Consular and other reports given in this journal within the last few weeks. We are quite willing to accept TAU'S *figures*, though we must cry "Hold!" to his *facts*, because we know that he would not willingly deceive any one, not even himself, who seems to be the person most deceived in the present case. But here TAU errs in reasoning wrongly from a right standpoint, just as, in the instance before given, he erred in reasoning rightly from a wrong standpoint. Granted all his figures; the most he can show is that the quantity of opium sent to China from India has *not fallen off* in the average of the last few years. But the information, which none of our readers possess more than our correspondent, must tell him that the practice of opium smoking, &c., has increased almost incalculably in that space of time. Why, then, has not the demand for the Indian drug increased *pari passu*? We shall come to the moral aspect of the question presently; but the indisputable answer to this question, on the authority of Mr. MEDHURST and many others, is that the Indian drug is being superseded by the cultivation of the native drug, which is now spreading at the rate of many thousand acres per annum, and is very likely to be even legalised by the Chinese Government at no distant date. This being so, this question arises—"What are we to do "to protect our opium revenue? Are we to submit to "be undersold simply by continuing to tax our article so "highly as we do, because it is acknowledged to be superior "to the Chinese, in order that, if we must poison somebody, "we may console ourselves with the reflection that we only "poison those who can afford it—just as TATTERSALL'S only "ruins those who are worth plucking?" We are really amazed that TAU should, for a moment, advance so transparent a sophism; yet we have tried to read his letter to any other conclusion and we cannot. But surely he must see that the excuse for doing wrong, because you don't do it as extensively as you might, is no excuse at all. It is mere paltering with conscience. It reminds us of the damsel who admitted having had a baby, but pleaded in extenuation that "it was a very little one." Or, taking it on the ground that we diminish the guilt of selling a noxious drug by selling it dear, we are again reminded of TOBIN'S hostess.

"Is not your wine a poison?"
"Yes; but——"
"But what?"
"I always give short measure, sir, and ease my conscience that way!"

But enough of this "It's naughty but it's nice" sort of plea. A thing must be right or wrong *per se*. As SHAKESPEARE says—

'Tis in ourselves that we are thus or thus,

and we know, as well as TAU and every other honest man, that in the opium traffic we are sinning with our eyes open. This is a point on which every one is agreed. The only question is—"How can we wipe this accursed stain "from the national honour without causing the immediate "collapse of the Indian revenue, and endangering the very "existence of our Indian Empire?" We confess ourselves unable to solve this problem off-hand, but we believe that a solution of it may be found in good time, if earnest minds unite to seek it out. One thing is certain—if we do not solve it, soon it will solve itself, and that to our great perplexity. We commend the inquiry to TAU, and, with thorough sincerity, hope he may succeed in answering it.

WE understand that on receiving intelligence of the resignation of his *locum tenens* at Hong Kong the Rev. Canon BEACH immediately resigned the office of Colonial Chaplain, in order that no delay might be incurred in filling

Digitized by Google

up the post, the state of his health rendering it unadvisable for him to return to the East before the end of the summer. The vacant appointment has, we believe, been accepted by the Rev. R. HAYWARD KIDD, M.A., Rector of St. Michael Coslany, Norwich, and Clerical Secretary of the Irish Society.

WITH reference to the Chinese Despatch, it is stated from Washington that the American Government has no advices from China other than the telegram from London, which was printed in the newspapers last month, and, therefore, in the absence of official information, has taken no action whatever on the subject.

TELEGRAMS have been received from Hong Kong announcing that the P. and O. steamer *Australia* will bring about 2,000 tons of the new season's tea from Hankow.

MANY among our readers will be gratified to learn that Admiral Sir HARRY KEPPEL and Admiral Sir GEORGE MILNE have been appointed Grand Commanders in the Order of the Bath.

TRIAL OF THE P. AND O. STEAMER "INDUS."

The new steamer *Indus*, built by Messrs. Denny and Bros., of Dumbarton, for the P. and O. Company, had her trial trip at the measured mile in Southampton Waters on the 25th inst., and attained a speed equivalent to 13¾ miles per hour, with 57 revolutions, and drawing 18½ feet. The *Indus* is a handsome screw steamer, barque rigged, 2,205 tons register, with engines of 500-horse power, working up to 2,500; length, 360 feet; beam, 40 feet; depth of hold from spar deck, 35 feet. Besides accommodation for 140 first-class and 50 second-class passengers, she can carry over 2,000 tons cargo, with 700 tons coals, stores, baggage, bullion, mail-rooms, &c.

The saloon is simply elegant, and over 100 feet long. The companion and skylights are particularly large and airy. The cabins run the entire length of the main deck, and each one is furnished with a large port, which can be carried open in almost any weather, a great desideratum on the India and China line. The other comforts for passengers, including eight baths, have been well looked after and improved on. The ventilation is most complete, and punkahs are fitted above all the dining-tables. The deck accommodation is most complete, and includes the cabins for officers. The kitchen is fitted with Messrs. Benham's cooking apparatus, which has been found the most useful and efficient of all the many patents. There is one omission for the comfort of passengers, and that is a gentleman's deck saloon for smoking. The ice house will hold thirteen tons. Steam winches for cargo purposes and hoisting the coal clinkers are abundant. Coal shoots, to avoid the coal-dust, fire extinguishers, and indeed every late improvement, is to be found in the fitting of this truly magnificent steamer, which is a credit to the company and to the builders, and, we opine, will be found one of the most profitable steamers of all the large fleet of the company.

The company assembled on board to witness the trial included Mr. Hadow, the chairman of the Company, Admiral Sir Wm. Hall, Mr. Allen, Mr. Bayley, Capt. Engledue, Directors; Capt. Black, Superintendent at Southampton, Mr. Pinsent, Mr. Bethune, Capt. Jamieson, Capt. Curling, Capt. Weeks, Dr. Beattie, Mr. Peter Denny, the builder, and others. An excellent luncheon was served, and the toasts included success to the P. and O. Company and the new ship, coupled with the health of the builder, Mr. Denny, who responded in a humorous speech; the health of the Directors, who were complimented on their efficient management; Capt. Greaves, and officers of the *Indus*. The vessel returned into dock about five o'clock, after a most agreeable trip, enjoyed by all.

INDIAN *VERSUS* CHINESE OPIUM.

(To the Editor of *The London and China Telegraph.*)

SIR,—I beg to furnish a table of the quantity of opium taken by each port in China last year, my object in doing this being to show that at the very ports where native opium had been most seen the increase in import of Indian drug was most remarkable:—At Hankow no less than 42 per cent., at Tientsin 36. Of the total of 58,881 chests, too, it has to be stated that only 1,790 were from Persia or Turkey:—

Ports.	1869.	1870.	In 1870.
Shanghai	11,196 ...	12,806 ...	More.
Canton	1,100 ...	722 ...	Less.
Swatow	4,238 ...	4,294 ...	More.
Amoy	3,721 ...	2,837 ...	Less.
Foochow	4,807 ...	4,520 ...	Less.
Takow	1,532 ...	1,734 ...	More.
Tamsuy	1,039 ...	980 ...	Less.
Ningpo	4,713 ...	5,173 ...	More.
Hankow	2,608 ...	3,741 ...	More.
Kiukiang	1,905 ...	2,084 ...	More.
Chinkiang...	5,568 ...	6,993 ...	More.
Chefoo	3,076 ...	4,047 ...	More.
Tientsin	5,288 ...	7,227 ...	More.
Niuchwang	2,519 ...	1,730 ...	Less.

Only at five out of the fourteen Consular ports, it will be seen, was the import less last year than the year before, and these may be thus commented on:—

Canton, 52 per cent. less, a difference undoubtedly owing to superior ability on the part of smugglers from the adjacent port of Hong Kong.

Amoy, close upon 60 per cent. less, and why it was so it is not easy for an outsider to say. It was certainly not owing to the conflict between native and foreign drug, for in his report for the quarter ending September Mr. Commissioner Hughes says:—

"There is very little if any native opium grown in the vicinity "of Amoy. The only place where it is grown is Tung-ang, and "the quality is poor; it is never consumed except when mixed "with the foreign drug. Lately the cultivation of the poppy has "greatly decreased, and rice and potatoes may now be seen where "a few years ago only the poppy flourished."

At Foochow the import of foreign drug was about 6 per cent. less; the excessive war-tax of $125 per chest being enough to deter dealers from importing at all. At Tamsuy, in Formosa, there was a trifle less of import, the neighbouring Formosan port of Takow showing a larger increase.

The difference of a third less in the import at Niuchwang has to be ascribed to a lack of Sycee to purchase, and some that would have been placed on the market had to be taken elsewhere. On the whole, then, I have pretty conclusively shown, I think, that Indian opium has but little to fear in its competition with drug grown and made in China, and there can be no necessity for another sudden increase of the Indian income-tax. Not, however, that I would ignore the fact that during the last dozen years the Chinese of Szechuen, Hunan, Kansuh and Shansi have cultivated the poppy very extensively. Baron Richthofen, a gentleman engaged by foreign merchants to travel through certain parts of China and report on their capabilities for trade, in his letter of June last, says that in Kansuh and Shansi, although growth of the poppy is strictly prohibited by law, the plant is cultivated as openly and publicly as wheat—(fees for winking at the growth being the most prolific of yields to officials)—and what is a new feature in the history of opium is the circumstance of 90 per cent. of the local population being addicted to its use. To quote:—"It "was asserted to me in several places in Shansi that ninety "per centum of the adult male population are given to that "vice, and that it is not uncommon amongst women. It is equally "found in cities and villages, and spreads even largely among the "labouring classes, which are still free from it in the south and in "Manchuria. *The population of whole towns are disfigured by hag-"gard faces and staring eyes consequent on the use of opium.*"

What a horrible picture, and, as I say, a new feature in the history of opium—a new phase in the history of the country. Up to now, large as is the quantity of Indian opium used in China, it finds its way to a comparative few; in my opinion to not more than three or four millions of the three or four hundred millions of the population. The sum is easily worked. Let the quantity imported be placed at 60,000 chests (this is allowing only a small quantity for the Hong Kong smugglers); halve this to allow for decrease in boiling;—give a man half a mace a day, which is 2¼ catties a-year (and the average of smokers do double that quantity), and the outturn is six and three-quarter millions, a very small proportion, as I say, to the hundreds of millions of the country—not two per cent., in fact (and I repeat I do not think more than one per cent. use Indian opium)—a vast contrast to the 90 per cent. of the provinces particularised, who, according to Richthofen, are given to the use of their native drug.

And what will be the result? Why, that as soon as this 90 per cent. become aware of the superior flavour of Indian opium they will rush after it as the tiger hastes for blood, so that there is likely to be a large increase in the use of Indian opium in China, and this even if we were to add to, instead of taking from, the present Indian charges.—I am, Sir, &c., TAU.

London, May 25, 1871.

LICENSED GAMBLING AT HONG KONG.

(DAILY TELEGRAPH.)

There are gambling-houses in Hong Kong. To many people this announcement will be as deficient in novelty or interest as the celebrated remark of Mr. F.'s aunt, "There are milestones on the Dover-road;" but there is much more in these gambling-houses than the fact of their existence. They have been carried on under Government licence and authority. Can this be? Nothing wrong ever occurs in England. Industry and religion are our sole sources of delight. Epsom is a myth kept up by the newspapers to increase their circulation, and speculation in the City is nothing but a dream. At all events, whatever English vice exists is private, unprivileged, and unsanctioned, allowed but not licensed, tolerated to any extent, but not officially recognised. In fact, personal immorality here is something like the position of Dissent—known to flourish, yet not officiallly recognised by the advisers of the Crown. There is, some critics say, one exception—our public-house system. The law, according to Mr. Bruce, *does* give license, sanction, and recognition to places that are injuriously multiplied; and thus, out of the vice of excessive drinking, the State makes a direct profit. But in Hong Kong the British Governor has done what the Home Secretary could certainly not attempt. The native gambling-houses of Hong Kong have been licensed, recognised, and protected by the State; they are regulated in the

Digitized by Google

most effective way, and under the British authority Chinamen gamble for hours day and night, pursuing their favourite vice with steady affection. If Mr. Bruce re-opened Crockford's and established other "hells" about the East and West End, or if he issued licences to a certain number of gaming-houses, giving them a monopoly, he would do here what a British Governor has done in Hong Kong. So it has been hitherto; but no, after all kinds of protests from all kinds of well-meaning gentlemen, the Home Government has at length interfered, and Sir Richard MacDonnell, the present Governor, has received orders to "put an end to the policy of licensing gambling-houses." Thus will a foul stain on the British escutcheon be removed; thus will the purity of the British flag be once more asserted; thus will there be no further association of the name or authority of the Sovereign with the terrible vice of gaming, which, in all countries and in all ages, has desolated so many homes and brought ruin on so many families.

Of course it would be high treason to assert that the advisers of the Crown and their Parliamentary supporters are entirely ignorant of the whole business. What cannot Parliament do? In the questions now before the House we notice one about the conveyance of linen in London cabs, a second about some local squabble in an Irish workhouse, and a third about that great Empire of the future—the Federation of the Leeward Islands, the situation of which "every schoolboy knows." On these topics Parliament is all-knowing and ever wise; and it can rule with practical genius every part of that British Empire on which the sun continually rises, but, strange to say, "never sets." Yet possibly there are some people who do not know everything, and therefore we may state a few facts. Hong Kong is a benighted little place, having no House of Lords or House of Commons, and it is ruled by a despot. The tyrant is an able, pleasant, and accomplished gentleman, Sir Richard MacDonnell, who has proved his governing power and administrative genius in more ways than one. For instance, soon after his arrival he discovered that the harbour of Hong Kong was the true "basis" of those piratical "naval operations" which in these seas are a terrible pest. Native ships came into the harbour and out of it, at their own not very sweet will; they had their exits and their entrances when and how they liked. European ships of all countries were registered and noted as to their coming and going, their names, cargoes, and destination; while the Chinese were chartered libertines; nobody asked them any questions—nobody interfered with their movements. The Governor saw in this established anarchy the probable source of all the piracy in the neighbouring seas, and he issued a decree announcing, that after a certain date, all Chinese ships were to be registered and to give the proper harbour authorities every information. The Chinamen declared that they would never submit to such an unheard-of restriction. The oldest British inhabitant of Hong Kong averred that any attempt to enforce the decree would end in rebellion, resistance, and destruction to the trade of Hong Kong. But, like the official in "The Critic," the "Governor was firm." The decree was issued. The Chinese sulked for a few days; then opportunities of profit prevailed, and they re-entered the harbour to comply with the regulations. From that day a great blow was struck at piracy and all kinds of crime upon the high seas; and the Chinese learnt the lesson, so useful to the Oriental mind, that their European master was not a man to give way before cajolery or threats. We state this fact as a kind of explanation in itself of the ordinance respecting gambling-houses. "The heathen Chinee is peculiar," as Mr. Bret Harte has observed; and in nothing is he so peculiar as in this, that gambling is with him, not so much a pleasant occupation as a kind of mania; he will gamble at every interval of leisure, and will make leisure when he can. Native gambling-houses were scattered all over Hong Kong. To put them down was utterly impossible, in face of the inveterate habits of the people; no police system, no espionage, could succeed in such a task. That broad fact is admitted by all. These houses were not only devoted to gambling; they were nests for all kinds of immorality and crime. Sir Richard MacDonnell issued a decree restricting their number, granting Government licences, putting them under police surveillance, making the keepers strictly responsible for order, and bringing them completely within the view and control of the law. The consequence has been a large decrease in local crime, and, as some say, a decrease in gambling itself.

An ordinary and diffident observer of the proceeding might well say that the Governor, accustomed to Chinese ways, serving on the spot, with a proved capacity for ruling men, probably knew best, and might be left to arrange so strictly local an affair. But the Colonial-office at home is not ordinary and not diffident. It has, therefore, instructed the Governor to put an end to the licensing system; so that there will again exist in Hong Kong scores, if not hundreds, of the old unlicensed houses, resorts of the worst characters, where the worst crimes can be plotted without any check from police supervision. As to the eradication of the vice, we might as well try to alter the shape of Chinese eyes; it exists, and we can only place it under check and control. Sir Richard MacDonnell's plan saved the colony from an immense amount of disorder and crime. It was natural to the Chinese to be so regulated and so ruled; for, poor creatures, they have no Magna Charta, Habeas Corpus, or Bill of Rights. There was no popular discontent, no native protest against despotism, no vast public meeting with Ah Sin in the chair, no stirring of "the great heart" of Hong Kong on this momentous question—not even a park railing disturbed. But, then, if Hong Kong was satisfied, there were gentlemen here who were not. What matter the good attained? "This, Sir, is a question of principle." The English Government may allow anything at all wicked, disgraceful, or foul to exist under its eyes or nose; but it never must give "official recognition" to anything impure. There are in London lanes where policemen dare not go by night; but then we are all right—they are not officially recognised. There are shameless women parading the streets, making a boast of their indecency; but then Mr. Bruce never honours them with even a wink of his official eye, although his other eye must have observed them very oft. There are houses where vice is a matter of system; yet, thank Heaven, a British Government, though it knows them all through the police, has never "officially recognised" them. There are noisome dens where the overcrowded poor breed fever and small-pox, and little beings that ought not to be called children; but then we can wash our hands of all responsibility, for we Pharisees have no official knowledge of those sins and sinners. The opposite system in Hong Kong has proved decidedly efficacious; but what is the use of our rule if we do not import the ways and manners of St. Pancras and Bermondsey into our Chinese dependency? Probably, if some day we conquer and annex China, our first care will be to apply to it all our local rating Acts, cut it up into parishes, plant a clergyman in every district, and insist upon trial by jury for every offence. Then, in some distant age, we may contemplate improved Chinamen with every form of native and imported vice still flourishing, and none officially recognised. Thus we shall, like true Britons and leading agents of civilisation, sweetly reconcile the principles of liberty and authority—the liberty of the subject to sin, and the right of authority to do nothing but collect taxes and punish criminals—when caught.

THE BURNING OF THE "WILLEM III."

The Committee at Lloyd's, as representing the underwriters of this steamship and her cargo, have given instructions for plugging the holes made in the hull of the ship for scuttling her, pumping the water out, and towing the hull into Portsmouth harbour, so soon as the fire has been effectually extinguished. This will be done with the consent and assistance of the Port Admiral and naval authorities at the port. When berthed in the harbour the ruins of the fire will be cleared out, everything of value not destroyed recovered, and the condition of the machinery and the iron shell of the ship below the water line ascertained. It is considered possible that a considerable portion of effects belonging to the unfortunate passengers and stored away in the lower parts of the ship may be recovered without much injury, except from the water that has been admitted into the ship to extinguish the fire. A large portion of the specie on board, equivalent to £18,000 English, has been recovered from the bullion room, and has been deposited at the Portsmouth Custom House, and there is no doubt the whole will be recovered when the water has been pumped out from the wreck, and a way cleared to the lower part of the room.

The passengers speak in very high terms of the coolness and energy displayed by the commander of the ship, Mr. E. Oort, on the discovery of the fire, and his subsequent care for their safety in sending them away from the ship to lie off in her boats when he began to doubt the possibility of obtaining a speedy mastery over the flames. Commander Oort declares the presence of the military on board to have been a most fortunate circumstance for the safety of the passengers. The crew of the ship had been but three days on board, the ship herself and all her fittings were new, and the difficulty of launching six new and heavy boats from a crowded ship, bursting into flames forward and aft in the middle of the night, would never have been got over, and the passengers safely placed in them, had it not been for the steadiness of the soldiers, and the courage of their commanding and the other officers accompanying them.

His Netherland's Majesty's paddle sloop *Valk*, Commander Clifford, has arrived in Portsmouth harbour from the Scheldt, to convey back to Nieu Dieppe the troops and specie landed at Portsmouth from the wreck.

LITERATURE.

—o—

The *Phœnix* gives us a good number for April, mainly by reason of the first and second papers. "Misawo, the Japanese Girl," is a most interesting translation by the Rev. S. C. Malan, vicar of Broadwindsor and prebendary of Sarum; and "Rambles among the Formosan Savages," by Mr. C. Carroll, is in his best style. We cannot help feeling, however, that the same writer's "Cure for Jealousy" is beginning to be so wire-drawn from month to month as to remind us of the adage which tells us that there are some remedies that are worse than the diseases they are supposed to cure. Mr. Hodgson's "Literature and Religion of the Buddhists" is continued with unabated interest. The few closing pages devoted to Reviews are amusing, as showing the editor's estimation of some of the current emanations of the London press. In his notice of a silly volume lately published under the title of "That Heathen Chinee," the reviewer thinks the following doggrel worth extracting. It refers to a Chinese card-sharp:—

"In his sleeves, which were long,
He had twenty-four *packs*,
Which was coming it strong,
Yet such were the *facts*;
And we found on his nails, which were *taper*,
What is frequent in tapers—that's *wax*."

We know not which to admire most, the poet's independent style of rhyme, the original talent he displays in the pun of the word "taper," or the simplicity of the *Phœnix* in extracting these lines and saying, in the next paragraph, that the *other verses* have a ring of genius about them.

The *Report of the Commissioners appointed to Revise the Laws for the Collection and Assessment of Taxes in New York*, 1871, republished by permission of the Cobden Club by Messrs. Ireland and Co. of Manchester, is an interesting and exhaustive little compilation, which the Committee are justified in hoping will possess an additional and practical interest at the present moment in connection with Mr. Goschen's measures relating to the local taxation of this country, at present under the consideration of Parliament

Digitized by Google

MISCELLANEOUS.

CHARGE AGAINST THE "CALIPH."

At the Mansion-house Police Court, Mr. Alexander Hector, a merchant at 5, Barge-yard, Bucklersbury, has been summoned before Mr. Alderman Gibbons, at the instance of the Board of Trade, for an infringement of the 229th section of the Merchant Shipping Act, by refusing, in his capacity of owner of the ship *Caliph*, of London, to repay to the British Consul at Shanghai certain expenses which had been incurred by him in respect of providing necessary surgical and medical advice, with attendance and medicine, for one of the crew of the vessel, who sustained injury while in the discharge of his duty, together with charges for his subsistence until cured, and for bringing him to a port in the United Kingdom. The claim by the Board of Trade against the defendant was, according to the Consul's certificate, £41 3s. 4d. in all, and it was disputed by Mr. Hector on various grounds. Mr. F. W. Gardner, barrister, appeared to support the claim; Mr. Gibson was counsel for Mr. Hector. From the statements made by counsel and from evidence adduced, it seemed that the defendant's ship *Caliph* arrived at Shanghai in February, 1870, and that while she was lying in the harbour there the cook, George Lambert, sustained an injury to one of his eyes, which necessitated his removal to the hospital of the French Legation. The captain, Mr. Ritson, visited him there, and at his request gave him his discharge, he preferring to remain in the hospital and obtain the requisite treatment rather than to rejoin the ship, to which no medical officer was attached. The master paid him his wages, and settled the hospital charges up to the day on which the vessel left Shanghai. The man at that time appeared to be in good health, and merely wore a shade over his eye. He remained in the hospital 38 days, had medical treatment during 17 other days, and was kept in Shanghai for two months afterwards, when, being perfectly cured, he was sent home. The charges paid in respect of him by Mr. Medhurst, the Consul, amounted to £41 3s. 4d., and this sum he had returned in his accounts to the Board of Trade. Application was made by the Board to Mr. Hector for a repayment of the amount under the 229th section of the Act, under which owners are liable for such expenses as those incurred by the Consul, but he had declined to pay anything but £5 10s. 6d., being the passage money home. The present summons was then issued. It was a noticeable fact in the case that the man Lambert had died since his arrival in this country of another complaint.

For the defence it was urged, in effect, that it would be very hard to make the section applicable to a case like the present, where a man had been voluntarily discharged from the owner's service, and had ceased to have any connection with the vessel; that in the opinion of qualified people the cook was sufficiently well to rejoin his ship before she left port; and that the payments by the Consul were rash and extravagant in the extreme. The detention of the sailor in Shanghai two months after his discharge from the hospital was also complained of.

Mr. Alderman Gibbons said it would require very strong evidence to induce him to set aside the certificate of Her Majesty's Consul, seeing that the claim would not have been allowed except after full consideration, and that that officer had no personal object to serve in the matter. There was no foundation, so far as he could judge, for the imputation against the seaman of practising a fraud to enable him to remain on shore, and he was surprised at the line of defence taken. He decided that the claim had been fully established, and he ordered the defendant to pay the Board of Trade the sum demanded, viz., £41 3s. 4d., together with the cost of the summons.

ACCORDING to Messrs. Arles Dufour and Co., of Lyons, no material change has occurred in the Silk market of that city, the general belief in the impending defeat of the insurgents in Paris having been counterbalanced by the fears entertained respecting the intention of the French Government under M. Thiers to impose a heavy import duty upon all foreign raw silk, a proposal which would be so fatal to one of the most flourishing branches of the national industry that it was still hoped it would be withdrawn. The progress of the crop continued to attract attention. In Spain it appears to be equal to that of last year, with the difference that the proportion of native cocoons is much less, while the amount of Japanese is considerably increased. In France the silkworms are passing through their last and most critical stage, apparently with fair prospects. From Italy, also, the accounts seem satisfactory; and in Syria, according to a telegram of the 14th inst., the symptoms are excellent as regards Japanese sorts, while the native are rather backward.

A CORRESPONDENT of the *Daily News* writes that the first attack by the Versaillois upon Paris was witnessed by the members of the Chinese Mission. They occupied (says the correspondent) two carriages near the bridge of Sevres, whence the head of the Celestial diplomacy here scanned through a field-glass the ruins of the south and west of Paris. I thought I could detect something approaching a chuckle on the face of the Secretary, who a few days previously asked me if I did not think the Chinese would henceforth be able to massacre with impunity intruding Jesuits in the flowery land.

THE *Juno* corvette, Captain J. K. E. Baird, which some time ago conveyed a detachment of Marines to China, was, by last accounts from Hong Kong, to be taken into dock to have her hull overhauled. Her boilers, which were only patched up before she left England, had been repaired at Hong Kong, and when her defects are made good she is to be placed on the strength of the China Squadron.

RAPID progress is being made with the works of the great tunnel under Mont Cenis. Communication from end to end has now been open for some little time, but there are still about seventy metres of the tunnel to complete in the centre and the permanent way to lay down. It is expected that the whole will be finished by the end of June.

THE gunboat Curlew arrived at Gibraltar on the 10th inst., from England, and left on the 12th for China, *via* Suez Canal.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MAY 24.

You will remember that when Mr. Thorbecke took the reins of Government he declared that the reorganisation of our military system was the principal question to be resolved. The enormous success of the Prussians in France made it of the greatest urgency to reinforce our army and to extend our fortresses and other means of defence. Up to this moment nothing, however, has been done to realise that idea, except that more money is asked for. Our new Minister of War, Mr. Engelvaart, has shown himself more a man of ideas than of action. Some measures taken by this Minister have created the greatest indignation amongst our officers. He maintains that officers should wear no other dress than their uniform, whilst it has always been allowed them to dress as ordinary gentlemen when not on service. He also prohibits officers writing to the newspapers to criticise military measures, and he orders that all officers and soldiers must perforce attend Divine service. As I said, these and other vexatious measures have created much indignation. And now Mr. Engelvaart is endeavouring to apply military discipline to our Members of Parliament. Some of them—who are likewise officers of the army—have dared to criticise the Legislative Acts of the Minister, who thereupon became so indignant that he ordered that the military members of the Chamber should refrain from uttering their opinion upon military matters. Of course he only made himself ridiculous by this course, but he became dangerous when he declared that he thought it contrary to the constitution that the organisation of the army should be ruled by the national law. Such a declaration from a colleague of Mr. Thorbecke! It seems quite certain that Mr. Engelvaart will not be so fortunate as the ministers of Home Affairs and of the Naval Department whose budgets were approved of. On the contrary, it is more than probable that the War budget will be outvoted, and that the minister will resign, and be replaced by Mr. Booms, whose health is quite restored. The Conservatives are in the meanwhile speculating upon a Ministeral crisis, and are preparing accordingly.

Within a few days Parliament will deal with the treaty by which our Government sold our settlements on the West Coast of Africa to Great Britain. This transfer creates the greatest indignation, but I think the Chambers will ratify the treaty, because the transfer is already a matter of fact. I derive from the *West African Herald* of March 31 the following item, which proves plainly the *fait accompli*:—"His Excellency Sir Arthur E. Kennedy, the Governor-in-Chief of the West African Settlements, will be here in a few days, and on his arrival Elmina will be taken over by the British Government. Some vessels of war have been ordered here, to give effect to the ceremonies when the transfer takes place."

The greatest perturbation has prevailed here in consequence of the fate of the steamer *Willem III*. The greatest uncertainty prevails with regard to the cause of the fire, but the general opinion is that it must be ascribed to the spontaneous combustion of the red yarn, which was stowed, in common with the greater part of the cargo, in a hurry. Other rumours say that as soon as the steamer left the harbour the partitions of the cabins became so hot that some passengers were afraid that something was wrong. No attention, however, was paid to the complaints that perhaps the tubes were not in good order. The loss is very heavy not only for the Company but also for our insurance companies. It is said that the steamer was insured for an amount of f.800,000, and the cargo, consisting principally of cotton goods, butter, and other provisions, for f.1,400,000. The loss is the greater because a handsome reduction was allowed on the insurance premium because it was regarded that there was not so much likelihood of a disaster with this steamer as with a sailing vessel. The Government had about two millions of silver on board, besides a great quantity of opium. The second steamer of this company will arrive from England at Nieuwe Diep next month, and will sail shortly after. The following passengers were on board the *Willem III.*:—Messrs. P. Harting and family; F. Pahud and family; J. Roser and family; C. Henckel and family; J. G. J. Bregman and family; P. van der Velden Erdbrinck; W. Wille and family; Z. van der Kley; Jhr. F. W. Schmidt auf Altenstadt; H. Derks, J. Dykstra, R. H. van Olden, J. H. de Groot, E. C. Ruys and brother, H. Blume and family, A. R. de Wendt, H. J. J. Kempe, E. H. W. Wynmalen, W. F. Wesselink, M. J. C. Lucardie, A. P. Tadema, A. Mohr, V. Gantz, C. van Pabst and family, G. A. ter Linden, F. Soesman, H. G. Maks and family, J. Hubert, Mrs. Blankert and family, Mrs. de Smidt Poulviquet, Miss M. A. C. Willink Ketjen and C. C. van Geuns, besides a detachment of 125 soldiers and the officers H. van Heyningen, O. F. W. J. F. von Lurdenfels and family, E. K. A. de Neve, H. Ovink, M. L. Ritsema.

The approaching elections begin to make a good deal of noise in the papers. Amongst the members who do not wish to be re-elected appears Jhr. de Casembroot. Mr. W. Wintgens is named as the candidate in order to fill this vacant seat. I think that the result of the elections will be that a good deal of "new blood" will be added to the Parliamentary corps.

As I told you some weeks ago rumours are current that Mr. J. Loudon was to be appointed Governor-General of Java. The *Handelsblad* now assures us that this appointment is a matter of fact, the King having already issued the decree. Mr. G. C. J. van Reenen, M.P., will replace Mr. Loudon as the Royal Commissary of the province of South Holland.

Mr. C. Castens has announced his third pamphlet upon the failure of the *Maatschappy van Lyfrenten*. In this he will criticise the mode of liquidation proposed by the managers and approved of by the creditors and shareholders.

The *Arnhemsche Courant* publishes a private correspondence from Batavia containing a good many ridiculous remarks upon the visit of the King of Siam to the Governor-General of Java. The Batavia

Digitized by Google

papers did not publish any of these details, so that the letter, which is amusing to the highest, has not obtained much credence.

The Netherlands Bank notifies a dividend for this year of f.230 per share.

PRODUCE MARKETS.

The demand for most of our leading articles of Colonial and Foreign Produce continues mainly confined to consumptive wants, but in concurrence with the forbearance of holders to press sales the same suffices to support prices. Sugar has assumed a firmer appearance, and the Trading Company's public sale, held here to-day, went off currently at advanced rates, whilst prices of Cotton, after having further improved a little, have again receded. A fair business has been doing in Coffee, and also in Java Tobacco. The Trading Company's May sale of Coffee was advertised yesterday.

COFFEE continues to be well supported, and regular sales are being made of shipments of private importations, offered in the market. The Trading Company's public sale will take place on the 31st inst., comprising 83,800 bags Java and Padang, stored in our different ports. Sales have been closed by private treaty of 1,356 bags Java ex Noach III., 634 b. ex Koningin der Nederlanden, 1,210 b. ex do., 800 b. Java, West India cured, ex Caprera; 990 b. Padang Paré paré, ex Elisabeth Jacoba; 376 b. Java, ex Alblasserwaard, 370 b. do., ex Sophia Koningin der Nederlanden; 624 b. Java, West Indian cured, ex do.; 1,876 b. Java, ex Noach III.; 2,360 b. Macassar, ex Elisabeth Jacoba; 253 b. do., ex Auguste; 887 b. do., ex County of Forfar; 109 b. Bali, ex Sirius, at f.27.

JAVA INDIGO.—About 70 chests have been disposed of from first hands at former rates. No alteration has taken place in the market.

HIDES.—A shipment of 1,849 Macassar Cows, ex Vrachtzoeker, offered here for sale by secret tender, has not been quitted, but a lot of 106 hides has since been sold out of the same at full prices. Sales by secret tender have been tried without success at Amsterdam of VSL 8,840 Samarang Cows, and EM and C 2,459 Buffaloes, ex Grefve Berg.

SUGAR.—Both raw and refined continues firm, but quiet, in the face of the Trading Company's public sale, which has taken place here to-day, and which has gone off with spirit at advanced rates. The result of the auction, in which 59,615 baskets Java were offered, was as follows:—

Standard sample.	Baskets.	Prices paid.	Average prices for good to fine. May, 1871.	March, 1871.
11	1,387	f.34½ to —	f.34½	f.34½
12	4,974	35 to f.36½	35¾	35½
13	6,194	36¾ to 37½	37	36¾
14	6,770	37 to 38	37½	37½
15	4,801	37½ to 37¾	37½	36¾
16	5,647	37¼ to 37¾	37½	37½
17	6,489	37 to 37¾	37½	37½
18	9,228	37¼ to 38	37½	37½
19	9,418	37 to 38¼	37¾	37½
20	2,506	37¼ to 38½	38	39

According to these prices the value of the Dutch standard has been fixed by the brokers as follows, to which I add, for the sake of comparison, the currency established at the March sale:—

	March 29, 1871.	May 23, 1871.		March 29, 1871.	May 23, 1871.
5	f.26¼	f.26¼	13	f.36¾	f.37
6	28¼	28¼	14	37½	37½
7	28	28	15	37	37½
8	30	30	16	37½	37½
9	32	32	17	37½	37½
10	33	33	18	37¾	37¾
11	34½	34½	19	37¾	37¾
12	35½	35½	20	38½	38

TEA continues to exhibit a firm appearance, but there is little stirring in the market. The cargo ex Windermere, recently arrived here from Foochow, will soon be offered for sale by public auction.

SPICES keep firm at late prices, but transactions are on a limited scale; 7 casks and 8 cases Mace, of private importation, found buyers here on secret terms, besides by secret tender at Amsterdam, 16 casks and 2 cases do., ex Elisabeth Jacoba.

RICE.—No change has occurred in this article. Sales have been closed of 7,952 bags Java, ex St. Antoine, at supposedly f.7½ to f.8½; 9,883 b. Java Table, ex Passaroean, at f.10½ to f.11½; 4,393 b. Kandanghauer and 5,775 Indromaye, ex Mora.

RATTANS.—The sales closed embrace 30 piculs ex Samarang, 100 do. ex Huydecoper, 200 do. ex Vier Gezusters, 76 do. ex Caprera, 320 do. ex Albert Victor, 175 do. ex Grondwet.

TOBACCO (JAVA).—A fair amount of business has been transacted by private contract, and by secret tender, viz.: 107 bales Java, headmark NT; 3,511 do., Krossok, HL, NT; 379 do., Kediri/P; 245 do., W.; 130 do., Krossok; 1,412 do., O.; 140 do., O/D.; 500 do., PA, Malang, ex Nagasacki; 736 do., AS, Malang, KP; besides which several parcels of different sorts in second hands were put up, which nearly all passed the hammer at various prices.

BANCA TIN.—Some lots have changed hands at f.76; f.75 is paid or Billiton.

SHIPPING.

ARRIVALS.—May 17, at Brouwershaven, from Batavia, Jedo; 20, at Brouwershaven, from Banjoewangie, Allegonda Jacoba; at Texel, from Bezaekie, Mr. Jacob van Lennep; 21, at Brouwershaven, from Padang, Nyassa.

DEPARTURES.—May 18, from Texel, for Batavia, Willem III. (str.); for Sourabaya, Gesiena; 21, from Brouwershaven, for Sourabaya, Medea; for Samarang, Vyfvrienden; from Texel, for Samarang, Ferdinand and Louis; 22, from Texel, for Batavia (via Newcastle), Anna en Sophia.

PASSENGERS INWARD.—From Java, per Yedo: Messrs. Gonsalvez, Mirandolle, Cramer, Hofman, Mrs. V. D. Valk.

PASSENGERS OUTWARD.—For Java, per Vrienden: Messrs. A. L. J. Rocourt and family; W. Hallegraef, L. L. Gros. Per Medea: Messrs. de Clercq Moolenburg and family; Steinhove and family; Van Hees and family; De Chateleux.

POSTSCRIPT.

ROTTERDAM, MAY 25.

Contrary to general opinion, the Budget of the Minister of War was approved of by the Second Chamber by 41 against 27 votes. The question of army reorganisation, however, was not decided. Such a large majority could not have been obtained if the Conservatives had not been foolish enough to demonstrate that, if this Budget was outvoted, the Chamber would consider it a vote of want of confidence, so that Mr. Thorbecke would have been obliged to resign. This was not the general wish, and consequently the Budget was approved of. In the meanwhile it is quite certain that Mr. Engelvaart will be compelled to put his portfolio at the disposal of his Majesty, because the carrying of his Budget is not at all a personal victory for him. The Chamber subsequently spent some hours in the discussion of the Budget of the Colonial Department, which was eventually approved of by 55 against 8 votes. The principal declaration of the Minister was that the transfer of our settlements on the West Coast of Africa had not been completed, and that the vote of the Chamber on the Treaty was not at all an absolute certainty; also that he is not disinclined to revise the Royal decree enforcing the agrarian law in Java.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¾ to 8¼
25	Bank of Egypt	All	41 to 43
20	Chartered Bank Ind., Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	23 to 24
20	City Bank	10	11 to 11½
100	Colonial Bank	30	50 to 52
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	35½ to 36½
28½	Do. Do. new	16¾	5½ to 6½ pm.
100	Imperial Bank	20	20 to 21
50	London and County	20	54 to 55
50	London Joint Stock	15	40 to 41
100	London and Westminster	20	64 to 65
25	Oriental Bank Corporation	All	41 to 42
50	Union of London	15	42 to 43
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	135 to 137
10	British Indian Submarine	All	7⅞ to 7⅞
10	British Indian Extension	All	8¾ to 9¼
10	British Australian...	All	6¾ to 7
10	China Submarine	All	6¾ to 7¼
10	Falmouth, Malta, and Gibraltar ...	All	9⅞ to 9⅞
10	Great Northern	All	13¾ to 13¾
10	Do. China and Japan Extension	All	10¼ to 10¼
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company ...	All	25½ to 26
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	41½ to 42½
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
20	Brit. and Foreign Marine Insurance Co.	4	4¾ to 5½ pm.
—	Ceylon Deb., 6 percent., May & Nov. 1878	100	108 to 110
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	4 to 3½ dis.
20	Do. A shares	5	3¾ to 3½ dis.
50	Colonial Company	20	3 to 2 dis.
10	Credit Foncie of England	All	3½ to 5¾
10	General Credit and Discount Company	7½	⅝ to ⅞ pm
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2½ to 2 dis.
—	Japan Loan, 9 per cent.	All	103 to 105
20	London and Prov. Marine Insurance Co.	2	1 to 1½ pm.
25	National Discount Company	5	12 to 12½
25	Ocean Marine Insurance Company ...	5	13½ to 13¾ pm.
500	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	49 to 51
50	Do. Do. 1867	10	2 to 1 dis.
100	Royal Mail Steam Company	60	62 to 64
20	Thames and Mersey Marine Insur. Co.	2	4½ to 4¾ pm.
20	Universal Marine Insurance Company	5	6¾ to 7½ pm.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 18, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Digitized by Google

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 24, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From PENANG to LONDON, per Nola, entered May 23.—9,293 slabs tin, 4110 bags pepper, 816 bags tapioca flour, 101 cases nutmegs, 8 cases mace, 15 cases fish-maws, 1 case tortoise-shell, 22 bags coffee, 1 case gum damar, 55 bales 99 pcs. and 1,611 buffalo hides, 30 bales 521 pcs. and 4767 cowhides, 171 baskets india-rubber, 74 cases essential oil, 14,157 green snail-shells, 908 bundles rattans—Order.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
	Golden Fleece	—	Manila	New York
May 22	Sumatra	Montechiari	Sumatra	Marseilles
8	Jas. S. Stone	Phinney	Shanghai	New York
9	Bengal	Burgess	Batavia	Off Boston
15	Nuevo Lantaro	Estival	Manila	Cadiz
22	Galveston	Briard	Java, for Amsterdam	Deal
19	Nyassa	Lawson	Padang, for Rottrdm.	Off Eastbourne
20	Allegonda Jacoba	Mammes	Banjoewangie	Brouwershaven
	Lucie	Didier	Macao	Havana
29	Nola	McRae	Penang	London
11	Coulnakyle	Japp	Yokohama	New York
10	Borneo	Procter	Pasaroeang	Boston
25	Devon	—	Manila	Queenstown

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Pieter Adolf	Jaski	Batavia	Amsterdam
May 13	Ellida	Winters	Do.	Newcastle
17	Cloris	—	Do.	Liverpool
18	Augusta	—	Singapore	Newcastle
19	Coringa	Watson	Penang	Sunderland
18	Cornelis	Smit	Singapore	Cardiff
19	Etha Rickmers	Fredericks	Shanghai	Do
	Glarus	Christopherson	Do.	Frederickstadt
20	County of Nairn	Bain	Batavia	Clyde
18	Hadda	Hinrichsen	Manila	Hamburg
9	Yokohama	Paul	Anjer	New York
	Medea	—	Batavia	Rotterdam
22	Peerless	Tilmouth	Singapore	Cardiff
22	Undine	Nickelsen	Do.	Do
23	Tyburnia	Stephens	Hong Kong	Do.
22	Paradies	Popp	Singapore	Cuxhaven
11	Rocket	Featherstona	Batavia	Boston
25	Deogaum	Gilchrist	Nagasaki	Liverpool

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
May 20	Nestor	Liverpool	Sing., China, &c

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Shanghai, and Yokohama: Una. For Hong Kong and Shanghai: Sun-Foo.

SAILING VESSELS.—For Yokohama: Chusan, Miako, John Milton For Shanghai: The Caliph, Dilpussund, Cleta, Ailsa. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Brockham, Beemah, Ornate, Corea, Rollo, Sea Belle. For Singapore and Manila: Kate Carnie. For Singapore: Fair Leader. For Penang: Eleanor. For Batavia and Sourabaya: Frederic, Robin Hood. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Ocean Rover, Seafield. For Colombo, &c.: Dorothy.

At LIVERPOOL.—For Yokohama and Hiogo: Lizzie Iredale. For Shanghai: Camana. For Manila: Olaquivel, Maria Fidela. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Priam (str.), Sarpedon (str.). For Galle: Ellen Munroe.

At GLASGOW.—For Penang, Singapore, and Manila (via Suez Canal): Albay (str.).

SPOKEN.

RED DEER (ship), Cardiff to Shanghai, April 2, 2 N., 21 W.
PAR (?) (French barq.), Batavia to Rotterdam, May 21.
P. J. F. Q. (Dut. ship), Sourabaya to Rotterdam, May 21.
SCAWELL (barq.), Colombo to London, March 29, 20 S., 1 W.
OTTOLINA (ship), Bali to Amsterdam, April 2, 12 S., 10 W.
CHAMPION, Samarang to Falmouth, April 15, 7 N., 28 W.
LEANDER (ship), London to Hong Kong, April 12, 3 N., 27 W.
ONWARD (ship), Cardiff to Shanghai, February 5, 45 S., 53 E.
SEA SERPENT, Hong Kong to New York, March 11, 23 S., 69 E.
PILGRIM, Java to Falmouth, March 26, 28 S., 49 E.
MUSCONGUS (Bt. shp.) Btva. to Greenock, 72 dys. out, Apl. 17, 26 S., 6 E.
HAVELOCK, Singapore to London, March 2, in Gaspar Straits.
ANITA, Foochow to Falmouth, March 6, 62 S., 105 E.
INDIAN, Java to Rotterdam, April 23, 17 S., 5 W.
CALISTO, Batavia to Amsterdam, April 4, 35 S., 17 E.
ROYAL MINSTREL, Japan to London, April 7, 33 S., 15 E.
KILDONAN, Manila to New York, April 2, 34 S., 28 E.
MARIA, Java to Amsterdam, April 9, 35 S., 26 E.
NORAH GREAME, Samarang to London, May 31, 30 S., 34 E.
STANFIELD, Shanghai to New York, April 17, 18 S., 3 E.
ELIZABETH NICHOLSON (ship), Foochow to N. York, Mar. 9, 24 S. 73 E.
NORTHUMBRIA, Japan to N. York, May 8, 280 miles S.E. of Sandy Hook.
JOHN RITSON (Dut. ship), Sourabaya to Amstdm., Mar. 12, 32 S. 18 E.

FREIGHTS AND CHARTERS.

In berth freights for the East there is but very little doing, and rates rule very low. Coal freights are without alteration, and but a small business has been transacted.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: £1 11s. For Colombo, 35s. For Galle, 23s. For Japan: 37s. 6d. For Singapore, 25s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

A telegram received from Batavia, dated May 21, states that the Emily McNear (Amer.), Scott, from Cardiff to Hong Kong with coals, has been wrecked on Claps Island; crew saved.

The Borneo, Procter, which arrived at Boston, May 10, from Pasaroeang, had experienced a hurricane, Jan. 18, 15 S., 91 E., which hove the vessel on her beam ends, carried away all her starboard bulwarks, sprung the rudder head, and shifted cargo.

The Sea Bird, Martin, which arrived at Hamburg May 2, from Macao, had met with stormy weather off the Cape of Good Hope, from Feb. 17 to 19, during which she strained, causing leakage, and some damage to cargo.

The Willem III. (Dut. str.), of and from Amsterdam for Batavia, with passengers, caught fire off the Isle of Wight at 10 P.M. 19th inst., crew and passengers saved; the vessel has been towed into Spithead, still on fire; the engineer reports that the cargo, valued at 200,000 guilders, is all destroyed; later advices state that the specie and one bale of shirtings had been recovered, and that the fire was nearly got under.

MISCELLANEOUS.

At PORT SAID.—May 21, Duna (str.), from London, for Singapore and Yokohama; Great Northern (str.), from London, for China; 23, Bellona (str.), from Liverpool, and left for Colombo, &c.

At ST. HELENA.—April 16, Wemyss Castle, Nicoll, from Java, and sailed, 17, for Rotterdam; 18, Æolus, De Vries, from Java, and sailed for Rotterdam; 19, Alice Thorm, from Java, and sailed for Copenhagen; Peterborough, Orchard, from Zebu, and sailed for Falmouth; 22, Tacité, Moyon, from Batavia, and sailed for Rotterdam; Senior, Van Det, from Java, and sailed for Amsterdam; 24, Hollandia, Nieuwenhuip, from Macassar, and sailed, 25, for Amsterdam; 24, Queen of Ceylon, Godrich, from Colombo, and sailed, 25, for London; Leopold Graaf v. Limburg Stirum, Kieuker, from Batavia, and sailed, 25, for Rotterdam; 25, Sydenham, Bristow, from Shanghai: 26, Premier, White, from Java, and sailed for the Clyde; Isaure, Bolibo, from Sinpore, and sailed for Marseilles; Picard, Girault, from Java, for Amsterdam; 27, Pembrokeshire, Wilkinson, from Colombo, for London; Nation's Hope, Blia, from Java, for Rotterdam.

Off ST. HELENA.—April 22, N. Q. D. L. (Dutch ship), from Batavia, for Rotterdam; Coq du Village (French barque), from Saigon, for Falmouth; 20, Bestevaer, from Bali, for Amsterdam; 21, Baldovan, from Colombo, for London; 22, L. J. Enthoven, from Batavia, for Rotterdam.

Digitized by Google

HUGHES & KIMBER,

MANUFACTURERS OF

MACHINES AND MATERIALS

For Lithographers, Printers, Engravers, Bookbinders, and Stationers,

LITHOGRAPHIC

AND

COPPERPLATE PRESSES,

London, 1851. LITHOGRAPHIC CYLINDER PRINTING MACHINES, Paris, 1867.

LETTERPRESS CYLINDER PRINTING MACHINES FOR COLOUR AND BOOKWORK.

Paper-Cutting Machines (Diagonal Cut,)

As supplied to Her Majesty's Printers, "The Times" Office, "Daily Telegraph," &c.

Perforating Machines (Round Hole), Paging Machines, Albion and Columbian Presses, Bookbinders' Arming Presses, &c.

ENGRAVERS' PLATES, LITHOGRAPHIC STONES, ND ALL MATERIALS.

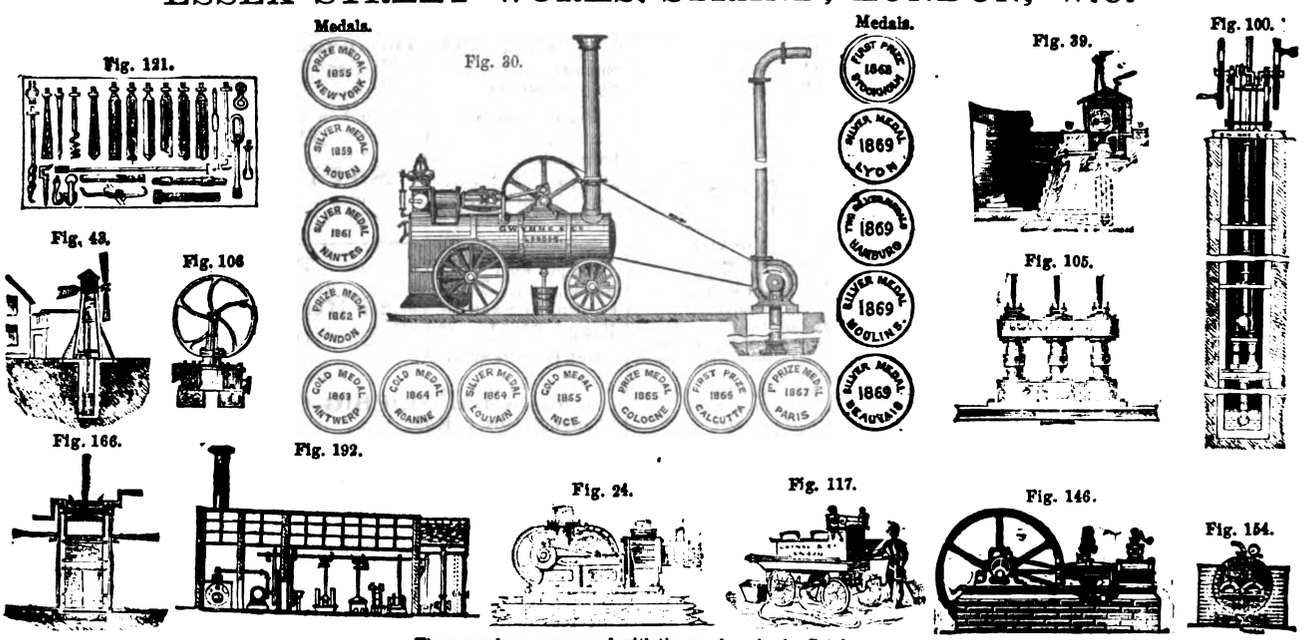
An Illustrated List Post Free on Application.

London, 1862. CONTRACTORS TO HER MAJESTY'S GOVERNMENT. Dublin 1865.

Manufactory, WEST HARDING STREET, FLEET-STREET, LONDON, E.C.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.



These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.

Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.

Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.

Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.

Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.

Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.

Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Fig. 121.—Gwynne and Co.'s Improved Boring Tools.

Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.

Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.

Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seed Olives, Fat, &c., &c.

Large Illustrated Catalogue, with many estimates, &c., forwarded on receipt of Twelve Stamps, or can be had through Merchants, &c.

Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presse Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works,

STRAND, LONDON, W.C.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfille this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references; and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenienc for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

ORIENTAL BANK CORPORATION.

ncorporated by Royal Charte ,Augus 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th inst.

By order of the Directors,

P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

HOLLOWAY'S PILLS

EASY DIGESTION.—Any one distracted by that demon of discomfort—bad digestion—should send for a box of these Pills, round which is wrapped brief, sagacious, and practicable instructions for removing dyspepsia. These admirable Pills cannot be too highly appreciated for the wholesome power they exert over all disorders of the stomach, liver, kidneys, and bowels. They instantaneously relieve, and steadily work out a thorough cure, and in their course dispel headaches, biliousness, flatulency, and depression of spirits. It is wonderful to watch the daily improvement of the complexion as Holloway's Pills purify the blood, and restore plumpness to the face which had lost both flesh and colour. These Pills combine every excellence desirable in a domestic remedy.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

A GENTLEMAN of lengthened Mercantile experience in the East Indies and elsewhere, and possessing a capital of £1,000, SEEKS an OPENING in some respectable concern where he can employ his time and money.

Apply, stating nature of business, to MERCHANT, care of Mr. G. Street, 30, Cornhill, E.C.

SCHOUT AND CO.,

SHIPBROKERS.

AMSTERDAM.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON, beg to announce the completion of their new warehouses, containing upwards of Forty Thousand Square Feet of floorage.

MOORE and HUNTON have in stock a great variety of DINING ROOM SUITES in mahogany and oak from £15 to £80 each suite.

MOORE and HUNTON have on show upwards of forty DRAWING ROOM SUITES, varying in price from £16 to £100 each suite.

MOORE and HUNTON invite inspection of their stock of BEDROOM FURNITURE in various woods and styles, at prices varying from £5 10s. to £13 per suite.

MOORE and HUNTON have a large selection of LIBRARY, HALL, OFFICE, and other FURNITURE at moderate prices.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS, PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON.

Established upwards of 40 years.

FURNITURE MANUFACTURED SPECIALLY FOR HOT CLIMATES.

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, May 13, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, May 23, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, May 13, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, May 23, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

June 11, July 9, August 6 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 27th May, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	from England.
Japan	in 38 ,,	,,
China	in 44 ,,	,,
New Zealand	in 45 ,,	,,
Australia	in 48 ,,	,,

Passengers for Californ a and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North acific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Beemah	A1 11 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Amoy, Chefoo, &Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and MANILA.—The following splendid first-class SHIPS will be despatched as under :—

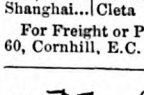
Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	With des.
Yokohama...	Miako.....	A1 16 yr.	E.I.D.	With des.
Yokohama...	John Milton	A1 14 yr.	E.I.D.	With des.
Singapore & Manila ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under :—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	May 30
Pen., Sing., H. K., and Shang. (via S.C.)	H Kong (ss)	A1 100	1200	S.W.I.	June 8
Shanghai...	Cleta	A1 16	519	E.I.D.	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

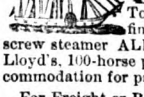


STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks about the 31st May. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM FROM LONDON (via SUEZ CANAL) to PENANG, SINGAPORE, HONG KONG, AND SHANGHAI.—The magnificent Screw Steamer HONG KONG, 1,215 tons register, 200-horse power nominal, J. H. WATSON, Commander (who has had great experience in the China trade), will load in the South-West India Dock, and receive goods until 7th June (unless previously full). This magnificent steamer has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage; has splendid accommodation for first and second-class passengers; is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C.



PENANG, SINGAPORE, and MANILA, via Suez Canal. To sail from Glasgow, May 31, the fine, full-powered, new, Clyde-built, screw steamer ALBAY, 600 tons register, 100 A1, at Lloyd's, 100-horse power nominal. Has excellent accommodation for passengers.

For Freight or Passage, apply in Glasgow, to Messrs J. and R. YOUNG and Co., 107, Buchanan-street; or in London, to J. D. WILLIS and Co., No. 115, Leadenhall-street.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Robin Hood ...	A1 10 yr.	941	SWID	June 10
Do. do.	Countess Russell	A1 8 yr.	965	SWID	July 10

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. MURTON, Commander; South West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

First Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COLOMBO, COCHIN, CALICUT, and MANGALORE, the splendid regular trader DOROTHY, A1 9 years, 310 tons register. J. WILLIAMS, Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR BANGKOK (SIAM) DIRECT.—A First-class Vessel.—To leave in July.—Offering favourable opportunities to shippers.

For Freight or Passage apply to R. COLLINS, SMITH and SON, 12, George-yard, Lombard-street, E.C.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents :—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi.....	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York.....	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya.....	HOUGHTON & Co.
Anjer — Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	

OFFICE, 2, COWPER'S-COURT, CORNHILL E.C
(Over the JERUSALEM.)

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, May 29, 1871.

Digitized by Google

VIA SAN FRANCISCO.]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 405.] LONDON, MONDAY, JUNE 5, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

WE publish to-day advices from Japan received by Pacific mail, *via* San Francisco, April 22. The French mail, due to-day from Shanghai, Hong Kong, and Singapore, will probably not be delivered until Wednesday, and on receipt of her advices we shall publish a supplementary edition.

LATEST TELEGRAMS.

EARTHQUAKE IN THE RHIO ISLANDS.

SINGAPORE, MAY 25.—A tremendous volcanic eruption has taken place in the Island of Rua, accompanied by an earthquake. The country is devastated, and 400 lives have been lost.

Subsequent telegrams have been received confirmatory of this report, with the correction that the catastrophe took place at Rhio, in the Island of Bintang, the largest of the Rhio group.

COMPLETION OF THE CHINA TELEGRAPH CABLE.

By telegrams, dated noon of the 1st inst., we learn that the China Cable Expedition was then in lat. 19.52 and long. 112.47. Total amount of cable paid out, 1,390 miles. Tests of cable perfect, and all going well. Distance from Hong Kong, about 180 miles.

A telegram received this day states that the cable was completed on the 3rd inst., and the connection made with the shore end to-day.

COMMERCIAL.

CHINA—OPENING OF HANKOW TEA MARKET.

(REUTER'S TELEGRAMS, RECEIVED VIA SINGAPORE, JUNE 5.)

SHANGHAI, MAY 26.—Hankow Tea market opened three to four taels higher than last year. Tea freights at Hankow £6 to £7, at Shanghai steamers £4, sailing vessels £3, all nominal. Silk: Anticipated export this season 45,000 to 46,000 bales. Grey shirtings Tls. 1.88, quiet. Exchange on London bank bills six m.s., 5s. 11¾d. Latest London date May 20.

HONG KONG, MAY 26.—Grey Shirtings: 6½ catties 8¼ lbs., $2.27½; inanimate. Cotton Yarn: 16-24, $105; quiet, little inquiry. Cotton: Bengal, fair medium $13. Tea: Season at Canton and Foochow not yet opened; total export to date (China and Japan) since commencement of season, 132,000,000 lbs. against 139,000,000 lbs. last year. Exchange on London bank bills six m.s. 4s. 4¾d.

(PRIVATE TELEGRAM, RECEIVED VIA SINGAPORE, JUNE 5.)

SHANGHAI, MAY 26.—Hankow, Tea market opened; settlements at 40 taels for best chops equal to say 2s. 4d. Last years, prices ranged from 2s. 4d. to 2s. 7d.

STRAITS SETTLEMENTS.

(RECEIVED JUNE 2.)

SINGAPORE, JUNE 2.—Grey Shirtings, 8¼ lbs., $2.30; T-Cloths, 6 lbs., $1.45; 7 lbs., $2; Mule Twist, 40's, $107½; Gambier, $2.90; Black Pepper, $9.65; White do., $15¼; Tin, $31¼. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

The ship Emily Macnear Scott, with Cardiff coals, was lost on the 10th May off the Keeling Islands. The crew were saved.

PENANG, JUNE 1.—Tin, $30.55; Pepper: Black, $9.10, White, $14.50; Hides: Buffalo $7.50, Cow $11.40; Nutmegs, 75's $67, 110's $56.20. Grey Shirtings, 8¼ lbs. $54.70 per corge, T-Cloths, 6 lbs. $30.10; Mule Twist, 30's $102, do. 40's $111 per bale. Exchange on London: Bank Bills, six m.s., 4s. 5¼d.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

By the Pacific mail steamer *Great Republic*—which arrived at San Francisco May 13—we have advices from this port to the 22nd April. The London mail (French) of Feb. 17 was received on the 7th, and the following English mail of Feb. 24 on the 14th April.

For the following items we are indebted to the *Japan Mail* of the 22nd April:—

The rumours that have lately prevailed as to the arrival of the Prince of Satsuma in Yedo are unfounded. Moreover, he is not, as has been reported, the brother of Shimadzu Saburo, but the son, and was adopted by the latter's brother. Shimadzu Saburo had not arrived at Yedo, although expected. Again, in contradiction of general rumour, Saigo Kichinosuke has left Yedo for Satsuma, and will probably return with the Prince and his father. Tokugawa Kamenosake is eleven, not sixteen years of age, and lives at Shidzuoka, not Shimidzu, and his betrothal to a daughter of the Prince of Satsuma is, in the highest degree, improbable.

Large contingents of troops were pouring into Yedo from various daimiates, and it has been reported that the effect of this would be antagonistic to the Mikado and his Government. We have the very best reason for asserting that the direct contrary is the case. Satsuma, one of the most powerful, if not the most powerful, prince, has given his entire support to the Government, and has thus induced a sense of security in Yedo hitherto unknown.

The ascent of Fusiyama is a feat which at any time of the year is worth recording, but during the commencement of spring, when the snow is melting, is doubly worthy of mention. It has been usually considered impossible to ascend Fusiyama except during the dry season, but that this is a mistake is proved by the fact that Captain Baird, of the 42nd Royal Highlanders, recently made the ascent, accompanied only by a coolie. Starting before daybreak, he reached the summit about four P.M., and did not get down till after dark. He found the snow very deep, and melting, which made the ascent toilsome in the extreme. Indeed, in places, particularly in a wood through which his path lay for some time, the snow was up to the waist. Such a feat as this is, we believe, unparalleled, it being the first successful attempt to reach the top of Fusiyama during the winter months. The Japanese always try to hinder any such hazardous experiments, and they endeavoured to dissuade Captain Baird from making the attempt; but his true British pluck carried him through triumphantly and successfully.

Mr. Hannen, assistant judge, delivered judgment in the case of Strauss *v.* Howell on the 20th April, for the plaintiff, with $600 damages, inclusive of his costs. Presuming these amount to $500, Mr. Strauss, who laid his claim at $2 000, receives $100 as compensation for the criticism upon his character which his connection with the Belgian Consulate at Yedo seems to us (the *Japan Mail*) not only to warrant but to demand.

An attempt was made to launch the lightship *Hakodate*, but from some cause she refused to leave the ways. She is the second lightship built in Japan, and is intended for use at Hakodate. She is 70 feet long, 25 feet beam, is 130 tons burthen, drawing only some 7 feet of water.

Some of the revelations made by the publication of the new Japanese Blue-book are extremely amusing. The claims of Mr. Portman, formerly American Secretary of Legation, to a concession for a line of railway between Yedo and Yokohama, are dismissed, with amazing brevity, in a despatch addressed to Mr. de Long, which illustrates with curious felicity the objections we pointed out some months ago to the intrusion of commercial aspirations into diplomatic intercourse. We may hope that for the future there will be no more danger of this.

Digitized by Google

Another curious despatch from a foreign consul to the Japanese Government requests that a temple at Yedo may be allotted to him as a residence, on the ground that by virtue of the "favoured nation" clause in the treaty made with his Government he has a right to insist upon a privilege of this nature which was previously granted to another consul. The plan adopted by the Government of publishing these communications is calculated to prove instructive to the Japanese, and not only to them. We need hardly tell our subscribers that we do not endorse these sentiments of our Yokohama contemporary. They seem to us to convey the prejudices of an old civil servant rather than the feelings of an independant journalist. Social influences are undoubtedly contagious, but we should be sorry to think that a residence in Japan was likely to bring about the adoption of so purely Japanese an institution as the *kari kari* by our own officials.

Mr. Adams, Secretary of H.B.M. Legation, has addressed an interesting paper on the subject of the deterioration of Japanese silk to the Chamber of Commerce. Mr. Adams appears to think that the export of Japanese eggs may decrease in the future, and that the disease, known as pebrine, is assuming smaller proportions in France and Italy, where it formerly made such ravages. This disease is also indigenous in Japan. Mr. Adams discountenances the idea that Government interference would be beneficial in improving the quality of the material or the manufacture.

A meeting of merchants interested in the silk trade was held at the Chamber of Commerce to take the same question into consideration A committee, consisting of Messrs. Le Mare, White, Scheidt, Jacquemot, and Barthe, was elected to investigate the subject, and bring it under the notice of the Japanese Government.

We understand that in future the Daimios are to be called, upon to reside in Yedo for three months, in four relays, so that in three years every Daimio will have been domiciled in the capital for three months. The object of this is not, as was the case during the Tycoonate, to impoverish the Daimios by the inforced removal of their men, but to educate, as it were, every Daimio in the policy and theories of the Government. In connection with this determination on the part of the Government comes the rumour that about the middle of next month Shimadzu Saburo, the Prime Minister of the Satsuma clan, will arrive at Yedo, on the invitation of the Mikado, with the avowed purpose of supporting the Government, to whom he gives practical assistance in the shape of two battalions, each numbering eight hundred men, of Satsuma soldiers. In return the Government has cheerfully and gratefully recognised the services of Satsuma, whose support is probably more valuable than of any other Daimio. To further strengthen the Mikado in his desire to centralise the Government and to form a national army independent of, or formed from, those of the Daimios, a number of Tosa troops, and a troop of one hundred cavalry, under the command of members of the Tosa clan, have been sent to Yedo to form the nucleus of a national army.

We also hear that a battalion, consisting of 400 Kanga troops, has arrived at Yokohama from Yedo; the reason being the overcrowded condition of the Yedo barracks.

On the 17th April the premises No. 71, Main-street, occupied by Mendelson Bros., the Pharmacie Francaise and Hirzog and Roth, and the next store, in the same occupation, were burned down. Messrs. Hirzog and Roth were insured in the Sun Fire Insurance Company for $5,000, the Lancashire Fire Insurance Company being also interested to a tolerably heavy amount.

A meeting of the Yokohama Rifle Association was held on April 14th, Dr. Dalliston in the chair. A small proportionate subscription—under a dollar each—was called in to defray the deficit on last year's accounts, so that the coming year was commenced with a free balance-sheet.

Some modifications have been made in the Board of Works. The telegraphs will be transferred from the lighthouse to the railway department, to which they more naturally belong. The lighthouses and harbours will be combined in one department, and in the former branch will be included all the lighthouses erected up to this time, three of which have hitherto been superintended by another branch of the administration.

The *Japan Mail* adds:—When it became evident to all those in any way connected with the Japanese Government that the driving out of the foreigners was an impossible task, the native officials at the head of the Government veered round in their policy and welcomed, instead of repelling, foreign advances. With this change of sentiment towards the foreigners, the Government has decided upon a most politic and advantageous step.

HIOGO.

The *Hiogo News* has the following items:—The *Woodji Maru* was launched from the yard of Messrs. Fitzgerald and Strome in the presence of a considerable number of visitors and residents. Flags of various nationalities were brought into requisition in the usual way and a cold tiffin was provided for those who had neglected that indispensable ceremony. The time appointed for the launch was one o'clock, and a few minutes after, Mrs. Korthals (who was to christen the vessel) arrived. The customary bottle of champagne having been duly broken over the bows, and the shores knocked away, the vessel should have glided more or less gracefuly into the sea. The *Woodji Maru* has been built to the order of Mr. Klein of Osaka; she is constructed of the best wood this country produces; is copper fastened, and is very strongly built. We may safely call her one of the best built vessels yet launched in Japan. Her length is 82 feet, breadth, 14ft. 6in., tonnage, 90. Her engines have been made in England, and are to be put in at the Kaga foundry. Shipbuilding is looking up just now in Kobe.

The *Meidzru*, a natty little steamer of about 100 feet in length, built by Messrs. W. K. Board and Co. for a Hiogo merchant, to the order of Messrs. E. C. Kirby and Co., has been launched. She looks about as neat a thing in the steamer line as we have seen in Kobe, and being twin screw, she is as handy as she is pretty.

We hear that Mr. Marshall has been selected to fill the post of Harbour Master for this Port. If the right man is in the right place—to ascertain which we shall not have long to wait, we suppose—those who have taken the initiative in filling this much needed office will deserve the thanks of the community. One of the first points to which we would call Mr Marshall's attention is the mischievous practice which obtains amongst the crews of steamers of throwing coal ashes and other refuse into the harbour. At some future day we propose to revert to this subject at greater length.

The various Consuls have issued the following notification:—Whereas it has come to the notice of the undersigned that, in spite of their protestations, the Japanese local authorities have commenced to unduly interfere with the native servants in foreign employ, the undersigned warn their respective subjects and citizens against admitting into their premises any Japanese officials coming for such purposes, unless provided with their Consul's written sanction to that effect.

The undersigned also request to be informed of any further unauthorised interference under this head.

(Signed) ABEL A. J. GOWER, H.B.M.'s and H I. and R. Apostolic Majesty's Consul.
E DALOZ, Vice-Consul de France.
P. FRANK, U S Vice-Consul.
H. SCHIFF, H.D.M. Consul.
C. ILLIES, Acting Consul, N.G.C.
W. C. KORTHALS, H.N.M. Acting Consul.

Hiogo, April 1, 1871.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, April 15.

I last wrote you on the 28th ultimo, *via* Brindisi, but fear that it will not reach you sooner than the present letter, as it did not arrive at Shanghai in time to catch the outward mail for Europe. Since my last the mails of 3rd, 10th, and 17th February have been delivered here, and on the 14th instant the English mail of the 24th February arrived by the P. M. S. S. Co.'s *New York*, forty-nine days.

The British barque *Lorton* and the North German barque *Alida* both sailed for London on the 2nd inst. The chief portion of their cargoes consist of tobacco, see (N.E. No. 65) manifests. It is the general opinion here that as the *Alida* has been so long in port her bottom must be very foul, and that it will cause her to make a very long voyage. She is not a fast sailer at any time, and it would not surprise people if she took over nine months to reach London. The movements of the vessels of war have been as follows:—The French gunboat *Coetlogon* arrived from Foochow on the 30th ult., and sailed again for Hiogo and Yokohama on the 4th inst. Russian gunboat *Sobol*, for Hakodate, left on the 8th inst. The Danish frigate *Tordenskjold* and the French corvette *Linois*, arrived from Shanghai on the 8th and 9th inst. respectively. The last two vessels and H. B. M. gunboat *Ringdove* remain in port.

The officers of the Danish frigate are now engaged in making observations and taking soundings, in anticipation of the arrival of the Nagasaki section of the Great Northern telegraphic cable; and I hear that it is expected to be completed and in working gear by the end of August next. According to present arrangements, it is intended to land the cable at a spot between Tomatz and Tukahora, near the entrance of the harbour; and from thence continue it by land lines to the Belle Vue Hotel, which has been rented for a number of years as a station.

The Nagasaki regatta is to come off in a few days, and a meeting was held at the club on the 13th inst., to arrange details, which will be made public after the departure of the mail steamer, which takes place at noon. There is a report of an action, "Hong Kong and Shanghai Banking Corporation *v.* F. P. Tombrink," trustee of the estate of Glover and Co., which was gained by the bank with costs. The case, it is said, ought never to have been defended.

Business of every description is nearly suspended, pending the new coin reaching the port. The export of coals is as follows:—

	Takasima.	Karatz and other kinds.	Total.	
January ...	2,870 tons	... 10,154 tons	... 13,024	31,637 tons.
February ...	865 ,,	... 4,834 ,,	... 5,699	
March ...	2,142 ,,	... 4,580 ,,	... 6,722	
To April 8	1,055 ,,	... 5,137 ,,	... 6,192	
	6,932 tons	24,705 tons		

The steamer *Yangtze*, noticed in my last as wrecked, has been sold by auction for $1,700.

Digitized by Google

(FROM ANOTHER CORRESPONDENT.)

NAGASAKI, April 15.

Considerable curiosity exists here with reference to the affairs of Glover and Co., relative to which but little information has as yet been allowed to transpire. The creditors—at any rate those on this side—seem to consider that the public have little right to information on the subject as the arrangement is a private one, and several of the parties concerned have, I hear, even disapproved of the brief report of the recent meeting of creditors that was published in the *Nagasaki Express*. I am inclined to believe that much of this desire to keep things quiet is attributable to the fact that the estate presents a very unfavourable prospect for unsecured creditors.

It is evident from the few facts which have transpired, that whatever dividend may be realised depends wholly upon the Takasima mine, all other property being mortgaged. The mine, however, has during the past six months incurred a loss in working of $25,000, so that not only is there no dividend, but, on the contrary, a very heavy deficit. I hear, further, that a large outlay has been made on machinery for the sinking of new shafts, but as this is an expense of special and not of periodic occurrence, there may be reason to hope that later on affairs may assume a more satisfactory aspect than they now present, especially as the additional inspectors appointed at the meeting are men who may be depended on to conduct matters in such a way as to give the best results obtainable. There are several obstacles tending to interfere with success, and these are very great burthens on the mine. First of these is the terms made by Mr. Glover, who, in his anxiety to do business, allowed the Japanese to get the best of the bargain, by giving them a royalty of $1 per ton on the coals raised and half-share of the profits. The next is the stipulation made by the Prince of Hizen, that none other than Hizen men are to be allowed to work, and as these are often not obtainable the full capabilities of the mine are not always developed, for which there appears to be no remedy. The length of time the lease has to run is seven years from the time the firm suspended payment, at the expiration of which the Prince of Hizen takes over the plant by paying for it. The agreement, I hear, contains a clause to the effect that no one but Mr. Glover is to be allowed to work a coal-mine on Takasima, which clause has been interpreted to mean that unless the mine is worked in Mr. Glover's name it is a breach of agreement (a quibble quite likely to be raised by the Japanese), so that Mr. Glover gets an allowance for superintending, which is charged to the estate, and not to the mine—a circumstance some people fail to see the justice of, though it was carried at the meeting.

With all the difficulties staring them in the face, the inspectors have got some very delicate work to perform. To throw the affair into bankruptcy would be very unwise, as it would leave nothing for the unsecured creditors, so the only alternative is to continue working the mine, in the hope that, although the first six months show unsatisfactory results, the next will prove better.

CHINA.

—o—

SHANGHAI.

We have received a copy of Mr. Medhurst's interesting lecture on "Curiosities of Street Literature in China" in pamphlet form. The English system of advertising would seem to be so well understood in the Flowery Land that it may possibly have originated there. Medical men in China, it seems, describe themselves as "the world's benefactor," or "a benefit to society in general," quite in the style of our own doctor infallibles. Mr. Medhurst's account of the theatres is most amusing—theatres being prohibited by law in China, and, as regards Shanghai in particular, having been denounced by the Taoutai. Theatrical establishments consequently describe themselves as "tea-gardens" and other romantic and evasive names, such as "Fragrance fills the Hall," "The Garden of the Three Elegants," &c., &c. The following is even more amusing:—

Visiting is a most serious business in China, and every individual who pretends to the slightest modicum of respectability must have a servant to carry and present his cards. A Chinese card is not the neat white glazed little bit of pasteboard which our Western exquisites affect, but a huge sheet of scarlet paper with the name inscribed in large characters—the more mammoth-like the character the more grand and respectable.

The most extraordinary card that Mr. Medhurst, or anyone else, we should think, ever received, was one from a young Chinese lady, announcing her intention to commit suicide (in consequence of the death of her intended husband) on a certain date. But even more remarkable is the fact that she was not only not prevented from doing this, but absolutely did hang herself publicly on a stage in the open fields!

Among the curiosities of street literature Mr. Medhurst includes some curious names of public thoroughfares. "Flourishing Affluence-street," "Peaceful Repose-street," "Benevolence-street," &c.

Baby linen scarcely comes under the head of Street Literature, but the amusing specimens of the inscriptions on infants' caps, &c., which Mr. Medhurst gives, fairly justify his including them in his amusing lecture. Here are some phrases, answering apparently to our "Welcome little stranger!" and "Heaven watch my sweet babe in its slumbers!" The Chinese seem to have rather the best of the selection, according to our judgment, for it seems they mark their *berceaunets* and such small gear with such sentences as "Long life, wealth, and honour!" or, "A safe passage through all critical periods and obnoxious influences!"

It is altogether unnecessary for us to recommend Mr. Medhurst's most valuable contribution to our readers, who know so much of the land and people he so well describes. But we may express the hope that he will republish his work in London, where, we are sure it would be deeply appreciated by an immense circle of readers whom it would benefit as much as it would add to their information. Mr. Medhurst's concluding sentence is so admirable that we cannot resist transferring it to our columns.

The moral I would wish my hearers to draw from all these facts is, that it is wise, in whatever country one may by accident or of necessity be placed, always to use one's power of observation, and be slow to despise any people, however presumably barbarous or peculiar, until one has taken the trouble to ascertain what their customs really are, and how far they merit the censure ignorance is too prone to bestow on them.

Commercial Report.

(Via San Francisco.)

—o—

IMPORTS.

YOKOHAMA.—The market had been extremely dull throughout the interval, and business had been almost at a standstill. This had been in a great measure owing to a scarcity of money among native traders. Prices generally had declined. Grey Shirtings and Yarns were quoted considerably lower. The only goods for which any inquiry had been made were Muslins, Mousselines de Laine, and Black Alpacas. Quotations (which, except for the articles named, must be considered as almost nominal) were as follow:—G. E. Grey Shirtings, 7 lbs., 38½ yards 39 in., per piece, $2.30 to 2.35; 8 lbs. 4 to 8 lbs. 6 do., $2.62 to 2.67; 9 lbs., do., 44 in., $3. Cotton Yarn, No. 16 to 24, per picul, $38.50 to 39; No. 28 to 32, $41.50 to 42; No. 38 to 42, $40.50 to 41.50. Alpacas, 42 yards 31 inch, per piece, $7.50 to 8; Mousselines de Laine (plain) 30 to 31 inch per yard, $0.22 to 0.24; do. (printed), do., $0.25 to 0.39.

HIOGO AND OSAKA.—The news of the termination of the European War caused early in the interval some movement in cotton goods, and prices showed an upward tendency. The weakness of the Shanghai and Yokohama markets, however, soon checked the improvement, and quotations generally had at the close a downward tendency. Woollens were less saleable, in consequence of the weather. Cotton Yarn: Nos. 28-32 were in good demand early in the month, and a fair business was done at advancing rates, but the market had become much weaker; 16-24's showed an advance upon last mail's prices. Grey Shirtings: Large arrivals had fully supplied the market, and quotations tended downwards. Black Velvets: There had been a slightly better demand. Victoria Lawns: Sales had been effected at improved prices, but the enquiry had subsided, and prices were weaker. Camlets: White had been in demand, but all colours were again neglected at the close. Plain Orleans: Black continued to attract attention, and prices were fully maintained; White was also saleable. Mousselines de Laine dull at former rates. Cloth: Light colours saleable; black in no demand. Blankets in less enquiry. Quotations (in dols. at 10½ rios to 100 dols.) Cotton Yarn: Nos. 16 to 24, per bale, 120.19; 28 to 32, 131.03 to 132.02; 38 to 42, 123.15. Cotton Piece Goods: GE Grey Shirtings, 7 lbs., 38 yds. 39 in., per piece, 2.41; 8¼ to 8½ lbs., 2.71 to 2.75; GE White Shirtings, 56 to 60 reed, 40 yds. 36 in., 2.71 to 2.82; 64 to 72, 2.95 to 3.20; T.Cloths, 6 to 7 lbs., 1.72; Drills, Dutch, 40 yds, 3.44; handkerchiefs, assorted, per dozen, 0.64 to 0.74; brocades and spots, white, per piece, 2.46 to 2.71; dyed, 2.95 to 3.54; chintz, assorted, 24 yds. 30 in., 2.31 to 2.36; Turkey red, 2.46 to 2.71; Turkey red cambrics, 3 lbs., 2.58; velvets, black, 6.89; Victoria lawns, 1.10 to 1.13; taffachelass, double warp, 12 yds. 43 in., 2.50 to 2.75; single, 2.25 to 50. Camlets, SS, scarlet 13.79; black, 9.85; lead, per picul, 5.91 to 6.27.

NAGASAKI.—The following is from Messrs. Gribble and Co.'s report:—Business in imports has been exceedingly limited, at a general decline upon all previous quotations. This has been caused by great scarcity of money in the native town, where considerable pressure has lately been felt through the enforced redemption of all local bank orders, and the uncertainty felt by natives as to the course to be adopted towards them by the Government in introducing the new coinage. As regards foreigners, a notification has been issued that all niboos held by them will be exchanged for the new coin at the rate of 400 boos per $100, with a charge of 2 per cent. for coinage. Unless however, some similar equitable plan is adopted towards natives for the niboos they hold, we fear that much inconvenience to trade will arise. Grey Shirtings, 8¼ lbs. $2.72 to 2.75 per piece; Dyed Shirtings, Indigo and Gentian, $3.15 to 3.20 per piece. T. R. Cambrics, 2¼ catty, $2.72. Camlets, SS White, only, $14.75 per piece. Plain Lustres, 30 yards 32 in., Black, $4.95; White, $5. Victoria Lawns, 12 yards 42 in., $1—large stocks. Metals: Nail Rods, small size only, wanted, $3.45 per picul.

EXPORTS.

—o—

TEA.

YOKOHAMA.—There had been but little doing in the market, settlements being only about 1,500 piculs, the greater portion of which consisted of Teas of low grades; a few parcels only of medium kinds had been settled at about former quotations. Supplies had been slight, and the stock of desirable leaf was very small. In the absence of business of any importance, prices must be considered nominal. The Eastern Chief was to sail in a few days, and the Oslo had been laid on for New York; the Percy Edwards would take some Tea for San Francisco.

Digitized by Google

Quotations:—Common, $18 to 22; good common, $23 to 25; medium, $27 to 30; good medium, $32 to 34; fine, $36 to 39 per picul; finest and choice, nominal.

NAGASAKI.—Stocks were very heavy, and holders were showing considerable anxiety to realise, both in barter and on credit. The quotations were:—Common to good, $13 to 16; medium to fine, $16 to 20; fine to finest, $20 to 25 per picul.

HIOGO AND OSAKA.—But little business had been transacted since the departure of the last American mail, owing principally to unfavourable reports from the New York market, which had caused stocks to accumulate, the greater proportion still consisting of the lower grades, for which quotations were unchanged. Settlements returned at 800 piculs; arrivals, 4,000 piculs; stock, 6,600 piculs. Quotations:—Common, Rios 15 to 18 per picul; good common, Rios 19 to 24; medium, Rios 25 to 30; good medium, Rios 31 to 37; fine, Rios 38 and upwards; finest and choice to choicest, nominal, no sales.

SILK.

YOKOHAMA.—A quantity amounting to 662 bales went forward by the English mail of the 9th April, of which about 200 bales were on native consignment and were not included in the settlements given in our last report. Since the above date a considerable amount of business had been done in consignments on native account resulting in the settlement of some 700 bales, to which may be added about 260 bales as being actual purchases. Owing to continued unfavourable advices from home, buyers were disinclined to operate to any extent, and holders finding such to be the case were more anxious than ever to realise; under these circumstances it is very difficult to give reliable quotations, and they must be considered to a great extent nominal. Settlements, Hank sorts, 600 bales; other sorts, 360 bales; total, 960 bales. Quotations (including all charges to London at exchange 4s. 6d.): Hanks, Mybash and Sinchu, extra best, 27s. 6d. to 29s. 6d. per picul; medium, 25s. 3d. to 26s. 9d.; inferior, 20s. 2d. to 23s. 9d.; Oshu, best, 32s. to 33s.; medium, 29s. to 30s. 9d.; inferior, 25s. 6d. to 27s. 6d.

HIOGO AND OSAKA.—There was nothing of importance to note. High prices ruling at Yokohama had made dealers raise their demands; the result of which had been an entire absence of business at this port.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, April 8, Serica; 10, Fire Queen; from Havre, Adele.

At NAGASAKI.—From London, March 18, Lunan.

At SHANGHAI.—From Cardiff, Eme (reported by telegram); from London, Glendarroch (str.); from Liverpool, Agamemnon (str.), Craigforth, Hector, Glensannox, Undine, Argonaut, Duke of Abercorn (reported by telegram).

At HONG KONG.—From Cardiff, Webfoot, Glensannox, Emblehope, Achilles, Embassador, Hopewell (reported by telegram).

DEPARTURES.

From YOKOHAMA.—None.

From HIOGO and OSAKA.—None.

From NAGASAKI.—For London, April 2, Alida, Lorton.

VESSELS LOADING.

At YOKOHAMA.—For New York, Eastern Chief, Oslo.

At HIOGO and OSAKA.—None.

At NAGASAKI.—None.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £3 per ton of 40 cubic feet.

LIST OF PASSENGERS.

PASSENGERS INWARD.

Per Pacific mail steamer *Great Republic*, arrived at San Francisco May 13, from China and Japan.—To San Francisco: Rev. S. B. Peel and four children, Mrs. C. C. Caldwin and four children, Captain H. G. Tomsett, Dr. C. L. Cassen, U.S.N., W. S. Morressy, C. Klurz, F. Lindaw, Captain Baird, Jas. F. Sutton, W. C. Bacon, B. S. Lyman, Wm. Murray, C. H. A. Rappard, Mrs. Lyon and two children, A. Williamson, G. Glackmeyer, F. Knok, Wm. Woods. To New York: E. A. Lewis, Emile Nyssens, J. Parter, Captain B. C. Fressenden Miss Lynch and two nieces, Mrs. J. P. Roberts and two daughters, G. H. Cooper, U.S.N., W. V. Gould, A. J. Pritchard, U.S.N., J. W. Daley, U.S.N. To Europe: Captain Raines, Mr. McDonald, two children, and servant, H. Aherns, D. L. Hunter, W. Thomson, J. D. Thomson, Mrs. W. B. Kinnear, A. D. Frederickson, Mr. Edwards, E. R. Holbertson, J. H. May, T. S. Thomson, C. Dunlop, J. H. Cox.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, May 27.—To Yokohama: Mr. Paul, and ten second-class passengers. To Penang. Mr. and Mrs. W. Scott, three children, and two servants. To Hong Kong: One second-class passenger. To Ceylon: Mrs. Pole, Captain Hudson, Mr. and Mrs. James Merriman, son, child, and nurse, Miss Merriman, Mr. G. L. Hynd, and four second-class passengers.

Per P. and O. steamer *Delta*, from Brindisi, June 6.—To Hong Kong: Mr. R. T. Rowe.

Per P. and O. steamer *Massilia*, from Southampton, June 10.—To Shanghai: Mrs. Bergman. To Hong Kong: Mr. H. W. Daniel. To Ceylon: Mr. J. F. Jowitt, Mr. J. R. Mosse, Major and Mrs. Georges, Mr. A. White, Mr. Daughlish.

Per P. and O. steamer *Candia*, from Southampton, June 24.—To Singapore: Mr. James Mitchell. To Ceylon: Mr. and Mrs. W. C. Whitham.

BREAKFAST—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS

LAY—On the 3rd June, at 89, Gloucester-terrace, Hyde-park, the wife of H. N. Lay, Esq., C.B., of a son.

SENDALL—On the 26th May, at South Stoke Vicarage, Bath, the wife of Walter J. Sendall, Esq., Director of Public Instruction, Ceylon, of a son, stillborn.

SPICER—On the 27th May, at Vale Lodge, Bexley, the wife of Mr. James Spicer, jun., of a son.

MARRIAGES.

DENMAN—MCMICKING.—On the 31st May, at St. James's Church, Piccadilly, by the Lord Bishop of Winchester, assisted by the Hon. and Rev. Louis Denman and the Rev. Canon Warr, vicar of Childwall, Lancashire, Richard, eldest son of the Hon. R. Denman, of Drove, Chichester to Helen Mary, eldest daughter of Gilbert McMicking, Esq., of Elmhurst, Liverpool.

GIBB—CULLEN.—On the 1st June, at St. Peter's Church, Eaton-square, by the Very Rev. the Dean of Peterborough, John Darby Gibb, Esq., of Brighton, to Anna Susanna, younger daughter of Robert D. Cullen, Esq., of New York, U.S.

DEATHS.

DAVIDSON—On the 22nd May, at Euston-grove, Euston-square, London, Alexander Davidson, Esq., late of Badulla, Ceylon, aged 53.

SOMES—On the 29th May, at his residence, Burntwood Lodge, Wandsworth-common, Joseph Somes, Esq., late M.P. for Hull, aged 52.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN TABLES.—May 30, off Dungeness, from Batavia, for Rotterdam, Mary and Hillegonda; 29, off Plymouth, from Singapore, Aunt Lizzie; 30, at Texel, from Batavia, Ottolina; June 2, at Deal, from Colombo, Rosy Morn; May 30, off the Wight, from Batavia, for Rotterdam, Ridderkirk; 31, at Helvoet, from Batavia, P. A. J.; 28, at Santander, from Manila, Aureliana; June 3, at London, from Colombo, Scawfell; 4, at Queenstown, from Sourabaya, Marima; 5, at London, from Singapore, Aunt Lizzie.

DEPARTURES.—June 1, from London, for Galle and Calcutta, Coimbatore; May 31, from Cardiff, for Singapore, Blackwall, Anna Margaretha; for Galle, Forest Rights; from Clyde, for Java, Kurrachee; from Newcastle, for Java, Anna Johanna; June 2, from Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Priam (str.); for Yokohama, Lizzie Iredale; 3, from London, for Yokohama, Miako.

LAID ON.—At Glasgow, for Batavia and Samarang, County of Ayr; at London, for Shanghai, Albert Victor; at Glasgow, for Colombo, Marchioness of Londonderry.

SPOKEN.—Dunedin, for Japan, March 31, 29 S., 27 W.; Baron v. Heemstra, Rotterdam to Sourabaya, 46 N., 7 W.; Jupiter, Amsterdam to Samarang, April 19, 10 N., 20 W.; 4, Gebroeders, Batavia to Baltimore, April 26, 5 N., 32 W.; Ravendale (or William Tell), Cardiff to Shanghai, March 31, 20 S., 31 W.; Flying Spur, London to Japan, April 12, 5 N., 22 W.

MISCELLANEOUS.—At Aden, May 31, Duna (str.), from London, and left, June 1, for Japan.

Tenders are invited for the conveyance of 70 tons Government stores to Trincomalee.

SARAWAK AND SAIGON.*

"The Commercial Reports received from Her Majesty's Consuls in 1869-70" have just received an addition in a volume which contains the Reports from Sarawak and Saigon. From the former place Mr. Martin, under date May 11th, 1870, announces a great increase in the trade of 1869 as compared with 1868. The exports in 1868 were £446,348. In 1869 they rose to £734,174. And in the same space of time the Imports rose from £401,395 to £614,361. The Coast trade also increased in similar proportion, and the outports did a steadily progressive trade with one another and with Singapore and China. The Cinnabar mines worked by the Borneo Company are reported as fairly started, and the antimony mines as yielding good ore in fair quantities.

From Saigon Mr. Consul Caswell's Reports for 1869 and 1870 appear simultaneously, owing to delay on the part of the Foreign-office. Mr. Caswell reports the growing importance and prosperity of the French colony, the war in which the mother country has been engaged having had no disastrous effect, but rather having benefited some interests, shipping especially. The British tonnage increased 32,000 tons in 1870 over the number in 1869. Three German vessels, captured by French men-of-war, were brought into Saigon, and their cargoes sold, but the vessels retained.

The total exports of rice amounted in 1870 to 3,781,670 piculs, being an increase of 1,112,328 piculs. The natives having thus readily found purchasers for their produce, put more ground under cultivation. In sugar, the Indo-Chinese company established a factory at Brenhoa, about eighteen miles from Saigon. Great expectations were entertained concerning the prosperity of this enterprise, with the support of the French Government. In addition to the great increase in the trade of the colony, Mr. Caswell reports the establishment of several British mercantile agencies. Tugboats, lighters, warehouses, rice and sugar-mills, banks and insurance companies, were also introduced. The report is unique, and extremely interesting, owing to the late proposal as to its transfer to Germany. Our readers may now more fully appreciate the success of our efforts to induce the Foreign-office to appoint a Consul at Saigon.

* Second notice. We owe the Foreign-office an apology for having accidentally omitted to notice the report for 1870, in addition to that for 1869.

Digitized by Google

THE OPIUM TRADE.—INDIAN COMMITTEE.

EXAMINATION OF SIR RUTHERFORD ALCOCK AND MR. COOPER.

Sir R. ALCOCK stated that he is Her Majesty's Minister in China, and that he has resided in that country for a quarter of a century. Within the last year or two his attention had been called by the merchants engaged in the opium trade to the cultivation of the poppy in China, and in consequence he took pains to get all the information he could on that subject. He was informed by the merchants that the trade of the three or four preceding years had been a losing trade, and that the progressive increase in the consumption of opium had been stopped, and they were of opinion that some cause was interfering with the consumption or the demand. In January, 1869, one of the censors—an important body in China, whose function it was to call attention to what was wrong on the part of any of the authorities, from the Emperor down to the lowest official—presented a memorial to the Emperor, requesting the cultivation of the poppy to be stopped. In consequence, an edict appeared in the *Peking Gazette* of June 29, referring to this memorial and to the former edict, prohibiting the cultivation of opium entirely. In February he sent a despatch to Lord Stanley on the subject, a copy of which was sent to the India-office and also to Calcutta. [Sir Rutherford read extracts from the despatch in question and its enclosures, to the effect that the cultivating was spreading in various provinces, almost all over China, and that in some it was taking the place of the natural products of the country. He also read a despatch of May 20, referring to a confidential interview he had had with Yung Sang and other ministers on the subject of the opium duty, in which they strongly urged on him to represent to his Government the propriety of forbidding the traffic. He also read an official note from the Foreign Board in China, urging Her Majesty's Government to prohibit the importation of opium as injurious to legitimate commerce.] Subsequently to this he discovered that one of the most distinguished of the Government officers had actually employed himself in the production of the poppy, and that he had memorialised the Throne to grant licences and to prohibit the importation of foreign opium. That course was suggested by Lè, and by him carried out. In January in the following year he proceeded to Calcutta and placed this information before the Governor-General in Council. The substance of the information that he had to impart was that there was a large and increasing cultivation of the poppy in China, and that the Chinese Government, if they could not come to terms of arrangement with the British Government, would promote the cultivation of opium in China, so as to produce it at a cheaper rate than it could be sent at from India; that they would entirely shut out opium, and having done that they would be able to stamp out the cultivation in China.

Mr. COOPER was examined on the subject of opium cultivation in China. He could not speak from his own knowledge that the cultivation of opium was increasing, but from inquiries he made of the French missionaries, he was told that thirty years ago, when they first went to China, the growth of opium was unknown in the province of Szchuan, but now it was grown there extensively, rather under the ban of the officials, but still allowed, and that in Yunnan it was grown in larger quantities. There was no special tax upon it, but the cultivators were permitted to grow it on paying a secret fee to the officials. Opium was also grown in many provinces of China by the natives for their own consumption; not for trade, except at Yunnan. Indian opium never went to the west of China; they would not smoke it there, on account of its being too strong for them. Its use was solely confined to those provinces which were reached by our open ports on the east coast. He endeavoured to effect a passage from China to India, and went to Thibet, but he did not discover that any opium was grown there. The Chinese only smoked opium, they never ate it. The consumption of opium was becoming alarmingly prevalent in East China and in West China also. If a person smoked a pipe of opium once or twice a week it had very little effect, but if he smoked a pipe or two a day for three or four days successively it would affect him so seriously that before he could raise his energies to go to work he would have to smoke one or two pipes. The consumption of a regular smoker would be from three-quarters of an ounce to an ounce a day, but a great smoker would consume an ounce and a half or more. They would begin to smoke at eight in the evening, and go on till three or four in the morning. Amongst the lowest orders of the people women, and boys and girls from the age of eleven smoked opium. They would spend money for opium even if they went without food. He employed several coolies when he was in China, and each coolie used to smoke every evening an amount of opium which cost him 150 cash. 1,000 cash was equal to one tael, the value of which was 6s. 8d.; so that the opium would cost each coolie about a shilling, and his wages were 250 cash a day. When a coolie had his opium regularly he would perform prodigies of work, but if he missed for one day he would lie in his bed listless and unable to speak. His coolies carried him on an average twenty miles a day. He never saw a grey-headed coolie. The Indian drug would always find a good market in China on account of its superior quality. It required fewer pipes to produce the same effect than the native drug did. He should say that in Canton the native drug was mixed with Indian. The grandfather of the present Emperor slew his youngest son when he discovered that he was addicted to opium smoking, and he issued an edict against the cultivation of the poppy. In China the cultivation of opium interfered seriously with the growth of food. He thought the effect of opium smoking in China was worse than that of drinking intoxicating liquors in England. If a man could get his supply of opium regularly he went on, but if he could not get it he died. When he used to start on his journey in the morning, before the watch went round, it was a common thing to see men lying dead on the road simply from the want of opium. Opium smoking led to a crime in this way, that in order to get opium men would do anything, even sell their children. The Chinese Government levied an import duty on the opium, and he did not think they cared much about the traffic so long as they got the money. The Taepings, he had heard, set their faces against opium, as did also the Mahommedans in Yunnan. The Chinese were also heavy drinkers. It would be impossible to put down opium smoking in China; if they did, they would destroy one-third of the whole population. If the importation of the drug were stopped it would be a frightful calamity; he should say that one-third of the population would die. In a report of the Shanghai Chamber of Commerce it was stated that for the last five or six years the poppy had been grown more openly, and was conspicuous in the fields; that quite accorded with his observation. The authorities winked at it, simply because so large a proportion of the people smoked opium that they could not prevent it. He did not think the habit had sprung up within the last thirty years. He believed it had existed on the eastern coast of China for a couple of centuries. The tribes bordering the northern part of Burmah and Assam had cultivated opium for generations. He did not think we had anything to fear from the competition of the Chinese cultivators provided we furnished the eastern Chinese with the Indian drug at a moderate price, and even at present prices we need not fear the competition of the Chinese for several years to come. If we wished to put down competition we must reduce the price of the Indian drug. On the whole he thought if the Indian opium revenue failed it would be from bad management. He thought the consumption was sure to increase.

WHAT CHINA WANTS.

(NEW YORK HERALD.)

It would seem that enough material had been furnished the public of late with reference to the massacre of Tientsin in June, 1870, to make them see how impossible it is to receive China into the comity of nations, at least on just the same footing we do the Christian nations of Europe. It may be a very pleasant and a very gratifying thing to read in a nicely bound book of their gracious manners, their smiling and bowing and exchanging of courtesies with our officials. We were charmed, intoxicated with delight, when the Burlingame Embassy showered its celestial smiles upon us. We thought then that China had really entered the family circle of nations; but we have occasion now to be ashamed of what we lavished at that time upon them in compliments and in confidence. Having read the foreign papers published at Shanghai and Hong Kong at that time and since, we see that our countrymen, as well as other "Western barbarians" residing in China, were right in their opinions; and surely their opinions are worth studying; for who more than they are interested in the commerce of China? Who more anxious for a policy which will in all time insure peace, surrounded, as many of them are, with all they possess in the world, not to speak of their wives and children, their homes, earned at the expense of many privations and years of toil in the strange and distant land? From the views of the foreigners residing there we see that for the most part they distrusted China when she sent the Burlingame mission forth, and while in the United States and in Europe this mission was being received with every mark of respect, our people among the Chinese looked on with dismay and disgust. While the civilised world believed in the sincerity of China our countrymen and their fellow men about them knew it was but the acting of a base fraud. Why? We shall see if we look further.

Commerce with China, more than with any other country, in fact wholly, depends upon treaties; and perhaps there are no people who better understand their obligations in their keeping of an agreement, contract or a treaty, simple or complicated, ordinary or extraordinary. Among them written contracts for various purposes are of constant occurrence, all of which are duly written according to form, sealed, signed, and witnessed. And is it to be supposed that they are in the least ignorant of their obligations to keep or carry out their treaties with foreign Powers? No. But how have they kept them? Not with good will, most certainly; but by and through constant contention, argument and endless trouble on the part of every foreign official, Minister and Consul in China, of whatever nationality. Concessions have been obtained from that government mostly at the point of the bayonet. That is where the treaties came from. And so long as our policy was a strict one—so long as we put our fingers on the letter of the treaty and held them to it—we got our rights. But times have changed. We wanted to be magnanimous. The spirit was a good one—grand and generous indeed, beautiful in theory, but impossible in practice, to bring China into the circle of civilised nations—semi-civilised, ignorant, stupid, and obstinate to a most intolerant degree as she is. Her politicians kept the run of foreign politics. They saw that England was influenced by the peace party, and the rest of the world following in her train, and, like a cunning diplomat, as old China is, she played her part well. She began to fondle us, touch our vanity, and we were pleased, flattered, cheated. The time was drawing near for the revision of the treaties. She wanted time—time for delay—and so in the largeness of her heart she sent an Embassy to tell us of it. The Embassy made a treaty with us, a kind of complimentary exchange of sentiments. But what was the part this wily, oily Oriental was playing behind the scenes? Despising us at heart—counting us among the "outside barbarians"—she prepares for war, or something that looked very much like it. And so she begins by insult in every quarter and ends with a massacre, in which the most horrible crimes were enacted—another Cawnpore murder of East India memory.

But there is one all-important question to be settled before anything like national equality with China can be established. In diplomacy it is called the "Audience Question." In social life how impossible to think of friendliness where one party looks upon the other with contempt. The same is as true with the nation as with the individual. And yet these semi-civilised, ignorant, effete Chinese look upon us with positive contempt. The "central," the "middle Kingdom," views the surrounding nations as in reality but "outside barbarians." Our Ministers cannot have an audience of her ruler because our rulers are not his equal! Distinguished men, men of Royal blood, cannot be admitted to his presence. Ministers and consuls and other officials not unfrequently meet with insult, the Chinese officials refusing to

Digitized by Google

extend the same courtesies or permit the same rules of etiquette to be employed that they would among themselves under similar circumstances. Let us insist, then, upon equality in word and in act as a basis to future understanding. Can free Americans, can a republic, ask less? The good effects of this line of action will be felt in every direction. The high Chinese functionaries, the subordinate officials, the petty officers of the people, will feel the influence of such a point gained. And this must react upon us; such is the law of nature. In bringing down the "Brother of the Sun" and the "Uncle of the Moon" a peg or two we bring him to reason.

CHINESE GOOD FAITH.

(NEW YORK TIMES.)

There is equal propriety and justice in the general denunciation, which has found voice at the religious meetings held here and elsewhere during the past few days, with regard to the reactionary movement in China. Naturally, there is small satisfaction in seeing a mission field, which has now for fifty years been cultivated at vast expense of funds and faith, suddenly shut against further attempts at tillage. And, Christianity aside, the spirit of progress and civilisation looks on with dismay to find that the sanguine hopes founded on the Burlingame Embassy and its doings are so radely dispelled at a moment's notice.

But, without discussing the questions which the missionary and the social reformer have to consider in this matter, we may fitly inquire what action our Government has taken or purposes to take under circumstances which involve as bold a violation of treaty stipulations as the history of diplomatic relations records. The recent Imperial decree abolishes schools established for the instruction of females, restricts teaching to Government rules and regulations, prohibits the promulgation of any doctrines which do not agree with those of Confucius, and transfers the missionaries from their former independent position and from the protection of their own Governments to direct subjection to the Chinese Emperor. To have likewise decreed the refusal of compensation for damages growing out of the massacre of foreigners a few months ago is the natural result of the repudiation of those principles of reform which the world welcomed only a short time ago.

When, in 1858, the United States executed a treaty with China, that document contained a provision that "any person, whether citizen of the United States or Chinese convert, should be allowed, without persecution or molestation, peaceably to teach and practice the principles of Christianity." The Burlingame Treaty, made ten years later, emphasized these very points, and in its fourth article contained an agreement that the people of either nation, when in either country, should enjoy perfect religious liberty, and be exempt from persecution on account of their faith and worship. So far as our country is concerned this treaty has been sacredly observed, as witness the joss-houses and entire freedom of religious ritual allowed the "Heathen Chinee" wherever he cares to settle in America. On the other hand, the conduct of the Imperial Government has not been in the line of decent respect for our rights, and the rights of its own people, under these treaty stipulations. This recent proclamation is, in fact, an insult to the United States which cannot safely be overlooked, and, whether we will or not, we are compelled to take up the matter in defence of our missionaries and their converts. When our present Minister, Mr. Low, sailed for China, he received instructions from the State Department which indicate a determination on the part of the United States to insist upon the faithful fulfilment of the Treaty in its entirety. Even within the past year, as matters of provocation have been reported, Secretary Fish has directed Minister Low to inform the Celestial authorities "that any violation of the rights of our citizens, and any flagrant violation of treaty stipulations of other Powers, may cause a change of the traditional policy of the United States in their intercourse with China." This certainly was a very courteously-worded threat. And now that the "violations" have occurred, under aggravating circumstances, too, the country awaits with some impatience and anxiety the intimation of a decided line of policy on the part of our Government.

MISCELLANEOUS.

THE ROYAL MAIL COMPANY'S FLEET.

The fleet of steamers owned by the West India and Brazil Royal Mail Company will this season be reinforced by the addition of three new vessels of the first class, one of which, the *Tagus*, has just passed satisfactorily through an official trial at the measured mile in Stoke's Bay. The *Tagus*, under the command of Captain T. A. Bevis, ran the measured mile four times with the following results:—First, 4min. 10sec., equal to 14·400 knots per hour; second, 3min. 48sec., 15·789 knots; third, 4min. 20sec., 13 846 knots; fourth, 3min. 49sec., 15 721 knots; the Government mean speed of the whole being 14·878 knots per hour. The vessel's draught of water was 17ft. 11in. forward, and 19ft. 9in. aft; total weight of coals, stores, &c., on board, 958 tons; average steam, 46½lb.; vacuum, 27½ inches; revolutions of engines, 61. The leading dimensions of the *Tagus* are as follows:—Length on water line, 340ft.; beam, 41ft.; depth to spar deck 33ft. 4in.; tonnage, builders' measurement, 2,790; gross registered tonnage, 3,290. She has accommodation for 251 first-class passengers, 50 second, and 50 third, and can carry 1,000 tons of cargo. The main saloon is the full width of the ship. The *Tagus*, which was built by Messrs. John Elder and Co., of Glasgow, is propelled by compound engines of 600-horse power, similar to those in the company's steamers *Elbe* and *Tasmanian*, the advantages of which, both in reference to speed and economy of fuel, are fully demonstrated by the fact that the *Tasmanian*, which left Southampton on the 17th of April, on her first voyage after being fitted with these engines, made the run out to St. Thomas in 338 hours, burning only 466 tons of coals, while formerly she used to consume 1,088 tons in a run of 349 hours. The *Tagus* is appointed to take out the West India and Pacific mails, from Southampton, on the 17th inst. The *Moselle*, a sister ship to the *Tagus*, also building by Messrs. Elder and Co., is expected to be ready for sea in ten weeks; and the third new steamer, to be named the *Boyne*, of larger dimensions and less power, is being constructed by Messrs. Denny, Brothers, of Dumbarton, and will be ready for service about October. The Royal Mail Steam Company may therefore now be congratulated on the possession of some of the finest ocean steamers in the world, each of their new vessels including the practical adaptation of some improvement on its predecessor. Not the least of the distinguishing characteristics of the steamer under notice is her graceful appearance and build, due in great measure to the retention of the bowsprit and figure-head—not the heavy old bowsprit of our forefathers, which made the vessel plunge, but the light bowsprit of modern times, which is not only essential to form the perfect symmetry of the ship, but also really serviceable to hoist a staysail.

COURT OF COMMON PLEAS.

DEMURRAGE CASE.—TRASK V. FINDLAY AND ANOTHER.

This was a special case stated for the opinion of the Court, to determine whether the plaintiff was entitled to recover from the defendants in respect of an alleged breach of charter party of the American ship *Charles A. Farwell*. The plaintiff was owner of the vessel, and the defendants were merchants and shipowners of Glasgow.

On the 7th of January, 1868, the *Charles A. Farwell*, then on a voyage from San Francisco to Liverpool, was chartered by defendants to proceed, after discharging her homeward cargo, to Birkenhead or Cardiff, to load with coals for an Eastern port, either Aden, Hong Kong, or Shanghai, as ordered on signing bills of lading; the vessel, after discharge, to proceed to Amherst, with liberty to take cargo to a port and load at Moulmein, Bassein, Rangoon, or Akyab (but one port only), seventy running days to be allowed charterers for loading with teak, or fifty running days for loading with rice. In February, 1868, the ship arrived at Liverpool, and subsequently commenced loading at Birkenhead, during which time a supplemental charter was agreed upon between defendants and the captain, by which Messrs. Findlay agreed not to send the ship to Shanghai if they had option to send her to Annesley Bay, and to pay ten shillings per ton extra on homeward cargo if they took that course. The vessel arrived at Aden on the 25th July, and completed the discharge of cargo on the 1st September. The captain telegraphed that he was waiting orders, which he received on the 24th October, directing him to proceed to Amherst. She arrived there in ballast on the 10th January, and on the 13th February the vessel was ordered by the defendants' agents to Rangoon, where she loaded a cargo of rice. The captain claimed demurrage for detaining the vessel at Aden, and on her arrival at Liverpool the plaintiff, the owner, placed a stop upon the cargo, which was only released on the defendants depositing a sum of £1,000. The question was whether the plaintiff was entitled to demurrage for the detention at Aden.

Judgment was for the plaintiff for £1,000, the amount claimed.

THE LOSS OF THE "WILLEM III."—His Netherland's Majesty's screw corvette *Valk*, Commander Clifford, sailed from Portsmouth on the 27th ult. for the Scheldt, with the troops landed from the Netherlands Company's troopship *Willem III.*, recently burnt off the Isle of Wight, and the Government treasure recovered from the wreck since she has lain in her present position on the Spit shoals near the entrance of Portsmouth Harbour. Steam pumps have been sent off to the iron shell remaining of the ship from the fire, and after the holes made in the bottom have been plugged up, and the water inside pumped out, and the hull floated, it will be towed into Portsmouth harbour for clearance, examination, and report.

ADULTERATION OF TEA.—In the House of Commons, on the 2nd inst., in answer to Lord E. Cecil, the Chancellor of the Exchequer said no regulation could be made to require Custom-house officers to detain tea suspected of adulteration under the existing law, and he would not take upon himself to recommend the enactment of a law to provide for making such regulations, because such a course would render the Customs more unpopular than they were at present, and would not prevent adulteration by the retailer.

THE *Juno*, corvette, Captain J. K. E. Baird, having undergone extensive repairs to her hull and machinery at Hong Kong, has been added to the strength of the China squadron.

IN all probability the *Wolverine*, corvette, Captain W. R. Wratislaw, will shortly be ordered from the East Indies to augment Admiral Kellett's fleet in China and Japan.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 30.

Accounts from Berlin announce the resignation of Count Eulenburg (who will be known to many of your readers in the Far East as the head of the Prussian diplomatic mission to China and Japan) from his post of Minister of the Interior, and he will probably be succeeded in that appointment by Count Konigsmark, at present resident at Posen, in his capacity of Governor-General (civil) of the province of Prussian Poland. It is added that the Count will be furnished with very extensive power, and proceed to Strasburg as Civil Governor of Alsace-Lorraine, in replacement of the present functionary, Herr von Kuhlwetter.

A very important meeting of delegates of maritime towns belonging to the German Commercial Congress was held last week at Berlin by special invitation, to take into consideration what steps could be taken to obtain redress and compensation for German shipowners, on account of their losses incurred by the late war with France. Thirty four maritime towns were represented at the meeting, and Herr Commerzienrath Brumm, of Stettin, was elected as President. The chairman pointed out that circumstances had greatly changed since their last meeting in October, when their object was to obtain a promise of a

Digitized by Google

separate demand for compensation from France over and above the amount that might be demanded as the war indemnity. Very lately, however, Prince Bismark had made a declaration in Parliament, according to which their claims were not only recognised in principle, but a promise was given that the amount should be paid by Germany out of the five milliards to be received from France as indemnity for the expenses of the war, though only for ships captured and sunk by the enemy. But there was another and much more numerous class of shipowners whose claims for compensation could not be ignored; he alluded to those whose vessels had been obliged to remain idle in foreign ports, or forced to take shelter in neutral harbours for fear of capture, whilst the German Consuls steadily refused to give them clearances and permit them to sail—even at their own risk and responsibility—and withheld permission to discharge their crews, thereby putting them to useless and unavoidable expenses for wages, provisions, and port charges whilst the vessels were earning nothing. It now became their duty to their constituents at home to come to an understanding as to the claims they should make for compensation for this class of owners; for whereas the number of vessels actually captured, condemned, and sold was only between one and two hundred, there were several thousand included in the other category. The meeting unanimously agreed to the principle of asking for a moderate compensation for the latter class of shipowners, but their views diverged considerably as to the definition of the term moderate. After a protracted discussion the meeting agreed to the following demands:—1. Full compensation for the value of ships and cargo captured but not returned *in natura*, according to the stipulations contained in the Preliminary Treaty of Peace, the amount claimed to be the value of the respective objects at the time of the capture. 2. Reimbursement of port charges, notarial expenses, the purchase of provisions, and sending home of ships and cargoes, compelled by the Consuls to remain inactive in foreign ports. 3. Compensation to captains and crews captured and detained in France as prisoners of war, according to the following scale:—Captains $400 each, mates $200, petty officers $150, and seamen $100 each. Dr. Soetbeer, the delegate for Hamburg, and Dr. Schumacher, the representative of Bremen, were requested to draw up a petition in this sense for presentation to Prince Bismark as Chancellor of the German Empire.

The Hamburg *Borsen-Halle* of the 25th inst. contains an article advocating very decidedly the expediency of appointing a *Consul Missus* in Siam instead of having there as Consular Agent a merchant connected with one of the German houses at Bangkok. It then gives a full translation of the despatch of Mr. D. K. Mason, the Siamese Consul in London, dated October 26, 1870, taken from a Bangkok journal, but which is also printed in the *Straits Times* of March 1, 1871, giving particulars of the rendiment of six cargoes of Siamese produce, and adding the remarks of the *Straits Times* on the transaction, which imply a reflection on the conduct of the German Consul, whose duty it is to make out the Custom-house clearances and grant the certificates of the manifests. "It is the more remarkable," it says, "that those articles free of export duty show the usual deficiency in weight on their arrival in England, whilst those subject to duty exhibit a marked and unaccountable increase of weight." The *Borsen-Halle*, in pleading strongly in favour of the appointment of Consules Missi, concludes by saying "the honour of German mercantile houses must be above suspicion, like that of our wives, and we cannot afford to risk its being subject to the breath of calumny for the sake of saving a few thousand dollars which Germany is quite rich enough to pay."

COMMERCIAL.

There is but little to say about the produce markets, which are very quiet generally, on account of the holidays, though on the whole prices are well supported. Among the sales of raw sugar were 6,850 kranjangs of Batavia in loco at 11 mks. bco., 467 do. for delivery on arrival at 17¾, and 18,200 do. brown Batavia, also for delivery, at 11 mks. bco. The cargo of tea per M. M. Jones that has come to hand was previously sold for arrival. The sales by importers comprised 1,1968 chests of Congou, and 269/8 do. of Souchong; a few hundred packages were also disposed of by the dealers, all at former rates. Rice is dull of sale and a shade lower; of rough no dealings reported. Pepper is also out of favour, and prices a trifle lower. No alteration in Cassia Lignea, which is firmly held. Nothing to say about Spelter, which is offered at 11¾ mks. bco.

SHIPPING.

ARRIVALS.—Madras, from Hong Kong; M. M. Jones, from Foochow.

SAILED.—Hadda, to Manila; Cesar Godeffroy, to Navigators' Islands; Peter Godeffroy, to Otaheite.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, MAY 30.

The Second Chamber have approved of the Budget of the Colonial Department by fifty-five against eight votes. Never, probably, was a Budget voted with so much haste. Not one of the members seemed to consider the occasion fit for a thorough colonial debate. Mr. Hasselman stated that discontent prevailed in Java, and that an energetic and efficient man was required at the head of the Government; he meant to infer that Mr. van Bosse, who never has visited Java, could not be "the right man in the right place." He was of opinion that a Minister who had failed to reorganise the tax system in Holland would certainly be unsuccessful in controlling public affairs in Java. He raised no opposition to the credits asked for, though he should vote against the Budget. Mr. Nierstraz—also a member of the Opposition benches—did not go so far; on the contrary, he believed that Mr. van Bosse was not so Radical as in times gone by, that he would maintain the *status quo*, and that he would decline to be led by the ultra-Radicals, for all which reasons he did not care to oppose *quand meme*. Mr. van Goltstein wished to give the Minister the opportunity to explain the principal points of his policy—a policy as yet unknown. He asked the Minister pertinently if he adhered to the principles of his predecessor, to which Mr. Mirandolle replied in the negative. Mr. van Goltstein then demonstrated that the Minister de Waal had not enforced the Agrarian Law in the way he had promised; the Royal decree had not conferred on the natives the right of property in land, which was the leading wish of the Liberals. Therefore, the member wished to know whether the Minister would revoke the decree; if he refused, then he should vote against the Budget. Messrs. Sloet and van Kerkwyk supported Mr. Mirandolle, whilst Mr. 'sJacob remembered that, when the members dealt with the Agrarian Bill, it was stated it would not decide the colonial question. There was another main point in the debate, besides the questions of the East India tariff, the examination of public functionaries, and the medical service in Java, viz., the question of the transfer of our settlements on the coast of Guinea. On this head Mr. Gratama asked whether the statement of the *West African Herald* of March 31 was true, and Mr. van Sypesteyn whether the transfer was *un fait accompli*. The Minister of the Colonial Department replied that it was his intention to apply liberally the fundamental rule of 1854; that he wished to maintain the culture of coffee, but with the necessary improvements. He further declared that he did not approve of all the actions of his predecessor, especially with regard to the Agrarian Law. Before he took a final decision in this matter he wished to wait for further information from India; then, after having examined the question, he will make further proposals. With regard to the question of the transfer of our African settlements he declared that the Chamber could, if so disposed, annul the treaty with England.

Yesterday a meeting of shareholders in the Steam Line Company Nederland was held at Amsterdam; the main subject for consideration was, of course, the loss of the *Willem III*. The managers stated that they could not give any elucidations as to the cause of the fire, but it was quite certain that it was not the spontaneous heating of the coals. It was further stated that three members of the council of managers with two commissaries had been appointed to make an ample investigation. This composition of the Commission was regarded by some shareholders as not being impartial; they would prefer that eminent and neutral nautical men should be appointed, or that the Government should compose a commission, in order that the company should be wholly justified in the eyes of the public. The question is not yet decided; the managers will consider the matter. The passengers will have the option to take passage by the next steamer, or half the passage money will be returned.

A pamphlet has been published here in which the question is considered whether it is desirable that the expiring treaty between the Government and the Trading Company should be renewed. The question is very important, but the author, Mr. F. W. C. Blom, M.P., arrives at no conclusion.

PRODUCE MARKETS.

In anticipation of the Trading Company's Coffee sale, taking place here to-day, there has been but little activity in this article since my last. Sugar continues in active request since the Trading Company's public sale, the current result of which was reported in my last, but the reservedness of holders does not permit of much business being done. Other articles mostly exhibit a firm appearance, but transactions have been on a limited scale, which to some extent may be attributed to the intervening Whitsuntide holidays.

COFFEE is firm in the face of the coming public sale, but there has been but little business. Sales have been closed of 400 bags Java, ex Noach III., 480 chests do., ex Nagasaki, besides some very small parcels.

SUGAR.—An active demand has prevailed since the late public sale, and ready buyers could be found at the parity of the prices paid at the same. There is, however, little on offer, and a material advance is demanded.

TEA.—No transactions worth notice. Buyers keep on the reserve in anticipation of the appearance in the market of the cargo lately imported from Foochow per Windermere, which soon will be announced for sale by public auction.

SPICES.—Hardly any business has been doing since my last, but prices keep steady.

TOBACCO (JAVA).—The following sales have been closed by private tender: 736 bales Java, marks, AS./Malang K.P.; 1,064 bales HL; 500 bales do. PA Malang. Large quantities will be offered here tomorrow in public sale.

RATTANS.—The following shipments found buyers, viz., 250 piculs, ex Noach III.; 100 piculs, ex Alblasserwaard; 120 piculs, ex Schiedam; 157 piculs, ex Sophia Koningin der Nederlanden; 307 piculs, ex Nagasacki.

TIN.—A firmer tone prevailed for this article last week; several sales of Banca were closed at f.76, and a couple of hundred slabs were taken even at f.76¼, but f.76 has been generally accepted since. Transactions took place for delivery ex the coming autumn sale, at f.74, and Billiton spot sold at f.75.

HIDES.—Some thousands have been sold here by private contract, imported per Scheveningen, Henriette Geertruida, Huydecoper, Granite City, Albert Victor, Samarang, Kosmopoliet II.

JAVA INDIGO.—The market remains inactive; only 50 chests have changed hands.

DRUGS.—A want of activity continues to be the prevailing characteristic of the different articles under this head, prices of which are mostly but nominally supported. 2 tins Java Vanilla of about 25 kilos. each, ex Caprera, were sold, besides 100 boxes and 50 barrels sago flour, ex Sirius.

ARRACK.—A fair business has been doing; the transactions include 120 casks Batavia, ex Grefve Berg; 70 do. Indramayoe, ex Helena Henrietta; 22 do. do., ex Johanna and Willem; 37 do. Sourabaya, ex Ben Lomond; 75 do. Batavia, floating, per L. J. Enthoven.

SHIPPING.

ARRIVALS.—May 24, at Texel, from Pasaroeang, Galveston; 30, at Texel, from Probolingo, Ottolina; 31, at Hellevoet, from Batavia, P. A. J.

DEPARTURES.—May 29, from Brouwershaven, for Sourabaya, Ada; 30, from Texel, for Macassar, Helena and Henriette.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JUNE 5, 1871.

THE CHINESE DESPATCH.

THE last mail brought us what purported to be the text of the Circular of the Government at Peking, a telegraphic summary of which was received a month since, and has since been the subject of discussion in our columns and by all interested in China. We need hardly commend a document of such importance to our readers' attentive perusal; nor need we, so far as our subscribers are concerned, point out the insidious tone of the Circular. But, for the information of readers who are not familiar with the Far East, it may be desirable to request particular attention to those parts of the Circular which, while they contain threats of the most arrogant kind as to the proposed curtailment of our treaty rights, are so euphuistically worded as to seem like the remonstrances of an injured person, instead of being the menaces of an unpunished assassin. Affecting to be addressed to us on the score of conscience, the present Circular is in reality neither more nor less than an attempt on the part of the mandarins to "fit the velvet glove on the iron hand"—a study after BISMARK. The late JOSEPH HUME, who, with all his faults, was unquestionably a sincere Reformer, and an honest man, used to say that he hated to hear anybody mention the word "delicacy," because his experience assured him that something shabby was sure to follow such an exordium. In too many cases the plea of "Conscience" has been made the stalking-horse for ulterior and sinister views, but in none within our experience more palpably than in the Circular under notice. It is a sarcasm not directed only at our religion, but also to our presumed indifference to it; and, if it should fail to meet the prompt and indignant repudiation it demands, it can merely fill the public mind of the Chinese with the most presumptuous anticipations of finally expelling foreigners from their shores as the natural consequence of any apparent temporary success in this experiment. *We would emphatically warn our readers not to treat the present as merely a "missionary question" for a single moment. The attack apparently directed against the missionaries is in reality aimed at the whole body of foreigners.* Therefore, in resisting the present audacious proposal to ignore our treaty rights, our mercantile friends will be in reality fighting their own battles; for they may be assured that, if the Circular be not promptly repudiated, it will be "their turn next." This is something like the way in which the literati will argue, if they are encouraged to imagine, even for a moment, that the present proposal of their Government is seriously entertained by ours:—

"No sincere man values anything more highly than his "religion. No brave man suffers so willingly for anything "as his religion. No honourable man can be brought to "consent that the doctrine he believes and teaches ought to "be silenced by Government decrees and mere force. There-"fore, if we can fix the stigma of withdrawing their religion "from the Flowery Land, we succeed in attaching to them "the lasting reproach of being neither sincere, brave, nor "honourable—which is precisely what we mandarins wish "the common people to believe. After we have succeeded "in proving that the English nation has no more attachment "to their religion than to allow its teachings to be silenced "and its teachers murdered with impunity, we shall have no "great difficulty in disposing of their commerce, their pre-"sence among us, and even their communication with us. It "is the easiest way in the world to degrade, insult, or punish "a people, through the excuse of religion, because all reli-"gions in the world's history have always been persecuted "in exact proportion to their purity, and as a preliminary "step to charging the believers in particular creeds with "crimes nearly as atrocious, and quite as unfounded, as "the calumnies which we mandarins circulate against the "Christian missionaries now."

MR. MAGNIAC, M.P., will this evening ask Lord ENFIELD whether Her MAJESTY'S Government have *yet* received the copy of the Circular addressed by the Chinese Government to the Foreign Ministers. We have reason to believe that the Under-Secretary will reply that the Government have not received such a document, but that some of the despatches by the mail by which it might have been sent were lost on the way. The committee of the various missionary bodies which united to form a deputation to the Foreign Secretary, to learn his sentiments with regard to the Chinese Circular, as we stated in our issue of the 8th May, are now deliberating whether they shall postpone their inquiry till the Government admit that they have received official intelligence of the Circular, or whether they shall take action in the matter without further delay.

POSTAL SUBSIDIES.

OUR readers will remember that, when lately discussing the postal service between England and the Far East, we were compelled to notice the unpropitious spirit in which the new Postmaster-General expressed himself with regard to mail subsidies. The following extract from the reply of the same honourable gentleman to a deputation which waited on him for the purpose of urging the importance of keeping Southampton as a point for the departure of the mails is even more discouraging.

Mr. MONSELL replied to the representations of the deputation by saying:—

Be this as it may, the important fact remains that both the contracts with the Royal Mail Company come to an end in December, 1874, and it is not at all probable that any similar contracts will be entered into. There are already several lines of steamers running to the Brazils, as well as to many of the ports embraced in the present West India scheme, and this department will, no doubt, on the termination of the contracts be able to make arrangements for the transmission of the mails by some of the vessels then running, without any regard to the port to and from which they may sail.

After what has been here stated, and seeing that the policy of the Post-office for a long time past has been, and is still, to send the ocean mails by established lines of steam vessels, and to adapt the mail service as much as possible to the ordinary mercantile traffic, rather than require such traffic to give way to the mail service, it will no doubt be apparent to the deputation that so far from any practical benefit being derived from the suggested inquiry by a select committee, such an inquiry would be objectionable. It would naturally encourage a belief that the determination of the best port for a packet station would be followed by new contracts for mail services from such port, and thus expectations would be raised which could only lead to vexation and disappointment. Her Majesty's Government are disinclined to enter into any packet contracts for a term of years.

As a natural and inevitable consequence of this kind of policy, no Steam Company will ever again be likely—at least during the existence of the present Government—to construct docks, and build vessels, shipyards, machinery, and offices, as the P. and O. Company and Royal Mail Company have done at Southampton, solely for the purpose of being told by a Liberal Government that their public spirit would be entirely thrown away, as no contract would be entered into for such a term as could alone repay or justify the outlay.

WE are glad to hear that, according to the last advices from the Resident Engineer at Colombo, the Colombo Gas and Water Company's works are proceeding in a rapid and most satisfactory manner. The foundations of the buildings (and of the gas-holder especially), which it was feared might have entailed considerable difficulty and expense, have proved much better than was anticipated, and all difficulties in these respects have been overcome. The boundary wall has been erected, the whole of the foundations of the buildings put in (with the exception of that of the tar-well), the brickwork of the retort-house all round raised as high as the plinth, the building of the ovens was about being commenced, as also the putting in the bottom tank plates of the gas-holder tank.

Digitized by Google

The bed of brickwork was completed for receiving the condensers. The scrubbers had been fixed, and all the other work, including laying of mains, was in an equally advanced state. Great credit is due to the resident engineer, Mr. SIMPSON, and to the contractors' representative, Mr. LAWRIE, for the energy displayed by them in all the arrangements connected with our works, and the progress made therein, the first spade having been put into the ground only on the 9th January last, and the first portion of the plant having only arrived on the 4th February last. If all continues to go on as well as heretofore, the directors expect to be able to deliver gas to the town by the beginning of August next.

SOME time ago we drew attention to the fact that the Spanish Government had offered a subsidy for a line of steamers between Barcelona and Manila, *via* the Suez Canal, and that the idea had been taken up by some enterprising persons, who thought the proposed line might be advantageously extended to China. We have now before us the prospectus of the "European and Eastern Steamship Company," the incentive to the formation of which has apparently been the offer of the above-named subsidy. The amount of this subsidy has been variously stated at from £100,000 to £240,000 per annum; the latter sum, it will be apparent to all persons, is far beyond the capabilities of either the Spanish Government or the trade of the Philippines. The proposal before us states the subsidy as £100,000, and is accompanied by an estimate for the construction and working of six vessels, to form a line starting from London or Liverpool, calling at Barcelona—thence through the Suez Canal to Manila, Hong Kong, and Shanghai.

WE invite attention to the evidence of Sir RUTHERFORD ALCOCK and Mr. COOPER, before the Indian Finance Committee, given in another column, simply because it corroborates the article which we published in our last, in reply to our correspondent TAU, in our last issue. The only point on which our convictions are strengthened by the evidence of these gentlemen is one on which we are almost sorry to be confirmed in our opinion—namely, that the use of opium is not an unmitigated evil. Mr. COOPER says that "when a "coolie has his opium regularly he can perform prodigies of "work." This certainly does not excuse the traffic in a poison which must ultimately undermine the constitution, but it needs only for us to look into the condition of our manufacturing districts at home to find that "prodigies of work" are required from masses of persons who would never be able to perform them, unless they discounted their after-life by the use of stimulants and the habitual over-exertion which makes stimulants necessary.

A SHORT time ago we had occasion to remark on the inefficiency of the private steamers laid on for the Straits, China, and Japan, *via* the Suez Canal. We now find by the Straits journals that this inefficiency in transit is accompanied by reckless carelessness, if not wilful negligence, in delivering cargo. The Penang correspondent says:—

Goods are shipped in good order, and lines such as the P. and O., Jardine's, and Apcar's, allow consignees to take delivery of their goods alongside, and no complaints are ever made; but the other lines discharge their vessels themselves, storing the goods in their own godowns The goods are kept there two or three days, and delivery is then taken of them in apparently good order, but when the cases are opened there are nearly always found to be contents missing; bags of pepper are short several catties each; fish maws and other things are always found to be short weight. Out of a shipment by the *Glendarroch* the other day of 190 begs of pepper, there was a loss on the whole of nearly 12 piculs! Another shipper of 205 bags of pepper by the same steamer lost 11 piculs from his consignment, and many others have similar reasons to complain of the robberies of their goods.

It is certain that shipowners cannot expect to compete with the established lines above mentioned, or even to obtain any share of the trade, unless they make a sweeping reform of these irregularities.

A TELEGRAM has been received from Singapore announcing a tremendous volcanic eruption in the island of Rua (supposed to be the Dutch settlement of Rhio). The country, it is stated, was devastated, and four hundred lives lost.

THE P. AND O. CO.'S HALF-YEARLY MEETING.

At this meeting, which is to be held on the 6th inst., we understand that an interim dividend of three per cent. will be recommended by the directors. The following is an abstract of the report:—

THE COMPANY'S FLEET.

The tabular form contains, as usual, particulars of the tonnage, horse power, and present stations of the company's fleet; and, on comparison with that which formed part of the last report, the following changes will be noted:—

The *Khedive* and *Indus* have been brought upon the active list, the former being now on her voyage to China, *via* the Suez Canal, and the latter being appointed to leave Southampton for India on the 3rd inst. The *Mirzapore* was launched on the 20th ultimo, and is now being fitted out by Messrs. Caird and Co., at Greenock, and the same builders are making satisfactory progress with the *Peshawur* (called in the last report the *Agra*) and the *Pekin*.

The *Salsette*, the three small vessels, the *Formosa*, *Azof*, and *Norna*, the sailing transport ship *Haddington*, and the hulks *Zenobia* and *Broughton Hall* have been sold. The directors have the satisfaction to state that the navigation of the fleet has not been attended by any accident since the date of the last meeting.

GENERAL REDUCTION OF THE RATES OF PASSAGE-MONEY.

The opening of the Suez Canal has had the natural effect of introducing a considerable change in the course of passenger traffic to and from the East. Many of the screw steam-ships, placed on that line for commercial purposes, have a certain amount of accommodation for passengers, so that, in addition to the competition of the fine sailing ships *via* the Cape, the company has to encounter opposition of a more direct nature.

Under these circumstances the directors, while feeling that the company's vessels present superior advantages for the accommodation of the travelling public, considered it would be for the interest of the proprietors so to modify the rates of passage-money as to assimilate them more nearly to those of their competitors, and a general abatement, equivalent to about 20 per cent., was, consequently, brought into operation about the middle of March. In deference, also, to what appeared to be the wish of the majority of the passengers, they have discontinued the system of including the supply of wines, spirits, and beer, in the charge for passage-money, and have undertaken to furnish these articles at a moderate tariff on board the ships.

It is too early at present to estimate the effect of these changes, but the proprietors may be assured that in what has been and may yet be done the directors are fully alive to the importance of maintaining the high position of the company, and at the same time of adapting its arrangements to the altering requirements of the times.

OPERATIONS OF THE HALF-YEAR.

The company's business during the six months embraced in this report has been carried on under considerable depression, arising from the unsettled state of affairs on the Continent, and from the effects of severe competition, the result being a diminution of the receipts as compared with the corresponding period of former years. It affords the directors, however, much gratification to state that the reductions in some of the more important items of expenditure, which were adverted to in the last report, have been maintained.

Monetary and Commercial.

After the long depression in India Exchanges, on which the success of our Indian Banks so much depends, it is gratifying to notice an improvement, and also that the rates of interest in Calcutta, which have ruled at four to five per cent., have now risen to six to seven. The Exchanges in China with the new tea season will also advance.

Our readers will probably remember the disastrous report of the National Bank of India, published some two months since, and the severe comments which it gave rise to at the general meeting held in London. Mr. Murdoch Maciver, the shareholder who made these comments, now writes to *The Times* in reply to a letter from their Calcutta correspondent, to explain that he had no animus in bringing forward the serious questions mooted at the meeting, which had till then escaped notice from the Press, though the shareholders, who are widely domiciled in Europe and India, have some knowledge of them. In consequence of the letter in *The Times*, however, the shareholders may perhaps accept *The Times* correspondent's opinion as the weighty opinion of *The Times* itself, and so be biassed against the exertions which Mr. Maciver says he is still making to reform the management of the Bank. He says:—

"During three years earned only 2 1-5th per cent. per annum, with cash resources ranging from a million and a quarter sterling in 1868 to £2,200,000 in 1870. Since June of that year no profit has been made, but severe losses have been sustained out of capital; and a shareholder in such circumstances might be pardoned for speaking plainly to directors drawing £3,000 a year from the capital under the name of fees, but doing no good to the bank in return."

What he means by "cash resources" is difficult to say, but if he means that this amount represented capital and deposits on which the Bank had to pay a dividend, he evidently does not understand his subject, as the *larger* the amount the *less* the dividend.

The prospectus of the Penang Plantations Company has been issued, with a capital of £50,000, in 10,000 shares of £5 each. The company is established for the purpose of acquiring land and

Digitized by Google

plantations in Penang and elsewhere. Power is taken to purchase the Alma Estate and all rights for £28,000, payable—£12,000 in cash, £8,000 in deferred debentures, £8,000 in deferred shares, and a further £2,000 by way of additional purchase money. The original subscribers are Messrs. J. Browne, United Universities Club, Pall-mall, 5 shares; Wm. Stephens, 2, Constitution-crescent, Milton, Gravesend, 5 shares; Alfred R. Rocke, 1, Palmerston-buildings, 5 shares; Leonard Wray, Eagle Lodge, Ramsgate, 5 shares; Cromwell F. Varley, Whitehall Club, Parliament-street, 5 shares; H. E. Montgomerie, 17, Gracechurch-street, 5 shares; J. W. Mullury, Westbourne-terrace, 5 shares; and Frederick Pontifex, University Club, 5 shares.

The fiftieth annual report of the Manchester Chamber of Commerce contains some information of interest to our readers. The new Convention with China, negotiated by Sir Rutherford Alcock, as supplementary to the Treaty of Tientsin, it will be remembered, excited much dissatisfaction, and the memorial of the hamber showed that its effect would be to impose vexatious restrictions on trade, that there was no protection afforded against the exactions hitherto imposed by local officials, and that there was no sufficient guarantee for the fulfilment of treaty engagements. In consequence of these representations Her Majesty's Government determined to defer to the wishes expressed by the different commercial associations in this country, and also in China, and the Royal ratification was accordingly withheld. The influence of the Manchester Chamber has also been successfully exerted in obtaining a remission of fines and a withdrawal of the confiscation of goods, which, owing to the carelessness of a servant, had been shipped to Manila under a wrong declaration; the circumstances of the case, and the high standing of the house concerned, proving conclusively that the occurrence was to be attributed solely to error.

Another attempt is being made to upset the amalgamation of the Imperial Bank of China and the Hindustan Bank by a shareholder in the former.

Messrs. Southern, Quilty, and Co., of Fenchurch-street, announce that they have opened a branch of their firm in Bombay, under the style of R. L. Southern and Co. Mr. William Wilson Baily, who has had considerable experience in the East India trade, principally in Bombay, will have the management of the business, and will sign the firm by procuration.

ARTICLES OF IMPORT.

TEA.

The following is from Messrs. Shepard, Harrison and Rehden's Circular:—The market has continued firm for useful to medium quality of Congou, and the limited business transacted confined chiefly to these grades. In reference to the new season 1871-2: from Canton about 1,500 boxes of new make Congou have come to hand, of fine quality; from Shanghai, under date 12th April, the market at Hankow is expected to open early, and the cost of the leaf at the producing districts likely to be lower than last year; from Foochow advices speak well of the prospects for a better crop. For export there has been business in good common black-leaf at 11d. to 1s. per lb., and a few fine Monings at 2s. to 2s. 2d. per lb. Black: But little has been done in leafy to good flavoury red-leaf, but Kaisow kinds at 1s. 1d. to 1s. 3d. per lb. are in very small supply, and have been generally inquired for. Tayshan Leaf: A few sales, chiefly of second hand, have taken place at 1s. 2d. to 1s. 4d. per lb. in boxes of medium quality; the new season's are fine and of good aroma, and have sold at 2s. 2d. to 2s. 8d. per lb. Black Leaf: Ordinary quality remains as last advised, but fair good to common can be quoted slightly dearer; fair to medium quality is scarce, and has realised a further small advance, quotations closing at 1s. 0½d. to 1s. 4d. per lb.; fine and finest have sold in small lots at about 1d. per lb. lower. Souchong: No. change. Oolong: Easier rates. Scented Teas: No change to advise, transactions being on the smallest scale. Green calls for no special remarks.

There was a small public sale on the 1st inst., at which 743 packages were sold "without reserve." With the exception of 374 packages of Japan green tea, which realised full rates, the teas offered were olds and ends, and call for no special notice. At the close there are more signs of activity, though little business has been transacted, holders being firm. Common and medium Moning continue in good request; fine grades are comparatively neglected. In common red-leaf descriptions there is as yet no improvement.

SILK.

A dull, flat, dragging market has prevailed, with very limited business in desirable classes of Silk, and hardly any business at all in those descriptions not required by manufacturers, still consumption has been highly satisfactory, the deliveries being, with the exception of March last, the largest in total since June of last year, which go far to prove that manufacture goes briskly forward, notwithstanding the deplorable events on the Continent. Importers and holders have, in many instances of late, shown much disposition to sell, in the face of the recent disasters in Paris, and the prospects of a good European crop, and this has naturally depressed an already dull market, and caused prices to decline, although not to any important extent, say about 1s. on Chinas and Cantons, and 1s. to 2s. on Japans, the latter Silks having to be forced where sales were demanded. At the present ruling rates, say 24s. for Red Peacock and 16s. to 16s. 6d. for good market Tsatlee Canton, there has been a small steady business doing, and it is not at all improbable that the market would speedily strengthen under better news from France, and the certainty of order being restored in Paris. With regard to the European crops, it is just a little too early to speak confidently of the result, but the chances are in favour of a very fair yield; the assurance of such being the case will hardly act upon our market, the prospects of an abundant crop having probably been already discounted. The deliveries in May were—China, 2,696 bales; Canton, 909 bales; Japan, 567 bales; Bengal, 329 bales; total, 4,501 bales. Stock, China, 13,799 bales; Japan, 7.778 bales.

LONDON QUOTATIONS, JUNE 2.

CHINA.	
Tsatlee, No. 1	29s. 6d. to 30s. 0d.
,, ,, 2	28s. 6d. to 29s. 0d.
,, ,, 3	27s. 0d. to 28s. 0d.
Red Peacock	24s. 0d. to 24s. 6d.
Yuenfaa, Nos. 1, 2, and 3	20s 0d. to 25s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 0d to 26s. 0d.
Long Reel	18s. 0d to 20s. 0d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	22s. 0d. to 26s. 0d.
Idah, Nos. 1 and 2	24s 0d to 27s. 0d.
Sodai, Nos. 1 and 2	23s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	24s. 0d to 29s. 0d.
Koshiu, No. 1 and 2	None.
Eichizen	21s. 0d. to 24s. 0d.
Mashta	21s. 0d to 23s. 0d.
Hatchoji	None.

COFFEE.

Subsequently to the issue of our report of the 22nd ult. the demand fell off, and for inferior qualities of plantation Ceylon prices gave way 1s. to 1s. 6d. per cwt. Latterly the quantity offered at auction has been light, and the market has in consequence assumed a rather steadier appearence. Transactions comprise, 2,663 casks 784 tierces and barrels, 1,023 bags Plantation Ceylon, low middling palish to middling coloury 59s. to 67s., good middling to very good bold 68s. to 79s., small 55s. to 58s.; 94 casks 780 bags Native Ceylon, good ordinary 52s. to 53s., small 47s. 6d. to 49s., peas 56s.; and 350 bags Singapore mixed pale 48s. 6d. to 50s., Bonthyne 53s.

Compared to the heavy landings in the corresponding week last year, those in the present show a deficiency of 1,450 tons, and as the deliveries for the week are of good extent and nearly 400 tons in excess, the stock now shows a relative deficiency of 1,550 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 352,660 cwt., against 303.452 cwt. at the corresponding date of 1870; Native 47,586 cwt., against 32,519 cwt. The quantity afloat for the Continent is 9,409 cwt. Plantation, against 15,177 cwt., and 2,326 cwt. Native, against 6,992 cwt. The quantity of Coffee landed in the twenty-one weeks ended May 27, 1871, was, of Ceylon, 12,339 tons, against 11,249 tons during the corresponding period of 1870; of all descriptions, 21,133 tons, against 19,486 tons. The quantity entered for home consumption was, of Ceylon, 4,228 tons, against 4,331 tons; of all descriptions, 7,635 tons, against 7,365 tons. The quantity exported was, of Ceylon, 10,681 tons, against 9.014 tons; of all descriptions, 21,105 tons, against 14 591 tons. The stock on May 27 was, of Ceylon, 11,035 tons, against 11,768 tons; of all descriptions, 17,191 tons, against 18,749 tons.

The Dutch Trading Company's public sale of 83,800 bags Java, &c., held on the 30th ult. at Rotterdam, went off steadily at ¼c. to ¾c. above the valuations, which were about 1½c. below the prices realised at the previous sale in April; good ordinary brought 33½c. to 34c., against 34½c. to 35c. in April.

SUGAR.

The active demand noticed in our last report has continued, but owing to the scarcity of suitable refining qualities, and the high rates demanded for low descriptions, the business done has been less extensive. Prices have further improved 6d. to 1s per cwt. Transactions comprise, on the spot, 900 bags 2,300 baskets Penang, brown to middling yellow 28s. 6d. to 31s., brown Date 19s. to 22s.; 310 bags low brown Siam at 21s.; and 83,000 bags Manila, Zebu 22s., Taal 21s. 6d., Ilo Ilo 23s., and low to fine clayed 25s. to 27s. 3d. per cwt.

The landings for the week are the smallest for some time past, although including 810 tons Beetroot, and are 15,000 tons less than in 1870, and the deliveries being only 400 tons less, the deficiency in the stock is further enlarged to nearly 20,000 tons. Stock, May 20, 61,253 tons, against 79,985 tons; May 27, 1871, 60,251 tons, against 80,102 tons. The quantity of Sugar landed in the twenty-one weeks ended May 27, 1871, was, of Penang, 327 tons, against 1,105 tons in the corresponding period of 1870; of Manila, Java and China, 10,946 tons, against 8,142 tons; the quantity entered for home consumption was, of Penang, 1,380 tons, against 1,016 tons; of Manila, Java, and China, 12,131 tons, against 10,230 tons. The quantity exported was, of Penang, 112 tons, against 44 tons; of Manila, Java, and China, 694 tons, against 1,600 tons. The stock on May 27 was, of Penang, 1,811 tons, against 2,375 tons; of Manila, Java, and China, 25,915 tons, against 32.102 tons.

CINNAMON.

The Quarterly sales were held on the 22nd ult.; they comprised a total quantity of about 1,900 bales Ceylon and 144 bales Tellicherry, together with sundry parcels and boxes of broken. The attendance was very good, and, demand being general, the auction passed off with fair spirit, nearly everything offered being sold. Really fine quill was strongly competed for, and realised 2d. to 3d. advance; Good steady; fair occasionally lower; ordinary and mixed kinds with flavour sold at irregular but generally lower prices, say 1d. and 2d. decline; Low bastard or Sassafras bark was unsaleable even at 2d. per lb. Of 1,614 bales genuine character, the bulk was placed. 1st sort superior at 3s. 3d. to 3s. 8d. per lb. fair to very fine; 1st sort 2s. 8d. to 3s. 6d. per lb. middling to very fine; 1s. 9d. to 2s. 2d. ordinary; 2nd 2s. 6d. to 3s. 4d. per lb. middling to very fine; 1s. 7d. to 1s. 8d. ordinary; 3rd 2s. to 3s. 1d. per lb. middling to very fine; 11d. to 1s.

Digitized by Google

ordinary; 4th 1s. 9d. to 2s. 9d. per lb. fair to very fine; 6d. to 7d. ordinary, Jungle 1s. 10d. to 2s. 1d. per lb. good to very fine; 296 bales Bastard or Sassafras kind were nearly all bought in.

Of 3,612 bags, &c., Chips offered, only a small proportion found buyers, chiefly the better qualities; prices realised were—1s. 2d. to 1s. 5d. good to fine thin quilly; 3d. to 5¾d. fair to fine shavings; 2¼d. to 2½d. ordinary to middling shavings, part rather woody; 1¾d. to 2¼d. thick to thin bark. In addition 144 bales Tellicherry were offered, and all sold; 1sts 2s. 10d. to 3s. per lb.; 2nds 2s. 9d. good; 3rds 2s. 7d. to 2s. 8d. per lb. good; and 46 packages good quilly Chips sold at 1s. 6d.

CHINA.—A rather important quantity, 633 boxes, has been offered, but very little was placed, owing to the high prices asked. 20 boxes of fine small quill, neatly tied up in bundles, sold at 1s. 2d. per lb.; very good ditto at 1s. to 1s. 0½d., and good cuttings at 10d.; rest retired at similar quotations. 115 boxes very thick coarse tubes (quill) withdrawn at 40s., a few selling at 30s.

COIR GOODS.—The market is generally steady. At public sale, 85 bales Cochin Yarn were disposed of, good at £37 15s. to £38; common to medium, £28 10s. to £32 5s. 21 Dholls sold, common to good, £26 to £35 15s.; and 49 bales and 16 tons Ceylon were quitted—superior, at £52 5s. to £60; fine, £41 15s. to £48; good, £34 to £38 5s. Of Rope, 24 tons Cochin were offered, and buyers found for half at £24 10s. to £30 per ton.

COCOA-NUT OIL.—The market for Ceylon has been very quiet, and transactions during the fortnight have been extremely limited; the quotations given in our report of the 19th ult. are still the current rates, but a downward tendency is apparent.

CAMPHOR.—Previous to the 29th ult. the market for China was steady, and a fair business was done, some 500 cases changing hands at 65s. to 67s. 6d. per cwt.; the mail delivered on the 29th brought unfavourable advices with reference to this import, and since that date there has been but little inclination to purchase, and the above quotations are not now obtainable. Japan is scarce, and in this description no movement has been made. On the 1st about 100 cases China were sold at 65s.

CUTCH remains much in the same position as reported on the 22nd ult.; the known marks of Rangoon are firmly held, but transactions are upon the most moderate scale, and prices quite nominal. At auction, 1,700 boxes, from Penang, were offered, and fine sold readily from 19s. to 19s. 3d. per cwt.

CHINA PRESERVES.—No transactions have been effected during the fortnight.

CHINA GRASS.—Recently there was some demand, and a small quantity was quitted at £50, but the market has since become again dull.

CARDAMOMS.—An offer of 34 bags Ceylon found buyers at 2s. 9d. to 2s. 10d. for fair quality but slightly mouldy.

COPRA.—There is a good demand but no supply, and any offers brought forward would meet with a ready sale.

CUBEBS.—The market is quiet, but prices are steady at last quotations, viz., 25s. to 26s. for good and 21s. 6d. for grey and stalky

CAJAPUTA OIL.—The unusually heavy quantity of 325 cases, per Hibernia, a Singapore, JE in circle, has been offered and met a limited demand, only 35 cases finding buyers—these at 2s. 6d. per bottle.

DRAGON'S-BLOOD.—There is but little demand, and of an offer at public sale of 25 cases lump only one third was taken at £5 2s. 6d., the quality being fair but rather coarse.

ESSENTIAL OILS.—Cinnamon very scarce, and wanted. Citronelle dull; of 80 cases at auction, a few fine sold at 2d. per oz. Lemon Grass dull; large arrivals, 54 cases at sale bought in. Anniseed has been in rather better demand, but business has been limited; retail sales at 8s. 9d., which is the closing price. Cassia dull, and sales at 4s. 4d. Nutmeg flat; 15 cases offered and retired.

EBONY.—No change; still inactive from absence of supply.

ISINGLASS.—Penang and Manila both extremely dull.

GUMS.—Benjamin: Sumatra 2nds firm, and good qualities scarce 80; packages (chiefly low) at auction, retired. Siam is very low, with only small retail transactions at previous value. Manila Copal is steady; 62 cases soft rather blocky and drossy sold at auction at 25s. per cwt. A better demand for hard is apparent, but little has yet been done. Damar steady; of 66 cases at sale, a few only sold, fair at 62s. 6d. Gamboge a shade lower, with arrivals; of 30 cases offered, three-fourths sold at £14 per cwt. for good bright pipe, £10 15s. to £12 ordinary to good pickings.

GALLS.—China are not so firm, a large quantity afloat causing holders to be readier sellers. Sales have been made of good at 46s. 6d. to 47s., being about 1s. per cwt. decline. A small parcel has been sold afloat at 47s. Japan: 50 cases good were retired from auction, but afterwards placed at 48s. per cwt.; this description is very scarce.

GAMBIER.—The market continues firm, but the demand is by no means active; sales of recently arrived parcels have been made, ex ship, at 16s. per cwt., all faults. Sales have also been made afloat at the same figure. In Cubes no business is reported.

GUTTA-PERCHA has been rather inactive, only small trade being done privately, at former value; no supplies at auction.

HEMP.—There is no alteration to report in the market for Manila, which has exhibited extreme quietude throughout the fortnight; about 300 to 500 bales only have changed hands, at prices showing no alteration, viz., £30 for ordinary, and £37 for good brown.

HIDES.—At the fortnightly sales held on the 1st, a smaller quantity was brought forward than for some time past, but the demand was limited and about one-fourth was bought in; prices, however, showing no alteration. Buffalo were chiefly bought in. 6,719 Singapore and Penang Ox and Cow sold, light 6¼ to 6⅞ lb. at 8¾d. to 9¼d., heavy 8¾ lb. at 8½d. to 8¾d., extra 12 to 17⅞ lb. at 8d. to 8¼d., small 4¼ lb. at 8½d.. Calf 2¾ lb. at 8½d., thirds 7 lb. at 6d. to 6¼d. Buffalo: Of 2,254 Singapore and Penang 593 sold, light 16⅜ lb. at 6½d., best heavy 32⅞ lb. at 5½d., seconds 26⅜ lb. at 4d.

HORNS.—No business doing.

INDIA-RUBBER.—All East India descriptions have ruled quiet, excepting Assam, which has been dealt in to some extent; 50 baskets good pinky Singapore, Java kind, have been sold at 1s 10d. to 1s. 10½d.

JAPAN WAX.—There has been no alteration in the tone of the market; high rates continue to rule, and the greater part of the stock is withheld from sale; privately a few transactions have been effected at 85s. per cwt. Subsequently, of 152 cases saucer offered 73 cases sold, good middling to good 85s. to 90s.

MUSK is in moderate request, and prices for the better descriptions are well maintained; of 47 caddies in auction 30 sold: good fair shape well trimmed 35s. to 36s., wet 27s., middling second pile 19s. 6d., low rough and bally 16s. to 17s.; 3 tins good genuine grain were retired at 56s.; and 4 caddies Cabardine were placed at 12s. 6d. for new, roughly trimmed and very wet, to 16s. 6d. for really fine dry of good shape, &c.

PEPPER.—Black has been a shade easier, and less active, about 1,000 bags only having changed hands, Singapore at 5⅛d. to 5¼d. per lb.; Penang at 4⅞d. to 4 15-16d.; West Coast at 5d. Several hundred bags have also been sold for October delivery at 4⅞d., the sellers having choice of delivering either Penang or Singapore. At auction 1,841 bags Singapore were offered, and part sold at 5 1 16d. per lb. for middling. White has been very firm and advancing: some 400 bags Singapore sold at 7¾d. to 7⅞d., and a few bags subsequently at 8d. Only 255 bags at auction, which were retired. Several forward delivery contracts are said to have been cancelled by payment of differences. At the close a better demand prevailed, and about 1,500 bags Singapore Black sold at 5d. to 5⅛d., also 500 bags, ex previous auction, at 5 3-16d., and 250 bags Penang at 4 15 16d. to 5d.

PLUMBAGO.—The market for Ceylon is dull, except for fine descriptions. Of 1,379 barrels at auction, a very few only sold at barely previous value.

RHUBARB.—China has sold very irregularly, but generally with a downward tendency; at recent public sales, which embraced 210 cases, two-thirds were placed; fairly trimmed root, two-thirds fair fracture at 1s. 11d. to 2s.; middling to good middling at 1s. to 1s. 7d.; ordinary to middling, part rather rough coat at 6d. to 11d.

RICE.—The inquiry has continued good, and has now extended to soft grain descriptions. The transactions on the spot are not very heavy, but for arrival they reach a rather large total. Prices of all descriptions are in favour of the seller. Sales comprise, on the spot, 27,000 bags Rangoon, at 9s. 3d. to 9s. 6d.; 3,000 bags Madras, at 9s. 6d. to 10s.; 25,000 bags Ballam, at 9s. 1½d. to 9s. 9d.; 6,000 bags Askoolie, at 9s. 4½d.; and 8,000 bags white Bengal, ordinary to fine, 10s. to 13s. 6d. per cwt.; Afloat, 450 tons Askoolie at 10s. 6d.; and 2,400 tons middling white Bengal at 10s. 3d. to 12s. ex quay; and 1,250 tons Rangoon, spring shipment, at 10s. 3d. U.K.

RATTANS.—No transactions to report.

ROOTS.—Colombo: Market very dull, with few buyers. China: Following our last, 120 baskets, part of 200 baskets offered, well-trimmed root, sold at 23s. 6d. to 24s.; and at the last auctions, 69 baskets at 22s. to 22s. 6d., being 5s. decline.

SPICES.—Cassia Vera: There have been no transactions in Japan prices for which are nominal; Padang of fair quality sells at 76s. per cwt. Cassia Lignea: Only 49 cases offered, which sold at 99s. for stained and unworked; value of first and second quality nominal. Buds: Sales are reported at £6; market closes strong with inquiry for parcels afloat. Cloves: The market for Penang continues firm, although the supply is far in excess of requirements; no sales are reported. Cinnamon: See report of quarterly sales above. Nutmegs: Transactions by auction have been very limited; of 31 cases offered only half sold—69 to the lb. at 3s. 1d., 79 to 80 to the lb. at 2s. 6d., 85 to the lb. at 2s. 4d. to 2s. 5d.; small size nuts are very firm. Mace: Penang very firmly held, and market almost without transactions; 1 case fine washed retired at 4s. 2d., and 1 case small but bright at 3s. 8d.; 15 cases Java withdrawn at 3s. 6d. per lb., 2d. less being bid and refused.

SHELLS.—The periodical sales will take place on the 6th inst. The bulk of the stock of mother-o'pearl, which is rather large, is firmly held, thus preventing consumers from operating to any extent, in the face of the quantities shortly expected to arrive. For good and fine descriptions of tortoise the market is firm, but inferior kind is dull.

SAGO.—The market is steady and fairly active, but the heavy stock (1,798 tons) stands in the way of any improvement; of 1,288 bags offered at auction, about one-half was sold at 16s. to 17s. per cwt. for medium to large. Flour is dull, and there have been no transactions.

SAPANWOOD.—Extreme prices are obtainable for fine quality Ceylon, which is very scarce; Manila and Siam are without inquiry; 27 tons of the former at public sale were retired.

SOY.—China steady at 2s. per gallon.

STAR ANNISEEDS.—In rather better enquiry, and about 70 cases placed by private contract at £5 9s. per cwt. for fair and good quality together: 10 cases at auction realised corresponding figures.

STICKLAC.—Without change, Siam being still scarce and firm; private business in good quality effected up to 75s. per cwt.

TAPIOCA.—With free arrivals, and heavy shipments; this import is difficult of sale; 714 bags very good and fine white (Rio kind) sold at 2d. to 2¼d. per lb. Penang: of 461 bags offered, only a portion sold at 2d. per lb. for good white Alma brand; fair quality sells slowly at 1¾d. to 2d. per lb. Pearl may be quoted at about 1s. per cwt. dearer; of 591 bags offered, nearly all sold:—Fine White small at 18s. 6d. to 19s.; good large grain at 18s. 6d.; dull large grain at 17s. 6d.; good medium grain at 18s. 6d. Flour is still very dull and neglected; stock very heavy, and fast increasing; 93 bags of Penang retired from sale 2d. per lb., and 77 bags good Singapore sold at 1¾d. per lb.

TIN.—There is a good demand for Straits, the quotation for which on the spot has advanced to £127, while £126 has been refused for floating parcels; Banca is quoted £130.

TURMERIC.—Without demand, and no transactions to report; 102 bags Java offered at public sale and retired.

VERMILLION.—Nothing doing in China; previous price nominally maintained.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Cwt.	Cwt.	£	£	£
Avon, str., via S.C.	Singapore	London.	May 11	8	...	1	...	...	170	463	1070959	19385	...	...	...	2850	100	37200	15	...	...	...	...	20	161	...	...	50	...	32	...	18	13	57	...
Do. do.	Hong Kong	,,	,, 11	...	1	14	50	...	...	693	5089632	17888	1100	...	...	10067	...	20000	15	...	...	4	60	94	125	...	55	555	204	...	3	69	106	138	60
Do. do.	Shanghai	,,	,, 11	...	29	..	50	...	79	340	2257366	212600	...	...	...	18017	...	9600	...	3	3	482	199	167	616	...	...	772	...	108	5	23½	184	142	21
Caroline Hutchings	Colombo	,,	,, 12	42	31	...	1	1	112	1044	31460	14021	...	...	...	...	...	336	...	122	2	1326	65	1053	3146	1338	115	611	26	174	47	7	231	133	78
Min	Yokohama	,,	,, 13	50	50	...	...	...	...	1627	1626000	24000	...	...	...	3866	...	485725	...	...	...	105	81	904	890	...	8	1480	...	228	63	...	...	...	40
John Lidgett	Batavia and Sourabaya	,,	,, 15	222	53	6	4	9	330	1800	427605	148663	48	...	...	60	...	55650	83	12	55	...	...	...	8	...	56	110	96	2901	1561½	...	105	32	14
Elizabeth Graham	Shanghai	,,	,, 15	210	...	...	100	...	...	582	3274300	47000	...	...	...	2166	...	...	...	30	54	1026	109	3145	837	1718	65	...	...	86	101	...	60	185	...
Walton	Yokohama	,,	,, 16	105	16	...	30	...	62	385	2244540	...	778	600	...	6234	210	324370	...	75	45	251	100	1008	164	...	90	80	115	126	150	...	73	40	197
Chloris	Java	Lvrpool.	,, 5	89	46	...	...	...	413	1023	330820	126210	...	40	...	199	...	28985	...	...	...	...	...	50	...	...	338	...	...	1060	1000	...	...	...	20
Buena Ventura, str., via S.C.	Manila	,,	,, 16	57	5	...	...	...	640	1352	555994	1404180	...	50	6206	1028	...	25020	80	...	£45	400	40	...	180	500	27	1766	164	371	1cs.	39	5	180	...
Ajax, str., via S.C.	Singapore and Penang	,,	,, 17	...	...	...	...	£6	600	715	1070831	334243	...	...	160	550	107	60300	...	...	...	30	...	...	40	...	...	795	...	10	...	...	294	110	107
Do. do.	Hong Kong	,,	,, 17	...	...	...	...	...	45	220	2278555	83257	...	...	76	5466	104	398000	...	...	...	...	...	...	164	...	700	409	65	7	...	...	30	12	430
Do. do.	Shanghai	,,	,, 17	½	½	...	...	...	...	111	6078459	191340	...	...	...	14986	...	...	133	...	...	...	...	...	99	...	...	371	...	40	...	...	20	...	60
Do. do.	Japan	,,	,, 17	...	...	...	...	...	...	...	295464	80000	...	...	46	7752	...	...	...	...	...	...	...	6	6	...	...	561	...	...	...	...	...	...	40
County of Nairn	Batavia	Glasgow	,, 19	...	56	...	...	...	...	...	331380	421560	...	...	160	...	...	2145	...	...	10½	172	...	310	52	...	...	...	...	885	£500	...	...	...	40

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	£	£	£	£	£	£	£	£	£	£	lbs.
Avon, str., via S.C.	Singapore	27	...	592	214	292	...	120	...	22	45	...	...
Do. do.	Hong Kong	179	60	1525	20	...	...	50	...	60	1258	150	...
Do. do.	Shanghai	504	31gls.	423	207	...	546	30	62	6	65	...	...
Caroline Hutchings	Colombo	182	96	1748	33	...	25	150	56	235	49	12	...
Min	Yokohama	...	...	30	...	44	60	...	...	...	...	...	81
John Lidgett	Batavia and Sourabaya	60	...	17	108	...	55	57	15	565	96	...	...
Elizabeth Graham	Shanghai	39	10	144	83	...	100	79	112	141cs.	223	...	114
Walton	Yokohama	156	25	79	460	...	...	...	...	...	...	...	303
Chloris	Java	...	...	...	25	...	...	120	...	...	...	...	...
Buena Ventura, str., via S.C.	Manila	930	1csk.	258	113	1065	165	...	5	...	25	879	...
Ajax, str., via S.C.	Singapore & Penang	272	...	333	100	75	200	100	35	19	65	900	...
Do. do.	Hong Kong	75	...	...	3cs.	60	...	...	...	...	...	...	...
Do. do.	Shanghai	163	10gls.	90	26	104	...	...	55	74	635	...	...
Do. do.	Japan	97	3cs.	50	209	44	...	...	...	...	50	...	...
County of Nairn	Batavia	...	...	...	...	...	...	...	...	...	...	...	...

SUNDRIES.

ADDITIONAL.—Per Avon (str.), to Singapore.—Copper coin, £2,000; effects, £15 and 1 case; scientific instruments, £52; wood manufactures, £10; lathe, £17; belts, £55, cotton manufactures, £265; pianos, &c., £425. To Hong Kong: Effects, £180; playing cards, 5 cases; goods, manufactured, £70; perfumery, 14 gallons; corks, £71; carriage, £54; cotton manufactures £3,533; zinc, ½ ton; quicksilver, 75 bottles; fruits, 3 cwt. To Shanghai: Effects, £276; bricks, £25; condensed milk, 25 cases; scientific instruments, £16; goods, manufactured, £20; succades, 4 packages; sponge, £6; soda-water, £35; tiles and cement, £105; shoe thread, £3; fire annihilators, £70; cotton manufactures, £8,125; rum, 1 gallon; pianos, &c; £32; billiard, &c., tables, £60.

Per Caroline Hutchings.—Carriage, £75; coal products, £5; goods, manufactured, £15; spectacles, £15; shoe thread, £6; cyder, 9 barrels; combs, £19 school slates, £16; coals and coke, 21 tons; spelter, ½ ton; geneva, 400 gallons; tar and pitch, 50 barrels; gunpowder, 47,290 lbs.; fruits, 4 cwt.

Per Min.—Clock works, £15; emery paper, £8; cement, £50; effects, £20; matches, £30; zinc, ½ ton; geneva, 200 gallons; pianos, &c., £105.

Per John Lidgett.—Perambulators, £11; lucifers, £265; bath bricks, £5; effects, £19; goods, manufactured, £10; carriage, £112; cement, 6 tons; coals and coke, 55 tons; spelter, 3 tons; shot, 10 tons; rope, &c., £68; gunpowder, 17,550 lbs.

Per Elizabeth Graham.—Goods, manufactured, £20; lighthouse, £3,000; vinegar, 5 packages; cotton manufactures, £300; zinc, 5 tons; shot, 2 tons; geneva, 833 gallons; gunpowder, 29,835 lbs.

Per Walton.—Soda-water, £7; chicory, 1 case; grindstones, £5; break vans, £330; matches, £8; cotton manufactures, £950; goods, manufactured, £50; pig iron, 30 tons; geneva, 50 gallons.

Per Buena Ventura (str.)—Glass, 8 packages; stationery, 4 cases; hardware, 19 cases; chalk, 1 case; turpentine, 2 cases; essences, 1 case; hats, 1 case; buttons and leather, £500 and 1 case; drugs, 10 cases; cheese, 28 cases; jute bags, £580; steam cane mills, £3,500; gauge glasses, £8; woollens, 6 cases; yarn, £150; cotton manufactures, £1,092 and 13 cases; pianos, &c., £225.

Per Ajax (str.), to Singapore and Penang.—Unrated manufactures, £20; effects, 2 cases and £71; cotton manufactures, £200. To Hong Kong: Provisions, 2 cases; paint, 2 cases; effects, £16; elastic boot web, £128; combs, £27; woollen manufactures, 17 packages; rope, &c., £100. To Shanghai: Effects, £35; cotton manufactures, £504 To Japan.—Small-wares, 1 case; leather, 1 case; woollen manufactures, 2 cases. Per County of Nairn.—Clay and bricks, £61; cotton manufactures, £55; sheathing felt, £160; sugar machinery, £3,500; coals and coke, 400 tons; pig iron, 50 tons.

Per Star of the South, to Singapore.—(Short shipped) hardware, £111; bar iron, 13 tons; glass, £10.

Per Avon (str.), to Batavia and Sourabaya.—Hats, £217; haberdashery, £25; saddlery, £45; goods manufactured, £40; woollens, £678; glass, £30; leather, £40 plain cottons, 96,000 yards; white wine, 44 gallons; red wine, 18 gallons. To China.—Plain cottons, 368,750 yards; twist, 28,000 lbs.; woollens, £2,426; stationery, £77. To Japan.—Yarn, 1,300 lbs.; woollens, £7,380; types, £30; plain cottons, 33,195 yards, and £4; beads, £300; paints, £12; white wine, 160 gallons; hosiery, £17.

Per Josephina, to Manila.—Sugar mills, £450.

Per Bellona (str.) to Colombo.—Provisions, £294; stationery, £33; hardware, £324; earthenware, &c., £103; haberdashery, £95.

Per Blenheim, to Singapore.—Yellow metal, 2½ tons; earthenware, £50; wool felt, £24; sewing cotton, 2,000 lbs.; coloured cottons, 19,625 yards; plain cottons, 7,200 yards.

Per Tiber (str.), lost from Liverpool to Alexandria, for overland to Colombo, cleared May 8.—Plain cottons, 77,500 yards To Hong Kong.—Twist, 20,000 lbs.

Digitized by Google

ARTICLES OF EXPORT.

—o—

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton :—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date during the present year*	To Hong Kong	6,000	6,680	4,337	19,040	10 510
	,, Shanghai	34,860	23,140	24,519	105,000	6,000
	,, Japan	—	300	2,222	31,665	5,740
Total...		40,860	30,120	31,078	155,705	22,250
Shipped to the same date last year ...	To Hong Kong	10,980	3,696	3,091	19,265	22,427
	,, Shanghai	71,500	33,450	31,392	136,800	12,166
	,, Japan	—	360	7,529	20,065	6,511
Total...		82,480	37,506	42,012	176,130	41,104
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,103
	,, Shanghai	115,380	58,640	56.835	274 853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82 856	389,153	79,608
Do. do. 1869	To Hong Kong	25 120	18,570	13,803	35 920	54,836
	,, Shanghai	159 000	60,050	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99.879	473,669	207,222
Had arrived out when the last accounts left of last year's shipments	To Hong Kong	26,640	7,096	7,737	61,915	40.097
	,, Shanghai	115,380	58,640	56,835	274,963	28,296
	,, Japan	200	1,400	17,324	53,475	10,209
Total...		142,220	67,136	81,896	390,353	78,602
Do. do. This year's shipments	To Hg. Kong	3,500	1,450	1,593	7,015	250
	,, Shanghai	14,000	7,030	7,890	29,270	3,000
Total...		17,500	8,480	9,483	36,285	3,250

QUOTATIONS.

	s.	d.	
HH Long Ells	30	0	per piece Scarlet
HH Spa: Stripes	2	10	,, yard ,,
HH / SS Camlets	70	0	,, piece ,,
HH Lastings (6 reed)	60	0	,, ,, Gentian
LL ,, (5 reed)	54	6	,, ,, ,,
HH Crape Lastings	48	6	,, ,, ,,
LL Do. do.	45	0	,, ,, ,,
HH China Figures	22	6	,, ,, Scarlet
LL Do. do.	20	0	,, ,, ,,
HH Crape Lustres	20	0	,, ,, Black
China Blankets	1	9	,, lb. Scarlet

he above prices (except for Blankets) include tilleting and packing, and are subject to a discount of 1½ per cent. for cash.

* This does not include the shipments per "Sun Foo" S.S., the manifest of which is not yet received.

NEW YORK MARKET REPORT.—MAY 20.

—o—

TEA.

An active enquiry for nearly all descriptions has been exhibited throughout the fortnight, and prices have been firmly maintained, though no actual advance can be reported.

An article has appeared in the Chicago *Tribune* stating that the tea trade of the States is being rapidly revolutionised, with the sure prospect of being concentrated at a very early day in Chicago. It adds:—"For nearly a year past some of our leading South Water-street firms have been preparing the way for this result by experimenting on the cost of the two routes, and arriving at the exact rates for transportation overland necessary to ensure the complete abandonment of the ocean route. It is found that 5¼ cents per pound is the lowest ocean rates from Yokohama to New York, including insurance and all other charges, as well as freight. Thereupon arrangements were promptly entered into by the Central and Union Pacific Companies, whereby the total rates from Yokohama to Chicago, including insurance and all charges, should be 4¼ cents. The difference in time is between forty days by rail to Chicago, and one hundred and twenty days by the Suez route to New York. No sooner was this point reached than a considerable number of our merchants established direct agencies in Yokohama, sent on their orders, and the new and widening stream began to flow in good earnest. Twenty-five thousand chests of about sixty pounds to the chest have come by rail to Chicago direct within two months, for our Western trade, and about 50,000 chests have passed through Chicago to New York and other Eastern points."

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those of our last issue. The market for Brazil is almost at a stand-still, owing to the continued absence of demand from consumers, who are purchasing their supplies elsewhere on better terms than this market affords. The parcels on hand or expected can only be sold at a loss of about 1c., and in some instances of 2c. per lb. There is, on the part of holders, a willingness to realise when current values can be obtained, but as this seems to be well nigh impossible, the business is restricted to the supply of the merest necessities of buyers. For East India kinds the market has been but moderately active, the inquiry from consumers having been limited. Java has been selling in a jobbing way at 19½c. to 19¾c. for pale, 20c. to 22½c. for yellow, and 23c. to 24c. for brown; and Singapore at 17¾c. for pale, and 18c. to 19c. for yellow, there being no brown in stock; 2,000 bags Ceylon have also been quitted at the current quotations given above.

CORDAGE.—Prices have again advanced half a cent, and we adjust our quotations accordingly; these rule as follows:—Manila Cordage, 18c.; do. 6 thread and 9 thread (¼ inch and 6-16 inch diameter), 19c.; do. 12 thread (⅜ inch diameter), 18½c.; do. Hay Rope, 18½c.; Manila Cordage, bolt rope yarns, 20c.; do. 6 thread and 9 thread, 21c.; Tarred Manila, 17½c.; fine Tarred Manila Lath Yarn, 19c.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.20; Cassia, 95c. gold (in bond).

FIRE CRACKERS are in moderate demand at unchanged prices. Sales have been made of 1,800 boxes extra No. 1 at $2.45 to 2.50, and 4,000 do. on private terms.

GAMBIER.—The current quotation is $3.85 to 3.87 gold (duty free).

HEMP.—There has been but little alteration in the market for Manila during the fortnight; prices have been firm but without any great amount of activity. The sales reported are 1,500 bales fine quality ex Mindora (at Boston), at 11½c.; 500 bales low, ex Glenlyon, at 10¾c., and 1,500 bales per Monte Rosa (before arrival), at 11c.; 60 days prompt all gold.

INDIGO.—The market for Manila has been very quiet, without change from the prices quoted in our report of a fortnight since.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to $1.25 currency (duty free).

RICE.—The arrival at Liverpool of the first cargoes of the new crop some time earlier than usual, owing to the transit *via* the Suez Canal, occasioned much excitement and activity in the market; subsequently this to some extent subsided, but a fairly active i quiry is still maintained and prices are well supported. The fortnight's sales of Rangoon amount to 5,200 bags for home consumption at $6.75 to 7.25 currency, and 10,000 bags in bond at $3.30 to 3 50 gold. The first supply of the new crop Rangoon was received on May 17. This arrival is fully two months in advance of any previous year, having come *via* Suez Canal and England. The quality is unusually good—especially in colour, owing to quick transit—the ordinarily long passage *via* Cape of Good Hope causing cargo to heat, with consequent deterioration in colour. This importation is an experiment, but the high cost in freight will probably prevent further shipments by the Canal.

SUGAR.—Just before the close of the market an active demand sprung up for West Indian kinds, chiefly from Refiners, induced by concessions made by holders, and a larger business was done than for some time past. The activity has not yet extended to East India descriptions, and the only sale to report is of 53,021 bags Manila, per Golden Fleece (before arrival) on private terms.

SPICES.—An invoice of 3,000 cases and 3,000 bales Cassia has been received from China, via Manila, and remains unsold. A parcel of 200 piculs Pepper, to arrive at Boston per Polly Lewis, sold on private terms. There is more inquiry for Pepper in bond, for export, but prices are unchanged. There continues a good jobbing demand, and the market remains steady for most goods. Sales have been made in lots of Mace at $1.15; Nutmegs, at 84c. for Penang; Cassia, 31c. to 31½c.; Pepper, 16c. for Sumatra, and 16½c. for Singapore; White Pepper 22c. all gold.

TIN.—The demand is still very limited, and the market in consequence dull and weak; Straits is quoted 32½c. to 32⅝c., Banca 38c. gold.

SHIPPING.

ARRIVALS.—May —, at New York, from Manila, Chattanooga, Aberdeen, Kildonan; 6, at Boston, from Singapore, Napier; 9, from Sourabaya, Bengal; 11, at New York, from Yokohama, Coulnakyle; 15, from Singapore, Sally Brown; 16, from Yokohama, Belted Will; from Foochow, Glamorganshire; from Manila, Golden Fleece; 17, from Yokohama, G. T. Ray; 19, at Boston, from Singapore, Victor; at New York, from Foochow, Elizabeth Nicholson.

DEPARTURES.—May 16, from New York, for Shanghai, Mary Whitridge.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
June 1	Chetah	Reid	Pasaroeang	London
May 29	Lily of Devon	Parott	Manila	Liverpool
20	Venus	Premesnil	Saigon	Algiers
24	Hippocampe	Butat	Do.	Palais B.I.
29	Stephensons (str.)	Bray	Galle, &c., via S.C.	London
29	Heather Bell	Findlay	Singapore	Do
29	Angela	Onate	Manila	Deal
29	Bengal	Salters	Batavia, for Amtrdm.	Do
28	Jorgen Lorentzen	Sorensen	Do	Motherbank
28	Menzaleh (str.)	—	Akyab	St. Catherines Pt.
25	Java	Bakker	Sourab., for Amstm.	Off the Eddystone
27	Champion	Janaron	Pasaroeang	Falmouth
27	Ida	Charbot	Saigon	Do.
26	Somerset	—	Java, for Rotterdam.	Off the Lizard
26	Levant	Sangster	Do.	Do.
24	Maarten v. Rossem	—	Do.	Off Scilly
25	Metis	Smith	Sourab., for Rotrdam.	Do.
29	Mongol	—	Saigon	Liverpool
27	Ottolina	Ouwehand	Batavia, for Amstdm.	Off Dover
31	Scawfell	—	Ceylon	Off St. Cthrn s
28	Stad Dockum	Timmerman	Batavia	Copenhagen

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
May 23	Great Northern	London	Japan
	Bellona	Liverpool	Colombo, &c.
,, 17-23	Duna	London	Sing., Japan, &c.
,, 26	Khedive	Southampton	Hong Kong

Digitized by Google

DEPARTURES.

Date.	Ship.	Captain.	For	From
May25	Ornate	Sampson	Hong Kong	London
25	Brockham	Richardson	Do.	Do.
25	Sun Foo (str.)	Castle	Sing., H. K.,&c.—S.C	Do.
	Gesiena	Ordeman	Sourabaya	Amsterdam
23	Lord Macaulay	Care	Hong Kong	Cardiff
23	Percy Douglas	Le Rich	Galle	Do.
	Ferdinand Louis	—	Batavia	Texel
	Auguste	Buck	Singapore	Shields
25	Hero	—	Batavia	Do.
	Baron von Heemstra	Nepperus	Sourabaya	Newcastle
	Vigilant	Wood	Colombo	Newport
27	The Caliph	Ritson	Shanghai	London
27	Dilpussund	Dray	Do	Do.
26	Ocean Rover	Murton	Colombo	Do.
Apr 11	Spirit of the Age	—	Amoy	Valparaiso
May30	Una (str.)	Smith	Sing, Shang,&c.—S.C	London
29	Lady Cecilia	—	Java, for Amsterdam	Off Dungeness
	Coringa	—	Padang	Sunderland
	Vyf Vrienden	—	Batavia	Rotterdam
26	Constance	—	Java	Newcastle
26	Schoonderloo	—	Do.	Do.
22	Florentine	Clark	Ceylon	Rio de Janeiro
25	Mountain Laurel	Dixon	Batavia	Penarth
29	Cordelia	Tetley	Siam	Antwerp
	Ellen Munro	Norcross	Galle	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong. For Colombo, &c.: Scotland.

SAILING VESSELS.—For Yokohama: Chusan, Miako, John Milton. For Shanghai: Cleta, Ailsa. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Beemah, Corea, Rollo, Sea Belle, Gresham. For Singapore and Manila: Kate Carnie. For Singapore: Fair Leader. For Penang: Eleanor. For Bangkok: Mary Evans. For Batavia and Sourabaya: Frederic, Robin Hood. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Seafield. For Colombo, &c.: Dorothy.

At LIVERPOOL.—For Yokohama and Hiogo: Lizzie Iredale. For Manila: Olaquivel, Maria Fidela. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Priam (str.), Sarpedon (str.). For Colombo, &c. (via S.C.): Atalanta.

At GLASGOW.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Batavia and Sourabaya: County of Lanark.

At GREENOCK.—For Java: Kurrachee.

SPOKEN.

ADMIRAL CASEY (ship), Cardiff to Shanghai, April 8, 10 S., 26 W.
P. A. J. NOLLEAU, Batavia to Rotterdam, May 21.
P. J. F. Q. (Dut. ship), Batavia to Rotterdam, May 21.
LADY CECILIA (barq.), Batavia to Amsterdam, May 21, 48 N., 16 W.
XENNEMERLAND (Dutch), Batavia to Amstrdm., March 12, 25 (?) S., 25 E.
BYTHORNE (British), Japan to New York, May 9, 30 N., 70 W.
IMOGEN, Sunderland to Singapore, April 9, 7 S., 29 W.
VITTORIA (Dut. barq.), Cardiff to Singapore, April 4, 27 S., 31 W.
VIER GEBROEDERS, Batavia to Baltimore, April 26, 5 N., 32 W.
MARIA HENRIETTA, Batavia to Amsterdam, May 25, 49 N., 8 W.
ALFRED THE GREAT, for Galle, April 8, 10 S., 27 W.
TAITSING, London to China, April 26, 5 N., 25 W.
MATHILDA ATHELING, Singapore to London, March 23, 35 S., 22 E.
CONCHITA, Manila to Cadiz, April 11, 10 S., 12 W.
QUEEN OF THE OCEAN, Foochow to London, May 7, 29 N., 41 W.
GOLDFINDER, Foochow to Boston, May 9, 32 N., 36 W.
RIDDERKIRK (Dut. barq.), Batavia to Rotterdam, May 25, 48 N., 12 W.
ARABY MAID, Cardiff to China, April 12, 4 N., 22 W.
JUPITER (Dut. ship), Amsterdam to Batavia, April 19, 10 N., 25 W.
ROSY MORN, Colombo to London, May 24, 49 N, 14 W.
MAIDEN QUEEN (ship), Liverpool to Anjer, April 5, 3 S., 23 W.
ADMIRAL GOURBEYRE, Saigon to Bordeaux, March 9, 32 S., 33 E.
TITANIA, for Batavia, April 15, 6 N., 24 W.
DONA FELICIANA, Clyde to Manila, April 16, 6 N., 25 W.
PILGER, Probolingo to Amsterdam, March 26, 28 S., 49 E.

FREIGHTS AND CHARTERS.

In berth freights there has been a little more firmness since our last issue, but coal freights remain without improvement.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £23. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: £1 11s. For Colombo, 35s. For Galle, 23s. For Japan: 37s. 6d. For Singapore, 25s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

The Peru, loading at Shields, for Colombo, was in collision during the evening of May 23, and will have to discharge part of her cargo to repair the damage sustained before she can proceed.

Advices from Pernambuco, dated May 11, state that the Corea, Bangs, from Zebu, for Liverpool, which put in there, March 25, leaky, having completed her repairs, would reship her cargo and proceed for her destination.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H SMITH, UNITED CLUB,
YOKOHAMA

SCHOUT AND CO.,
SHIPBROKERS,
AMSTERDAM.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

HOLLOWAY'S OINTMENT

AND PILLS.—CHEST PRESERVATIVES.—At all seasons of the year the rate of mortality from diseases of the lungs is very great. Holloway's Ointment, well rubbed upon the chest, aided by his Pills, arrests all mischief. These cleansing medicaments exercise the most salutary and restorative influence over the entire contents of the pectoral cavity. Air tubes, nerves, blood vessels, and all other tissues feel their wholesomely potent power, more particularly in their thoroughly purifying both venous and arterial blood, by promoting the free circulation of air. Neither Ointment nor Pills contain any noxious ingredient whatever, but their balsamic nature nourishes rather than irritates the system, and kindly subdues all untoward symptoms till all is well once more.

OSLER'S CRYSTAL GLASS CHANDELIERS.
WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign!
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

REALM MARINE INSURANCE COMPANY (Limited).
16, CORNHILL, LONDON, E.C.
The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th inst.
By order of the Directors,
P. MAUGHAN, Secretary.
16, Cornhill, London, May 5, 1871.

HAMBURG-BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—
1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.
WM. PUSTAU and Co.
Hong Kong and Shanghai.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the upervision of European Engineersand Shipwrights

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenienc for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; Iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	" "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, June 10, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, June 20, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, June 10, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, June 20, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBRAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 45 " "
Australia ..... in 48 " "

Passengers for Californ a and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the Pacific Mail Company and North Pacific Transportation Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

June 11, July 9, August 6 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 27th May. in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France) Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13 Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description within the Continent India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents. under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb 7, 1871.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL E.C.
(Over the JERUSALEM.)

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Beemah	A1 11 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr	SWID	With des.
Amoy, Chefoo, & Tntsn.	Aurora Australis...	A1 13 yr.	SWID	With des.
Yokohama ...	Chusan	A1 14 yr	SWID	With des.
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ..	Omba	A1 16 yr	E.I.D.	With des.
Hong Kong	Rollo ...	A1 13 yr.	W.I.D.	With des.
Yokohama...	John Milton	A1 14 yr.	E.I.D.	With des.
Singapore & Manila ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	Wth des.
Pen., Sing., H K., and Shang. (via S.C.)	H Kong (ss)	A1 100	1200	S.W.I	June 8
Shanghai...	Cleta	A1 16	519	E.I.D.	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM FROM LONDON (via SUEZ CANAL) to PENANG, SINGAPORE, HONG KONG, AND SHANGHAI.—The magnificent Screw Steamer HONG KONG, 1,215 tons register, 200-horse power nominal, J. H. WATSON, Commander (who has had great experience in the China trade), will load in the South-West India Dock, and receive goods until 7th June (unless previously full). This magnificent steamer has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage; has splendid accommodation for first and second-class passengers; is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama...	Alexander Lavalley (ss)	Highest	—	June 28
Do. & Hiogo	Nourmahal..	A1 13 yr.	Prnce's	Wth des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Robin Hood ...	A1 10 yr.	941	SWID	June 15
Do. do.	Countess Russell	A1 8 yr.	965	SWID	July 15

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register DAVID MUIR, Commander; East India Docks.

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

DIRECT for COLOMBO, the splendid regular trader, OCEAN ROVER, A1 16 years, 548 tons register, W. MURTON, Commander; South West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

First Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COLOMBO, COCHIN, CALICUT, and MANGALORE, the splendid regular trader DOROTHY, A1 9 years, 310 tons register. J. WILLIAMS Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR BANGKOK (SIAM) DIRECT.—A First-class Vessel.—To leave in July.—Offering favourable opportunities to shippers.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Monday, June 5, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 406.] LONDON, MONDAY, JUNE 12, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received June 10.
JAPAN — Yokohama			
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking	—	—	April 12
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Feb. 17	April 8	„ 14
Kiu-kiang			
Chin-kiang			
Shanghai	„ 24	„ 11	„ 22
Ningpo			
Foochow	—	—	„ 18
Formosa			
Amoy	—	—	„ 23
Swatow			
Hong Kong	March 10	„ 20	„ 28
Canton			
Macao			
PHILIPPINES— Manila	—	—	„ 22
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	„ 30
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 29
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	„ 24	„ 27	May 6
Penang	—	„ 25	„ 8
CEYLON—Galle			
Colombo	„ 21	May 15	„ 15

THE MAILS, &c.

The P. and O. mail, bringing above dates (which, owing to the change in the monsoon, are only two days later than those received by the French mail on the 7th inst.), was delivered on Saturday. The next inward mail (P. and O.) is due on the 24th inst., with dates—Shanghai May 6, Hong Kong May 12, Singapore May 20.

The direct China Telegraph line was opened to the public on the 9th inst. We publish elsewhere the congratulatory messages which have passed between London and Hong Kong with reference to the completion of the line. The communication between the shore end of the cable and the telegraph office at Hong Kong was completed on Saturday. The line from Singapore is working well, messages occupying but a few hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By last (French) mail, to Marseilles, per Messageries steamer *Peiho*.—From Yokohama: Messrs. Ollard, Pellicot, Dumont, Coles. From Shanghai: Messrs. Price, Hennequin, Bryde. From Hong Kong: Messrs. Elizalde, Griojoyen, Straeck, Calame, Rosse, Lemann, Mr. and Mrs. James Whittall, Mr. D. B. Robertson, Miss Rose. From Saigon: Messrs. Louis, Francois, Ker-David, Hyacinthe, Columb-Joseph, M. and Madame Laugier. From Batavia: Messrs. Biek, Hartog, de Kauter, De Veneta, Van Hasset, Bailli, M. and Madame Hamel, M. and Madame de Penade, M. and Madame Saugh, M. and Madame van Bosse, M. and Madame Boelhourer, M. and Madame Weuter. From Singapore: Messrs. Sautoder, De la Torre, De Monte, Sauchy, Andres, Revata, Pallies, Moreno, Espinosa

By this mail to Brindisi, per P. and O. steamer *Bangalore*, arrived June 6.—From Galle: Mr. Todd, Mr. Bircheff, Mr. Campbell Rose, Mr. Williamson.

Per P. and O. steamer *Pera*, expected to arrive June 16, from Yokohama: Three Japanese and child. From Shanghai: Mr and Mrs. Medhurst, two children, and servant, Mr. Gilfillan's child and servant. From Hong Kong: Mr. B. R. King, Mr. Phillips, Mrs. and Miss Oxley, two children, and two second-class passengers. From Batavia: Mr. G. Birnie, three children, two servants, and four second-class passengers. From Singapore: Mr. C. E. Drake and servant, Mrs. de Wind, five children, and servant, Commander Poole, R.N., Master Nai Phoon, Mrs. Campbell, child, and lady friend and servant, Mr. H. J. Stahmer. From Galle: Mr. and Mrs. Strachan, Captain Chichester, Mrs. Kershaw and child, Mr. Anderson, Mr. W. A. Swan, and one second-class passenger. To Gibraltar.—From Hong Kong: General Marina, Miss Marina and servant, Captain Diaz.

By last Bombay mail to Brindisi, per P. and O. steamer *Delta*, arrived May 31.—From Hong Kong: Mr. E. J. Sassoon, Mrs. E. D. Sassoon and two servants.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, June 10.—To Shanghai: Mrs. Bergman. To Hong Kong: Mr. H. W. Daniel. To Singapore: Hon. H. Plunkett. To Ceylon: Mr. J. F. Jowitt, Mr. J. R. Mosse, Major and Mrs. Georges, Mr. A. White, Mr. Dauglish.

Per P. and O. steamer *Candia*, from Southampton, June 24.—To Singapore: Mr. James Mitchell. To Samarang: Mr. F. Soesman. To Ceylon: Mr. and Mrs. W. C. Whitham, Mr. W. Penney, Mr. C. E. Dunlop.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Dates extend to the morning of 22nd April, or two days later than the French mail; no mail had arrived out since that of Feb. 24.

On the occasion of the departure of Mr. Medhurst, the *North China Herald* pays a just tribute to that gentleman for his untiring and valuable exertions in the China Consular service, of which he has been a member for twenty-five years.

The following items are from the same journal:—

At the meeting of shareholders in the North China Insurance Company the accounts showed a total balance at the company's credit of Tls. 790,782, in addition to the paid-up capital of Tls. 300,000, and after paying a dividend of Tls. 150,000 for the year 1869. A further dividend of Tls. 50 per share for that year was agreed to. Messrs. J. I. Miller, A. Schroers, and H. G. Pemberton were elected directors in the stead of Messrs. Bell, Michie, and J. T. Brand. It was announced that a meeting would be called for the 1st May, to prepare for the formation of the new company by receiving suggestions for any modification in the present deed of settlement. The expediency of raising the value of the shares was mooted.

A meeting of shareholders in the China and Japan Insurance Company had also been held. The accounts show a balance in hand on the 31st December of Tls. 140,936, out of which losses to the extent of Tls. 64,516 have been since paid, and Tls. 20,744 are held to meet the losses and claims reported to date. Messrs. Behn Hormusjee, Little, Bade, and Ringer were confirmed as directors for the current year.

A prospectus of a joint-stock company, intended to purchase and build on the Mayfair estate, on the Bubbling Well-road, opposite the racecourse has been issued. It is proposed to raise Tls. 25,000, in two hundred and fifty shares of Tls. 100 each. The land comprising twenty-six mow, is offered by the present owner for Tls. 9,000; the balance will be laid out in building six detached and semi-detached villas, which can be let at rates varying from Tls. 50 to Tls. 30 per mensem. Small houses of this kind are much wanted, and will, no doubt, let readily.

The new light-ship for the mouth of the Yangtsze had left. As our readers are aware, she is provided with a first-class revolving light, and a fog-horn. Among the names of vessels which have passed Anjer, we notice the *Newchwang* for Shanghai. Evidently this is the new lightship for Newchwang, at last. She was to be called after the port for which she is destined.

A meeting of landrenters at Kiukiang was held on the 31st March. The municipal accounts show an expenditure of Tls. 571 out of Tls. 584 available funds, leaving a balance in hand of Tls. 13. No call seems to have been made on the taxpayers during the year, as Tls. 544 remained over from the previous year, and the remainder was derived from an arrear tax and from the sale of an aggressive raft. This pleasant condition of affairs, however, can obviously not continue during 1871, though we do not see that any provision was made for a fresh levy. Messrs. Hamilton, Shaw, and Anderson were elected a municipal council for the current year.

Digitized by Google

At the annual meeting of the Shanghai Rowing Club, Mr. E. W. Batt in the chair, the report by the committee and accounts for the year were read and passed. The latter showed a total receipt of Tls. 1,571.08, including balance from previous year (Tls. 281.08), and an expenditure of Tls. 1,170.57, leaving a balance of Tls. 400.51. The sum of Tls. 291.06, proceeds of a theatrical performance given at the Lyceum in aid of the removal of the upper boat-house, is also in hand. The following committee was elected :—Messrs. Low, Batt, A. Dent, Maitland, and Lessmann, the first being also appointed captain. Some discussion ensued regarding the removal of the boat-house.

An interesting lecture had been delivered, at the Asiatic Society's Rooms, by the Rev. C. Kreyer, on "Some Phases of Interaction between the East and the West."

HONG KONG.

Dates extend to 28th April, and are only two days later than the French Mail. The London Mail of March 10th arrived April 20th. The following items are from the *China Mail* :—

The *Min* case—the Comptoir D'Escompte of Paris *v.* Rodgers—had been again before the Supreme Court. The Attorney-General, for the defendants, applied for an order on the plaintiffs to pay $11,806.34 for interest. The question had been referred to the Judicial Committee of the Privy Council, which decided that the defendants were entitled to interest, and ordered that the original sum in dispute must be repaid by the respondents to the appellants, together with interest at the rate usually allowed by the Supreme Court of Hong Kong. On the strength of the wording of this order, the Attorney-General moved that the Court would order interest to be paid at the rate of 12 per cent. After some discussion the hearing was adjourned.

At the U. S. Consulate, on the 21st April, an inquiry into the charge brought by Captain J. B. Spearwater, of the American barque *Mary J. Roberts*, against William Holt, a seaman, of threatening the lives of the officers and captain, and otherwise behaving mutinously, was held, with a view to ascertain whether the case for a rendition under the extradition treaty with Great Britain could be made out, to authorise the Consul to apply to the Colonial Authorities for the arrest and detention of the parties accused, until a requisition can be sent by the President of the United States. It appeared that the captain, out of self-defence, fired at Holt, having nothing at hand to ward off the blow which would have inevitably hit him. The shot took effect on his cheek, and he fell down. After Holt was shot, he took great care of him, giving him his own cot. The wound was healed within a fortnight. The inquiry, which was adjourned, seemed likely to last a long time.

The case of *Kwok Asing*, of *Nouvelle Penelope* celebrity, was brought before the Chief Justice on the 18th April. Our readers may remember that this man took ship at Macao for Callao, under the conditions usual in the coolie trade as carried on from the "Holy" City; then he became mixed up in the subsequent murder of the captain and others of the ship; then escaping to land, he presently found himself under arrest by the British authorities in Hong Kong on suspicion of being a bad character; then, his complicity in the murder being alleged, the Chinese authorities at Canton, through Mr. Robertson, the British Consul there, demanded that he should be given up to them for punishment; then, in accordance with British law, the charge against him was investigated by a British magistrate, and the evidence produced did certainly establish the fact that he had been, sufficiently for all legal purposes, a participator in the outrage; and thereupon he was handed over to the Crown. The *China Mail* observes that as the act charged against the prisoner was committed under the French flag, to French—not to Chinese—jurisdiction should the prisoner be rendered up by a British Government. That he has incurred a penalty we are bound to admit, but to the French Consul at Canton should be remitted the duty, as upon him is properly entailed the obligation, of negotiating with the Chinese authorities in the matter, not upon the British Consul. At the last hearing of the case the Attorney-General explained that a letter had been received from the Acting French Consul, in which he withdrew from the present prosecution. It was of course very serious, whatever technicalities might exist, to discharge the prisoner without his going before a jury, and the Attorney-General, therefore, thought it his duty to invite the opinion of a jury as to his guilt. Although he was discharged, the Attorney-General gave him in charge of the captain superindent of police to answer a charge of piracy *jure gentium*.

It has been suggested that a link of the China Submarine Cable should have been sent out to connect Macao, but no estimate is given of the probable traffic. No account is given of the traffic on the Hong Kong and Shanghai cable, which had been open some time.

SIAM.

—o—

BANGKOK.

We learn from the *Advertiser* that the subject of "Marking the People" is again mooted. The Minister of Foreign Affairs has addressed a circular to the Consuls of the Treaty Powers, requesting their co-operation in the movement, which, according to Siamese tradition, becomes necessary on the decease of one of their kings and the accession of a new one. The document in question is sensible and unassuming—its style contrasting with the recent manifestoes of the Russian and Chinese Governments in a manner which shows the civilisation and intelligence of the land of the Elephant to be very far in advance of those of the Bear and the Dragon.

The officers of the French gunboats in this port had had an audience with his Majesty the Supreme King. His Majesty the Pusamret Rajakan Pendin had been visiting the new sugar mills at Nak'aunchaisee. This mill is now in working condition, and must greatly augment the Royal revenue. After the return of his Highness, it is said his Majesty the Supreme King of Siam is expected to pay the new sugar mill a visit also.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 5th May. On the 27th April the *Orissa* arrived with the London mail of the 24th March.

We learn from the *Straits Times* that preparations were being made for the opening of the Legislative Council, but we are not informed of any new measure of importance likely to be brought before it. The pension rules have been amended, so as to remove the wide distinction drawn in the existing ordinance between officers appointed under the Colonial rule and those retained in office after the transfer,—which formed the ground of a joint protest by the unofficial members. The amended ordinance has been drafted in obedience to instructions from the Secretary of State, and affords a gratifying proof of the weight attached to the protests of the unofficial minority in the Council. This, together with an amendment of the Gaming-Houses ordinance, and the amended Penal Code, are all the public measures that we have yet heard of to be considered in the early part of the session.

With reference to the fears entertained by the merchants here, in consequence of the reports which reached them from Johore, we are glad to be able to announce that his highness the Maharajah has concurred in the views and suggestions of the Chamber, and that an arrangement has been agreed upon, which, while securing to the Maharajah protection of his revenue, will at the same time be satisfactory to the merchants here, and to the planters, who have suffered very materially from combinations among contractors and others.

A recent Post-office prosecution at Malacca shows very strongly the disadvantages under which the Chinese labour in sending letters from the Straits to their friends in China, owing to the stringency of the Indian Postal Act and the incapacity of the postal department to forward the letters to their destinations. Enterprising Chinese here and in Penang have sought to remedy the shortcomings of the Post-office by establishing a sort of express post, sending a messenger up to China in a steamer in charge of a large number of letters destined for the interior of China, and also carrying large sums of money, the aggregate of many little remittances by coolies and servants to their relatives. In the case in point, it is alleged that the Penang Post-office declined to accept the letters because there was no means of sending them to their destination, and yet during the stay of the steamer at Malacca the messenger was arrested, tried before a magistrate, and fined fifty dollars, after which we are informed the letters were returned to him. This is only one of a number of prosecutions on account of Chinese letters, and taken it would be to the advantage of the Chinese residents were the matter to engage the attention of the authorities at home, with a view to legalising these expresses.

At Hong Kong a project has been already mooted for extending the telegraph to Macao and Manila, while the importance of bringing Saigon into communication with Hong Kong is also strongly urged.

Messrs. Paterson, Simons, and Co., writing to the same journal, contradict the report that the object of the Singapore and New Harbour Railway is to bring all the wharves which line New Harbour within traffic communication of the town at one uniform rate of carriage, and that a differential tariff would be as undoubtedly opposed by the promoters of this scheme as it would be insisted upon by the Singapore Railway Company. So far from this being the case, Messrs. Paterson, Simons, and Co. state the proposition of a uniform rate, if ever seriously entertained, has been long since abandoned—and so far from the promoters of the Singapore and New Harbour Railway in any way seeking to interfere with the interests of any particular company, the object of their scheme is simply to serve them all by bringing into easier communication with the town—and thereby more fully utilising the docks and wharves.

Captain A. H. Loftus, for some time sailing out of this port, has been employed by the Siamese Government to make a survey of the Siamese waters and the coast of Siam.

The steamer *Sharpshooter* has been purchased by Messrs. Tan Kim Seng and Co., and will be placed on the line between Singapore and Penang, in connection with the steamer *Japan*.

Lieut. Burn, Master Attendant at this port, comes home by the present mail, on twelve months' leave of absence. His duties will be fulfilled in the meantime by Captain Ellis.

We learn that the contract for building an iron screw-pile landing pier at Mintoh, for the Dutch Government, has been

Digitized by Google

awarded to Mr. J. Cazalas, of this port, for the sum of Java Rs. 177,999. There were, we understand, but three tenders sent in, one of which was from Holland and two from Singapore.

The arrivals, *via* the Suez Canal, were the *Hector*, on the 1st, and the *Glensannox* on the 4th May. There had been no departures for home by this route.

There has been an alarming increase in the burglaries by Chinese, and the attitude of this class has been very unsatisfactory.

The *pro forma* notice of the parties interested in the Singapore and New Harbour Railway scheme includes the names of the Maharajah of Johore; J. B. Caldbeck, P. & O. Agent; P. Brasier, Agent Messageries Maritimes, Whampoa; H. Buchanon, Manager Borneo Company; T. Shelford, Paterson, Simons, and Co.

CEYLON

—o—

(FROM A CORRESPONDENT.)

Rumour has it lately that Sir Hercules Robinson, whose term of office expires this year, is to have it extended for another six years. Whether this report be well or ill-founded, certain is it that there is no precedent for such a course as a Colonial Governor getting his term of office doubled. In the time of Sir Henry Ward, when at the zenith of his popularity, a memorial was got up and forwarded to the Colonial-office, signed by the great body of the colonists, praying that his term of office might be extended, and offering on behalf of the colony to make up his salary to the level of that of Madras, to which Government he had the prospect of being promoted. The memorial met no favour at the hands of the Colonial-office, and the colonists were informed that there was no precedent for the step recommended, and, further, that the Imperial Government did not wish to establish such a precedent. It is true Sir Edward Barnes was twice here as Governor. But it was not a continuous period. He served in Madras in the interval. Warren Hastings was nine years Governor-General of India; but this was at a very exceptional period, when it was thought he was the man most capable to cope with the many difficult problems which then beset that great country. Still there seems no good reason why such a precedent might not be established. It would not perhaps be wise to adopt such extended service as a rule, because a colony might have a bad Governor forced upon it, to get rid of whom at the earliest possible moment would no doubt be desirable. But where a man has shown himself specially adapted for the position—where he has inaugurated measures for the advancement of the country, and for the moral and material prosperity of its inhabitants—or where his plans for developing the country's resources are only in course of being tested, it would be wise that he should be continued in office for such a period as might enable him to see his projects carried to a successful issue. Now this is exactly the case with Sir Hercules Robinson. Those vast irrigation schemes to which he has devoted so much attention and such liberal votes for the benefit of the native agriculturist are yet only in their infancy, and will want his parental care to watch over them till fairly tested. The railway to Nawalapitiya, inaugurated by him, would best be carried out under his watchful eye. The new educational system introduced by him should be fairly floated ere he leave. So with the Colombo Harbour scheme and the Paumben Canal—the new school of medicine—the codification of the laws—the service tenures ordinance—and a hundred other matters in which he has taken so deep an interest. Besides these special claims on his consideration there are other reasons why a Governor who has proved himself eminently fitted to advance the interests of the country under his charge should be allowed an extended period of rule; for instance, it takes a man quite half the usual period before he makes himself master of the position—before he learns the country's wants and how to supply them. In fact, be a Governor ever so clever, or so industrious, coming to a new country, where the people, the trade, and the commerce are different to anything he has known before, it necessarily takes time for him to gain experience sufficient to fit him for the wise and successful administration of the Government. And many a man has only acquired such experience when the time arrives for him to drop the reins. It is unjust to him and unfair to the country to change a ruler under such circumstances. Sir Hercules Robinson has certainly not been, nor tried to be, a popular man, but he has been a hardworking, painstaking, conscientious Governor, doing what he believed right without fear or favour; and it is likely we shall get many a worse before we get one better. The general wish, I believe, would be, if the feelings of the community were consulted at all, that he should be continued here.

CEYLON HARBOURS, &C.

A correspondent informs us that Ceylon is singularly unanimous in the desire for the Paumben channel. The Home Government have never yet allowed any money to be borrowed, on the security of the revenues of the colony except in the case of the railway. Nevertheless, if the proposed harbour should be favourably reported on, they will probably sanction both schemes, if the channel is not taken up by private enterprise. Our correspondent wishes us to draw attention to the fact that Ceylon is the only Crown Colony that does not cost the Crown anything for its defences, £160,000 a year of the revenue being appropriated to the support of the troops.

We regret to learn from the *Ceylon Observer* that our correspondent's very reasonable hopes have been unexpectedly dashed aside. Mr. Robertson has given Ceylon the slip after all, having passed through Galle on his way home by the steamer *Delhi* on Thursday. Lord Mayo and the Indian authorities have evidently neglected to give effect to their promise to the Governor of Ceylon, that Mr. Robertson should be directed to visit Colombo before leaving for Europe. But will Ceylon consent to wait till Mr. Robertson returns to India, about the end of the year? In view of an engineering opinion being required in respect of the Paumben channel as well as the new harbour, we think a special visit from a first-class engineer might well be arranged for at once. The difficulty, proceeds our contemporary, lies in the division of authority. The Ceylon Government has no voice in the Paumben project, nor even the subscribing London merchants until the Indian authorities give permission. But where everybody is agreed on the great interests at stake we cannot conceive that Sir Hercules Robinson will be content to wait. A splendid opportunity is offered to the Governor of winning the gratitude of the community by a little independent personal action. We may be sure that his views will be adopted by the highest authority at home, for our readers cannot but remember that, when the East India Association's deputation waited on the Duke of Argyll only last month, the Secretary for India expressed his confident opinion that the channel could be constructed, and, moreover, promised to instruct Mr. Robertson to survey and report on the matter, and furnish an estimate for the work. This arrangement of the Duke's seems to have been entirely nullified by Earl Mayo's subsequent instructions, thereby showing how true are our contemporary's remarks on the bad consequences of "divided authority."

Commercial Report.

(For dates see first page.)

—o—

IMPORTS.

HANKOW.—Grey Shirtings pressed for sale in large quantities, prices for 8¼ lbs. declined, market weak, light and heavy makes maintained previous value. Grey T-Cloth sold on easier terms, as, in consequence of the lateness of the China New Year there had not been the usual inquiry for these goods. Dyed Fancy Cottons: Quiet demand at about last quotations. Long Ells: Neglected. Camlets: In good request. Woollens: Fairly saleable. Lead: Very difficult to quit, as Teamen had fair stocks. Quicksilver: Difficult to obtain.

SHANGHAI.—The market had been extremely dull, not from any want of demand, but simply from unprecedentedly heavy supplies sent from home. As last English mail closed, the market showed some indications of steadying, but the simultaneous arrival of several steamers and sailing vessels, each bringing a large cargo of manufactured goods, had destroyed the tone, and although many importers had withdrawn their stocks from offer, there appeared no sign of returning confidence amongst dealers. Grey Shirtings: Direct sales trifling, but the Chinese had sold heavily, and by their extreme anxiety to force off their purchases had lowered the rates to Tls. 1.8.3 to 1.9.3 per piece, for common to best chops of 8¼ lbs. goods. White Shirtings: Scarcely any business reported; T-Cloths had been in good demand, with a considerable trade at from Tls. 1.50 to 1.55 per piece for fair to good Mexican quality 7 lbs., showing a serious decline on last quotations. Common counts not inquired for. 6 lbs. goods taken at Tls. 1.15 to 1.40 per piece, and 8 lbs. at Tls. 1.88 to 1.89. There had been scarcely anything done in other descriptions of Cotton manufactures. Woollens: Figured Orleans of favourite patterns and colours saleable at former rates, but for other kinds of Woollens a dull market had prevailed, and the business in all had been confined within a small compass.

HONG KONG.—The market continued greatly depressed and sales of every class of goods were most difficult to effect, there being little or no demand. Prices were quoted at a further decline and were to a great extent nominal. Cotton Yarn: A slight enquiry for Nos. 16 to 24 fair to best spinnings had been met at a decline; higher counts, Nos. 28 to 42, quite neglected, and prices nominal. Grey Shirtings 7 lbs. very quiet; forced sales of the other weights at $2.40 for ordinary, and $2.45 for best quality; Market closed weak with no buyers; heavy weights quiet. Other Cotton Goods no demand, no sales, and prices nominal. Woollen Goods also out of demand and prices nominal.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—Since our last the market for piece goods has continued very dull, and the few transactions reported show a further decline in prices. 39-inch Gre; Shirtings: 8¼ lbs. in very limited demand and lower, small sales at $2.40y stocks increasing; 7 lb. very dull at $2 to 2.05, and 6 lbs. at $1.70 to 1.75. 45-inch: Without inquiry, quoted nominally at $2.40 for 8 lbs., and $2.70 for 9 lbs.; other weights quite neglected. 36-inch White Shirtings: Fine qualities in less inquiry, and weaker; for medium and low, demand very limited; stocks heavy. 45-inch: No inquiry, and nominal at $3.50 for 6¼-reed. 36-inch White Spots: In no demand and nominal. Brocades: No transactions. 45-inch White Cambrics: Business extremely limited. 30-inch White Maddapollams out of demand. 32-inch Grey T-Cloths limited demand for all weights. 5 lb. $1.25 to 1.22½; 6 lb. $1.45; and 7lb. $1.71 to 1.72½. Maddapollams: Very dull; a trifling sale of 2¾ lb. $16.75. Turkey Red Cambrics in moderate request, but offers too low to lead to business; small sale of 2¼ lb. at $2.12½; 2½ lb. quoted nominally $2.20 to 2.22½, and 3 lb. $2.35 to 2.40. Mulls quite neglected. Grey Yarn: In very limited request and lower; 40s, $109

Digitized by Google

to 110. 30s, $102 to 103. 18/24s, $89 to 90. Turkey Red: Glasgow dye in moderate enquiry at $136 to 137½ for 12 lb.; German dye not saleable. Woollen Goods of all descriptions without improvement and in no demand. Metals—Iron: Very quiet. Flat Bars, except Govan, not wanted. Small demand for Round and Square; a small sale of the former at $2.30. Yellow Metal sold at $19½ to 20, but demand very small; importers holding for $20. Lead: Very dull, no sales. Tin-plates are in moderate enquiry at $5½ per box.

EXPORTS.

TEA.

SHANGHAI, HANKOW, KIUKIANG, and FOOCHOW.—Nothing to report.

CANTON.—Musters representing a few parcels of new season's local Congou had been put on the market within the last ten days, but they were generally of poor quality, and very indifferently cured. It was reported that 600 boxes had been settled at Tls. 22 to 24 per picul, which price appears to be above their value. The new Scented Teas were in course of preparation, and musters would be shown in about ten days. The natives promised good quality, as the scenting flowers were very cheap and plentiful. Of old season's Imperial, 1,000 boxes had been taken for Continental order at Tls. 18 per picul. Settlements from April 14 to April 24, 1871:—Canton District Congous, 600 boxes at Tls. 22 to 24; Scented Orange Pekoe, 150 boxes at Tls. 14; Canton Greens—Imperial, 1,000 boxes at Tls. 18.

SILK.

SHANGHAI.—Messes. Skeggs and Co. report as follows:—Very little has been doing in the article, some few purchases of Koo-fong-sing and, Check chops 3rds are reported at 29s. 7d., and old Cat cho p at 27s. 1d. Rereels Tsatlee and Hainin at 27s. 6d. to 30s., and a small lot of Szechuen taken in barter at Tls. 240 for the common description and Tls. 360 for the fine sorts. Settlements are about 600 bales, 200 bales of which should have been included last mail. Total settlements amount to about 33,700 bales, and stock is reduced to 200 to 300 bales, a large portion of which is Szechuen.

CANTON.—Only a very few bales have been taken for both the French steamer and the present mail. A comparison of the stocks on hand with those of same time last year showed a considerable excess this year, especially in Tsatlees and inferior descriptions. The weather had been favourable for the new crop, and in a week or ten days musters were expected in the market. For America there was little or no enquiry. The stock was estimated at 175 bales Tsatlee-reels, 20 bales Kow-kongs, 100 bales Cumchucks, Lacklows, &c., and 200 bales of inferior descriptions.

JAVA AND STRAITS PRODUCE.

SINGAPORE.—Tin: The only purchase reported had been 300 piculs for England at $31.75 per picul. About 500 piculs remained, for which $32 was asked, but there were no buyers over $31.50. Gambier placed to a moderate extent at $2.92½, but was very dull. Black Pepper coming to market very slowly, and difficult to purchase at $9½ per picul. The crop this season seemed likely to be small. White Pepper last sold at $14⅛ to 14¼ per picul; none offering. Sago Flour: Borneo worth $2.55; no stock. Pearl Sago: Large contracts for small grain at $3 to 3.02½. Tapioca—Flake, $3.50; Pearl, $3.40. Coffee: 1,100 piculs Bontyne held for $13 per picul. Buffalo Hides sold at $9⅜ to 10¼ for best descriptions. Cow Hides in demand at $14¼ per picul. India-rubber: Small arrivals and sales of Palembang at $44½, and of Calantan at $42½ to 43. Gutta-percha: Good qualities worth $52½ to 75 per picul.

BATAVIA.—Arrack, f.88 to f.90 per leaguer; small sales; stocks reduced. Cloves, f.25 per picul; nominal. Coffee: The Government sale on 25th April averagedas follows: 10,000 piculs Preanger f.37.46 per picul; 25,000 piculs Pasaroeang f.32.50 per picul. Cubebs, f.15 per picul; not yet in the market. Gutta-percha, f.100 to f.150 per picul; in less request. Gum Dammar, f.36 to f.37.50 per picul; limited arrivals. Hides: Cow, f.30 to f.40. Buffalo, f.21 to f.27 per lb.; sales. India-rubber, f.100 to f.110 per picul; only small quantities at market. Indigo: First quality wanted; nominal. Mace, f.225 per picul; first quality saleable at quotation; 2nd quality offered at f.190; 3rd 160. Nutmegs, f.155, in good demand. Pepper: Black, f.26 to f.27.50 per picul; sold at quotation. Rice: Table, no stocks. First quality Batavia f.150 to f.165 per coyang; scarce. Second f.140 to f.145 per coyang; small stocks. Cargo f.100 to f.110 per coyang; without stocks. Rattans: Borneo, f.13 to f.13.50 per picul; Padang, f.8 to f.10 per picul; scarce. Sapanwood: Manila, no stocks; Java, f.2.50 to f.3; nominal. Sugar: Jacatra, f. 16. 25. Tin: Billiton, an auction of 7,800 piculs advertised for June 5.

MANILA.—Sugar: The fortnight had been very quiet, and the only transaction noted was a small sale of Current at $4.50 per picul. The price had declined in Cebu to $2.87½ per picul, and in Ilo Ilo to $2.75 per picul. Hemp remained firm at $8.37½ per picul for Current. Coffee: Considerable sales of Batangas and Indan had been made at $11.50 per picul.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to March 31, 1871	10826	71079427	47262939	349447	12633428	131336067	35784
Corresponding period last season	74573	70881288	49565984	1340918	15492734	137364497	41928

Shipments Since:

Apr. 19 per Mongolia (str.)	From Canton	234,600	1,949
— 26 ... Peiho (str.)	Do.	1,800	14

TO THE CONTINENT.

		Bales.
From June 1 to March 31, 1871	2386282	8563
Corresponding period last season	4114550	16620

Shipments Since:

Apr. 5 per Behar (str.)	From Shanghai, &c.	—	12
— 19 ... Mongolia (str.)	Do.	—	60
— 26 ... Peiho (str.)	Do.	—	64

TO UNITED STATES.

		Pcls.
From June 1 to March 31, 1871	47922954	2565
Corresponding period last season	38741564	932

Shipments Since:

Apr. 5 per Adelia Carleton	From Canton	106,230

TO AUSTRALIA.

From June 1 to March 31, 1871	11,290,598 lbs.
Corresponding period last year	13,176,241

Shipments Since: None.

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844	51,022,600	...*
" 1845 to 1846	57,334,200	18,600
" 1850 to 1851	63,972,000	22,144
" 1853 to 1854	77,327,800	61,283
" 1855 to 1856	92,240,300	50,481
" 1857 to 1858	76,990,255	68,315
" 1858 to 1859	65,789,792	83,134
" 1859 to 1860	85,560,452	64,169
" 1860 to 1861	90,066,160	70,644
" 1861 to 1862	109,854,040	79,199
" 1862 to 1863	121,273,580	72,887
" 1863 to 1864	117,463,586	46,603
" 1864 to 1865	121,236,870	32,313
" 1865 to 1866	118,333,042	62,890
" 1866 to 1867	118,423,290	50,052
" 1867 to 1868	116,890,430	57,449
" 1868 to 1869	142,789,804	70,917
" 1869 to 1870	139,740,193	63,807

* Including the Continent.

LIST OF SHANGHAI SILK SHIPPERS.

1st June to 15th April, 1871.

(NORTH CHINA HERALD.)

	Bales.		Bales.
Adamson, Bell, and Co.	890	Laurance and Buckley	23
Balfour, F. H.	420	Meynard and Co.	40
Barnet and Co.	1,359	Milsom and Tod	1,046
Beazley, Paget, and Co.	11	Nachtrieb, A., and Co.	513
Birley, Worthington, & Co.	837	Olyphant and Co.	45
Birt and Co.	210	Petrocochino and Co.	166
Bland, J.	150	Pila and Co.	158
Borntraeger and Co.	422	Pustau, W., and Co.	87
Bourjau, Hubener, and Co.	308	Reid and Co.	85
Bovet, Brothers and Co.	226	Reiss and Co.	180
Bower, Hanbury and Co.	1,957	J. S. Robison	155
Brand, Monro, and Co.	2,263	D. Ringer	9
Bull, Purdon and Co.	41	Russell and Co.	1,522
Butterfield and Swire	101	Remé, Wm., and Co.	895
Chapman, King, and Co.	186	Sassoon, D., Sons, and Co.	150
Chinese	165	Sassoon, E. D. and Co.	33
Cumine and Co.	76	Scheibler, Matthaei, and Co.	524
Dent and Co.	164	Shaw Brothers and Co.	799
Dickinson and Co.	5	Siemssen and Co.	623
Essex and Co.	906	Skeggs and Co.	1,640
Fogg and Co.	361	Smith, Archer, and Co.	255
Gamwell, F. R.	867	Textor and Co.	936
Gibb, Livingston, and Co.	612	Thorne Brothers and Co.	682
Gilman and Co.	1,194	Trautmann and Co.	79
Glover, Dow, and Co.	266	Turner and Co.	508
Heard, Augustine, and Co.	831	Westall, Brand, and Co.	183
Helbling and Co.	132	Sundries	4,023
Hogg Brothers	590		
Jardine, Matheson, and Co.	908	Total bales	33,192
Jarvie, John, and Co.	1,619		

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company	500	500	160	4 p.c
Shanghai Gas Company	100	100	128	12p.c
Shanghai S.N. Company	100	100	132	12p.c
S. Tug and Lighter Company	850	850	400	5 p.c
French Gas Company	50	50	60	8 p.c
Hong K. Fire Insurance Co.	$1,000	$200	$475	12p.c
North China Insurance Co.	Tls.1,000	Tls.200	Tls.595	trienl
North China Steamer Company	500	500	150	
Union S.N. Company	100	100	83	10p.c
Yangtzee Ins. Association	500	500	850	15p.c
Union Insurance Society	$5,000	$1,000	$2,500	trienl
China Traders Co. (Limited)	5,000	1,000	3,000	475p.s

Digitized by Google

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	—	—	—
Shanghai ,, ,, ...	5s. 11d.	5s. 11½d.	6s. 0d.
Canton ,, ,,	4s. 4¾d.	4s. 5½d.	4s. 5½d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 5½d.	4s. 5¾d.	4s. 6d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	t Shanghai.	At Hong Kong.
Bills on India	310 to 311	229½ to 230
,, Hong Kong	24¾ to 25¼ dis.	—
Bar silver	111.5.0	7½ prem.
Mexican dollars	75.3.0	1½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 30; Old, 36½ per cent. prem.
Hong Kong Gas Company, 56 dols. per share.
Hong Kong and Whampoa Dock, 37½ per cent. discount.
China Traders' Insurance, 2.500 dols. premium.
Hotel shares, 62½ per cent. discount.
Hong Kong and Macao Steamboat Company, 38 dols. premium.
Hong Kong Fire Insurance Company, 275 dols. dols. premium.
Union Insurance Company, New, 1,500 dols.; Old, 1.000 dols. premium.
China and Japan Marine Insurance Company, Tls. 47 premium.
China Fire Insurance Company, 54 dols. premium.
Victoria Fire Insurance Company, 43 dols. premium.
China Sea, Saigon, and Straits Steamship Company, 20 dis.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, $1 dis.
North China Insurance Company, Tls. 395 premium.
Shanghai Steam Navigation Company, Tls. 34 premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Clyde, May 14, Burmah (by telegram).

At SHANGHAI.—From London, April 14, Norman Court, Sir Lancelot; 15, Tweed (str.); 17, Abbotsford; from Liverpool, 14, Albatross (str.); 16, Ulysees (str.).

At HONG KONG and CANTON.—From London, April 18, Emerald (str.); from Amsterdam, 22, Lanercost; from Callao, 19, Sara.

At MANILA.—None.

At SINGAPORE.—From London, March 20, Glensannox (str.); from Cardiff, 26, Herald; 28, Saint Philbert; from Liverpool, May 1, Blencathra, Hector (str.); from Shields, 30, Blair Athol.

At BANGKOK.—From London, March 17, Aurora.

At BATAVIA.—From Amsterdam, April 22, G. P. Servatius; from Cronstadt, 24, Iris; from London, 22, Art Union; 25, Ilione.

DEPARTURES.

From SHANGHAI.—None.

From HONG KONG and CANTON.—For England, April 27, H.M.S. Icarus.

From MANILA.—For Liverpool, April 14, Elena; for New York, Great Admiral; for Boston, 16, Formosa.

From SINGAPORE.—None.

From BANGKOK.—For Gibraltar, f.o., April 15, Aurora.

From BATAVIA.—For Channel, April 20, Invincible; for Holland, 21, Samhirt; 23, Wilhelmina and Clara, Triton; 24, Kandanghauer; 26, G. K. V. Hogendorp; 28, Elizabeth Maria.

VESSELS LOADING.

At YOKOHAMA.—For New York, Eastern Chief.

At SHANGHAI, FOOCHOW, HONG KONG, and CANTON.—No vessels on the berth for London or United States.

At MANILA.—For London, Agnes Banfield, Thomas Bell; for New York, Annesley, Golden Hind, Isolina, Nimroud, Velicity; for Liverpool, Victoria.

At SINGAPORE.—For London, Dorethea, Esperanza, J. C. Munro; for Liverpool, Aleppo; for New York, Alexandra.

At BANGKOK.—For Marseilles, Akershus.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £3 per ton of 40 cubic feet.

At MANILA.—There are no fresh settlements to report.

At SINGAPORE.—To London £2 7s. 6d. (by telegram to June 8).

At BATAVIA.—To Continent:—Sugar, f.62.50 to f.70; tobacco, f.57.50, Rice, f.60.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 18	Fairy (str.)	Liverpool	Shanghai
,, 20	J. C. Potter	,,	Singapore
,, —	Eliza Shaw	London	Yokohama
,, —	Staffa	Manila	London
,, 21	Echo	London	Singapore
,, —	Alice Ritson	Sunderland	,,
,, —	Hopewell	London	Hong Kong
,, 24	Argonaut	,,	Shanghai
,, —	Malleville	Cardiff	,,
,, —	Lauderdale	,,	,,
,, —	Robert Fletcher	,,	Hong Kong

LATEST TELEGRAMS.

COMMERCIAL.

STRAITS SETTLEMENTS.

(RECEIVED JUNE 9.)

SINGAPORE, JUNE 8.—Grey Shirtings, 8¼ lbs., $2.35; T-Cloths, 6 lbs. $1.45; Mule Twist, 40's, $107; Gambier, $2.87½; Black Pepper, $9.65; White do., $15½; Tin, $31⅜. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

PENANG, JUNE 8.—Tin, $31.75; Pepper: Black, $9.20. White, $14.75; Hides: Buffalo $14.10, Cow $8.75; Nutmegs, 75's $70, 110's $65. Grey Shirtings, 8¼ lbs. $47.50 per corge, T-Cloths, 6 lbs. $30.50; Mule Twist, 30's $102, do. 40's $110 per bale. Exchange on London: Bank Bills, six m.s., 4s. 5¼d.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 8, at Deal, from Ceylon, E. P. Bouverie; 9, from Foochow, in the Downs, Portland; at Falmouth, from Penang, Woodville; 6, at Gironde, from Batavia, for Rotterdam, Pere de Famille, in quarantine; 10, at Falmouth, from Macao, for Hamburg, Princess of Wales.

DEPARTURES.—June 8, from London, for Batavia and Sourabaya, Frederic; for Trincomalee, Colombo, &c., Dorothy; 9, from London, for Shanghai, Cleta; 5, from Sunderland, for Galle, Vicksburg.

CASUALTIES.—Advices from Capetown, dated May 4, state that the Amiral Gourbeyre, Viaud, from Saigon, went ashore during a northerly wind, during the night of March 30, but was towed off next morning; she had since discharged all her cargo, in order to go on the patent slip for repairs. The Maibit, Popken, from Amsterdam to Batavia, was in collision during the night of the 7th June with a steamer, and had jibboom and sails carried away, rails split, bows stove, and received other damage.

SPOKEN.—Freya (Danish ship), Manila to Copenhagen, 109 days out, May 21, 35 N., 37 W.; L'Eda (?) (Dutch barq.), Batavia to Amsterdam, 101 days out, May 22, 38 N., 34 W.; Havelock (barq.), Singapore to London, 52 days out, April 22, off Mossel Bay; Summer Cloud, London to Singapore, April 4, 29 S., 3 W.; Bougainville (French barque), Cardiff to Ceylon, March 27, 34 S., 20 W.; Julie (Dutch ship), Sourabaya to Rotterdam, April 23, 33 S., 15 E.; Canning (ship), Colombo to London, March 22, 11 S., 82 E.; Bessie (barq.), Colombo to London, April 18, 35 S., 24 E.; Veronica (barq.), London to Hong Kong, May 7, 4 N., 26 W.; Hendeny (Swed. barq.), Sourabaya, to Rotterdam, March 26, 22 S., 78 E.

MISCELLANEOUS.—At St. Helena, April 28, Maria, Tofield, from Banjoewangie, and sailed for Rotterdam; May 3, Aristos, Kildahl, from Samarang, and sailed for Amsterdam. Off Cape Point, April 29, Hedwig, from Sourabaya, for Rotterdam. Off Cape Agulhas, May 7, P.C.Q.N. (Dutch), from Bally Straits, for Amsterdam. The head board of the ship Mountain Laurel, of Liverpool, was picked up on the Hayle beach June 7. The Mountain Laurel, of Liverpool, Dickson, sailed from Penarth, May 25, for Batavia. At Aden, May 24, Lumley Castle (str.); Liston, from China, Singapore, &c., and left for London.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CARTER—On the 17th April, at Shanghai, the wife of C. E. Carter, Esq., of a daughter.

JOHN—On the 25th April, at Singapore, the wife of Mr. M. H. John, of a son.

TELGE—On the 17th April, at Shanghai, the wife of B. Telge, Esq., of a son.

MARRIAGES.

BEZER—THOMAS.—On the 29th April, at Singapore, by the Rev. Canon Beckles, Capt. H. D. Bezer, late of Sydney, to Mrs. Minnie Annetta Thomas, of San Francisco, California.

DELMEGE—SCOTT.—On the 7th June, at St. Paul's, Prince's-park, Liverpool, by the Rev. E. H. McNeile, M.A., assisted by the Rev. W. Leveson, M.A., E. T. Delmege, Esq., of Galle, Ceylon, eldest son of the late C. C. J. Delmege, Esq., M.D., Staff Surgeon-Major, to Agnes Jessy (Sissie), eldest daughter of John Scott, Esq., of Prince's-park, Liverpool.

FLETCHER—DAVIS.—On the 8th June, at Prince's-street Chapel, Norwich, by the Rev. G. S. Barrett, B.A., Benjamin Edgington, only son of Josiah Fletcher, Esq., of Norwich, to Susan Nethersole, only daughter of the late Henry Davis, Esq., of Hong Kong.

VENN—LAROCHE.—On the 7th June, at Notting-hill, John Whatley Venn, of Ceylon, to Elizabeth Laroche, of St. Stephen's-square, Bayswater.

DEATHS.

AUCHINCLOSS—On the 7th June, at Manchester, John, son of P. W. Auchincloss.

DUFOUR—On the 31st May, at Leipzig, Saxony, Marie, youngest child of Ferdinand and Marie Dufour, of Herne-hill, Dulwich.

KINNEAR—On the 16th April, at sea, on board P.M.S.S. *Great Republic*, between Hong Kong and Yokohama, William Balfour Kinnear, of Foochow, China, aged 33.

MILNE—On the 30th April, at Bencoolen-street, Singapore, Catherine Bell, infant daughter of Thomas and Elizabeth Milne, aged six months.

ROGERS—On the 19th April, at Shanghai, Capt. John Rogers, of the British barque *Homer*, late resident of Boston, Mass., U.S.A.

ENGLAND'S POSITION IN CHINA.

(Translated from the *Hamburg Borsenhalle.*)

For some time past warnings against a fresh outbreak of Chinese hatred against foreigners residing in China recur periodically, particularly in journals, which are well informed with the affairs in Eastern Asia, and which have absolutely no interest to give a more unfavourable or threatening account of the state of feeling existing than in reality it is. Whilst official England constantly gives the assurance that China is in a perfect state of tranquillity, the information given by Anglo-Chinese and Anglo-Indian papers, on the contrary, is to the effect that a storm is preparing, which is intended to remove, forcibly, foreign influence. According to latest information, China

Digitized by Google

has on hand a story of demands which it intends to make on England for the removal of concessions formerly granted. Little, doubtless, exists on this point, and it offers a new proof how acute among demi-civilised nations is the sense of appreciation of a change in the political atmosphere. As things are in China it is unquestionable that the security Europeans occupy in China depends chiefly on the degree of respect the Chinese have for the most dominant or influential of the Western nations—the British—interested in China. This prestige, on the one hand, has not decreased since the last Anglo-Chinese war, but that the courage, self-reliance, and determination of the statesmanship of Old England has during the latter years considerably retrograded seems not to have escaped the observation of the Chinese.

Since Englishmen in 1871 are no more what they were in the fortieth and fiftieth years, the Chinese think themselves also justified to change. Therefore, it is not unlikely that the Europeans residing in the north of China (which part of the Empire shall be most exposed) before long will have to suffer for the loss of England's influence on the world's affairs. To what the once acknowledged British energy has now come the Chinese had lately a good opportunity of observing; it is most unaccountable that English diplomacy, which ought to know the Chinese from long experience, could have exposed itself to such a degree.

Our readers will remember the correspondence which a short time ago appeared about the capture of the ships *Sophia Rickmers* and *Robert Rickmers*.

These two merchantmen, lying—the one in Shanghai and the other in Singapore—were immediately after the publication of the German-Franco difficulty (*after the declaration of war*) sold legally by the owners to English houses. Taken after their departure by French men-of-war, they were, because the transfer had been effected after the declaration of war, declared by the French Prize Court as good prizes. To the remonstrance of the injured English proprietors Lord Granville declared he could not enter into the matter, since, as, according to the French order, such transfer during time of war did not protect from capture—and so the affair ended. At the first moment there seems no objection to this—but only for the first moment. The transfer of ownerships of the ships *Sophia* and *Robert Rickmers* was duly acknowledged by the English authorities in China; the hoisting of the British flag on board of them was permitted and acknowledged by the Admiral, Commander-in-Chief of the fleet in Chinese waters. In the eyes of the whole world, and also in the eyes of the Chinese, these ships were British.

Lord Granville and his colleagues, after a little reflection, ought to have come to the conclusion that the action taken by the Courts and naval officials had already decided about the nationality of these vessels, and that a refutation of the decision of these authorities, well-founded or unfounded they might have been, could only be effected at the expense of English prestige.

If the British authorities had committed errors, they ought to have been made responsible. Common sense demanded that on no account it should have been permitted to ignore the British flag, and the less so since the Chinese were witness to it. If England had distinguished itself by a similar anxious conscientiousness on former occasions as in the present case, it would have been different, and at least become a matter disputable.

But what will the Chinese think about the desponding spirit displayed to-day by a Power which nearly fifteen years ago caused Canton to be bombarded, because a Chinese vessel which was formerly under its protection, and which carried the British flag against right and law, was confiscated by the Chinese authorities? For a country that witnessed the unexampled audacity displayed by Sir H. Parkes in 1856, when he provoked a bloody war solely for an apparent insult to the British flag—for such a country the weakness shown by England regarding the ships *Sophia* and *Robert Rickmers* must act as a direct encouragement (or stimulant) to profit from the altered circumstances.

This is only a singular case, but it was not an accidental one. The change which has taken place during the last ten years in the English State as well as popular opinion has, indeed, received a stereotyped expression, in the change that has taken place about the honour of the British flag, as expressed in China in 1856 and 1871.

Bad, indeed, it is that the historical importance of old England's loss of political influence should have been so clearly exemplified under circumstances where the general interest of Europe is closely intensified with that of England.

In the Tientsin affair the English showed the Russians—in the *Rickmers'* affair the Chinese—that they *have been citizens of Troy*.

LITERATURE.

AMERICAN GUIDE-BOOKS.

We have received a batch of American and Californian guide-books, railway time-tables, maps, &c., all which, from the fulness and variety of their information, and the matter-of-fact way in which it is communicated, give a more extensive insight into the almost inexhaustible resources of the Far West than any works we have hitherto seen. The largest of the volumes before us is *Crofutt's Trans-Continental Tourists' Guide*, which gives a really clear and full description of more than five hundred places, the great majority of which, we should imagine, not one Englishman in a hundred has ever heard of before. What do our readers think of such places as these—Alkali, Bitter Creek, Shady Run, Red Desert, Medicine Bow, Independence, and Hazard? The last of these is certainly a candid kind of name, which might be bestowed with singular propriety on some portions of our English railways in the present excursion season; but all the others are startlingly original and suggestive. It seems that some places on the line are named after living persons—Christian and surname in full—like ships. Such is C. H. Mills, a town commanding a surprising prospect, which, however, it is scarcely possible for average human nature to enjoy with perfect calmness we should think, seeing that the excursionist in question, going at the rate of sixty miles an hour, just catches a glimpse of C. H. Mills at the bottom of a precipice 2,500 feet deep, with a romantic variety of scenery called a "chasm" below that—*being immediately underneath him*. It seems to us a positive waste of money to take a return-ticket to such a station as this, because if you can get out there, which may be a process more simple than agreeable, how in the world are you to get *in* again? For our own part, we are therefore content to take our account of C. H. Mills from such enterprising travellers as the author of the book before us, who, we should imagine, must be a sort of locomotive Blondin. Jesting apart, the book is excessively interesting, crammed with facts, profusely illustrated with maps and engravings, and, in short, a complete *Vade-mecum* over an enormous line which is a marvel even in these days of engineering triumphs.

All about California and the Inducements to Settle There is another remarkable book, published for gratuitous circulation by the Immigrant Union, San Francisco. This work, which is also illustrated with valuable maps, gives us every information concerning the value of land, the condition of agriculture, mines, cotton and silk culture, and "what kind of immigrants are wanted" in California. English readers who desire further information concerning this extraordinary country will find it in the supplements of the *Anglo-American Times*, published in London by Mr. D. P. Croke, 127, Strand, or at the office of Messrs. H. Starr and Co., passenger agents, Moorgate-street.

A Catena of Buddhist Scriptures from the Chinese. By Samuel Beal, a chaplain in Her Majesty's Fleet. London: Trubner and Co.—We prefer to give the title of this remarkable book in the somewhat quaint style of the author, because it seems to us to be a kind of key to the scope and intention of a work conceived in the true spirit of a Christian gentleman—the noblest character in the world—and likely, unless we are much mistaken, to pass some day into a religious classic. We must not pause here longer than to make the observation that, as the first thing a doctor does, when he is called into a family, is to ascertain the exact disorder from which his patient is suffering, and *then* proceed to cure it, so the Christian, who would fulfil the command of his Master and preach the Gospel to the heathen, should, in the first place, comprehend the precise nature of the misbelief which he is called on to convince and cure by the judicious application of Divine Truth. Too many preachers, it may be feared, go about the world contenting themselves with violent invectives against religions other than their own, and demanding the recantation of those who have been brought up in them before they take the pains to comprehend the origin and scope of the creed they are to supersede. Such dogmatic and presumptuous enthusiasts do more harm than good to the cause of real religion throughout the world. It is therefore with peculiar pleasure that we welcome the work of the reverend gentleman before us—a work which bears evidence not only of distinguished scholarship, but also of the patient application of it; not only of the most devout faith in his own Gospel, but also of the true spirit of tolerance taught in its pages. Mr. Beal quotes Hagenbach on his title-page—and the motto of his book is a thorough indication of its sentiment and bearing. He says, of different creeds, "All these were but so many scattered seeds, which Christianity was designed to quicken and make fruitful." Happy the ship, say we, where Jack's spiritual welfare is cared for by so large-hearted and high-minded a minister as the "Chaplain in Her Majesty's fleet," to whose last addition to religious literature we now offer our cordial welcome.

In default of extracts, which our limits prohibit, we think we shall be doing our readers and the author more justice by recommending the work to the study of every one interested, in whatever way, in the Far East. As simplicity is truly said to be the first principle in nature, and the last in art, so tolerance is the first principle in piety and, unhappily, is too often the last in creeds. Unknown, even to himself—for a more unassuming book we never opened, to say nothing of the vast amount of labour involved in the publication, which might have excused an almost Johnsonian dogmatism—the Rev. Mr. Beal may have founded a new school of teachers of the truth by analysing and explaining the principles of Buddhism with the simple integrity and scholarly research displayed in the delightful volume before us.

MISCELLANEOUS.

THE CHINESE GOVERNMENT AND CHRISTIAN MISSIONS.

The *English Independent* says:—Letters which have been received from China show that the circular addressed by the Peking Government to the foreign legations respecting missionaries was tentative merely, and has already been virtually withdrawn. The Chinese Court wanted to see how far it could go in prohibiting Christian teaching, and put out the circular as a feeler. We are informed that the energetic protest of the American representative has effectually prevented the issue of any edict against the missionaries. The difficulty has therefore been evaded for a time, but the incident shows the real feel-

Digitized by Google

ing not only of the literati class, but of the Government, and we see what it would do if it dared. We repeat our opinion that the behaviour of the Jesuit emissaries in China makes the feeling at Peking against missionaries perfectly intelligible and excusable. The distinction between Protestant and Romish missionaries cannot be expected to be very nicely observed by the Imperial Ministers, and the Protestant missionaries should be very modest in enforcing what they may consider to be their "rights."

THE *Hamburg Borsenhalle*, on the capture of the *Sophia* and *Robert Rickmers*, says that England has done a grievous injury to her own *prestige* and to the rights of Germany in not insisting on the restoration of these vessels, which were under the English flag. It contrasts our conduct with that in the lorcha *Arrow* affair, and says that the effect will be bad on the Chinese Government.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

UNDER THE COMMAND OF VICE-ADMIRAL SIR HENRY KELLETT, K.C.B.

Vessel's Name.	Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
		JAPAN.			
Barrossa ... screw	400	Capt. L. J. Moore	1469	17	275
Cockchafer "	60	Lieut. S. S. Smith	236	1	40
Elk dble. screw	120	Commander A. G. Wootton	465	4	71
Ringdove ... screw	160	Commander T. M. Maquay	580	3	130
Sylvia ... "	150	Comndr. H. C. St. John ...	695	5	107
		NORTH CHINA.			
von ... "	120	Commander R. E. Tracey...	467	4	71
Banterer ... "	60	Lieut. Cecil F. W. Johnson.	238	2	40
Dove ... "	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf dble. screw	120	Commander C. F. Walker .	465	4	71
Firm ... screw	60	Lieut. J. Hext	235	1	40
Grasshopper "	60	Lieut. H. L. Ryder... ...	232	3	40
Hornet dble. screw	120	Commander D. G. Davidson	464	4	71
Leven ... screw	80	Lieut. Arthur Whish ...	300	3	50
Midge dble. screw	120	Commander C. C. Rising...	464	4	71
Zebra ... screw	200	Cmdr. Hon. A. D. S. Denison	951	7	175
		SOUTH CHINA.			
Algerine ... "	80	Lieut. Hon. F. G. Crofton .	299	3	50
Bouncer ... "	60	Lieut. R. M. Lloyd ...	236	2	40
Icarus ... "	150	Commander Lord C. Scott .	580	3	130
Melville* dble. screw	—	—	1768	—	—
Nassau† screw	150	Commdr. William Chimmo.	695	4	98
Ocean‡ "	1000	Capt. W. N. W. Hewitt, V.C.	4047	24	615
Opossum... "	60	Lieut. John Hope	235	1	40
Princess Charlotte	—	Commodore F. H. Shortt ...	2443	12	195
Rinaldo ... screw	200	Capt. Geo. Robinson ...	951	7	175
Salamis ... paddle	250	Lieut. Herbert Dolphin ...	835	2	75
Teazer dble. screw	120	Commander R. M. Blomfield	464	4	71
Thistle " "	120	Commander H. K. Laet ...	465	4	73

Hospital ship. † Tender for surveying service. ‡ Flag ship.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 7.

We are still waiting in vain for the appointment of the new Governor-General of Java. For a fortnight it has been rumoured that the King had signed the decree appointing Mr. Loudon to the post, but our official paper, the *Staats Courant*, does not say one word about it. What is the reason for this? One report says that Mr. Loudon wishes to take a ceremonious leave of the Provincial States—which will meet in six weeks—whilst other rumours suggest that there is a want of perfect harmony between the new Governor-General and the Minister of the Colonial Department.

Political affairs are very dull. The only question before the public is the forthcoming election of members to the Second Chamber of the States-General, which will take place on the 13th inst. The papers are full of this, especially the organs of the Conservative and Ultramontane parties, who, to win their cause, are telling the electors that the Commune of Paris is only a consequent result of a Liberal policy, and therefore, if they back the Liberal candidates, we shall very soon have Amsterdam or Rotterdam burned by "petroleuses." They also affirm that all the Liberals are members of the "Internationale," which is holding meetings in Amsterdam, the Hague, &c., to prepare for the establishment of a Commune. Such nonsense as this we are obliged to read day after day, and the Liberal papers, under the impression that the majority of the electors are stupid enough to believe these assertions, feel themselves obliged to refute them. There, however, is not much chance that the Conservatives will be successful in the contest, because the Orthodox party (the followers of Mr. Groen) have decided not to vote for the Conservative candidates.

The members of the First Chamber met yesterday, and are now occupied in the sections with those Budgets, which have been approved of by the Second Chamber, which will meet again on the 20th inst. It is earnestly to be hoped that they will then be ready for serious labour. The whole work of the session still lies before them. Hardly a single important measure has yet been carried. The two great measures which the ministry is pledged to are the revisal of the East India tariff and the Army Reorganisation Bill—and the list of legislative matters is so long that the whole summer will not be long enough to deal with them, the less because Parliament is always thinking about holidays, whilst those members who will not be re-elected do not think it of any use to spend their time in legislative labour. To-day was published the section report on the treaty between our Government and that of Great Britain, regarding the transfer of our settlements at the West Coast of Africa, and which can only come into force after being ratified by both our Legislative Chambers. This report throws, as reports always do, but very little light upon the opinions of the members—so that it is difficult t say anything about the definitive fate of the treaty. There are many opponents to the principle of selling our colonies. Others, however, defend the transfer of the forts at the Coast—and I think the last-named are in the majority, so that most probably the treaty will be approved of.

There is not any appearance of revival of activity in our markets for public securities; the engagements principally consist of investment purchases, and therefrom prices in the majority of instances have derived support. There is, however, no speculative business. The latest advices from France are regarded as more pacific, which, together with the existing plethora of heaped-up capital, and the improbability of any immediate advance in the value of money—the Bank of the Netherlands has lowered the rate of discount one-half per cent.—have checked speculative sales, and had the effect of staying any downward movement in the position of quotations. Home funds continue steady, without any remarkable alteration in quotations; a rather brisk demand has prevailed for industrial securities, so that a good business has been done in railway shares. The reports from the provinces about crops are generally very bad. For several days biting, sharp northerly winds have prevailed, and showers of hail have repeatedly fallen, which make the weather anything but propitious for the growing produce. It is even stated that a good deal of the crop of grain and potatoes will be lost.

Some days ago a meeting was held at Amsterdam of creditors of the *Oost Indische Maatschappy van Lijfrenten*, in order to appoint a commission to represent the creditors with regard to the liquidation. There were appointed by a very large majority Messrs. T. M. C. Asser, G. J. de Clercq (manager of the East India Trading Bank), and F. A. Lens, formerly a notary in Java.

The King has approved of the appointment of Mr. Neill McLean as Consul for Great Britain at Batavia.

The commission to investigate the causes of the burning of the steamer *Willem III.* has been amplified, Messrs. P. Buys, jun., expert, and M. M. J. Kroeff, naval officer, being appointed members.

COMMERCIAL.

The result of the Trading Company's coffee sale, held here last Wednesday, has exceeded the general anticipations, a rather important advance having on the average been realised over the brokers' valuations. The article has since continued in good request at the prices of the late public sale, which also applies to sugar, for which a brisk demand prevails and prices are further looking upward. As regards our other leading articles, but little alteration has taken place, and the business done has been upon the whole on a limited scale, which may be partly attributed to the late holidays.

COFFEE.—The business done privately since the late public sale consists of the sales of 1,400 bags Java ex Sophia Koningin der Nederlanden, 1,400 bags ditto ex Noach III., 639 b. Padang ex Magdalena, 211 b. ditto Benkoelen ex Nyassa, 96 b. Macassar ex Alblasserwaard. Total stock of coffee on the 31st May, 786,900 bags; floating, 279,800 bags.

SUGAR (RAW).—A good demand prevails for the article, but the reservedness of holders checks business, and no transactions of note have taken place. Small lots of suitable numbers and quality find buyers at the parity of the May sale and at a fraction higher. Stock, 3,000,000 kilo.

TEA continues to be well supported. Public sales are advertised for the 21st inst. of the following quantities: 3,717/4, 3,488/12 chests Congou; 100/4, 1,930/12 chests Souchong; 475/4 chests Pekoe; 371/4 and 89/12 chests Java. The first three parcels China imported, ex Windermere, from Foochow; stock, 7,900/4 chests.

TOBACCO.—Sales have been closed by private contract and by secret tender as follows, viz.: 1,242 bales Java, headmark HL; 1,071 bales do., Krossok; 469 bales DR and C; 235 bales W; 15 bales J.WH.; 267 bales PA/Malang; 1,064 bales Krossok BLC. The public sales held here on the 1st inst. went off as follows, viz.: 608 bales ETB Kedirie at 19c.; 170 bales ETB Kedirie P at 19c.; 697 bales ETB Malang at 18½c.; 67 bales ETB Kendal Malang at 14½c.; of the 803 bales Kedirie P only 390 bales were sold at 19c. to 24c. Our stock embraces 3,209 bales Java, and at Amsterdam 6,803 bales.

INDIGO.—A fair demand has prevailed for this article, which has resulted in several small sales. Our stock in first hands comprises 219 chests Java of private importation, and 30 chests Manila.

DRUGS.—Camphor remains dull. Cubebs are quoted at 10c. to 11c. Long Pepper nominally 27c.; Cassia fistula would find buyers at f.6½; A small lot of about 25 kilos. Java Vanilla, ex Caprera, realised some advance; the article is well thought of; Preserved Ginger is offered at 70c.; Oil of Cassia f.2¾ to f.3; No stock of Gum Benjamin is left on hand; Sales could be effected at 85c. to 100c.; Japan Wax assortment A f.44 B f.42; Siam Pearl Sago f.10 to f.10¼; Sales have been closed of 100 boxes and 50 casks Sago flour, ex Sirius, at a full price; Gutta-percha unaltered; the demand remains inactive; India-rubber, none in the market; Gum Damar without change; Good first quality quoted 36c. to 37c.

DIVI-DIVI.—About 12 tons were sold at f.9½; 90 tons are expected per Paulus.

HIDES.—The demand keeps active, but the business done in our market since my last report has been confined to the sales of some parcels ex Samarang, Albert Victor, Johanna and Willem, Elisabeth and Jacoba, and St. Louis. 1,561 Macassar Buffaloes also put up to tender at Amsterdam were not adjudged, and remain on sale at 26c.

TIN.—Banca sold for short prompt at f.76 to f.75¾, and for delivery, ex the coming autumn's sale, at f.74 to f.74½; Banca on the spotis offered at f.75¼, and for future delivery at f.75. Stock on warrants 82,542 slabs. New Stock: Banca 49,138 slabs, Billiton 2,051 slabs.

SHIPPING.

ARRIVALS.—May 31, at Hellevoet, from Batavia, P. A. J.; June 1, at Texel, from Sourabaya, Maarten van Rossem; 2, at Brouwershaven, from Passaroeang, Metis, Somerset; from Batavia, Mary and Hillegonda; at Texel, from Probolingo, Java; from Macassar, Batoe Bassi; 4, at Texel, from Samarang, Bengal; from Batavia, Lady Caecilia; 6, at Brouwershaven, from Batavia, Ridderkerk; at Texel, from Sourabaya, Levant.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JUNE 12, 1871.

THE MISSING DESPATCH.

LORD ENFIELD'S reply to the question put by Sir JOHN LUBBOCK (in the absence of Mr. MAGNIAC) concerning the missing China despatch, although merely a repetition of the stereotyped statement that it had not yet come to hand, was supplemented by a remark of a rather suggestive character. The Under-Secretary added that, although our own Government had not received the despatch, there was reason to believe that the French Government had been more fortunate, and that application would be made for a sight of our neighbour's copy. We may assume that Lord ENFIELD declined to recognise the copies—or *résumés*—of the document which had been received by our China friends in London, and which we cannot doubt were placed at his Lordship's service; and we are not at all disposed to contend that, in the absence of positive bad news by telegraph, our Government would have been justified constitutionally in availing themselves of the information which they had a right to expect from their representative at Peking, simply because the mercantile public had shown themselves so much more zealous or better served than the diplomatic Department. We will even go a step further, and state that we should not like to see the blame which apparently attaches to Mr. WADE for his extraordinary delay laid to his account until he has had an opportunity of explaining the causes of that delay. But what we would certainly ask—and the question is plainly suggested in Lord ENFIELD'S reply—is, "How far, and in what "way, is telegraphic communication with the Far East to be "considered as a part of the machinery of official intelli-"gence?" If the telegraph is to be ignored by the Government, it is hard to see for what reason telegraphs were ever subjected to Government supervision. If, on the other hand, telegraphic intelligence is recognised by Government in part, why should it not be so recognised always, and made as much use of as possible in public as it is in private offices? It would be difficult to imagine a more striking case in point than the present. Here is a despatch—or rather here is *not* a despatch, which ought to be here, and the contents of which are just as well known as if they were here, because they were telegraphed long ago by Mr. WADE himself. There is no doubt that, if the original document has not come to hand, it must have miscarried on the way; we believe that the Foreign-office goes so far as to admit this. But, even if it did so miscarry—or, rather, *because* of its miscarriage—ought not the failure of the arrival of the document by mail to have demanded immediate inquiry for, and transmission of, its full contents by wire? We think it should have done so; we are sure it would have done so in the case of any mercantile house placed in unexpected risk by the miscarriage of advices or the negligence of an agent. If telegrams are not to be recognised as official forms of communication, of what use is scientific discovery? It is far better not to know an evil than to be fully aware of it without the power of remedying it. For several weeks our readers and ourselves have been under the avalanche of the nightmare of this despatch, and we have not got it yet! If this is to be taken as a principle of life, the sooner we do away with scientific improvements the better. They only torture and perplex where they should inform and arm.

We had last week the pleasure of recording the fulfilment of this first of our prophecies—the complete establishment of the telegraph between England and China is a *fait accompli*; and we must be pardoned if we admit a certain gratification at finding that we christened our paper* thirteen years ago and by anticipation, with the title which BENJAMIN FRANKLIN gave his invention in his little garden in the States that he so nobly helped to make United. The China cable will no doubt connect, not only places more remote but peoples more opposed; but, for that very reason, it seems to us that the wire should be used in preference to every other of the modes of communication which have become by degrees more and more antiquated. And therefore we repeat the question we set out with—"Why, when Mr. WADE'S de-"spatch did not arrive in due time, was not inquiry at once "made as to the cause of its miscarriage?" The saying that "ill news travels apace" is altogether contradicted by the present protracted absence of any news at all, with the thorough conviction that bad news is on the road. We want facts; and, if the telegraph cannot convey them, it is bad alike for Government and people that it should be employed to convey only such messages as we cannot take action on.

WE have not heard for some time of the movements of the Chinese plenipotentiary, CHUNG HOW, but it must be admitted that he has lost no time in repairing to the seat of his mission, having left Versailles for Paris yesterday. One of his first acts was to attend the funeral of the Archbishop, and we may readily imagine the crowd of reflections that must have rushed across his mind as he stood beside the grave of the murdered prelate of the same Church whose ministering servants, the nuns, perished as miserably under his own eyes twelve months ago. Well might he murmur to himself, as he gazed on the splendid tomb in Notre Dame, and thought of the graveless heaps of ashes at Tientsin,

"These be Christian butchers!"

ACCORDING to the latest advices from New York there is no probability of the Pacific Mail Company arranging for their fortnightly service between San Francisco, Japan, and China before October.

THE P. AND O. COMPANY.

The half-yearly meeting of the shareholders in this company was held at the offices, Leadenhall-street; Mr. P. D. Hadow, chairman.

The report of the directors, recommending a dividend of 3 per cent. for the half-year (which appeared in our last), was taken as read.

The Chairman said that the meeting was called primarily for the purpose of declaring an interim dividend; secondarily, to afford the opportunity of asking any questions they might wish to put, and enabling the directors to give such information relative to the affairs of the company as the shareholders might wish to glean relative to the past six months. He was happy to say that the operations of the period under review had been conducted with a perfect exemption from casualty of any kind, and he hastened to make that statement because he thought it reflected the highest honour and credit upon the captains, officers, and staff that operations of such magnitude, with so many and varied ramifications, should have been conducted without the slightest hitch or casualty, and he desired thus early to say that the captains and officers were in the greatest degree entitled to the thanks of the shareholders. Those shareholders who had gone carefully over the statement in the report would see that there was a slight diminution in the tonnage of the fleet when compared with last year, but the increase was more apparent than real, for the company had parted with some of its ships, and, though the tonnage seemed a little smaller, owing to the old ships having been replaced by new ones with modern improvements, its cargo carrying powers were greater.

The *Khedive*, a new vessel, after having run the measured mile most successfully, had made the journey from Southampton to Suez in 13 days, having passed through the canal. Her average speed had been 10 knots, and her consumption of coal a little over 30 tons per day, and when they remembered that the shareholders used to congratulate themselves upon the steamers only consuming 60 tons per diem they would see that the saving had been enormous—(loud cheers)—and the extent to which modern science had led them. The *Indus* had run her measured mile at 13⅞ knots, and therefore promised to be

* *London and China Telegraph.*

Digitized by Google

equally successful. The *Mirzapore*, a sister to the *Khedive*, would be delivered in about August next, and two other vessels later in the autumn, and the company would—with the improved vessels at command, carrying more freight and consuming less coal—be able to work the traffic at a considerably diminished cost.

The company had recently made an alteration in the charge, making the travellers pay simply their passage money, and charging them extra for just what wines and spirits they chose to order, instead of allowing the passengers, as formerly, wines *à discrétion*. The result was that there had been a falling off of at least 40 per cent. in the consumption of wines and spirits. The company had lost a valuable servant in the person of Mr. Woolley, the deceased superintendent purser of the company, who had served it most faithfully for many years with untiring zeal and ability, and he desired to take that, the earliest, opportunity of paying a tribute to the memory of a most efficient officer, to whose untiring exertions the company was most deeply indebted.

The war on the Continent had not been (as many people had supposed) beneficial to this company; but, on the contrary, the stoppage of the traffic between Marseilles and India had been most injurious; so much so, that the company had applied to the Government to make Brindisi the port of departure, and with success, and there was little chance of the route being altered, as the board were doing all they could to supplement the traffic by developing that which might naturally flow through Italy to this company's steamers. Some of this company's ships had passed through the Suez Canal with advantage, but the company could not at present adopt the canal as the usual route, because two things were involved in so doing—first, a vast improvement in the canal itself, and a reduction of charges; and next, a remodelling of the fleet of the company. At the same time the board were anxious to utilise the canal as much as possible, in proof of which he mentioned that the *Australia*, having gone out through the canal, was now on her homeward voyage, coming through the canal with the first season's tea from China.

Having a large experience to guide them, the policy of the board would be to dispose of the small vessels and replace them with larger ones with smaller coal-consuming powers and higher rate of speed; experience having proved that it was not profitable for this company to convert or adapt old vessels to the new service, and that the loss made upon a sale was recouped in a very few years by the better-going qualities and the superior carrying capacities of newly built ships. They had added six new vessels without making a call, and they hoped to add four more. He concluded by moving the adoption of the report.

The motion having been seconded,

Mr. Jones thought the board had taken the right step in adopting Brindisi as a point of departure for its vessels, but he wished to know whether this company had been put to any expense in improving or building the docks, or wharves, or harbour at Brindisi, or whether the board had subscribed any money for that purpose. He also wished to know how many hours the vessel alluded to by the chairman took to go through the canal, and why the Indian Government persisted in running troop ships in opposition, instead of employing their vessels; also if any decision had been arrived at as to the harbour of Galle. Remembering what the board had done for the company when the freight at Bombay was £2 per ton, he fully expected that the dividend for the whole year would be something handsome now that the rate of freight ruling in that place was £5 per ton.

Mr. Davis suggested that the company should import and bond the wines and spirits sold on board its vessels, as he believed a great profit would result therefrom, instead of employing wine merchants. He thought, also, that Indian coal might be used to advantage, and that shareholders could hardly be satisfied with the dividend, which did not equal the Royal Mail or Cape Company.

The Chairman, in reply to the various questions, said that the Peninsular and Oriental Company had not spent one farthing in improving the port of Brindisi. (Hear, hear.) All the expense it had been put to was in establishing and furnishing a small office there. Passengers and mails were conveyed from Alexandria to Suez in twelve hours, while it occupied twelve hours to get from Alexandria to Port Said, and thence thirty-six hours through the Canal to Suez, making a difference of thirty-six hours in favour of the overland route. The company could not use coal from the Nerbudda valley with advantage, as it could lay down English coal in Bombay or Calcutta at a price below that at which Nerbudda coal could be supplied. The company was, however, using Australian coal in the Australian seas, and Indian coal in some places; but it would not be to the advantage of the company to use it everywhere, as the storage room required for Indian coal was very great, and the furnaces and fire bars required altering to use it with advantage, and they would have to be altered back again when English coal was used. English or Australian coal did not require such large space for storage, and so left more room for cargo. The question of importing and bonding the wines and spirits of the company for its own vessels had been under consideration, but as yet the board did not see that it could be done with any very great advantage. The company had no property in Marseilles, and therefore would not lose anything by transference to Brindisi. He hoped the company would be able to pay an increased dividend, but could not pledge the directors in any way. The board were anxious to do the best they could for the shareholders, but at the same time were most anxious to look to the permanent good of the company. (Cheers.)

The report was unanimously adopted. A dividend of £3 per cent., free of income-tax, was declared for the half-year ending the 31st of March last, payable on the 24th inst., and the proceedings concluded with a vote of thanks to the chairman and directors.

KEY TO SOUTH-WESTERN CHINA.

(THE GLOBE.)

The report by Major Sladen on the Bhamo route deserves careful perusal. To geographers and men of science it is interesting as furnishing information respecting a hitherto unexplored country, and to the general reader it is not less so, as it exhibits an amusing picture of the triumph of an educated mind over the low cunning and ferocity of barbarians. Never did calm good temper and imperturbable patience more completely vanquish vulgar violence and base treachery than in the case of Major Sladen and the Kakhyan and Burmese chiefs. There have been, perhaps, more brilliant displays of successful daring in dealing with savage tribes, and more wonderful escapes from danger, but never a finer victory of calm resolution and dignified composure over the plots and insolence of Asiatics.

For the benefit of those who have not looked up the subject of the paper to which we are referring we may say that it is, in brief, a report on the question how to unlock the trade of South-Western China. The three south-western provinces of China are Se-chuen, or the "Province of the Four Streams," with 166,800 square miles, and a population of 21,435,678 souls; Kwei-chow, or "Honourable Division," with 64,554 square miles, and 5,288,229 souls; and Yun-nan, "South of the Clouds," with 107,969 square miles, and 5,561,320 souls. We give these statistics from a late authority, but we are inclined to think that the population is underrated. If not, the statements in the report before us are very incorrect, and Se-chuen and Kwei-chow are not, as here represented, "the most populous in China," for Kiangsu, which is only one-fourth the size of Se-chuen, has a population three-fourths greater. This, however, is the least important point commercially in the description of the provinces in question, and it is enough for our purpose if the rest be true. The paragraph which refers to them is as follows:—"The great mineral wealth of the country is known, as also the enormous wealth of the neighbouring provinces of Se-chuen and Kwei-chow, the most populous in China, and their gigantic trade in tea, silk, rhubarb, tobacco, sugar, hemp, oil, varnish, and other commodities, and the vast capacity of all these provinces to consume European manufactures, a large proportion of the whole of which trade we shall gain when once the route by Bhamo is fully re-opened." Waiving the question, then, of the comparative population of these south-western provinces of China, which at the least computation exceeds thirty-two millions, the fact we have to consider is their gigantic trade, and the possibility of directing it into a more convenient channel. Now up to the last decade this trade was chiefly carried on by a most circuitous and undesirable route, as stated by the Chief Commissioner in Burmah at p. 10 of this paper. He says:—"It was believed that Kwang-tung and Kwang-si were the great producing and consuming districts of the Chinese empire, but on the opening of Shanghai to foreign trade this fallacy was exposed, and it was completely dispelled by the opening in 1860-61 of Hankow and the other ports on the Yangtsze river, which showed that the foreign trade that had centred in Canton had been flowing, not in its natural, but in a forced and artificial channel, and that the great bulk of what was shipped from Canton was really produced in Se-chuen, Kwei-chow, and other provinces drained by the Yangtsze, and that this produce had actually been carried up that river in boats to a point where it is separated from the Canton river by a steep range of hills, through a pass, in which the produce was carried by porters down to the southern stream, and from thence to Canton in boats."

But superior as the route by the Yangtsze was to that by Canton as an outlet for the commerce of South-Western China, it was still immensely circuitous. Hence inquiry was busy in search of a better communication, and two plans presented themselves. There was Captain Sprye's scheme of a railroad from Rangoon by Kyang-hung and Esmok, and there was the Bhamo route, by which, until the Mahomedan rebellion in Yunnan in 1855, there had already been a traffic which was valued at half a million per annum, but which the war between the Panthays and the Chinese, and the intrigues of the Burmese Court, had wholly stopped. We read in the appendix to Mr. Cooper's travels, page 406, that "before the unhappy and long Mahomedan rebellion, the trade of Taly (in Yunnan) was great and extensive with Burmah;" and we also read, at page 458, that the neighbouring province of Se-chuen is "the greatest and richest province of China." But there is a not difficult and direct road from Bhamo to Taly, as is shown in Major Sladen's report. It is clear, therefore, that by this road the trade of South-Western China can be tapped.

But, before we consider the prospect of success in this quarter, let us say one word about the scheme of Captain Sprye. His line would pass through Kyang-hung, which is 250 miles to the south of Taly, and so far out of the direct way, and it would encounter the Salwen, Lantsang, and other great rivers, at points where the crossing them would entail great delay. It is unnecessary to consider whether such a line would be practicable. It is enough that three Governors-General have reported against it, and that, as appears from the paper we are reviewing, there is an infinitely better line of communication by Bhamo, a port, which being on the navigable Irrawaddy, means practically the sea.

Major Sladen left Mandalay (which, strangely enough, is not to be found in the Royal Atlas) on the 13th of January, 1868, in a steamer belonging to the King of Burmah, drawing three feet of water, and reached Bhamo on the 21st. Here his troubles commenced, for the King, though he outwardly pretended to assist the expedition, did his utmost in secret to frustate it. The Burmese officials at Bhamo threw threw every impediment in the way, and they sent reports of the most inflammatory and calumnious kind, not only throughout the adjoining Shan territory, but even as far as Yunnan. There are three routes which lead from Bhamo to Yunnan: 1st, the northern, or Pontyne; 2nd, the central or embassy route, by which ambassadors usually proceeded from Burmah to China; and 3rd, the southern or Sawuddy. The Burmese took care that Major Sladen should not proceed by the central route, as that would have given him prestige; and at last, after wearisome delays and altercations, the expedition left Bhamo by the northern route on the 26th of February, having been more than a month

Digitized by Google

kept back by the intrigues of the very people who ought to have assisted it. A Kakhyan chief, who is called Pontye in the narrative, was the guide, and passed his time in getting drunk, and furiously abusing and threatening his English guests. On the 2nd of March several shots were fired in front of the English party, but no mischief was done, and they reached Pontyne village. On the 6th they reached Ponsee, and here they were delayed for more than two months, till the 11th of May, during which time every possible menace and annoyance were employed to deter them from proceeding further. But Major Sladen, with great boldness and foresight, had despatched messengers to the Panthay chief of Momein, in Yunnan, entreating his aid, and he, with a sagacity which did him credit, understood the benefits which would result from the safe arrival of the mission, and at once took vigorous measures to accomplish that end. He despatched an encouraging reply to Major Sladen, and injunctions to all the Shan chiefs on the road to assist him. He did far more, for he himself advanced with a considerable force and stormed Mauphoo, the stronghold of a freebooter named Lees-bee-ta-hee, who had promised the King of Burmah to destroy the mission.

To Tah-sa-Kan, then, the Governor of Momein, Major Sladen was indebted for his life, at one time in great danger, and for the success of the expedition. In the meantime, however, he had been driven to such straits that he sent back to Bhamo Captain Williams, the engineer of his party, and Mr. Stewart, who left Ponsee on their return journey on the 29th of April. On the 12th of May Major Sladen got to Manwyne, a town of about 5,000 inhabitants. On the 14th he reached Sanda, which was plundered by the Panthays in 1863, but still contains 6,000 people. Here he had to adopt the son of the chief, a ceremony which entailed nothing more onerous than the giving a few presents. On the 16th of May he reached Mynela, a town with from 8,000 to 10,000 inhabitants; on the 23rd he was at Mauphoo, and on the 24th at Nantin. In the march from this place to Momein, two of the Panthay chiefs who were escorting him were killed by brigands, when at a little distance in advance, and some of the baggage of the mission was carried off. Momein was reached on the 26th of May, and on the 10th of July Major Sladen started on his return journey for Bhamo, having fully accomplished the main objects of his mission, in forming a friendly alliance with the Panthay governor, and in ascertaining by personal observation that there was no difficulty in the route to seriously impede traffic. All this was effected, not only without the assistance of the Burmese Government, but in the teeth of its opposition.

As one result of Major Sladen's labours, we may say that a political agent was appointed to reside at Bhamo, with a sufficient staff to enable him to supervise such traffic as might arise. It is time the public were informed of what success has attended this measure. It is most satisfactory to know from this narrative that the Shan country, which lies between Burmah and Western China, is no savage and inhospitable region, but well cultivated, with a population of a quarter of a million Shans and Kakhyens, and perhaps as many inhabitants of other hill tribes. The climate seems to be temperate as compared with that of India. This, indeed, might be expected, from the elevation of the region above the sea. The breadth of the territory appears to be about a hundred miles. At the time of the expedition a sanguinary contest was still raging between the Chinese and the Mahomedan rebels, or Panthays; but the latter were gradually consolidating their power, and they showed themselves most friendly to the English.

BRITISH BURMAH.

(SHIPPING AND MERCANTILE GAZETTE.)

The memorandum of Major-General A. Fytche, late Chief Commissioner of British Burmah, describing his four years' administration of that province, from 1867 to 1871, recently printed at Rangoon, is a document which possesses sufficient interest to cause us to refer to its leading features in these columns. General Fytche joined the old Arakan Local Battalion in 1841, when the British territory comprised the strips of seaboard known as Arakan and Tenasserim, the former being separated from the latter by the important Burmese province of Pegu. The Government of India at that date was contemplating the occupation of Affghanistan, and a withdrawal from Burmah was discussed and proposed for adoption. British rule had become popular with the natives, but the revenue was insufficient to meet the expenditure, the population not having had time to recover from the wars which for centuries had retarded the prosperity of the country, and desolated that region from Chittagong to Siam. The whole of the fertile valley of the Irrawaddy, from the sea coast upward to the wild tribes intervening between Burmah and China, was in the hands of a cruel and barbarous despot, utterly ignorant of the great world around him, and, consequently, unrestrained by the public opinion of civilised States. For forty years the Government of India endured indignities and brooked insult through being engaged in expensive wars against the Mahrattas, Ghoorkas, and Pindarees, and were reluctant to undertake further hostilities. In 1825, however, the Burmese officials seized an island belonging to the British Government, and a war ensued which terminated by the annexation of Arakan and Tenasserim. Those provinces, when placed under British rule, improved rapidly. The area of cultivation extended, revenue increased, and the population was augmented 300 per cent. between 1826 and 1852. The adjoining province of Pegu, governed by the King of Burmah, presented a marked contrast to the prosperous condition of the British territory adjoining, and his Majesty—Tharrawaddi—was a tyrant of the worst sort. He repudiated the treaty which had been concluded with his predecessor, and openly insulted the Resident at his capital. This behaviour was tolerated for some years, but in 1852 the repetition of outrages on British subjects induced our Government to send an expedition up the Irrawaddy, and, as usual in Eastern wars, Pegu formed an appendage to British Burmah. This measure consolidated and strengthened our conquest, and the three divisions now form a compact province, occupying an uninterrupted line of sea coast of nearly a thousand miles in length, and a water communication with the distant interior more easily navigable than the Ganges, and which promises to open up a Trade route of great importance to British commerce and manufactures. By the possession of Pegu, our territory in Burmah has become one of the most prosperous provinces of our Eastern Empire. It is satisfactory to learn, from data furnished by General Fytche, that British Government in Burmah has been productive of marked benefit to the races placed under our rule. Although there are still 30,000 square miles of cultivatable land in the provinces lying waste from want of cultivators, and not above 3,000 square miles cultivated, the population has increased in eighteen years from about one million souls to nearly two millions and a-half. It would thus appear, says General Fytche, *a priori*, that, if nearly two millions and a-half of people can be supported by the culture of 3,000 square miles of land, the cultivation of the entire area of waste would maintain a population of about twenty-five millions of inhabitants. There is a yearly immigration of Burmese, Shans, Chinese, and other cognate races into British Burmah, driven out from their own countries by the exactions and oppressions of native rule, who are eager to cultivate new lands under the peace, protection, and personal liberty enjoyed under British administration, and which cannot be found elsewhere throughout the Malacca peninsula.

When General Fytche was entrusted with the government of British Burmah in 1867 he set to work, through his assistant at the Court of Mandalay, to remove all suspicions from the mind of the King of Burmah, and to convince his Majesty that the only object of the British Government was to promote the material interests of the two conterminous States by mutual concessions. Having paved the way by diplomacy, the Chief Commissioner proceeded to Mandalay, the capital of Ava, and concluded, in October, 1867, a treaty providing for the utmost freedom as regards commercial intercourse between the peoples of the two countries, for the permanent residence of a political agent, and for the establishment of a court in which the political agent has the power to adjudicate in all cases in which British subjects are alone concerned, and in which a Burman official of high rank sits on the same bench for the adjudication of all civil cases in which both Burmese and British subjects are concerned. Moreover, under this treaty the King gave up his more oppressive monopolies; and measures have been initiated for reopening the old trade route with Western China, to which we shall have occasion to refer in another article. The effect of these closer alliances between the British Government and the Court of Ava has been to draw the people into friendly communication, and the King has sent several young Burmese to Europe for education, whilst he welcomes any European merchant or official who may pay a visit to his capital.

The gross internal and external trade of British Burmah in 1869 amounted to 10½ millions sterling. The Custom-house revenue was £287,000, and the exports of cutch, jute, rice, paddy, and timber augment yearly. The East India and China Association in England, and the Chamber of Commerce at Rangoon, complain that the rice of British Burmah was being driven out of the home markets by the produce from Cochin China and Siam. The rice from these two last-named countries is in demand by the Chinese, and therefore, says General Fytche, is mostly carried to China. The export duty on rice is 10s. 6d. per ton. This impost, the gallant General holds, has not checked exports, though he is inclined to admit that the duty on unhusked rice, commonly called paddy, might be reduced with advantage. It is not necessary to follow the Chief Commissioner through his report on barracks, fortifications, forests, roads, frontier boundaries, schools, and administrative acts. Suffice it to add that General Fytche presents a good account of his stewardship over the British dominions of Burmah. This possession stretches along the shore of the Bay of Bengal, and is equal in extent of seaboard to the Madras Presidency, on the opposite coast. Governed by natives the shipping trade would never, in the present century at least, have assumed such proportions as it does in 1871; and the ports of Akyab, Rangoon, and Moulmein must by this time have become familiar to shipmasters and merchants generally.

Monetary and Commercial.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £300,000; and to Bombay, £10,000. The minimum price was fixed, as before, at 1s. 10½d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 10⅝d. will receive about 15 per cent., and on Bombay at that price about 31 per cent. These results show a further increase in the demand for means of remittance to India.

The demand for Bar Silver and Dollars for the Straits and China has fallen off, and quotations are lower. The principal arrivals now consist of the new dollar, which is not suitable for China.

We have received the following communication from the secretary of the China Submarine Telegraph Company:—

"SIR,—I beg to inform you that the China Submarine Company's cable was completed and landed at Hong Kong on the 3rd inst., at 4.30 P.M., and that the report of the tests by the company's engineer being satisfactory, it has been opened to the public this day at three o'clock. The following congratulatory messages have passed along the line."

To the Chairman of the Hong Kong Chamber of Commerce, from John Pender, Esq., Chairman China Submarine Telegraph Company:—

Digitized by Google

"The successful laying of the submarine telegraph from Singapore to Hong Kong brings your important settlement into immediate telegraphic connection with England, *via* the Red Sea and Falmouth, and it is to be hoped that this will result in greatly extended commercial intercourse between England and China."

The following reply was received from the Chairman of the Hong Kong Chamber of Commerce :—

"Telegram of to-day arrived; this Chamber congratulates the company on the completion of the telegraph, and heartily joins with you in hoping that it may greatly extend commerce between England and China."

The following message was forwarded to his Excellency the Governor of Hong Kong :—

"The completion of the submarine telegraphic system between Singapore, Saigon, and Hong Kong brings the Chinese Empire into immediate connection with India and Europe. I congratulate you on this important result, and trust that it may prove equally advantageous to all countries so connected in promoting friendly relations and commercial intercourse."

To this message the following reply was received :—

"To John Pender, Esq.—I thank you for your courteous message, and cordially congratulate you and your able staff on the successful completion of your great telegraphic enterprise, uniting with you in the hope that the same may promote friendly relations and commercial intercourse between the several nations thus placed in instant communication one with each other."

The annual report of the Anglo-Mediterranean Telegraph Company states that the company's new duplicate cable between Malta and Alexandria was successfully laid on the 22nd November last. Since the last ordinary general meeting the cables of the Marseilles, Algiers, and Malta, the British Indian Extension, and China Submarine Telegraph Companies have been laid in connection with the cables belonging to this company. The British Australian Company's cable is to be completed by the end of the year. The Government cable between Malta and Tripoli and Egypt having again failed, that line is no longer in use for the transmission of traffic. The directors have purchased the cable from the Government for the sum of £25,200, with a view to its being picked up, and have resold it to the Telegraph Construction and Maintenance Company at the same price. By this arrangement the rent of £2,000, increasing to £5,000, payable to Her Majesty's Treasury, ceased on the 31st of December last. An arrangement with the Italian Government is on the point of completion, by which this company's land line from Susa to Modica is to be transferred to the Government, and the company will thereby be relieved of the cost of its maintenance and working.

The prospectus has been issued of the Submarine Cables Trust, which proposes to issue certificates for £1,000,000, of £100 each, at 90 per cent. The trust is, of course, founded on the model of that of the Foreign and Colonial Government Trust, it being stated that the advantage of this form of investment, by distributing the risk over a number of kindred undertakings, is peculiarly applicable to this class of property, and it is believed the public would gladly avail themselves of the high returns yielded by telegraph cable companies if they were relieved from the fear of exceptional losses from accident or other causes, which would be greatly lessened by such a combination. The prospectus states that the trust will consist solely of the stocks, shares, or debentures of submarine cable companies which offer, apart from accidental interruptions, the prospect of a high rate of profit. Among these companies are—the Anglo-Mediterranean, the Anglo-American, the Societe du Cable Francais, the British Indian Submarine, the British Indian Extension, the British Australian, the Marseilles, Algiers, and Malta, the China Submarine, and the Falmouth, Gibraltar, and Malta.

The traffic receipts of the Falmouth, Gibraltar, and Malta Telegraph Company for the month of May amounted to £7,263 15s. 4d. The traffic receipts of the British-Indian Submarine Company for the month of May amounted to £10,753. The traffic receipts of the Marseilles, Algiers, and Malta Company for the month of April were £813. The traffic receipts of the British-Indian Extension Company for the month of May amounted to £4,386.

At the half-yearly meeting of the Peninsular and Oriental Steam Navigation Company, held on the 6th, at their offices, Leadenhall-street, Mr. Patrick Douglas Hadow in the chair, the report was unanimously adopted, and a dividend of 3 per cent., free of income-tax, for the half-year ending the 31st of March, was declared, payable on and after the 24th inst. A report of the meeting will be found in another column.

The report of the Ceylon Company (Limited), to be presented on the 20th inst., recommends a dividend for the half-year at the rate of 6 per cent. per annum, a balance of £4,267 to be carried forward. The reserved fund, after deducting £20,000 credited to the amount of mortgages foreclosed in Mauritius, and £26,275, the balance of cost of estates sold in Ceylon, stands now at £20,257.

The directors of the Universal Marine Insurance Company (Limited) have declared an interim dividend of 5s. per share, being at the rate of 10 per cent. per annum.

The London and Provincial Marine Insurance Company have notified a payment of interest for the half-year ending the 30th of June next at the usual rate of 10 per cent. per annum.

The Thetis Marine Insurance Company have announced that 2s. 6d. per share will be paid as interest for the half-year ending the 30th of June.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month of May have been issued. The totals show that our imports during the month amounted in value to £24,418,272, being a reduction of £2,466,224 as compared with the corresponding month of last year; our exports, however, were valued at £12,099,880, being an increase of £2,212,940. During the five months of this year our imports have amounted to £120,502,118, being an increase of £17,655,385 as compared with last year; and our exports to £82,379,737, which is an increase of £2,578,553.

The export trade shows some remarkable changes, chiefly of an encouraging nature. Thus, for instance, our cotton manufactures exported increased in value from £4,377,696 in May last year to £4 922,135 last month. Comparing the five months of the present year with those of last year, there appears very little difference in value; but these are over a million in excess of the preceding year 1869. The iron trade would appear to be in a very flourishing condition, as the exports last month (£2,782,973) were nearly a quarter of a million in excess of last year, and for the four months they amounted to £9,229,245. The value of the linen manufactures exported last month (£614,147) represents an increase; but there is a slight decline in the five months as contrasted with last year. The wool trade seems to have experienced an enormous impetus, as the exports of woollen and worsted manufactures last month (£2,160,203) were about half a million greater than in the same month last year. Upon the five months, during which the exports were valued at £9,604,585, there is also an improvement of over half a millon sterling.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 31st May.		
China and Hong Kong	lbs.	468,760	1,233,250	766,800
Japan	,,	599,490	1,639,950	1,228,700
Straits Settlements	,,	52,575	219,400	288,000
Ceylon	,,	12,650	20,000	19,750
		For the Five Months ended 31st May.		
China and Hong Kong	lbs.	1,247,220	3,568,129	3,670,430
Japan	,,	2,161,322	4,557,280	3,784,330
Straits Settlements	,,	355,615	1,193,750	1,294,130
Ceylon	,,	64,422	83,156	167,650

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 31st May.		
China and Hong Kong	yds.	30,191,107	31,862,799	48,284,670
Japan	,,	1,540,620	3,927,402	5,573,264
Philippine Islands	,,	1,866,600	2,719,900	2,216,516
Java	,,	1,592,670	4,266,984	4,337,740
Straits Settlements	,,	6,784,187	6,658,256	6,332,300
Ceylon	,	1,722,376	1,632,120	624,900
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	129,163,284	137,726,065	232,523,090
Japan	,,	9,007,022	13,097,212	22,707,064
Philippine Islands	,,	9,926,039	12,102,840	5,462,616
Java	,,	8,181,176	11,753,054	17,217,880
Straits Settlements	,,	24,022,424	35,324,374	32,348,900
Ceylon	,,	7,098,414	10,800,366	12,032,000

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 31st May.		
China and Hong Kong	yds.	1,388,283	1,438,558	1,417,707
Japan	,,	208,835	297,537	321,347
		For the Five Months ended 31st May.		
China and Hong Kong	yds.	8,847,495	8,046,313	5,592,911
Japan	,,	1,940,023	698,019	900,064

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	yds.	251,626	338,737	147,060
For the five months	,,	1,037,057	1,063,525	794,992

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	tons	1,157	828	714
For the five months	,,	6,130	8,148	3,761

Digitized by Google

SUNDRIES PER "MARY WHITRIDGE," FROM NEW YORK FOR SHANGHAI.—MAY 16.

C. P. BUSH.
2 boxes medicines
3 do. stove-ware
2 stoves
1 box clothing
1 do. stationery, &c.
1 do. clothing
2 stoves

F. HATHAWAY.
15 csks. glassware
75 brls. tar 2,100gls.
700 cs. petroleum 7,000gls.
50 do. turpentine 500gls.

W. H. FOGG & Co.
200 brls. cement
1400 cs. oil 14,000gls.
150 do. milk
23 do. scales
25 do. turpentine 250gls.
100 kegs cut nails 10,000lbs.

CHARLES PRATT.
450 cs. refined oil 4,500gls.
25 do. do. 250gls.
25 do. do. 250gls.
500 do. do. 5,000gls.
10 do. spirits turpentine 100gls.

J. WHITRIDGE & Co.
61 brls. ginseng 8,207lbs.
60 do. tar
100 do. pitch
50 bales oakum 2,500gls.
400 hackmater knees
30 oak planks

C. CUTTER.
1 box sewing machine
1 do. curled hair
3 do. stoves
1 do. lawn mower
1 do. cutlery
2 do. bedding
1 do. books
1 cask crockery
1 pkge. carpet 71yds.
1 do. oilcloth 2yds.
1 do. brooms

OLYPHANT & Co.
60 oars
5 cs. apple sauce
50 do. turpentine 500gls.
20 do. condensed milk

JNO. MIDDLETON & Co.
2000 cs. petroleum 20,000gls.
50 do. milk

EVERETT & Co.
200 cs. kerosene 2,000gls.
5 bxs. tomatoes
3 bxs. starch 100lbs.

MISCELLANEOUS.
500 bxs. refined petroleum 5,000 gls.
1 do. books
165 bls. white drills 99,000yds.
26 pkgs. wearing apparel
2 cs. perfumery
120 bxs. soap
1 cs. stationery, &c.
24 cs. files
1 chest clothing
10 cs. mftd. tobacco 1,760lbs.
100 do. condensed milk 4,800lbs.
1 do. furniture
150 bags dried fish 7,000lbs.
1 steam engine and boiler 36,155lbs.
25 cs. tobacco 4,400lbs.

ARTICLES OF IMPORT.

TEA.

Public sales of China, comprising 11,562 packages, were held on the 6th inst., of which 4,200 packages were offered with reserved prices and withdrawn, of the remainder about 5,500 packages found buyers, nearly all without reserve. The greater part of the supply consisted of low and undesirable qualities, which were sold at about the previous value. A few breaks of low Green and black leaf Siftings were rather cheaper. The moderate quantity of common to fair qualities of Congou sold steadily. Common to good common red leaf Congou realised 10d. to 10¾d.; fair, 11½d. to 1s. 0¼d.; low Shanghai dust offered with all faults sold at 1¾d. to 2d., Foochow siftings and fannings (partly old import) at 4½d. to 5¾d., and very low Canton Congou at 4¼d. per lb.

Privately there is a fair business passing in common kinds, but fine and choice Teas, especially Monings, remain without buyers over 2s. per lb.

SILK.

The market continues in a depressed state. Continental troubles and the usual uncertainty respecting crops still deter manufacturers from buying, except for immediate wants, and notwithstanding the continuous fall in prices, buyers look for further concessions. In spite of all adverse circumstances, we must report that almost daily fair quantities of Canton Silk have been selling, and the consumption—all things considered—is good, though the large importation has caused an increase of stock, which now is unusually large. Transactions in China Silk have been very limited. In Japan Silk there has been some business. Maibash sorts have sold chiefly for speculation, and there is still an inquiry for medium Oshu, which, unlike other kinds, is taken for consumption.

Deliveries from 1st to 6th June inclusive:—China, &c., 769 bales; Japan, 111 bales.

COFFEE.

During the week which has elapsed since our last report public sales of some magnitude, consisting chiefly of Plantation Ceylon, have taken place and the offers have been mostly disposed of at steady rates, although a want of animation is still observable. Native Ceylon has been quitted at lower rates than those ruling of late. The following are the latest prices realised:—Plantation Ceylon, triage and ordinary 46s. to 53s., small grey to coloury 54s. 6d. to 60s. 6d., low middling grey and dull 59s. 6d. to 62s. 6d., bold ditto61s. 6d. to 68s., middling 63s. to 68s., good to fine middling 69s. to 76s., good bold 78s. to 81s., peaberry 76s. to 82s. 6d., Native Ceylon, small 45s., good ordinary 51s. 6d., fine ordinary bold 53s. to 53s. 6d., peaberry 57s. 6d. An offer of 458 bags Singapore was chiefly sold, Bonthyne at 54s., good bold brownish 54s. 6d., mixed brownish 50s. to 50s. 6d. An offer of 49 bags pale Manila was bought in at 58s.

Although the landings for the week amount to 1,549 tons, consisting chiefly of Foreign and Continental Indian, they are about 700 tons less than in 1870, but deliveries are also less by about 400 tons, and the deficiency in the stock is only slightly increased. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 352,660 cwt., against 303,452 cwt. at the corresponding date of 1870; Native 47,586 cwt., against 32,519 cwt. The quantity afloat for the Continent is 9,409 cwt. Plantation, against 15,177 cwt., and 2,326 cwt. Native, against 6,992 cwt. The quantity of Coffee landed in the twenty-two weeks ended June 3, 1871, was, of Ceylon, 12,504 tons, against 12,756 tons during the corresponding period of 1870; of all descriptions, 22,682 tons, against 18,704 tons. The quantity entered for home consumption was, of Ceylon, 4,448 tons, against 4,566 tons; of all descriptions, 7,993 tons, against 7,749 tons. The quantity exported was, of Ceylon, 11,230 tons, against 9,730 tons; of all descriptions, 21,956 tons, against 15,799 tons. The stock on June 3 was, of Ceylon, 10,431 tons, against 12,324 tons; of all descriptions, 17,531 tons, against 19,375 tons.

SUGAR.

During the last few days arrivals have increased the quantity on show for private sale, and refiners being only willing to purchase at a slight concession, a decline of 6d. per cwt. has in most instances been accepted. The following is a record of the business done during the week:—MANILLA: In auction offers of 13,277 bags met no offers and were all bought in as follows: 6,675 bags fine clayed (duty 4s. 9d.), imported 1865 at 27s. 6d.; 5,842 bags low brown (duty 4s.) import May, 1870, at 23s. 6d.; and 760 bags Ceba unclayed at 22s. By private contract 9,000 bags old clayed have been sold at 25s. to 25s. 6d.; 3,040 bags Taal unclayed of old import at 21s. 3d.; and 11,000 bags Ilo Ilo soft brown (duty 4s.) at 25s. to 25s. 6d.; of the parcels previously offered by auction and bought in 6,675 bags good clayed (duty 4s. 9d.) have been sold at 27s. 3d. PENANG: There have been no public sales; privately 200 baskets low date have been sold at 19s. 6d. JAVA: In auction 781 baskets fine strong gray (duty 6s.), ex Acquarius, were offered and bought in at 41s. SIAM: At public sale 540 bags syrupy brown (duty 4s.) offered, 335 bags sold at 25s.

COCOA-NUT OIL.—The market continues quiet, but Ceylon is saleable in small quantities at £39 10s. cash, and at £40 with three months' prompt.

		1871.		1870.
Afloat per last advices	Tons	2,056	...	2,447
Imported from Jan. 1 to May 31 ...	"	846	...	3,964
Delivered	"	726	...	3,612
Stock 1st instant...	"	4,680	...	5,175

HEMP.—In public sale of 966 bales Manila offered, the bulk consisted of brown qualities, which continue dull of sale, and only 200 bales found buyers at former rates, a few lots sound, fine £49 5s., fine brown £40, but chiefly damaged brown at £32 15s. to £34 10s., the remainder being bought in at £36 to £44.

PEPPER.—Black: At the last auctions 1,471 bags offered met a good demand, but being held for extreme rates, only 500 bags found buyers at ¼d. above the quotations of a week ago; 529 bags Singapore were bought in at 5½d.; and of 588 bags good Penang 150 bags sold at 5¼d. Privately small sales have been made at full rates. There has been a large demand for floating parcels, and transactions reaching 6,000 bags Penang have been effected, mostly distant shipment, at 4⅞d. to 5d., a few 5⅛d.; also about 3,000 bags, for delivery in October at 5d. White is also in request, and prices are again rather dearer; in auction 183 bags Singapore were partly sold at 8d. to 8⅛d.

RICE.—The tone of the market is quiet, but steady prices are obtainable. At public sale on the spot about 5,000 bags white Bengal have been sold at 12s. 3d. to 12s. 6d.; 3,000 bags Ballam at 9s. 6d. to 10s.; 6,000 mats garden Siam at 9s. 1½d.; and 4,000 bags Rangoon at 9s. 6d. For arrival 200 tons white Bengal have been sold, but the price is not reported. Privately 600 tons garden Siam have been sold at 9s. 3d.; and 1,200 bags white Bengal at 10s. 6d.

SHELLS.—The periodical auctions took place on the 6th inst. with the following results. Mother O'Pearl Shells: Large quantities of both Bombay and Freemantle were brought forward, and with a good demand were nearly all disposed of at fully last sale's rates; Manila also brought full prices; 58 cases fair bold Manila sold at £7 15s., 38 cases Macassar partly sold, medium £9, fine bold bought in at £13. Tortoiseshell: A total of 4,900 lbs. was offered, which met a good demand, and the bulk found buyers at firm prices, 8 cases (768 lbs.) Singapore sold at 12s. to 13s., and 1 box (49 lbs.) Penang at 12s. Cowries: Of 85 bags Ceylon live Maldive offered only 8 bags medium sold at 32s. 6d., the remainder withdrawn. Green Snail Shells: 99 baskets and 33,360 loose Penang and Singapore chiefly sold, good bold 3¾d. to 4¼d., medium and loose 2½d. to 3d., small and broken 1½d. to 1¾d. each. Ear Shells: 153 baskets, 42 cases, and 50 tons loose Japan met few offers, and were all bought in at 18s. to 30s. per cwt.

TOBACCO, &c.—Japan is in good demand. Some parcels lately arrived were offered at public sale, and found buyers at 8¼d. to 10¾d. In Java transactions have been numerous, all recent imports, when of good useful quality, having been readily placed. Prices remain firm. Stock in first hands is now very limited. Manila of the last import continues in request, and prices are well maintained. Some sales are reported to have been made afloat of the 1870 crop, at an advance on the first cost, and in the absence of covers of other growths there is but little doubt that the demand for this growth will be very considerable. At auction 13 bales Leaf sold—Ysabela No. 2 at 2s. 9d., No. 3 at 1s. 5½d, Cayagan No. 2 at 2s. 8½d., No. 3 at 1s. 5d. Manila Cheroots and Cigars: Stock of both descriptions very limited; the late arrivals have been very heavy in weight, which is a great drawback to the ready sale, except at proportionate prices.

TIN.—Straits has continued in demand, and has further advanced, the present quotations being on the spot £128 to £128 10s., afloat £128 Banca rules at £130 and Billiton at £128 per ton.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

NEW YORK MARKET REPORT.—MAY 27.

—o—

TEA.

Messrs. Beebe Bros. report as follows:—Since our report of the market under date of April 21 an active business has been done in Greens, at gradually improving rates for most descriptions. Sales from first hands foot up 44,500 half-chests for the month, the market closing with increased firmness, especially for fine to finest chops of Tienki and Moyune. In Japans a moderate business is reported, at rather lower quotations for common to fine, and 2c. to 5c. better for finest to choice; the latter are in limited supply at the moment, and find a ready market at the advance. Sales since last date include 19,600 half-chests. Oolongs have been taken to a small extent only from the crop now coming to hand, at unchanged prices. Of old Teas, however, nearly 25,000 half-chests have found buyers on a basis of 25c. to 27c. in bond, for fair to good cargo. Total of sales during the month 32,700 half-chests; Souchong and Congou to the extent of 8,000 half-chests have been taken by the trade at prices within the range of our quotations. The market closes with a good consumptive demand, and a more healthy tone for Tea generally.

The following are the current quotations (in gold, duty 15c. paid):—Greens (Moyune, Teenki, and Fychow): Gunpowder fair to good, 65c. to 100c.; fine to finest, 70c. to 115c.; Imperial, fair to good, 38c. to 82c.; fine to finest, 45c. to 95c.; Young Hyson, fair to good, 35c. to 37c.; fine to finest, 37c. to 105c.; Hyson, fair to good, 31c. to 63c.; fine to finest, 40c. to 75c.; Hyson Skin, 26c. to 35c.; Foochow Oolongs, common and good, 40c. to 48c.; superior and fine, 53c. to 70c.; finest, 75c. to 100c.; Amoy Oolongs, common and good, 38c. to 48c.; superior and fine, 50c. to 60c.; finest, 62c. to 65c.; Souchong and Congou, common and good, 27c. to 38c.; superior and fine, 43c. to 58c.; finest, 60c. to 85c.; Japans, common, 43c. to 45c.; medium, 47c. to 50c.; good medium, 52c. to 54c.; fine and finest, 56c. to 70c.; choice, 75c. to 80c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to May 18, 1871, were as follows:—Greens, 13,299,694 lbs.; Japans, 6,945,064 lbs.; Souchongs, 1,686,985 lbs.; Oolongs, 9,046,638 lbs.; other sorts, 213,195 lbs.; total, 31,191,576 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 47,940,237 lbs., as the total supply. Subtracting from this total the exports from Jan. 1 to May 18, 2,876,394 lbs., and the withdrawals for home consumption during that period, 24,252,053 lbs., there remains a total of 20,811,790 lbs., representing the stock on the last-named date. The receipts from April 19 to May 18 amounted to 4,457,727 lbs.; the withdrawals for home consumption to 4,610,723 lbs.; and the exports to 648,406 lbs.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those of our last issue. The market for all descriptions remains dull, though we have no change to notice in prices. There is a disposition on the part of holders to meet buyers, could they be found, at current rates, but their continued reticence brings business almost to a stand. The market, which for some time past has been bare of Java in first hands, has been supplied by the arrival of the Agincourt with 15,540 mats from Padang, of which 5,000 mats were sold before arrival on terms which have not transpired; there is also the sale of 4,185 mats, ex Sally Brown, on private terms, to report.

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.30; Cassia, 97½c. gold (in bond.)

FIRE CRACKERS.—Are in good supply, but remain steady at previous rates. Sales have been made of 3,800 boxes extra No. 1, in lots, at $2.47½ to 2.50, and 1,000 boxes in bond at $1.20 gold.

GAMBIER.—The current quotation is $4 gold (duty free).

HEMP.—The market for Manila is still without change, but is very firm, with a sale of 400 bales, to arrive per S. D. Carlton, at 11⅓c., 60 days; we quote as before—10¾c. to 11¼c. gold, according to quality, the latter price being for the best grades.

INDIGO.—The market is dull, and the business doing is confined to actual requirements; about 30 cases Manila has been sold during the week at $1 to 1.25 currency.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to $1.50 currency (duty free).

RICE.—There is a steady and fairly active demand for all descriptions, and the market maintains the firm tone noticed in our report of a week since. In East India the following sales have been effected:—2,000 bags Rangoon in lots for home consumption at $7 to $7.25 currency, 2,750 bags in bond at $3.40 to $3.55 sold, and 700 bags new crop received *via* Suez Canal at $7.25 to $7.50 currency.

SUGAR.—We have to notice an inactive sluggish market, the buying, both from refiners and the trade, having been confined to the supply of their immediate wants, and though previous quotations are maintained, they must be considered a little extreme for low refining grades. The stock gains a little on previous figures, and there is a disposition in some quarters to meet the views of buyers from landing parcels, but as a rule holders generally exhibit confidence in the future and refrain from pressing their supplies on an unwilling market; there is in consequence a steady feeling, though the absence of general buying gives the market a dull appearance. The only sale of East India has been 23,996 bags, ex Chattanooga (before arrival), at 8¼c.

SPICES.—For invoices the market is quiet, but there continues a good jobbing demand, and prices remain steady. Sales have been made of Mace at $1.15; Nutmegs, 80c. to 82½c. for English, and 84 do. for Penang; Cassia, 31c. to 31½c.; Cloves, 11c. to 11¼c.; Pepper, 16c. for Sumatra and 16½c. for Singapore.

TIN.—Still remains dull and neglected, and, though holders ask former prices, quotations may be said to be entirely nominal. There having been no business, Banca is held at 38c., and Straits 32½c. gold.

SHIPPING.

ARRIVALS.—May 19, at Boston, from Singapore, Victor; 21, at Portland, from Batavia, Heldi; 25, at New York, from Shanghai, John Nicholson; from Yokohama, Royal Minstrel; from Manila, Chattanooga; from Singapore, Agincourt; at Boston, from Padang, Louise; 26, at New York, from Hong Kong, Sea Serpent; from Shanghai, Stanfield.

DEPARTURES.—May 25, from Boston, for Hong Kong, White Swallow; 26, from New York, for Ilo Ilo, Almena.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
May30	Mary and Hillegonda	Walters	Batavia, for Roterdm.	Off Dungeness
29	Aunt Lizzie	Thomas	Singapore	Off Plymouth
30	Ottolina	Ouwehand	Batavia	Texel
June 2	Rosy Morn	Williams	Colombo	London
May30	Ridderkirk	Blokziel	Batavia, for Roterdm.	Off the Wight
31	P.A.J.	Nolleau	Batavia	Helvoet
28	Aureliana	Magadan	Manila	Santander
June 3	Scawfell	Hender	Colombo	London
4	Maxima	Stockdale	Sourabaya	Queenstown
May20	Constantin	Danielsson	Batavia	Abo
June 2	Bato Bassie	Coulon	Macassar	Texel
5	Queen of the Ocean	—	Foochow	Off Falmouth
3	Lady Cecilia	Tate	Batavia	Texel*
May13	Cataluna (str.)	Roldan	Macao	Havana
23	Vier Gebroeders	Ruhaak	Batavia	Baltimore
26	Athena	Pearce	Shanghai	Quebec
June 7	La Serena	Moddrell	Colombo	Deal
8	Omba	—	Foochow	Do

* Not a departure, as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For	From
June 1	Coimbatore	Houston	Galle and Calcutta	London
May31	Blackwall	Simpson	Singapore	Cardiff
31	Anna Margaretha	Striten	Do.	Do.
31	Forest Rights	Dore	Galle	Do.
31	Kurrachee	Pirnie	Java	Clyde
31	Anna Johanna	—	Do.	Newcastle
June 1	Priam (str.)	—	Sing., China, &c., S.C.	Liverpool
3	Miako	Anderson	Yokohama	London
2	Lizzie Iredale	—	Japan	Liverpool
5	Corea	Carr	Hong Kong	London
7	Sea Belle	Goggan	Do.	Do.
3	Onrust	Hoffmann	Batavia	Penarth
4	Henriette G. Susanna	Dam	Do.	Bremerhaven

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong. For Colombo, &c.: Scotland.

SAILING VESSELS.—For Yokohama: Chusan, John Milton. For Shanghai: Cleta, Ailsa, Albert Victor. For Amoy, Chefoo, and Tientsin: Aurora Australis. For Hong Kong: Beemah, Rollo. For Singapore and Manila: Kate Carnie. For Singapore: Fair Leader. For Penang: Eleanor. For Bangkok: Mary Evans. For Batavia and Sourabaya: Frederic, Robin Hood. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Seafield, Rosy Morn, Scawfell. For Colombo, &c.: Dorothy.

At LIVERPOOL.—For Yokohama and Hiogo: Nourmahal. For Manila: Olaquivel, Maria Fidela. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.), Sarpedon (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Colombo, &c. (via S.C.): Atalanta.

At GLASGOW.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Batavia and Sourabaya: County of Lanark, County of Ayr. For Colombo: Marchioness of Londonderry.

SPOKEN.

JUPITER, Amsterdam to Samarang, April 19, 10 N., 26 W.
RAVENDALE (or William Tell), Cardiff to Shngi., Mar. 31, 20 S., 31 W.
FLYING SPUR, London to Japan, April 12, 5 N., 22 W.
SUNNYSIDE, Colombo to London, March 19, 35 S., 22 E.
JONGE CORNELIUS, Amsterdam to Batavia, April 18, 6 N., 24 W.
CECILIA (Amer. barq.), Shanghai to New York, March 13, 33 S., 16 W.
SUNDA, Rotterdam to Batavia, April 13, 3 N., 22 W.
BARON VAN HEEMSTRA (Dut. barq.), for Sourabaya, May 23, 49 N., 10 W.
MALLARD, Sunderland to Padang, 71 (!) N., 23 W.
QUEEN OF THE SEAS (!), Fchow. to Lndn., 109 dys. out, May 7, 29 N., 40 W.
PORTLAW, Cardiff to Hong Kong, Jan. 28, 38 S., 13 W.
COZAURE (!) (Fr. brq.), Singapore to Mrsls., Feb. 23, in the S. of Sunda.
ALIANZA, Japan to New York, April 1, 33 S., 27 E.
PILGRIM (ship), Sourabaya to Cowes, April 7, 34 S., 27 E.
WITCH, Shanghai to New York, March 25, 28 S., 48 E.
VANCOUVER (ship), Colombo to London, April 13, 20 S., 5 E.
WOODLARK, Cardiff to Shanghai, April 18, off Banka Straits.
OCEAN CITY, Colombo to London, 75 days out, April 23, 6 S., 16 W.
LEICESTER, Hong Kong to Falmouth, April 28, 2 N., 23 W.
BRAMLEY (!) (Brit. ship), Foochow to London, March 6, 18 S., 89 E.

FREIGHTS AND CHARTERS.

We have no alteration to report in outward berth freights, and coal freights remain dull at our previous quotations.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To

Digitized by Google

Tientsin: 50s. weight or meast. To Chefoo: 45s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £23. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: £1 11s. For Colombo, 35s. For Galle, 23s. For Japan: 37s. 6d. For Singapore, 25s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

The Admiralty have invited tenders for the conveyance of 59 tons Government stores to Hong Kong, and for 87 tons to Trincomalee.

MISCELLANEOUS.

At ADEN.—May 31, Duna (str.), from London, and left June 1 for Japan.

CASUALTIES.

Advices from Hong Kong, dated May 26, state that the Dolores Ugarte, from Macao to Callao, had been burnt; she had 600 coolies on board.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE and HONG KONG having been successfully laid, IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to HONG KONG £7 0 0

" " " SHANGHAI 8 5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, June 8, 1871.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery. Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

Digitized by Google

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIESAT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th inst.

By order of the Directors,

MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

ALEXANDER BROWN.

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty estates now on the register. Twenty-eight have been sold.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

SCHOUT AND CO.,

SHIPBROKERS.

AMSTERDAM.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

HOLLOWAY'S PILLS

FOR THE CURE OF BILIOUS COMPLAINTS, Indigestion, and Affections of the Liver. Symptoms indicative of these disorders are a feeling of nausea, distension, and spasmodic pains in the stomach, sense of oppression and sinking after eating, want of appetite, languor, dejection of spirits, and general debility. The removal of the cause is the most important step, for which have recourse to Holloway's Pills, as they possess such cleansing properties that the action of the liver is speedily corrected, the redundancy of bile carried off, the stomach strengthened, the spirits revived, and patient restored. These excellent Pills keep all the natural functions so fairly balanced that they prevent or speedily subdue headache, dizziness, bilious attacks, and similar maladies.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles

CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfille this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the upervision of European Engineers and Shipwrights

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenienc for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, June 10, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, June 20, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, June 10, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, June 20, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	"	"
China ..... in 44	"	"
New Zealand in 42	"	"
Australia ..... in 47	"	"

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

June 11, July 9, August 6 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 27th May, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong..	Beemah	A1 11 yr.	SWID	With des.
Shanghai ...	Ailsa	A1 16 yr.	SWID	With des.
Yokohama ...	Chusan	A1 14 yr.	SWID	With des.
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and MANILA.—The following splendid first-class SHIPS will be despatched as under :—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D.	With des.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	With des.
Yokohama...	John Milton	A1 14 yr.	E.I.D.	With des.
Singapore & Manila ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under :—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	Wth des.
Pen., Sing., H. K., and Shang. (via S.C.)	H Kong (ss)	A1 100	1200	S.W.I.	June 12
Shanghai...	Portland ...	AA1	872	E.I.D.	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

To sail positively on the 31st July, following the "Ocean."

FOR BANGKOK (SIAM) DIRECT.—The splendid Clipper Vessel MARY EVANS, A 1 12 years, 258 tons register, J. JENKINS Commander; loading in the West India Docks.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Freight payable on receipt of bill of lading.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM FROM LONDON (via SUEZ CANAL) to PENANG, SINGAPORE, HONG KONG, AND SHANGHAI.—The magnificent Screw Steamer HONG KONG, 1,215 tons register, 200-horse power nominal, J. H. WATSON, Commander (who has had great experience in the China trade), will load in the South-West India Dock, and receive goods until 12th June (unless previously full). This magnificent steamer has been built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, classed 100 A1 (highest class) at Lloyd's, and is expected to make a rapid passage; has splendid accommodation for first and second-class passengers; is well ventilated, and has bath-rooms, &c.

For Freight or Passage, apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or NORRIS and JOYNER, 60, Cornhill, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama...	Alexander Lavalley (ss)	Highest .	—	June 28
Do. & Hiogo	Nourmahal...	A1 13 yr.	Prnce's	Wth des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under :—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Robin Hood ...	A1 10 yr.	941	SWID	June 15
Do. do.	Countess Russell	A1 8 yr.	965	SWID	July 15

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the Ocean Rover, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid regular trader, OCEAN BEAUTY, A1 16 years, 585 tons register, C. PEARCE, Commander; South West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C., or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Ocean Rover," and will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid Regular Trader, SCAWFELL, AA 1, 489 tons register, T. O. W. HENDER, Commander; South West India Dock. This fine high-classed Vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her Cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Second Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid regular trader QUEEN OF CEYLON, A1 10 years, 422 tons register, F. W. GODRICH Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 12, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 407.] LONDON, MONDAY, JUNE 19, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE NEW SEASON'S TEA.

Telegrams from Hong Kong have been daily received during the week in five hours. The P. and O. Company's steamer *Australian* is reported leaving Hong Kong on the 9th inst., with 1,300 tons new season's Hankow Tea, and 800 bales Silk. She also brings the usual mails, which will be landed at Suez for Brindisi, and the vessel will come through the Canal on to Southampton.

Advices have also been received of the departure from Hankow and Shanghai of the *Ulysses* (since reported on shore in the Yangtsze), *Erl King*, *Craigforth*, *Lord of the Isles*, *Cheops*, *Enterprise*, *Argonaut* and *Diomed* steamers.

It is known that some of these vessels are not full, and that the rate of freight is £5 to £6 per ton 40 feet from Hankow. The *Danube*, from Canton, £4. The *Australia* $30 paid there. The advices regarding the course of prices and settlements at Hankow are unreliable, as also the opening of the Silk market at Shanghai on a basis of 23s. 6d. for Red Peacock.

OLD SEASON'S TEA.

The only two vessels afloat now are the *Vanguard*, from Shanghai, and *Isles of the South*, from Canton.

THE FOOCHOW MARKET.

A telegram received this morning (presumed to be dated Foochow 12th) advises the market not opened.

THE HONG KONG AND SHANGHAI CABLE.

It is uncertain when this cable can be repaired, as the Great Northern Company's agent would probably have to wait the arrival of the Danish frigate *Tordenskjold*.

LATEST TELEGRAMS.

COMMERCIAL.

JAPAN.

(RECEIVED VIA HONG KONG, JUNE 12.)

YOKOHAMA, JUNE 3.—Grey Shirtings, 8¼ lbs., $2.45; Cotton Yarn, 30's, $40.

CHINA.

(REUTER'S TELEGRAM, RECEIVED JUNE 16.)

HONG KONG, JUNE 15.—Grey Shirtings: 6½ catties 8¼ lbs., $2.35; Water Twist, 16-24, $112. Exchange on London: Bank bills, six m.s., 4s. 4⅞d.

The Foochow Tea market not yet opened.

SHANGHAI.—No message received.

STRAITS SETTLEMENTS.

(RECEIVED JUNE 16.)

SINGAPORE, JUNE 15.—Grey Shirtings, 8¼ lbs., $2.35; T-Cloths, 6 lbs. $1.45; Mule Twist, 40's, $107; Gambier, $2.87½; Black Pepper, $9.70; White do., $15.75; Tin, $32½. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

PENANG, JUNE 15.—Tin, $31.75; Pepper: Black, $9.05, White, $14.65; Hides: Buffalo $14.45, Cow $8.75; Nutmegs, 75's $70, 110's $65. Grey Shirtings, 8¼ lbs. $48 per corge, T-Cloths, 6 lbs. $30; Mule Twist, 30's $102, do. 40's $110 per bale. Exchange on London: Bank bills, six m.s., 4s. 5⅞d.

LIST OF PASSENGERS.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, June 10.—To Yokohama.—Mrs. Bell. To Shanghai: Mrs. Bergman, Mr. A. Cumine. To Hong Kong: Mr. H. W. Daniel, and two second-class passengers. To Singapore: Hon. H. Plunkett, and one second-class passenger. To Penang: One second-class passenger. To Ceylon: Mr. J. F. Jowitt, Major and Mrs. Georges, Mr. A. White, Mr. Danglish, and two second-class passengers.

Per P. and O. steamer *Candia*, from Southampton, June 24.—To Singapore: Mr James Mitchell. To Samarang: Mr. F. Soesman. To Ceylon: Mr. and Mrs. W. C Whitham, Mr. W. Penney, Mr. C. E. Dunlop, Mr. Mosse, Mr. G. F. Bashford.

COMPLETION OF THE CHINA CABLE.

"IT is impossible to conceive anything that the Chinese "have not known for ages before our time!" Such was the almost despairing exclamation of good Bishop WILKINS—CROMWELL'S brother-in-law, and TILLOTSON'S step-father—when he "found that his theory for the universal medium for the communication of ideas" had been anticipated by the disciples of CONFUCIUS from time immemorial. WILKINS'S idea was "a language that may consist only of tunes and musical notes without any articulate sound;" and the disappointment he expressed was caused by the discovery that this is the leading principle of the Chinese language; because, while the letters of our alphabet are mere symbols of *sounds*, the Chinese characters are symbols of *ideas*, and alike intelligible to the people of Cochin China, Japan, and half-a-dozen surrounding nations, with those of China itself. If our noble pioneer of religious toleration had lived in the present day, he would, however, have been obliged to confess himself mistaken in assigning the priority of invention in *everything* to the Chinese; for the Submarine Telegraph, which has just brought us a message from the Flowery Land in five hours, is most certainly an European discovery which must take the Asiatics considerably by surprise. It is, however, an accomplished, and we may now say, literally an every-day fact, that in a few hours we may know everything that concerns us in China. On Monday last we in Cornhill knew as much of Saturday's quotations, markets, exchanges, &c., &c., in Hong Kong as the most watchful merchant. At the same moment Mincing-lane was made aware of the fact that the P. and O. steamer *Australia* was putting out of Hong Kong harbour with about 1,800 tons of new season teas from Hankow; "LLOYD'S" learned, to a keel, the risks that it had escaped and those which it had begun to incur, by the list of arrivals and departures.

At the moment when we are sharing the general enthusiasm at the completion of this latest triumph of science, we must not forget to pay our humble tribute of gratitude to those who have devoted their energies and capital to confer so enormous a boon on the Western World. The influence of the China Submarine Telegraph on our commercial and political relations with the Far East is too apparent to need any attempt to describe it; and we sincerely hope that all to whom we are indebted for conducting this great enterprise to a successful issue will find a substantial reward for their public spirit.

THE CHINESE DESPATCH.

IT affords us great satisfaction to record the relief with which we have read the Circular so long anxiously expected, and which has at length been presented to Parliament, an official translation of the copy addressed to the French Minister having been obtained through the courtesy of the French Government, our own Foreign Office being still without the one referred to in Mr. WADE'S telegram. We have so often dwelt on this important fact that it is unnecessary to do more than refer to it, now that the document itself comes before us for examination. We have no doubt but that the French Government will be equally ready to give us a copy of their reply. After perusing the contents of the Circular, two remarkable characteristics of it suggest them-

Digitized by Google

elves to our mind. One is the extraordinary firmness of the style; the other, the impression it gives that it is intended to apply almost exclusively to the French and to Roman Catholics. So strongly marked is this last, that, if we were not compelled by Mr. WADE's telegram to believe that a copy must have been received by him, we should be inclined to think it possible that the Circular had not been addressed to the British Minister, and was not meant to refer to Protestant missionaries at all.

The Circular sets out with a brief sketch of the introduction and early progress of Roman Catholicism in China. The first Catholic missionaries were then recognised as the *literati* of the West; and, the Circular proceeds, "The greater part of "the conversions took place at that time among respectable "people. On the other hand, since the conclusion of the "Treaties took place (1860), the majority of the converts "are persons without virtue; so that *that* religion, whose "object is to exhort men to virtue, no longer enjoys any "consideration." The italics are, of course, our own, but the language of the official translator would seem to indicate that the Circular designedly excluded Protestantism from the reproach which it ascribes to Catholicism. It is indeed the gravamen of the whole document that low and dangerous characters, "veteran rebels, beyond the pale of the law, ama-"teurs in intrigue, seek a refuge in the church and lean "upon her influence in order to commit disorders." The animosity of the people has thus been excited to frenzy, and, the Circular adds, "They are in general unaware of the differ-"ence between Protestantism and Catholicism, and confound "the two religions under the same denomination, so that, "when troubles break out, foreigners residing in China are "*all exposed to the* same dangers." Nothing could be clearer than this, if we could accept it as sincere. Unfortunately, however, here lies the difficulty.

The eight articles of the Circular may be shortly described as requiring (1) the registration of all children received into Catholic orphanages; (2) the prohibition of women from teaching religion; (3) that the missionaries should teach their own religion without disparaging that of the natives; (4) that the fact of a man's being a convert to Christianity does not denationalise him, and consequently gives the missionaries no right to interfere in shielding him from the laws of his country; (5) that the passports of missionaries should be limited to the precise scene of their labours; (6) that missionaries should not be permitted to make converts of criminals, or persons who have been convicted of crime; (7) that the missionaries should take rank with the native *literati*, and conform to the same strict rules of ceremony which that class is compelled to observe in its communications with the mandarins, &c.; and (8) that missionaries must obtain a Government licence before purchasing ground and building a chapel on it, or conducting Divine service anywhere.

As we have observed, there is nothing in any of these articles which would appear to be directed against Protestants —if we could but believe that they had been framed in a spirit of sincerity. This, however, as our readers must have anticipated, we are unable to do. We look upon the Circular before us as merely addressed *pro forma* to the French Government, because the French Government happened at the time to be the only Government that was in a state of utter chaos and defencelessness—being, in fact, no Government at all. We do not know in what way our French neighbours, now that, as we all hope, they have restored order at home, may be disposed to accept or resist those propositions in the Circular which refer exclusively to them. For our own part we can see none that can give a Protestant missionary a feeling of anything but relief and comparative security. The demand that his passport shall be restricted to the scene of his labours is the only point that touches him—and this, as he cannot fail to see, is his greatest safeguard, since it will circumscribe within the narrowest ascertainable limit the locality wherein he can be attacked. As for the clause about "women preaching religion," thank Heaven, we have none that do so controvert the great apostle's injunction. Our missionary's wife, if she accompanies her husband to China or India, as she always does, busies herself with acts of benevolence and good example. *She* doesn't want to *preach* for the simple reason that she *practises*. *She* does not make any foolish vows of continence because she is perfectly certain that she was meant to be the helpmate of a good man engaged in a noble work. And, so far from missionaries' wives being endangered by such objections to nuns as are enunciated in the Circular, we can call to mind one instance in which a missionary's wife was so adored by the natives among whom her husband had laboured—the many whom he had not converted, as well as the few whom he had—that, on becoming a widow, the whole village besought her to remain among them; and, when she could find it in her heart to stay no longer from her friends, helped greatly, out of their small means, to pay her passage home! Such are the Heathen—when they are kindly treated, and not misguided by their rulers.

THE CONDITION OF JAVA.

THE last mail from Java brought news of general interest. The newspapers describe disturbances at Pekalongan, and give rumours of similar affairs at Grobogan. According to the *Batavia Handelsblad*, the latter are more serious than is stated in the official *Java Courant*. It is somewhat reassuring to note that none of these reported movements seem sufficiently strong to authorise any apprehensions on the part of the Government, though an article in the *Locomotif*, somewhat ominously entitled "Spots on the Sun," is by no means calculated to increase the respect for Dutch rule in Java. The drift of this article is the general carelessness of the officials, and the dangerous spread of fanaticism among the native population, which it may require strong measures to suppress. It is rumoured that everywhere in the Archipelago the increasing number of Hadjis remains unchecked, while nothing is done to promote the instruction of the lower classes, and the Government is slow to confer on natives the privilege of holding land. The Education and the Land questions are, as our readers are aware, the immediate objects of the Reform party. This unsatisfactory state of things is not improved by the flippant tone of part of the Javanese press.

The prosperity of Java is at least questionable. The European population is clearly decreasing. In 1866 there were 29,132 Europeans in Java; in 1867 there were but 28,695; and in 1868 the number had still further fallen to 21,466—showing a decrease of more than twenty-five per cent. in four years. Official reports of the number of Europeans in Java have been, with doubtful discretion, withheld since the last year quoted; but there is a general belief that they have continued to decrease during these three years of official silence. The receipts from import and export duties are equally unsatisfactory. In 1844 they amounted to f.7,827,347, in 1858 to f.7,104,977, and in 1868 to no more than f.6,215,890. These figures are certainly an eloquent commentary on the "progress" of the island, which we should like to see counteracted for the sake of all interested, for we are told that the native population is as discontented as the European. The error of the Dutch Government appears to be a general tampering with questions of the most vital and urgent importance. They content themselves with half-measures, delays, and promises, when they should grapple with facts. It is true that the Home Government is nominally Liberal, but nevertheless it is generally doubted whether the Minister, Herr VAN BOSSE, will be less wavering than his predecessors, though everyone is persuaded that, without free trade and free labour, the restoration of our former prosperity is out of the question. This Minister has certainly pledged himself to give the natives the privilege of being landowners, and he is believed to be opposed to the differential system; but everyone is asking, "Will he set himself re-"solutely to the task of abolishing that concrete of monopolies, "the Dutch Trading Company?" The time has arrived when the expiring contract between the Government and this relic of the past must be either superseded or renewed. This engrossing question must be settled in the next few months, but there is a general apprehension that, Liberal as the Government professes to be, and great as is the majority at its back, it will shrink from the course which the prosperity of the colony demands—namely, the abrogation of the present monopoly, and the licensing the independent sale of all produce in the Indian or other markets, instead of cramping commerce and discouraging capitalists by compelling everything to pass through the medium of the Dutch Company.

Digitized by Google

THE SEIZURE OF THE *RICKMERS*.

IN our last issue we gave translations from articles which have appeared in the *Hamburg Borsenhalle* on the seizure of the *Sophia* and *Robert Rickmers*, which, we shall be able to show, contain a vast amount of error. In the first place it was announced, and well-understood, that the French would consider a good prize any vessel captured under a neutral flag, if such vessel had been transferred from a subject of the belligerent Power to that of a neutral after the Declaration of War. Such was the case in these two vessels, and, consequently, our Government could not interfere on behalf of the so-called British owner. The case of the *Arrow* is entirely different from the above, and not exactly as stated in the *Borsenhalle*. She was sailing under a Colonial Register, under an Ordinance No. 4, which passed the Legislative Council on 3rd March, 1855, approved by Her MAJESTY'S Government on the 30th November, 1855. The Register granted to the *Arrow* was dated the 27th September, 1855, and as far as is known the vessel had complied with all the provisions of the thirteen sections of the Ordinance; of which Section X. is to this effect:—"Duration of register to be for "one year, and renewable by endorsement on the same. "The Register to be deposited one week before the expiration "of the year, *or if the vessel be at sea, then on her return to "the waters of Hong Kong.*"

Mr. Acting-Consul PARKES, in a despatch, wrote:—"YEH "has no complaint against the vessel, nor does he im-"peach her character or occupation, but himself (YEH) "bears testimony (through his witness, WOO-A-FUN) to the "regularity of the trade in which she is engaged. I should "have mentioned that the *Arrow* is well known as a trader "to the legal ports. She entered from Macao with rice on "the 3rd inst. (October, 1856), reported her arrival at the "Consulate, and deposited her papers, which have remained "to this time in my possession." The vessel had not been in Hong Kong waters since the 1st of September; therefore, in accordance with Clause X., the register had not expired when the crew was forcibly taken away from the vessel during the absence of the captain, who was an European. Further, she had not smuggled salt, but brought a legal cargo, been duly entered in the Custom-house, and her papers were deposited with the Consul, according to Article XVII. of the Supplementary Treaty, and permission to discharge her cargo had been granted by the Custom-house. The *China Mail* of 11th December, 1856, gives the history of the lorcha *Arrow*, and says:—"As an evidence of the truth of the above statements, the "documents bearing reference to it have been placed in our "hands for the inspection of any person who may feel inte-"rested in the matter." . . . YEH, at first, maintained that the vessel was a Chinese vessel, because she had been built by Chinese workmen; but, in his letter to Admiral SEYMOUR, he says:—"It was not known at the time "my executive went to seize persons on board her that the "lorcha was a foreign one."

In short, all the evidence on this matter, including the correspondence laid before Parliament, prove that the vessel was legally flying the English flag, and, therefore, entitled to its protection; no charge of smuggling or other illegal acts was brought against her by the Chinese Government or others. YEH and his minions maintained that the vessel belonged to one SOO-A-KING, while the real owner was a Compradore, a resident and Crown lessee of Hong Kong, named "FOONG-A-MING," in whose name the register was. The Mandarin who ordered the hauling down the flag said, on the occasion, "This is a Chinese vessel, for there is no foreigner on board in command"—the captain at the time being on shore to fetch his papers from the Consulate. We certainly sympathise with the owners of the *Rickmers*, but we cannot allow that there is any comparison with the case of the lorcha *Arrow*. The bombardment of Canton was not ordered solely on account of the *Arrow*; it was simply the last affront that Sir JOHN BOWRING made a determined stand against. It is well known to residents in China at that time that the insolence of the Governor-General, YEH, had become unbearable. Our Treaty rights were being daily ignored, in addition to the standing grievance of refusal to enter into the city of Canton. It is idle to contend that we went to war solely for the lorcha *Arrow*. Our list of grievances had reached that "point beyond which forbearance ceased to be a virtue."

WE understand that an interview was granted by Lord GRANVILLE to Mr. HUGH MATHESON on the subject of the "Chinese despatch," at which his Lordship stated that he would not be able to state the views of H.M. Government on the despatch until its receipt from Mr. WADE, and consequently a deputation at the present time would be useless. The only daily paper which at present has noticed the despatch is the *Globe*. We give this in another column. By advices from Washington we hear that the United States Government have conveyed to their Minister at Peking the following instructions for his guidance:—"Any "violation of the rights of our citizens, and any violation of "our Treaty rights may cause a change in the traditional "policy of the United States Government in their inter-"course with China."

THE China Submarine Company have, we understand arranged with the French Government the terms for messages over their Cable to and from Saigon, and instructions have been sent out to pick up the cable and connect the Saigon shore end. The small line to be laid in the Straits of Sunda to connect Anjer with Sumatra will be sent out next month with the cable to connect Java and Australia. It has been arranged to retain a repairing cable ship on the Straits and China station.

THE STATE AND CLAIMS OF HONG KONG.

We are indebted to a gentleman of long experience in this colony for the facts from which we condense the following statements. Having regard to the national utility—we might almost say the national dependence—of Hong Kong, it certainly seems most unfair that the cost of any part of the military establishment should be borne by this one small colony, simply because it is the corner-stone of our position in China. Hong Kong can ill afford the drain of £20,000 a-year for the sake of preserving the security of other stations, which are constantly endangered, while contributing nothing to their defence, the place which pays being the most secure of all. Perhaps our correspondent's remarks may elicit the opinions of others interested in the subject:—

If we turn to the report of the Select Committee of 1847 concerning the propriety of supporting the colony of Hong Kong by Parliamentary grant, we find the result of its deliberations comprised in the brief sentence, "Nor do we think it right that the burden of maintaining that which is rather a post for general influence, and the protection of the general trade in the China seas, than a colony in the ordinary sense, should be thrown in any great degree on the merchants or other persons who may be resident on it."

In the following session Mr. Hawes, then Under Secretary for the Colonies, protested against the charge brought against Hong Kong that it was an "extravagant" settlement, and showed that, while its income was increasing, its expenditure was decreasing; and added his opinion that Hong Kong was an important station, and was maintained for the protection of our trade, and not for the sake of patronage; and it could only be upheld by the aid of a naval and military force. But it was not fair to charge that expenditure upon the colony. Indeed, he might remark that if they had no colonies they would still be obliged to maintain a large fleet and a considerable force for the general protection of trade and commerce; so when hon. gentlemen spoke of the packet service in connection with our colonies, he must protest against the inference, because it was clear that that service must be maintained, whether they had colonies or not. The rule which he would venture to lay down was, that as soon as a colony had arrived at that amount of population, and attained that amount of intelligence which could furnish the materials for good government, that then it was the bounden duty of a Secretary of State to grant local self-government.

Two years later, on the vote of £20,000 for the establishment of Hong Kong being opposed by the Hon. Mr. Scott, who wished to reduce it to £15,000, Lord Palmerston said it was a mistake to look at Hong Kong in the same light as other colonies. It should not be considered merely as a colony, but as a post for the support of our trade with China generally. When he framed the instructions to Sir Henry Pottinger, who went to China with a view to the treaty which he was to conclude, and afterwards did (with verbal alterations) conclude, it was his (Lord Palmerston's) duty to obtain information from every possible quarter, and he saw people from all parts who had any knowledge of China, past or present, and among others from whom he received valuable information was Sir George Staunton, who was not then in the House. Two things were pressed upon him as of the utmost importance, one was that access should be obtained to a large number of ports in China, and that our intercourse should not be confined to Canton; and next, that some insular position should be established on the coast of China. Chusan was at first fixed on, but it was found to be too far up, and objectionable on account of the influence of the "monsoon," so Hong Kong was chosen. So strong was the opinion as to the importance of an insular position, that many persons doubted whether it would not be equivalent to admission into other ports besides Canton. We had got both. Hong Kong, therefore, was not to be considered merely in relation to the trade of that port, although his hon. friend had shown that it was increasing, the tonnage of which amounted to 293,000 in the last year, being 64,000 more than the year before;

Digitized by Google

but it was to be looked upon as a place whence naval and military assistance might be derived to support the merchants trading in the different Chinese ports. Those who knew what was going on in China were aware that our position in Canton was not very satisfactory, and that there was a feeling of hostility towards us. It was important that the merchants there should have at hand British support to which they could look for assistance. Hong Kong was important not merely as regarded its commerce, but for its protection to commerce, and was selected on account of its insular position.

The objections of Mr. Scott and his friends were founded on a pamphlet entitled "Statements and Suggestions Concerning Hong Kong," the object of which was alleged to be to rid Parliament of a pecuniary burden," meaning the grant in aid of the expenses of the Civil Government, and to vest the funds in a municipal body with a legal adviser. The author of this pamphlet, however, admitted that "as regarded the military, if it were indispensable to maintain something Imperial, that would be amply secured by the troops and ships of war, which must always make Hong Kong their head quarters in China. It is for the sake of the general trade and of British influence in China, not in Hong Kong, that these forces are kept up."

About the same period the present Chancellor of the Exchequer made a remarkable speech at the meeting of the Colonial Reform Association. Mr. Lowe then made a complaint, concerning the justice of which little doubt can exist. "The greatest amount of political feeling and public feeling," he said, "is enlisted in the colonies against the centralising power of the Colonial Office. The question of questions in the colonies is not the form of their internal policy, but the management of their own local affairs by their own local authorities." And he added. "They (the colonists) feel so hampered and restricted by the system prevailing in the Colonial Office, that I do not overstate the general feeling when I say, that it would be more acceptable to the Australian colonies if the Governor of each colony were armed with absolute executive and legislative power,—that such a Government if attended with the delegation of full authority to settle at once, upon the spot, all local questions, would be more acceptable than the freest system of Government which the ingenuity of man could devise, clogged with the restrictions and hampered with the interventions to which the present mode of colonial administration is subject."

As regards the composition of Legislative Councils, where the nominees of Government and office holders under it must vote with the Governor, Mr. Lowe said (speaking from his own experience in the colonies):—"If I voted with the Government, I was in danger of being reproached, as I have been on one or two occasions, as a mere tool of the Government, and not, according to the theory of the constitution, acting for the colony at large; and if I took the opposite course and voted with the Opposition, as I did upon most questions, and upon none more heartily than upon that relating to district councils, I was reproached by the officials as a traitor to the Government. In fact I was in this position—if I voted with the Government I was taunted with being a 'slave,' and if I voted against them I was taunted with being a 'traitor.'"

Mr. Gladstone, who then sat for Oxford University, said, in the debate on the New Zealand Bill in 1852:—"Departing from the principles of former days, you have implanted a principle, if not of absolute, yet of comparative feebleness in your distant settlements. You have brought upon yourselves enormous expense, and, by depriving them of the fulness of political freedom, you have deprived them of the greatest attraction which they could possibly hold out to the best part of your population to emigrate; because Englishmen do not wish to emigrate to countries where they cannot enjoy the political franchises which they enjoy at home, and where the regulation of their interests will be committed to the hands of a Government which, however mild and equitable, must still be called despotic. The system which I recommend, which I am certainly convinced will gain ground from year to year in the feelings and convictions of this country, is the system on which the whole of that great and wonderful operation of colonising North America was conducted—the system which Mr. Burke studied, examined, and comprehended from top to bottom, and which he described in his great speech on American taxation, when he warned the Parliament against the erroneous and destructive consequences of attempting to establish administrative power over their distant dependencies, or to extract from them some miserable and contemptible pecuniary benefit. The by-laws of Liverpool or London are not sent to the Secretary for the Home Department to be kept for two years considering whether they are to be carried into effect or not, but they go into operation at once, or are laid aside, as is found expedient; and our system would be as bad as that of Turkey if it were not so. I must say the degenerate and degrading ideas we now have of retaining the substance of colonial patronage partly, and still more the name, in this country were totally unknown to your ancestors six generations ago. Thus, in fact, the principles on which our colonial administration was once conducted have been reversed, and our colonies have come to be looked upon as states. I will say, that when we look at the constitutions we have given of late years to our colonies, the acts we have passed, the difficulties we have had with them, and the millions we have paid for the suppression of insurrections, and when we see that 200 years ago a system conceived in another spirit was carried out by our forefathers, we cannotd raw the contrast without a blush upon our faces."

THE CHINESE DESPATCH.

(GLOBE.)

Trouble is certainly brewing in China. Our Ministers may be lulled into the sleep of a false security by the peaceful assevera tions of Mr. Wade, whose roseate-hued picture of the Celestials is exciting mingled gratulation and incredulity. But others equally well-informed on affairs in China affirm that matters are hastening on to the goal of a war of extermination against foreigners. The Chinese are becoming bold, as the European Powers, which formerly held them in check, are becoming impotent and imperturbable by events abroad. We offer no prediction as to the future course of events in China; but the Chinese Government has now presented its first ultimatum to the European Powers, and it remains to be seen what development this new phase of the Chinese problem will assume. The mysterious Circular of the Chinese Government, which has been the source of much apprehension, is now before Parliament, and from this it appears that the crusade is first made against the missionaries—chiefly Roman Catholic French—established in China. A more flaming incitement to popular wrath could hardly have been penned. The European missionaries are accused of all imaginable offences, whereby their presence has become odious, and the case for their extermination is thus put forward:—

The Prince and the members of the Yamen fear in all sincerity lest, after the arrangement of the Tientsin affair, the animosity of the ignorant Christians of the Empire should take a more decided tone of insolent bluster, that the bitterness of the popular resentment should increase, and that so much accumulated bad feeling, causing a sudden explosion, should bring about a catastrophe. It would then be no longer possible for the local authorities, nor for the high provincial functionaries, nor even for the Tsung-li Yamen, to assert their authority. In the event of a general rising in China, the Emperor will be able to appoint high dignitaries to order them to assemble everywhere imposing forces; but the greatest rigour does not reach the masses, and when their anger manifests itself, there are persons who refuse to yield their heads to the executioner. Then, when the evil becomes irremediable, and when the wish we all have to preserve so great interests will no longer be effectual, the men who direct the international affairs of China and of Europe will not be suffered to decline the responsibility which falls on them. In short, in the direction of affairs, the important point in China, as in Europe, is to satisfy opinion. If, failing in this duty, oppression and violence are employed, a general rising will at last take place.

They are not permitted to place themselves in a kind of exceptional independence, to show themselves recalcitrant to the authority of the Government and of the officials, to attribute to themselves powers which do not belong to them, to injure the reputation of men, to oppress the people, to asperse the doctrine of Confucius, by which they give ground for the suspicions, the resentments, and the indignation of the masses. The missionaries must submit themselves, like everybody, to the authority of the local officials; and the Christian Chinese must, in every case, be treated according to the common law. Except the expense of theatrical solemnities and of the worship of local protecting divinities from which they are dispensed from contributing to, the Christians cannot escape the requisitions and forced labour, and are constrained to accept, like everybody else, the charges imposed by the local administration. With stronger reason they cannot refuse to pay, in their integrity, the land taxes and the rents, nor can the missionaries advise them and support them in infringing the common law. In the case in which missionaries allow themselves to be mixed up in affairs beyond their province, the local authorities ought to send their verbal or written communications to the high provincial functionaries, who will refer them in their turn to the Tsung-li-Yamen, in order that a decision may be eventually taken as to the repatriation of these same missionaries. In the case where Christians in suits respecting matrimonial alliances or property in land plume themselves upon their position of Christians to invoke the intervention of the missionaries, they will be severely punished by the authorities.

Chinese and foreigners living together ought to be governed by the same laws. For example, if a man kills another, he ought to be punished, if a Chinaman, according to the Chinese law; if he is a foreigner, according to the law of his country. In thus acting, order will reign; it matters little the manner in which the Chinese or foreigners treat the case; punishment is all that is necessary. But that punishment once inflicted, they must not come and claim indemnities, and above all they must not seek the *soi-disant* abettor of the crime to exact from him a certain sum. It belongs to the local authorities to adjudicate on the differences which may arise between the Christians and the people. If it is a Pagan who has committed wrongs against a Christian, he ought to be punished more or less severely, according to the gravity of the fault; similarly if it is a question of a Christian accused by a Pagan. The official ought to adjudicate with the most perfect justice, and the greatest impartiality. If a Christian conducts himself altogether contrary to the laws, the local authority takes evidence; and if some one accuses this Christian, the latter is seized and judged. But the missionaries must not then come forward to defend him, and exculpate him. If the case arises of a missionary preventing a Christian giving himself up to the commands of the authority, the Christian alone ought not to be punished, but also the missionary, or at least he ought to be sent back to his own country.

They ought not to make use of seals, the use of which is reserved for functionaries alone. It is not allowed them to send despatches to a Yamen, whatever may be their importance. If, however, for an urgent matter it should be absolutely necessary to write, they may do it; but taking good care not to speak of matters beyond the subject, and making use, like people belonging to the class of literates, of the Sing-tieh (petition). When the missionaries visit a great mandarin, they must observe the same ceremonies as those exacted from the literates; if they visit a mandarin of inferior rank, they must also conform to the customary ceremonies. They must not unceremoniously go into the yamens.

What is of not less importance, the Chinese Government would exercise a sort of confiscatory right over all property bought by missionaries for Church purposes; and, on the whole, the eight articles of this Chinese Government Circular doubtless prove what is the chief contention, "the impossibility of Christians and non-Christians living together harmoniously" in China under the proposed *régime*. To judge alone from Mr. Wade's despatch to Lord Granville, dated March 29 last, and just issued from the Foreign Office, one might infer that there is not the slightest ground for apprehension. Quiet everywhere; order supreme; toleration, but

Digitized by Google

little love—such, according to Mr. Wade, were the characteristics two or three months ago of every part of China penetrated by the European. But did Lord Granville ever hear of the calm which precedes the storm? In one significant statement Mr. Wade lays down a portentous hypothesis. "If the assumption be correct," he says, "that the people heretofore well-disposed are everywhere becoming hostile to the foreigner, the foreigner must elect shortly either to conquer the country or to leave it." This is unquestionably the issue, but Mr. Wade perceives "no indication of such a change." What stronger "indication" is needed than that in the action of the Chinese Government, which is now intensifying the hatred of the Chinese population towards all Europeans trading or residing in the country?

(WEEKLY REVIEW.)

[We have received the following important communication from Mr. Hugh M. Matheson, which will be read with interest at the present time. From his thorough knowledge of the subject, there is no one more able to form a correct judgment upon the exact bearings of the despatch which has caused so much anxiety to the friends of missions to China]:—

I have been exceedingly relieved by the presentation to Parliament yesterday of the circular of the Chinese Government on the subject of missions, communicated by the French Charge d'Affaires. An examination of this document leads me strongly to believe that it is the only communication on the subject issued by the Chinese at the present time, and that it is owing to incorrect and exaggerated reports of its contents, received at first by telegraph, and subsequently in brief outline in the China newspapers, that so much uneasiness and anxiety has lately been caused to the friends of Christian missions.

The circular is in the form of a note, addressed by the Prince Kung and the members of the Yamen to the representative of the French Government in China, and points out the difficulties which have arisen in China from the methods adopted by the Roman Catholic priesthood in propagating their faith, and very specially from the practice which has grown up among them of interfering to shield their converts or adherents from the just operation of Chinese laws. The members of the Yamen are alarmed lest the people at large should be roused beyong the power of restraint to animosity against the Catholics, and through them against other foreigners. "At this moment," they say, "the animosity of the people, already deep, degenerates gradually into a hate, which at length reaches its paroxysm. The people in general, unaware of the difference which exists between Protestantism and Catholicism, confound these two religions under this latter denomination. They do not grasp the distinction which should be made between the different nations of which Europe is composed, and give to Europeans the generic name of 'man from without,' so that when trouble breaks out foreigners in China are all exposed to the same dangers." They therefore call upon Europeans, in concert with themselves, to seek by efficacious means a really lasting understanding, and wind up the letter thus:—"Consequently, with the view of protecting the great interests of general peace, and of remedying the abuses above pointed out, the Prince and the members of the Yamen have the honour to submit, for your Excellency's examination, a plan of regulation in eight articles, which has also been communicated to the representatives of other Powers."

The paper goes on to say: "The facts which are stated in this memorandum have been chosen as examples among many others to demonstrate what is irregular in the acts of the missionaries. . . . The object is to separate the tares from the good grain; to punish the wicked in the interests of the good. . . . The rules which we now propose are the last expression of our firm will to protect the missionaries, and have nothing in their import hostile to them. If they sincerely endeavour to conform themselves to them, good harmony might be maintained; if, on the other hand, the missionaries consider these same rules in the light of attempts upon their independence, or contrary to their rites, they may cease to preach their religion in China. The Chinese Government treats its Christian and its non-Christian subjects on a footing of perfect equality; that is the evident proof that it is not opposed to the work of the missions. In return, the missionaries, allowing themselves to be duped by the Christians, do not adhere faithfully to their duties. From this state of things a hatred by the masses must result, which it will be very difficult to combat, and a general overthrow of order, which will make all protection an impossibility. It would be far better from henceforth to speak the truth frankly.

I have thus endeavoured to give you the substance of a somewhat remarkable document, the report of the existence of which has excited the deepest interest among the Christian communities of Great Britain and America. In the belief that it aimed a blow at the very foundation of Protestant missions, and that in doing so the Chinese Government were relying upon a considerable amount of sympathy from an influential class in England, the matter had been gravely considered by all the leading missionary and Bible societies, and discussed in the Supreme courts of the Scottish Churches, and in that of the Irish Presbyterian Church. By each of these Churches, and by nearly, if not all the societies to which I have referred, important deputations were appointed to wait upon Earl Granville, and in conjunction with a large portion of the mercantile body connected with the East, and many members of Parliament, to represent to Her Majesty's Government the extreme danger of the cirsis, and the necessity of maintaining, by a firm policy, the rights secured by solemn Treaty. It was clear to all who have any acquaintance with China, and any experience of the subtle diplomacy in which her statesmen are such adepts, that any abandonment of Treaty rights in reference to missions would have led to agitation for other concessions, and in all probability to the occurrence of some disaster which would have broken up the peaceful relations existing between China and foreign Powers. And I am not sure that it may not be well for statesmen to know the depth of the feeling that was roused in this country and in America by the apprehensions to which I have referred.

Happily, if my view of the Chinese circular be the correct one, there is nothing to fear at present for Protestant missions. It is made clear in this official document, that the Chinese Government knows how to discriminate between the rival systems as exhibited in operation on their territory. And I do not doubt that advantage will be taken of this opportunity by the friends of the Gospel in China to bring out the principles, by which all Protestant missionaries in that country, without exception, are uniformly governed, in respect of the matters dealt with in these eight articles. As having been intimately connected with the management of the English Presbyterian Church's Mission for the whole twenty-four years of its existence, I know the jealous care with which our missionaries have watched against any tendency on the part of the native Christians to seek, under the influence of the mission. exemption from the just claims to which they are liable in virtue of their Chinese citizenship. With the exceptions which, it is satisfactory to observe, are recognised by the Imperial Yamen—viz., contributions to idolatrous festivals and to the expenses of local divinities—and in their resistance to these things the Christians have been often made to suffer the bitterest persecutions—they are uniformly taught by Protestant missionaries their rightful subjection to the laws of their own country. And speaking of our missions, I am entitled, without being considered boasting, to say that we have never had a single case of difficulty or grievance appealed to Peking, although we have often been indebted to the good offices of Her Majesty's Consuls in obtaining from local officials the redress of wrongs, and the softening of asperities, exercised against unoffending native brethren.

I cannot conclude this letter without asking our friends who are interested in its statements to unite in giving thanks to Almighty God for his protecting care over our missionaries and the Christian converts in China. I feel profoundly thankful that our fears on the present occasion have been so signally disappointed. And while those who conduct these important missions in a field so difficult, and where there are so many special causes of trial, have need of great grace and great wisdom and tenderness in all their actings, I am sure I shall not appeal in vain for much prayer to the God of all grace, that He may bestow all that is needed, and may enable us to carry on with increasing zeal and with a manifest blessing the work on which already He has so graciously smiled. HUGH M. MATHESON.

Hampstead, 15th June, 1871.

(PALL MALL GAZETTE.)

Two papers relating to affairs in China have been issued by the Foreign-office. One of them is a Circular of the Chinese Government on the missionary question, communicated by the French Chargé d'Affaires. The Peking Government, with a view of removing the increasing animosities among the population, arising from the operations of the missionaries, submit a series of regulations which they suggest should be observed by foreign missionaries in the Chinese Empire. The Orphanages, it is proposed, should be removed to Europe, or, if continued in China, only the children of necessitous Christians should be received into them, and notice given to the authorities of their entrance into and departure from these institutions. Women should not be allowed to enter churches, nor should Sisters of Charity live in China to give religious instruction. Missionaries should not shield offenders against the laws, and should themselves be liable to punishment by the authorities for breaches of the law. It is also urged that the missionaries should not clandestinely go to other places than those for which they have a passport, that they should not attempt to smuggle contraband articles, that they should observe Chinese customs, that they should not admit persons who have committed crime to the privileges of religion, and that they should not seek to obtain land for the building of churches except in an open and avowed manner, and in compliance with the usual legal formalities. These rules, the circular says, "are the last expression of our firm will to protect the missionaries, and have nothing in their import hostile to them. If they sincerely endeavour to conform themselves to them good harmony might be maintained; if, on the other hand, the missionaries consider these same rules in the lights of attempts upon their independence, or contrary to their rights, they may cease to preach their religion in China."

TO THE EDITOR OF "THE TIMES."

Sir,—The Chinese despatch, the telegrams of which have caused so much anxiety in some quarters, turns out to be totally different from what had been expected.

It now appears that it deals exclusively with the Roman Catholic missions in China. Every one of the examples cited to prove their case occurred in provinces where no Protestant mission has ever existed.

Moreover, the difficulties that have arisen with the Roman Catholic hierarchy are familiar to us as having occurred in one age or another in every country in Europe, in the assertion of their superiority to the common law, and in the attempting to shield their own order from its due execution.

It is satisfactory to all who are interested in the progress of Protestant missions in China, to know that no charges are brought against them in this document; on the contrary, it encourages us to hope that the continuance of a prudent and conciliatory course in the prosecution of their work will ensure a continuance of peace.— Yours, &c., AN OLD RESIDENT IN CHINA.

HIS Imperial Highness Fushimi no Miya has visited his Royal Highness the Prince of Wales and the Duke of Edinburgh at Marlborough House, and presented the Duke of Edinburgh with a sword from the Mikado of Japan, in remembrance of His Royal Highness's visit to that country. His Royal Highness Prince Arthur was also present. Mr. Mitford and Baron von Siebold were in attendance on his Imperial Highness. The ex-Emperor and Empress of the French also visited the Prince and Princess of Wales.

KIDNAPPING COOLIES IN MACAO.—In the House of Commons, on Friday, Sir J. Lawrence gave notice that on Monday next he would put questions to the Under-Secretary for the Colonies, and the Under-Secretary for Foreign Affairs, relative to the alleged kidnapping of Chinese from the port of Macao.

Digitized by Google

THE CANTON AFFAIR OF 1856.

(Translated from the *Hamburg Borsenhalle.*)

The leader in one of our last numbers made allusion to the cause of the bombardment of Canton in 1856. The following details have been furnished to us by a witness of this memorable event. A vessel constructed after Chinese models known as a "lorcha" named *Arrow*, of about 150 tons capacity, arrived at Canton with a cargo of salt, and as this article is a Government monopoly farmed out, the article can be imported only with permission of the farmer, which in this case not having been obtained, the vessel was liable to confiscation. The price for such permit was at that time high, and, therefore, strong crew and armament was obtained for the conveying vessel, to combat, in many cases successfully in bloody fight, the Chinese customs guards.

In consequence of denunciation of acts of piracy committed by the crew of the *Arrow*, the Chinese authorities made greater exertions and increased their watchfulness for the purpose of capturing the *Arrow*, in which they succeeded; and the crew, consisting of Chinese only, were taken and brought into the city of Canton, within the walls of which, at that time, no European dared to set foot.

About the real ownership of the *Arrow* it was ascertained that no native Englishman had a share in it, but that she was owned solely by Chinese; that these Chinese navigated here in virtue of a colonial sailing letter (pass), that this sailing letter had expired for some time, several months, and not been renewed and that, consequently, at the time the Chinese authorities confiscated the *Arrow*, according to Sir John Bowring's opinion, was not entitled to protection by the English flag.

Sir John Bowring at that time was Governor, her British Majesty's Plenipotentiary and Superintendent of Trade. In his despatch on this subject (which was laid before Parliament) to the Acting Vice Consul, Mr. Harry Parkes (afterwards Sir Harry Parkes), he declared most positively that the *Arrow* was not entitled to carry the British flag, and advised not to give any assistance from British authorities for the liberation of the *Arrow* and her crew.

Before this answer from Hong Kong reached Canton, Mr. Acting Vice Consul Harry Parkes, being urged on, had communicated to Yeh, Viceroy of the two Kwangs, Regent over forty-five millions of subjects, his ultimatum—either the release of the crew of the lorcha *Arrow* within twenty-four hours, or, in case of non-compliance, to see Canton bombarded.

Yeh sent the captured crew to the Consulate, to avoid further cause of strife, but declaring, at the same time, that the English Government had acted unjustifiably, and by doing so made itself the protector of pirates. Without doubt this answer was written in an irritable state of mind, and must have been in an insulting (verletzenden) style, because Mr. Acting Vice-Consul Harry Parkes made a second ultimatum to Viceroy Yeh, in which he demanded an apology within twenty-four hours, and, in case of refusal, threatened again with the bombardment of the city.

A superficial knowledge of Chinese rank and official ceremonial (etiquette) will not wonder that he, the Viceroy, looked at such a threat from an acting Vice Consul as an immoderate brag, which it would be impossible for an English Admiral to carry into effect. Yeh did not give an answer within the limited time, and the bombardment of the city of Canton with a population of two millions commenced. The further course of events, the taking of the Taku forts, the plundering and burning of the Imperial Palace, the Yu-min-Yun, the taking of Peking by the united forces of England and France, do not require to be recalled to mind, not even to that of the Chinese.

In Peking sits Mr. Wade, in Japan Sir Harry Parkes, both on the watch to guard England's position in Eastern Asia, if the successors of Lord Palmerston will permit it. The practical conclusion to be drawn from it is, that it is safer to have a vessel under the Hong Kong Colonial flag than under the flag of the colony of Heligoland.

LITERATURE.

—o—

MR. WADE'S SAFETY DESPATCH.

The Despatches from Mr. Wade and Vice Admiral Kellett respecting the State of Affairs in China have been published in the form of a Blue-book. The volume commences with a letter from Mr. Wade to Earl Granville, in which the former describes the condition of China as being generally tranquil, Hankow being the "one place about which he felt some anxiety." This was in March last, and Mr. Wade adds:—

I have not failed to expose the slackness of the Chinese Government in the matter of the Tientsin Massacre, the ineptitude which has distinguished its proceedings both before and since the event. The penalty of these may indeed yet be to be inflicted by the Power most outraged; and it is impossible to predict, if France decide upon hostile action, the extent to which foreign interests, those of France included, may be compromised. We can certainly not afford to diminish our naval force in these seas. . . . If the assumption be correct that the people heretofore well disposed are everywhere becoming hostile to the foreigner, the foreigner must shortly elect either to conquer the country or to leave it; to my eye there is no indication of such a change.

This is followed by an extract from the *North China Herald*, in which a correspondent at Tientsin writes, under date March 16, 1871:—

In respect to the conduct of the Chinese people at Tientsin towards foreigners, I have only to say that I have observed no difference from any of the previous winters during the last ten years, since the opening of this port to foreign trade. We have gone up to town as we used to do, and did not meet with abuse or molestation in the slightest degree. Several of the residents have been up the country, and returned sound and safe, having had no complaint against the people of the interior. Dr. Treat, an American medical missionary, has just arrived here; and we learn he has been in various parts of the interior of the province during the last few months, and was everywhere treated with civility by the people. In the interior of the North of China, north of this to Mongolia, and west of this to Shanse, all has been tranquil, and no bands of robbers have appeared. The Viceroy of this province, Li-hung Chang, has resided during all the winter at Tientsin, as the *Edict* stated he would do which mentioned his appointment to the post, instead of at Paou-ting-foo. He removed into the Yamen formerly occupied by Chung-how, just before the setting in of the cold weather.

In December, 1870, Mr. Medhurst informed Mr. Wade of the proclamation issued in Shanghai under the seal of the Taoutai, of which he had received a translation in Mr. Wade's despatch of Oct. 26th. On the 29th March last Mr. Wade wrote to Earl Granville:—

There is nothing remarkable, as Mr. Medhurst seems to think, in its appearing merely under the seal of the Taoutai. Had that officer put it forth as from himself, he might have been charged with taking from its importance. . . . I myself have been in the habit of regarding the population of Shanghai and its vicinity as the last from which anything like aggressive action was to be looked for.

On the 2nd November, 1870, Ting Futai, Governor of Kiangsu, wrote to Mr. Consul Medhurst respecting an attack on four English gentlemen, fortunately unattended by any serious consequences:—

The Governor knows that all trade (and intercourse) between foreigners and Chinese ought to be protected, as provided for by the Treaty. It appears, however, that Englishmen, while on a shooting excursion, have been pelted in Su-chow, and the priests in the pagoda have used threatening language to them, in order to extort money, and these priests are greatly to blame, and this ill-treatment is much to be deplored. His Excellency does not know whether the priests did get anything out of the Englishmen, but if they did they must be severely punished, so as to prevent any recurrence of the same annoyance. His Excellency has therefore ordered the magistrate of (Su-chow) to institute a strict inquiry, and get at the root of the case.

With reference to the Tientsin outrage, so soon as the writer reached that place he, in conjunction with the authorities on the spot, took most stringent measures for arresting the criminals, and, moreover, employed detectives in the cities and provinces beyond, who seized and brought up to Tientsin all the ringleaders and accomplices.

The correspondence closes with Admiral Kellett's statement that the river Peiho was open to navigation, and everything quiet and satisfactory in China and Japan in April last.

Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 13.

The German Parliament is still in session, but according to the latest arrangement will be prorogued the day after to-morrow, as the following day is fixed for the triumphal entry of the Guards into Berlin, whilst the rest of the army will be represented by small deputations from each regiment, in selecting which those officers and men decorated with the Iron Cross will have the preference. It must be confessed that the members have been very industrious and have got through a great deal of public business, but there is still a hitch in passing the Bill for the pensions of soldiers' wives whose husbands were killed in the war, and of the men invalided on account of their wounds, the difficulty being not only to agree as to the amount of the pension, but how to draw a line between those able and unable to work any more. The most important Bill, however, and of the greatest interest to your readers, is that for compensating the German shipowners for their losses, which has just been passed by the Parliament. It recognises not only their right to compensation for vessels captured and condemned by French prize courts, or sunk by the enemy at sea, but also for loss of earnings by being obliged to remain idle for many months in a neutral harbour, or take shelter in a port of refuge, and remain there till the end of the war. The *Staats-Anzeiger* publishes a first list of forty-eight vessels belonging to the first category, condemned by Admiralty Courts prior to the 2nd of March; there are about a dozen that have been condemned since then, and between thirty and forty that have not been condemned at all, and will probably be returned to their owners, making a total of about one hundred vessels captured. The number of those detained in foreign ports by the war from fear of capture amounts on the other hand to several thousand, and it will naturally take a long time to liquidate the claims of their owners, as each case must be separately examined into. On a rough calculation it is estimated that all these compensations will amount to ten millions of Prussian thalers, which will be paid out of the war indemnity to be received from France.

In the above mentioned pension Bill is a clause providing that the time of officers, marines, and seamen employed in a German ship of war on service in any station in the East of Asia shall count double for pension or promotion, reckoning from the day such vessel leaves the port of her departure to the period of her return to the same. There was no difficulty about passing this clause (No. 49 of the Bill), as the members all appeared to recognise the justice of the principle, and it passed without a division.

The Hamburg *Borsenhalle* contains an article giving a very succinct and interesting historical account of the progress and development of the Russian and China Telegraph from the original crude proposal of Mr. Schiffner in 1854 down to the final completion of the line on November 28, 1870, on which day the first telegraphic message was sent from Nicolayefsk to St. Petersburg.

Digitized by Google

The *Sedan* steamer left this port on the 8th inst. for Singapore and China *via* the Suez Canal.* A day or two before her departure she was inspected by a considerable number of gentlemen interested in the trade, with whom were several ladies. The prospectus of a new steamship company, to be called the "Deutsche Dampfschiffs Rhederei in Hamburg," has just been issued under a very influential board of directors, including the firms of J. C. Godeffroy and Son, Wm. Oswald and Co., and Wachsmuth and Krogmann, with a capital of a million marks banco in shares of 1,000 m.b. each, which may be increased to any amount by resolution of the majority of the shareholders. It is proposed to build or purchase four steamers of about 1,000 tons each to be employed under the German flag in whatever trade appears the most advantageous without binding them down to any one particular trade; these steamers are to be furnished with engines on the economical double compound principle. The project has met with such general concurrence and support that, as I am informed, all the shares have been taken up, and a general meeting will be held next week to deliberate on the "statutes" or bye-laws and declare the company "constituted."

COMMERCIAL.

There is but little to say about the produce markets, which are generally very calm, but prices are mostly well sustained. There has been a moderate demand for tea, both for consumption and shipment at former rates, and the same may be said of cleaned rice. No sales of rough are reported. More attention is paid to pepper, and prices are a shade higher. Refined camphor is much inquired for, and prices have risen considerably.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 15.

The result of the elections is favourable for the Liberal party, notwithstanding that the Conservatives have compared the Liberals to the French Communists. The Liberals have only lost one seat, Mr. Sloet van de Beele being replaced in the district of Arnhem by the Count van Zuylen. The Ultramontane party has lost none of its members. The anti-revolutionists—Mr. Groen's party—was too disorganised, and had no influence upon the result of the election. The Conservatives have lost up to this moment (the results in the districts of Dokkum, Alkmaar, Middelburg, Goes, Breda, are not yet known) six seats. Messrs. van Lynden, van Goltstein, van der Hucht, Insinger and Bichon were not re-elected, and Mr. Kalff is replaced by Mr. B. Brouwer. Three other Conservatives (Messrs. Kien, van Hardenbroek and 's Jacob) did not obtain a sufficient majority, so that fresh elections must take place between them and three other candidates. The Liberal party has won an enormous victory, and is considerably reinforced.

The members of the First Chamber have finished their examination of the Budgets in the section, and the reports are very satisfactory for the Ministers. The debate will, I think, be very short, and that the Budgets will be approved of there is no doubt.

Yesterday the elections for members of the Second Chamber took place throughout the country. There were in almost all cases very sharp contests, the Conservatives being desperate now that Mr. Groen has declined to co-operate with theirs and the Ultramontane parties. The results I will forward to-morrow.

As was the case at date of my last letter dealings in our stock markets have again been very limited, and on the whole there are hardly any material changes in leading stocks. There is no doubt a great deal of money is now seeking investment, but our capitalists are waiting for the financial operations of France, it being the opinion that they can invest their money therein, a very advantageous manner.

The temperature has become more genial, and for some days past the weather has been fine. The crops are, however, still very backward, the harvest will be late, and the ultimate result is still very uncertain, which, of course, has a very unfavourable influence upon our grain markets, where prices are very fluctuating.

A collection is being made on behalf of the soldiers who showed such manly conduct on board the steamer *Willem III.*, and who have lost all they possessed.

COMMERCIAL.

No alteration worth notice has taken place in the general features of our produce market, which continues to exhibit a healthy appearance for most leading articles, without there being much activity. Cotton has further advanced, whilst Tin has materially improved, in consequence of the rise in London.

COFFEE has remained in a healthy position. The demand keeps active, and the deliveries, which are steadily progressing on a large scale, bear evidence of extensive wants, so that prices are firmly supported. The following shipments of private importations changed hands since my last, viz., 1,815 bags Java, ex Noach III., 2,764 bags Padang, ex Maria Sarah and Zaanstroom; 1,500 bags Java, ex Nagasaki, 300 bags do., ex County of Stirling,

SUGAR.—A firm tone continues to prevail in the market, but there is little on offer, which checks business.

TEA.—The following are the outside figures of the brokers' valuations of the Teas to be put up for sale by public auction here on the 21st inst., viz.: 3,817/4, 3,388/12 chests Superfine Kaisow Congou, 90c. to 130c.; 375/4 chests superfine flowery Pekoe, 180c. to 225c.; 200/4 and 1,930/12 chests superfine Souchong, 100c. to 130c.; ex Mark Windermere, from Foochow. There will also be offered 371/4 and 89/12 chests Java, mark Tjikoppo Mayak, valued at 40c. to 180c.

DRUGS are quiet. A shipment of 1,757 mats Timor Cassia Vera, about 205 piculs, ex County of Stirling, changed hands on secret terms. A firm tone prevails for Gum Damar, which would meet buyers at 39c. to 40c.

SHIPPING.

ARRIVALS.—May 12, at Texel, from Probolingo, Maria Adolfina; June 14, at Brouwershaven, from Batavia, Mina, Wemyss Castle.

DEPARTURES.—May 7, from Texel for Batavia, Maibit; 8 May, from Texel for Samarang, Aria and Betsy; 10 May, from Texel for Sourabaya, Sourabaya Packet; from Brouwershaven for Batavia, Dordrecht II.; Willem Poolman; June 14, from Texel, for Batavia, Galilei.

PASSENGERS OUTWARD.—For Java, per Maibit, Messrs. W. S. J. de Winter and family; Canter Visscher, J. A. Oudemans; Mrs. C. Krause, Miss J. van der Venn; per Sourabaya Packet, Messrs. H. Stuffers, A. Huydecoper and family, H. Mollinger, Messrs. Mollinger and F. P. Y. M. Mollinger; per Aria and Betsy, Mr. J. P. Schreuder and family; per Dodrecht II., Messrs. C. Baron von Hertling and family, J. J. Sandberg and family, W. C. Goteling Vinnis and family, C. A. Huskers and family, C. A. Ziedses Desplantes, J. G. Kiezer, van der Sloot, E. C. Ruys, &c.

PASSENGERS INWARD.—From Java, per Maria Adolfina, Messrs. Bentford and family, Heringa, Epke, Tythoff and Son, Messrs. Ruys and Isselmunde.

THE INTERNATIONAL CREDIT AND TRADING COMPANY, ROTTERDAM.

The annual meeting of shareholders of this company was held here on the 12th inst. The report of the directors gives a very clear view of the state of affairs of this company. According to the altered statutes several accounts, which had proved to be doubtful or bad, have been cleared and discharged. Some plantations, with which the company is in connection at Java, are reduced to a safe figure. The two tobacco plantations in Rembang and Bezoekie, belonging to the company, which have given such very unsatisfactory results, have been entirely written off. Moreover, the culture on account of the company will be stopped, and the last crop will be sold in the course of this year. Great care was taken during the eventful year 1870 not only to provide for every contingency, but also to leave as much as possible the capital free. The directors, through their agents in Java, have sold the sugar estate Ketanen (in the Sourabaya residency) to be delivered next year, at a very satisfactory figure. Taking into consideration the liquidation of doubtful accounts which has been effected and the liberal provisions which have been made for further decline in value of the remainder of the merchandise in the company's hands, it may be said, that the present basis of the operations is a very sound one. The directors have much pleasure in stating that the agencies at Java have worked very well, and that the increase of commission money fairly shows that the amounts of goods sold and produce bought on account of constituents has considerably augmented during the past year, which offers the best proof that parties have been satisfied. The relations with several agricultural undertakings are generally very satisfactory, but nevertheless the directors have taken measures not to extend this branch of business, in order to keep the capital as much as possible free.

The results of the year 1870 were a profit of f.413,001.31½, viz., commission f.268,938.33, interest f.87,888.82, sundries f.56,174.16, total f.413,001.31½; whilst the losses were: general expenses f.169,800.78, loss on tobacco plantations, crop 1869-70, f.54,466.09, sundries f.55,830.35, discharge of old accounts f.118,760.72, total, f.398,912.94; leaving a net profit of f.14,088.375. *

Of this profit a sum of f.5,428.52 is payable as a bonus to the Java directors, so that a favourable balance of f.8,659.85½ remains, with which amount the directors propose to open the account of profit and loss for next year, whilst the reserve account, resulting from the capital set aside to cover the unfavourable balance of previous years, amounts to f.36,569.90½.

EARTHQUAKE IN CHINA.

(NEW YORK TIMES.)

Our Minister in China, Governor Lowe, has forwarded to the Secretary of State the following translation of a report of an earthquake in Bathang, in Szchuen, made by the Chinese Governor-General of the province in which it occurred:—

I have ascertained that Bathang lies on a very elevated spot beyond the borders of the province, about 260 miles west from Li-tang, and more than thirty post stations from the district town of Ta-tsien, on the high road to Tibet.

About 11 o'clock A. M. on the 11th of April, 1871, the earth trembled so violently that the Government offices, temples, granaries, stone and store houses and fortifications, with all the common dwellings and the Temple of Ting-Lin, were at once overthrown and ruined. The only exception was the hall in the Temple grounds called Ta-Chao, which stood unharmed in its isolation.

A few of the troops and people escaped, but most of the inmates were crushed and killed under the falling timber and stone. Flames also suddenly burst out in four places, which strong winds drove about until the heavens were darkened with smoke, and their roaring was mingled with the lamentations of the distressed people. On the 16th the flames were beaten down, but the rumbling noises were still heard under ground like distant thunder, and the earth rocked and rolled like a ship in a storm, at the mercy of the waves. The multiplied miseries of the afflicted inhabitants were increased by a thousand fears, but in about ten days matters began to grow quiet and the motion to cease.

The grain collector at Bathang says that for several days before the earthquake the water had overflowed the dyke, but after it the earth cracked in many places, and black, fetid water spurted out in a furious manner. If one poked it the spurting instantly followed, just as is the case with the salt wells and fire wells (in the eastern part of the province); and this explains how it happened that fire followed the earthquake in Bathang.

As nearly as is ascertained, there were destroyed two large temples, the offices of the Collector of the Grain Tax, the local Magistrate and the Colonel, the Ting-lin Temple, and nearly 700 fathoms of wall around it, and 351 rooms in all inside; six smaller temples, numbering 221 rooms, besides 1,849 rooms and houses of the common people.

* This steamer has put into Southampton to repair damages sustained to machinery. She is expected to proceed this day.

* The statement of assets and liabilities, as well as the profit and loss account, will be found in our advertising columns.

Digitized by Google

The number of people, soldiers and llamas, killed by the crash was 2,298, among whom were the local Magistrate and his second in office.

The earthquake extended from Bathang eastward to Pang-chah-mub, westward to Nan-tun, on the south to Lin tsah-shih, and on the north to the salt wells of A-tuntsz, a circuit of over 400 miles. It occurred simultaneously over the whole of this region. In some places steep hills split and sunk into deep pits; in others, hills on level spots became precipitous cliffs, and the roads and highways were rendered impassable by obstructions.

The people were scattered and beggared like Autumn leaves, and this calamity to the people of Bathang and vicinity was really one of the most distressing and destructive that has happened. The Governor-General twice memorialised the Emperor respecting it, who granted aid to relieve the misery, reopen the roads between the post-houses, and rebuild or repair the offices and dwellings as they were needed. Many are now resuming their occupations, and the roads are everywhere passable.

SHIPPING INTELLIGENCE.

(By Telegraph.)

ARRIVALS.

At Yokohama, previous to May 30, John Mackean.

At Shanghai, previous to June 4, from London, Canton (s.).

At Hong Kong, previous to June 10, Diomed (s.), Elgin (s.), Chinaman, Windhover, Lahloo, Constance, Bernhard, Ribon (?).

At Manila, from London, Maria Gloria.

At Singapore, previous to June 6, Huntley Castle; previous to June 15, Nestor (s.), Prince Arthur, Said.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—June 15, off the Goodwin, from Java, for Rotterdam, Æolus; 14, off Dover, from Manila, for Copenhagen, Havfruen; off Dungeness, from Batavia, for Rotterdam, Mina; 12, off Scilly, from Java, for Amsterdam, W. W. Smith; 15, at Liverpool, from Akyab, Wenona; 14, at Clyde, from Java, Sea Mew; 12, at Texel, from Probolingo, Maria Adolfina; 16, at London, from Singapore, Mathilda Atheling; at Deal, from Shanghai, Sydenham; from Colombo, Pembrokeshire; 14, off Dover, from Rangoon, for Hamburg, Deutschland; 15, off St. Catherines, I. W., from Singapore, Maggie Leslie; 16, at Liverpool, from Singapore, Ferndale; 4, at New York, from Hong Kong, Stephen Bishop; 17, at Deal, from Colombo, Cheviot; from Penang, Bristow; from China (*via* New York), Annie Grey.

Departures.—June 15, from Southampton, for China, Sedan (str.), after repairing machinery; 14, from Cardiff, for Hong Kong, Agnes; from Newcastle, for Galle, Shields; 13, from London, for Colomo, Serendif (str.). June 16, from London, for Hong Kong, Beemah; for Shanghai, Ailsa; 15, from Newcastle, for Java, Anna Sophia; 15, from Harwich, for Nicolajefsk, Hunsinga, after repairing; —— from Amsterdam for Sourabaya, Sourabaya Packet.

Laid On.—At London, for Shanghai, James Shepherd; for Colomb, Ocean Beauty. At Glasgow, for Singapore and Manila (via S.C.), Dagapan (str.); for Singapore and Penang, Nola; for Java Colmonell; for Colombo, &c. (via S.C.), Penguin (str.).

Miscellaneous.—Passed the Suez Canal from the 6th to 13th inst., Buena Ventura (str.), Liverpool to Manila; Sun Foo (str.), London to Yokohama. Advices from Pernambuco, dated May 29, state that the Corea, Bangs, from Zebu to Liverpool, which put in there March 25, leaky, had reshipped about two-thirds of her cargo on board, and would be ready for sea in a few days.

Spoken.—Melbrek, London to Hong Kong, April 29, 1 S., 26 W.; Helen Hamilton, Samarang to Amsterdam, June 4, 47 N., 24 W.; Chateaubriand, Sourabaya to Amsterdam, April 17, 17 S., 5 W.; Pequot, Manila to Copenhagen, May 19, 35 N., 38 W.; Elswick, Sourabaya to Amsterdam, May 18, 32 N., 41 W.; Haidee, London to Singapore, April 8, 13 S., 29 W.; India Packet, Amsterdam to Macassar, April 23, 2 N., 24 W.; Peter Joynson (ship), Shields to Yokohama, May 3, 3 N., 27 W.; Prince Alfred, Liverpool to Yokohama, May 12, 3 N., 28 W.; Alma Elisabeth (barq.), of Hamburg, from Batavia, June 6, 51 N., 20 W.; Vampire (barq.), Batavia to Rotterdam, June 8, 51 N., 17 W.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Beach—On the 7th June, at 5, Belfast terrace, North Circular-road, Dublin, the wife of Canon Beach, M.A., Senior Chaplain to the Forces, of a son.

Brooker—On the 10th June, at No. 11 Bellevue-terrace, Southampton, the widow of the late Commander Edward Wolfe Brooker, R.N., of a daughter.

Ezra—On the 14th June, at Garden Reach Poona, India, the residence of her father, the Hon. A. D. Sassoon, C.S.I., the wife of E. D. J. Ezra, Esq., of Calcutta, of a son.

Morgan—On the 13th June, at 6, The Boltons, South Kensington, the wife of Septimus Vaughan Morgan, of a daughter.

Nathan—On the 9th June, at Staffa House, Snaresbrook, the wife of E. H. Nathan, of a daughter.

MARRIAGES.

Lecky—Van Dedem.—On the 14th June, at the British Embassy and the Hotel de Ville, at The Hague, William Edward Hartpole Lecky, Esq., to the Baroness Elisabeth van Dedem, late Maid of Honour to the Queen of Holland. No cards.

DEATHS.

Bradshaw—On the 10th June, at his residence, Glyn Avon, Peterston-super-Ely, Glamorgan, George Jones Bradshaw, Captain P. and O. Service, deeply lamented, aged 56.

Perrins—On the 11th June, at her residence, in the Clapham-road, London, Annie, wife of Chas. G. Perrins, Commander P. and O. Steam Navigation Company, aged 33.

Toulmin—On the 13th June, at Childwick-Bury, Herts, Henry Heyman Toulmin, Esq.

Breakfast—Epps's Cocoa.—Grateful and Comforting.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—James Epps & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Lord Cairns, as arbitrator under the Albert Life Assurance Company's Act, has given judgment respecting the claims for indemnity against the undertaking by five companies amalgamated with it. The question was whether the shareholders of the Albert were subject to an unlimited liability to indemnify these companies. His lordship held that the latter were entitled to an indemnity, limited, however, to the funds and assets of the Albert. They must therefore take their place with the other creditors.

We learn that Mr. and Mrs. W. B. Gill, the late managers of the Lyceum Theatre, Calcutta, have started on a professional tour, which will include the principal places in Japan and China. Mr. Gill is an actor of remarkable talent, and Mrs. Gill (late Miss Waddy Deering) is a very pleasing performer; we may, therefore, congratulate our friends in the Far East on the prospect of an entertainment such as is seldom offered to them.

The *Pera*, with the Southamptonportion of the last mail, has arrived. She has on board over half a million sterling in specie.

We regret to announce the death of Mr. William Ewings, the general manager of the London and Westminster Bank.

The *Lothair*, despatched by Hudson, Malcolm, and Co., Yokohama, to New York, has arrived in eighty-two days.

The *Canton*, steamer, despatched by Norris and Joyner, from London, arrived at Shanghai in fifty-nine days.

Mr. Russell Brooke Robertson, now Her Majesty's Vice-Consul at Kanagawa, has been appointed Consul at that port.

Monetary and Commercial.

We gather from a circular issued by Mr. F. M. Page, that the total export of bullion and specie during the month of May was, to China and Japan, £98,743, to the Straits, £112,660; and during the first five months of the year, to China and Japan, £546,083, to the Straits, £545,644.

The opening of the direct telegraphic line to Hong Kong and the announcement of the departure of six steamers with the new season's teas has been the chief topic of the week. Most of these messages were received in five hours.

The report of the British Indian Submarine Telegraph Company, preparatory to their meeting on the 21st inst., has just been issued. It states that since the last meeting the lines of the British Indian Extension and the China Submarine Telegraph Companies have been successfully laid. The gross receipts of the company for the six months ending March 31 amounted to £42,644; and the expenses to £17,316, leaving a balance of £25,328 for distribution, out of which it is proposed to pay a dividend of 4s. per share free of income-tax, which will absorb £23,750, leaving £1,578 to be carried forward. The receipts for April and May were £21,797 equal to 8 per cent. per annum, after deducting expenses.

The report of the Ceylon Company, in anticipation of the meeting on the 20th inst., states that the net profits of the year amount to £53,712, including £6,968 brought forward; out of which it is proposed to pay a dividend of 6 per cent., free of income-tax, which, with the interim dividend paid in December last, and £5,000 carried to reserve, will absorb £49,445, and leave £4,267 to be carried forward.

Mr. Ludwig Wiese, of Mincing-lane, lately a partner of Messrs. Siemssen and Co., of China, has joined the Board of the Chartered Bank of India, Australia, and China.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 10th inst., was, in gold, to Galle, £185; to Bombay, £2,200; to Madras, £1,094; in silver, to Penang, £7,300; to Singapore, £36,400; to Hong Kong £28,000; to Shanghai, £6,760; total in gold, £3,479; in silver, £78,460.

The following relates to the traffic of the Suez Canal:—

"21, Regent-street, June 12.

"Sir,—Although England cannot be said to be directly interested in the financial affairs of the Suez Canal, nevertheless the shipping and commercial interests indirectly involved greatly exceed the entire cost of the canal, and have assumed such gigantic proportions that I apprehend all matters in any way affecting its future efficient maintenance are not only of serious import, but of legitimate concern to this country, and as such cannot be viewed with indifference.

"I therefore beg to submit the following statement relative to the receipts for the month of April last:—

	Francs.	c.
Passage dues on 55 ships	627,406	98
Passage dues on small craft	12,249	26
Transit of merchandise	2,102	6
Transit of passengers	7,836	19
Total	649,594	49

At 25f. to the pound, £25,983 15s. 7d.

"The amounts received from rents on property and other sources in April have not been forwarded by the last mail from Egypt, and are, therefore, not included. These items in the preceding month (March) amounted to £1,004 17s. 4d.

"Surprise has been expressed that the separate tonnage of French vessels passing through the Canal is found to be comparatively larger than that of British ships, but this is easily explained by the fact that the thirty-eight British, together 44,448 tons, were chiefly composed of merchant ships, whereas the four French, together 2,741 tons, which

Digitized by Google

traversed the Canal during the same period last April, consisted of the *Corrèze* and the *Japon*, French Government transports, the *Ava*, belonging to the Messageries Maritimes, and only one French merchant ship of 839 tons.

"It is somewhat curious, and has been a subject of remark in France, that since the opening of the Canal the French should have made no effort to construct ships adapted to its use, whereas England's example in this respect has been actively followed by Holland, Russia, and other countries, where powerful shipping companies have been formed for that purpose.

"It may not be superfluous to add that the Canal has now a depth of water throughout of twenty-six English feet.

"I have the honour to be, Sir,
'Your very obedient servant,
"DANIEL A. LANGE."

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to LONDON, per Aunt Lizzie, entered June 6.—2763 bales 740 bags gambier, 1088 bags sago, 2960 bags coffee, 5296 sticks sapanwood, 13,058 buffalo horns, 837 bags teel seed, 25 bundles 2710 no. cow hides, 67 baskets 748 slabs gutta percha, 433 bags pepper—Order.

From SAMARANG to BRISTOL, per Champion, entered June 5.—2750 baskets sugar—Beloe and Co.

From SAIGON to LIVERPOOL, per Ida, entered June 6.—14,400 bags rice—Order.

From FOOCHOW to LONDON, per Omba, entered June 9.—8116 chests 8717 half-chests 436 boxes tea, 3 boxes tea and curiosities, 2 boxes tea and lyches, 3 cases ginger, 6 packages merchandise—Order; 5 packages tea, 2 packages ginger—Master.

ARTICLES OF IMPORT.

TEA.

Messrs. Capel and Co. report as follows:—

The market has been very dull, the amount of business having been smaller than usual at this season, partly owing to the want of fair to good medium Congous in first hands, the great bulk of the Teas unsold being those under 1s. 1d. per lb., with a good many parcels offering from second hands at 1s. 10d. to 2s. 2d. per lb. Prices, however, show but little alteration, the deliveries now being much in excess of arrivals.

Red-leaf Congous: Siftings have been rather more saleable at a slight advance. Broken-leaf kinds have been in full supply, with only a moderate demand. Fair to good common have been firm at former prices. In fair qualities a few sales have been made from 1s. to 1s. 2d. per lb., being former prices. In good to fine and finest there has been but little done. Pak Lins have been inquired for by exporters. Black-leaf-kinds: In the low qualities there is no improvement either in demand or price. In fair to good common but little has been done, but importers hold firmly for former prices. Fair to good medium have been inquired for at rather higher prices; sales chiefly consist of second hand parcels. Good to fine have been difficult of sale, as also finest. Amoy kinds show no alteration. In new-make Congous about 8,000 boxes, received by Overland route, have been sold, chiefly from 1s. 10d. to 1s. 11d. per lb., a few realising 2s. 2d. per lb., showing a fall of about 3d. per lb. on previous sales. Oolongs: A few fine have been sold at full prices, but generally they have been difficult of sale. Souchongs have sold at prices rather in favour of buyers. In Flowery Pekoes but little has been done. Scented Teas: A few sales of Canton Caper have been made from 1s. to 1s. 3d. for fair to good quality, being about former prices. Foochow kinds have been wanted. Canton Orange Pekoes remain much as before; some parcels of Foochow, of recent arrival, have found buyers at former rates. Uncoloured Japans have been dull of sale. Green Teas: The market remains much as before; there has been a better demand for fine grades, and prices show some improvement; common to medium kinds are still much depressed.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—The market has ruled firm during the past fortnight, but transactions have been limited, as the bulk of Congou held by importers is unsuited to the wants of the dealers. Further supplies of new make have been sold at 1d. to 3d. per lb. decline, though the quality proves fully equal to the first import, but it would seem buyers act under the idea of large arrivals at any moment; the total quantity arrived to date is about 10,000 boxes. Direct telegraphic communication is now established with China, and this great event we trust will benefit importers by making the trade less risky than formerly. Latest telegrams to this morning report four vessels having left Hankow; the market was opened on 22nd ult., at Taels 40 per picul, Hankow currency, or 2s. 6d. per lb., say equal to 2d. to 3d. per lb. over last year. For export, to the Continent, transactions have been on a small scale; to Canada and New York there has been a good inquiry for finest Ping Suey and Moyune Gunpowder, and Twankays have sold at ½d. per lb. advance, but can still be bought at prices which should induce purchases. Deliveries read well as follows:—

		1871.	1870.
Home consumption for London			
(from 1st Jan. to 31st May.	...	38,664,000	33,365,000
Export do.	do.	... 15,500,000	13,300,000
Sent coastwise	do.	... 13,600,000	16,400,000
Total		... 67,764,000	63,065,000

At a public sale on the 15th, 1,230 packages red-leaf, ex Oruba, just arrived, brought fair market rates; prices for the bulk ranged from 9d. to 10½d. per lb. Two breaks of fair quality realised 1s. 0½d. to 1s. 0¾d. per lb. A half chop of fine Ning-chow sold at 2s. 2¼d. per lb.

SILK.

The last few days have brought more inquiry, chiefly from abroad, and although prices are no better than at the beginning of the month, still there is a slightly improved tone in the market, and for the moment, at any rate, any further decline seems stopped. Deliveries are large. The chief demand is for Tsatlee on the basis of 24s. for "Red Peacock," and 24s. 6d. for "Blue Elephant"; and for Canton Silk at 15s. 6d. to 16s. for ordinary useful market Tsatlee, and 17s. to 18s. 6d. for good to extra best, importers having shown every disposition to meet buyers at these rates. The low rates of Japans have led to some considerable sales of Mybash at 21s. to 23s. for common to best average parcels. The public sales are fixed for the 21st and 22nd inst. The opening of the new Silk season in China was reported by direct telegraph on 10th inst., at about 23s. 6d. for "Red Peacock."

The deliveries from 1st to 14th inst., compared with same period last year, were as follows:—

	1871.	1870.
China	1,477	1,531
Canton	570	378
Japan	440	435
Bengal	279	178
Total ...	2,766	2,522 bales.

In the Lyons market, according to Messrs. Arles Dufour and Co.'s Circular, the progress of the European silk crop has continued to attract the chief attention of dealers. In Spain the result is now ascertained to be quite equal to that of last year. In France the wet and cold weather of the past few days is interfering with the gathering of cocoons, and may prove prejudicial to the yield in silk. Prices in that country have consequently risen. In Italy it is too early to form an exact opinion, particularly for Piedmont, but in Lombardy, Frioul, Tuscany, and Naples the crop will, in quantity, be at least equal to that of last year. Prices, therefore, have not experienced any appreciable changes. Business, which until now had been exceedingly quiet, has been reviving a little during the last week, but the heaviness of the stocks, both of raw material and manufactured goods, coupled with political and financial difficulties and the threatened imposition of a duty on imported silk, are expected to check any important rise.

COFFEE.

There has been a somewhat better demand shown for Colonial descriptions during the week, and the quantities placed on offer, which have been light and not beyond requirements, have been taken off at steady prices for Plantation, and at a slight advance (equal to a recovery from the late decline) for native Ceylon. The prices paid have been:—Plantation: Triage, 52s. to 53s. 6d.; small, coloury, 60s. to 61s.; middling, 63s. to 68s. 6d.; good middling to fine middling bold, 70s. 6d. to 79s.; good to fine bold, 81s. to 85s.; pea-berry, 80s. 6d. to 81s. 6d. Native, good ordinary to fine ordinary, 52s. 6d. to 53s. 6d.; bold, 54s. to 55s.; pea-berry, 57s. 6d. to 58s. Privately a good demand has prevailed, especially for pale and native descriptions, which are in request for export to France at some advance, and the following sales have taken place:—About 100 casks Plantation Ceylon and 120 casks and 800 cases Wynaad, ex recent auctions, at firmer prices, about 2,000 bags Native Ceylon at 54s. to 55s., and 500 bags pale Bonthyne Singapore at 54s. 6d. to 56s.

Of 2,010 bags SINGAPORE offered at public sale the bulk consisted of pale to fine yellow Bonthyne, which was bought in at 56s. to 61s., the remainder, about 400 bags being sold, good to fine Pari Pari at 50s. to 51s. 6d., dull 48s. Subsequently 285 bags have been sold, mixed at 50s. to 50s. 6d., Bonthyne at 55s. to 55s. 6d. An offer of 422 bags MANILA has been sold, good pale at 56s. 6d. to 57s., rather mixed at 54s., also 33 bags sea-damaged at 50s. to 54s. per cwt.

SUGAR.

The demand for all descriptions is very small, and although importers are willing to accept the decline noted in our last report, sales are effected slowly. The only transactions in East India have consisted in the sales at auction of 3,706 bags clayed Manila (duty 4s.), bought in at 27s., washed 25s. 6d.; and privately of 3,330 bags clayed Manila (duty 4s.) at 25s. 6d.

CAMPHOR.—There has been a considerable enquiry for France, and prices are 2s. 6d. higher. About 1.000 chests China have been sold at 68s. 9d. to 70s. per cwt., at which price there is little to be had. Japan is still scarce, and without movement.

COIR GOODS.—The last public sales of Yarn were of good extent, and met a fair but not active demand, the greater part being sold at barely the previous sales' rates. Of 203 tons Ceylon in dholls only about 40 tons sold, medium to good fair £30 to £34, good to fine £37 10s. to £41 15s. Of fibre 52 bales Ceylon sold, chiefly without reserve at £21, a small lot £28, 3 tons bristle were bought in at £35 to £35 10s. Of 872 coils (13½ tons) Ceylon Rope barely one-half sold, 1-inch at £30 10s., 1¼-inch at £29, 2-inch at £26 5s., 2½-inch at £24 15s., 3-inch at £24 10s. per ton.

COCOA-NUT OIL.—Ceylon being in large stock—5,850 tons—and only in limited demand, barely maintains its value, sales of fine quality being effected with difficulty at £40.

CUBEBS.—The market is steady at the quotations given in our report of the 2nd inst.

CARDAMOMS.—No transactions in Ceylon.

COPRA.—The market is dull, owing to large quantities of Australian being on offer.

CUTCH has been largely dealt in at £1 per ton advance on the current rates of a fortnight since; privately some 6,000 packages have been sold; fine at 21s. to 22s., fair at 19s. 9d. to 20s. 6d., Penang 19s. 3d. to 19s. 9d.; of 2,055 packages offered at auction, half sold within the above range.

DRAGON'S-BLOOD.—The demand continues limited; no business has been done at public sale, and privately there have been only small transactions at previous rates.

ESSENTIAL OILS.—Cinnamon very scarce, and wanted. Citronelle dull; 52 cases at auction, partly sold at 2d. per oz. Lemon Grass quiet; large arrivals, 51 cases at sale, part sold at 2¼d. Aniseed has been in rather better demand, but business has been limited to retail sales at 8s. 9d., 10 cases sold at auction at same price. Cassia lower: small

Digitized by Google

sales at 4s. 3d., and 30 cases sold at auction thereat. Nutmeg steady: 15 cases offered and retired, and private trade at 6½d. for good quality.

EBONY.—Without change; market dull, and no sales reported.

GALLS.—China: Market improved, and the recent decline has been recovered; privately about 500 cases have found buyers at 47s. 6d. to 50s.; 70 cases offered in auction were retired. Japan: Nothing doing.

GUMS.—Benjamin: Sumatra 2nds firm, good quality scarce; 34 cases partly sold at £8 15s. at auction. Manila Copal is firmer; 400 cases good clean hard sold at 40s., and a parcel to arrive from Singapore at a little under that price. At auction 111 cases soft drossy sold at 20s. to 20s. 6d.; and 131 packages hard were retired. Damar firm, Gamboge steady, nothing of importance done in either.

GAMBIER.—The chief feature of the fortnight has been the sale of large quantities afloat at 15s. 9d. to 16s.; of 3,888 packages offered in public sales about one-fourth were quitted at corresponding rates.

GUTTA-PERCHA.—The market has again been very inactive, without change in value. In auction, of 4,267 packages and 22 tons offered, very little sold at 1s. 9d. to 2s. 9d. per lb. for middling to good genuine, and 1s. 2½d. inferior mixed and foul.

HEMP.—The market for Manila has again been rather quiet, but some 4,000 bales have been sold for future delivery at £44 to £47 per ton, according to date of delivery. At public sales one-third of 966 bales offered brought the previous value, fine white £49 5s., and fine brown £40 per ton; 60 bales Sorsagon have also been sold at £49.

HIDES.—At the fortnightly sales held on the 15th a good quantity of East India kips was brought forward, and being in good demand were nearly all sold at a general advance of ½d. per lb. Tanned sold at previous rates. Buffalo were in slightly better demand, without alteration in prices. OX AND COW: 9,363 Singapore and Penang sold, light 6⅜ to 7⅝ lbs. at 8¼d. to 10¼d., heavy 8 to 10 lbs. at 8d. to 9½d., extra 11¼ to 14½ lbs. at 8d. to 9¼d., small 4 to 5⅝ lbs at 8¼d. to 9½d. CALF: 3 lb. at 8d., thirds 6¾ to 7½ lbs. at 6¼d. to 7d., fourth 4¾d., brined light 7 to 7⅞ lbs. at 9¾d. to 10¾d., heavy 9½ to 10¼ lbs. at 8¾d. to 9d., extra 14⅞ to 15 lbs. at 8¾d., small 9½ l. to 10¼d. BUFFALO: Of 4,215 Singapore and Penang 2,800 sold, light 10⅝ to 14½ lbs. at 6d. to 7d., heavy 21⅜ to 44⅞ lb. at 4d. to 5⅜d. 500 Rangoon sold, first heavy 34½ lbs. at 4¼d., second 37¼ lbs. at 3¾d.

HORNS.—Siam Buffalo steady, but prices continue to rule low; 11 tons offered at auction realised 37s. per cwt. for 3 lbs. weight. No transactions in Ceylon.

INDIA-RUBBER.—Good quality continues scarce, and sells readily; privately 10 tons have been sold at 1s. 10d.; 61 baskets Penang at auction were retired, but subsequently quitted at about 1s. 9d. for rather sticky and foul; 25 packages Singapore were retired.

ISINGLASS.—Market quiet, especially for common; of 96 cases at auction a few only were quitted - Leaf at 3s. 3d. to 3s. 6d. per lb. for fair to good; Tongue, fair to fine, 3s. 2d. to 3s. 7d.; middling, 1s. 10d. to 1s. 11d.; low, 5d. to 1s.

JAPAN WAX.—There is no change in the tone of the market, although higher rates than those ruling a fortnight since are now obtainable; the bulk of the stock is still withheld for a further advance. Early in the interval about 80 boxes found buyers at public sale realising £4 10s. per cwt. for fine saucers, and £4 5s. to £4 6s. for good. Subsequently at auction 55 cases saucer were offered and bought in at 90s. to 95s.

MUSK.—The market is firm for good qualities, but common kinds rule low. Of 50 caddies at auction two-thirds sold,—fine selected dry even pods at 33s. to 36s. per oz., rough and bally, ordinary to good at 16s. to 23s.

PLUMBAGO.—The market for this article is dull, except for fine descriptions. Of 631 barrels at auction, a few only sold; middling to good lump, 17s. to 25s.; chips, 8s. to 14s.; dust, 6s. to 8s.

PEPPER.—BLACK: Following our last report about 1,500 bags sold at a further advance, viz., Singapore at 5⅜ l., Penang 5½d. to 5 5 16 l., also for arrival 600 bags Singapore, per steamer Said, at 5¼d., 1,000 bags Penang at 5½d., and 1,000 bags ditto for October delivery at 5⅝d. Subsequently holders have shown a disposition to demand extreme prices, and at the last public sales 3,800 bags chiefly Singapore offered went off without animation, the bulk being held for firm rates and bought in; 3,491 bags Singapore were chiefly bought in at 5½d. to 5¾d., only 250 bags being sold at 5½d.. 306 bags Penang sold at 5¼d. to 5⅜d., sea-damaged 5¼d. Privately the market is firm, but as high prices are again required business is restricted to small purchases of Penang at 5 5-16d., Singapore at 5¾d. to 5½d. WHITE: There has been scarcely anything done; at auction 128 bags country damaged Singapore sold at 8d. to 8½d., chiefly the latter price.

RICE.—Bengal has been firm, and in moderately active demand, but soft grain kinds have been very dull. Privately 7,000 bags ordinary Rangoon have been sold at 9s., including a small proportion first class sea damaged. The arrived cargo of 900 tons new Rangoon, per Laurel, has been sold at 10s, ex ship for London.

RATTANS steady, and of 1,470 bundles Penang offered, one-third sold at 4s. 5d. per 100 canes; 7,452 bundles Singapore offered and retired.

RHUBARB.—China is quiet, and rules low; at auction, of 153 cases offered, 40 cases sold, fine selected at 4s. to 4s. 10d.; well-trimmed dull-coated root at 2s. 7d. to 2s. 9d., ordinary at 7d. to 11d.

ROOTS.—China: Market dull, no transactions reported, stock small. Colombo: Lower; 221 bags middling sold in auction at 27s. to 27s. 6d. per cwt.

SAGO.—Market steady, at low prices, fair inquiry afloat; of 406 bags at auction the damaged only sold. Flour dull, and few buyers.

SPICES.—Cinnamon: No business worth notice has been done since the quarterly sales of the 22nd ult. Cassia Lignea: Steady, and little offering, but a moderate private trade; Buds held firmly; auctions advertised. Cloves: Penang firm, 6 bags very low at auction retired; Amboyna dull; supply still far in excess of requirements. Mace continues very firm, with very little offering; of 59 cases offered a few sold at 3s. 3d. to 3s. 7d. for fair red mixed with dark to good palish red. Nutmegs a shade better; of 145 cases at auction, two-thirds sold, 64's at 3s. 6d., 68's at 3s. 3d., 74's and 77's at 2s. 8d. and 2s. 6d., 80's and 84's at 2s. 6d. and 2s. 5d.; 108's and 114's at 2s. 2d.

SHELLS.—Nothing done since the periodical sales reported in our last issue.

SAPANWOOD.—There is somewhat more inquiry; 25 tons Manila at auction sold at £8 per ton for good quality. Ceylon and Siam without transaction.

SOY.—Market dull but holders firm; no sales reported.

STAR ANNISEEDS.—Without movement.

STICKLAC.—Siam scarce and firm; no sales during the past fortnight.

TAPIOCA.—Prices higher, with an export demand, and large sales at 2d. to 2⅛d.; at public sale, of 1,500 bags Singapore offered about two-thirds sold at 1½d. to 2¼d. per lb. for low to good; of 1,055 bags Penang half sold at 2d. to 2¼d. middling to fair, and 1,103 packages pearl were chiefly quitted at previous value. Flour very dull; 1,117 bags at sale retired.

TOBACCO.—At auction 1,285 bales Japan sold at 8d. to 11½d., 691 do. (damaged) at 6d. to 10d., inferior at 2½d. to 3½d., and 71 do. Java sound at 6¼d., damaged at 4½d. to 4¾d.

TIN.—The market continues active, and the advancing tendency lately apparent still prevails; Straits is £3, and Banca £1 higher than a week since, the current quotations being—Straits, on the spot and afloat, £130; Banca, £131 per ton.

NEW YORK MARKET REPORT.—JUNE 3.

—o—

TEA.

The market continues active, the demand being principally for choice grades of Green and Japan, and prices for all descriptions are very firm at the range of quotations given in our last report.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those of our last issue. The market for every description continues extremely dull, with scarcely any inquiry and no business of moment. On the part of holders there is the same indisposition to operate as before noticed. and though willing to sell at current rates, there is no pressure to realise; we have therefore a steady, though a very dull market. There are no sales of East India to report beyond a small jobbing business in Java at the current rates.

STOCK IN NEW YORK, JUNE 1.

		1868.	1869.	1870.	1871.
Ceylon	bags	—	1,500	9,157	7,280
Manila	"	907	6,769	1,700	225
Java Government	"	1,315	2,235	850	47
Java	mats	36,755	41,808	35,918	10,380
Singapore	"	—	—	1,000	—

CORDAGE.—There is a fair demand for Manila at previous rates.

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.30; Cassia, 97½c. gold (in bond.)

FIRE CRACKERS are in steady demand and prices are firm, with a slight advance for best brands; the sales have been 3,700 boxes Extra No. 1 at $2.50 to $2.55, usual terms.

GAMBIER.—The current quotation is $4 gold (duty free).

HEMP.—Manila continues very firm at the last quoted rates—viz., 10¾c. to 11¼c. gold, according to quality. There have been no transactions during the week.

	1871. Bales.	1870. Bales.	1869. Bales.
Manila Hemp imported into the United States from Jan. 1 to date	85,541	51,472	52,397
On the way to the United States from Manila, May 31	12,087	45,074	34,285
Stock in importers' and speculators' hands in Boston, May 31	12,816	11,797	none
Stock in importers' and speculators' hands in New York, May 31	20,232	11,000	1,577

INDIGO.—Manila continues very quiet; sales are reported of about 30 cases at previous rates—viz., $1 to 1.25 currency.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to $1.50 currency (duty free).

RICE.—There is somewhat less activity in East India kinds than existed at the date of our last report, but a fair demand is still exhibited and prices are well supported. The sales have been 1,800 bags Rangoon in lots for home consumption at $7 to $7.25; 400 bags new crop—a portion to arrive—at $7.50 to $8 currency, and 1,000 bags in bond at $3.50 gold.

SUGAR.—Business is still on quite a moderate scale, refiners and the trade only buying as their immediate needs require, or tempted to increase their stocks by the slight concessions occasionally offered by holders on some of the numerous landing parcels. There has, however, been little or no relaxation in the firmness of holders, who, as before noticed, are disposed to look with much confidence to the future, and are only free sellers of parcels not desirable to store and hold till a later period of the season. There have been no transactions in East India descriptions.

SPICES.—There has been a considerable movement in Nutmegs, at about the prices previously current, leaving but few in importers' hands; the sales embrace some 350 cases (including the invoice of 236 cases per Agincourt) and 30 to 40 casks. We have only to notice besides 300 bags Penang Pepper in bond, on private terms, and 1,400 bags Penang and Sumatra, also in bond, 10½c. to 11c. gold. The jobbing demand is moderate, and prices of most goods are steady. Sales have been made in lots of Mace at $1.15; Nutmegs 80c. to 84c.; Cassia 31c. to 31½c.; Pepper, 16c. for Sumatra, and 16⅜c. to 16¾c. for Singapore; and Cloves 10½c. to 11c., all gold.

TIN.—The market is still at a stand, and in the absence of sales prices are wholly nominal; Straits 32½c., Banca 37¾c. gold.

SHIPPING.

ARRIVALS.—May 26, at New York, from Manila, Aberdeen; 27, from Hong Kong, Randers; from Manila, Kildonan.

DEPARTURE.—May 27, from Boston, for Anjer, Mindoro.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery	Hardware and Ironmongery	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Earthenware & Glass.	Candles and Soap.	Ham, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals.	Gals.	£.	£.	£.	£	Cwt.	Cwt.	£	£	£
Ornate	Hong Kong	London.	May 25	603	...	...	9	...	350	...	1646975	...	...	...	...	1280	195	142640	...	83	60	382	...	790	97	15	...	40	375	33	...	1	34	117	...
Brockham	Do.	"	" 25	176	49	5	150	...	...	1583	£2138	...	...	...	...	...	997	...	...	706	52	1061	169	1582	1274	1870	1011	55	170	252	265	6	51	...	...
San Foo, str., via S.C.	Singapore	"	" 25	4	...	5	...	...	...	1090	379670	32160	...	...	...	708	...	12000	...	...	...	...	7	6	329	...	...	50	...	1	...	...	47	37	396
Do. do.	Hong Kong	"	" 25	...	5	25	...	1	635	5	368869	10350	...	...	475	2437	300	40280	28	...	1	43	18	266	774	6	...	760	105	84	125	6	129	121	205
Do. do.	Shanghai	"	" 25	14	...	1	...	4	26	221	5583063	227700	4070	...	8	20310	...	8000	...	...	19	205	198	319	656	250	29	917	...	151	...	7	174	251	188
Do. do.	Japan	"	" 25	...	...	...	...	...	...	10	...	178	...	...	...	130	48	604	23	...	...	...	312	...	...	...	100	687	...	...	48	...	...	...	...
Ocean Rover	Colombo	"	" 26	126	37	3	21	11	108	1518	100397	...	...	...	169	...	...	...	...	545	80	2036	1197	150	1450	145	103	279	...	1860	36	6	214	101	...
Dilpussund	Shanghai	"	" 27	356	...	15	...	£9	...	135	2512833	...	...	...	...	979	1368	£10	...	3	28	329	74	3533	840	...	1	19	437	720	...	...	23	10	...
The Caliph	Do.	"	" 27	50	32	15	...	...	320	345	5113527	...	...	...	...	1957	269	...	...	...	86	200	143	1000	...	...	...	...	...	588	320	...	12	105	...
Una, str., via S.C.	Singapore	"	" 30	...	...	...	...	...	738	...	1218394	51835	...	...	...	...	...	55200	...	...	...	...	...	...	...	...	...	280	...	...	...	...	...	...	...
Do. do.	Shanghai	"	" 30	...	...	...	...	...	...	...	603670	18000	...	...	...	2185	...	8400	...	...	...	85	...	42	112	...	...	210	...	...	...	5	...	...	...
Do. do.	Japan	"	" 30	...	...	...	...	...	...	843	116500	14500	...	...	...	1768	...	4800	...	...	5	...	...	...	118	...	...	...	...	...	50	...	...	...	...
Miako	Yokohama	"	June 3	8	...	...	10	...	...	125	356000	4000	395	...	236	3348	632	467700	...	2	104	72	256	58	516	...	127	1152	...	333	...	...	56	10	10
Corea	Hong Kong	"	" 5	178	19	76	107	...	...	414	114000	29834	...	...	...	590	284	22400	...	143	92	329	...	156	602	...	60	115	222	359	...	15	121	35	170
Deogaum	Nagasaki	Liverpool	May 24	50	...	...	23	...	4003	259	122500	5000	...	...	118	349	...	28000	...	...	...	...	...	...	26	682	136	...	...	153	192	...	15	...	100
Lizzie Iredale	Yokohama	"	June 1	70	14	...	19	...	...	350	704138	61500	...	...	85	4254	...	301300	...	...	...	...	...	...	55	...	...	...	...	...	171	...	...	...	...
Priam, str., via S.C.	Singapore and Penang	"	" 1	...	...	...	...	...	...	93	860349	186116	...	...	890	5987	...	45035	...	...	...	...	...	...	...	...	...	793	...	54	...	8	20	119	164
Do. do.	Hong Kong	"	" 1	...	...	...	...	...	1000	235	1710716	276255	50	...	...	3650	...	170000	...	...	...	...	...	6cs.	64	...	...	895	...	1cs.	...	17	...	...	...
Do. do.	Shanghai	"	" 1	...	...	...	...	...	...	116	4361927	525832	...	...	...	20699	...	4000	...	...	...	12cs.	5cs.	30	30	6cs.	...	129	...	20	125	...	40	7cs.	150
Do. do.	Japan	"	" 1	...	...	...	...	...	...	...	315130	3144	...	...	25	2101	...	40000	56	...	...	...	...	...	...	...	...	22	...	...	24	...	...	...	45

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	lbs.	£
Ornate	Hong Kong	56	...	79	66	...	33	...	45	25	...	...	190
Brockham	Do.	20	79	171	154	...	...	...	201	...	...	117	...
Sun Foo, str., via S.C.	Singapore	70	...	...	...	26	250	206	...	...	265	...	45
Do. do.	Hong Kong	126	...	3635	115	241	...	109	...	650	1100	...	...
Do. do.	Shanghai	410	6gls.	24	1282	90	46	240	...	...	30	...	150
Do. do.	Japan	17	21	1976	81	173	...	60	...	...	...	...	...
Ocean Rover	Colombo	646	87	5	33	...	13	5	199	67	...	1260	11
Dilpussund	Shanghai	61	80	...	22	...	...	...	...	...	...	390	...
The Caliph	Do.	...	10	...	207	...	...	242	...	...	...	...	...
Una, str., via S.C.	Singapore	...	...	...	23	...	...	...	...	376	576	...	...
Do. do.	Shanghai	700	...	...	...	...	...	...	...	...	...	...	100
Do. do.	Japan	...	...	...	600	...	...	...	...	60	...	...	...
Miako	Yokohama	194	...	375	22	...	...	81	...	240	...	577	...
Corea	Hong Kong	23	42	...	24	75	...	...	...	...	...	...	25
Deogaum	Nagasaki	...	15	...	203	...	...	333	...	...	209	...	...
Lizzy Iredale	Yokohama	...	...	...	...	...	...	95	...	...	43	140	...
Priam, str., via S.C.	Singapore & Penang	30	50	...	...	...	...	37	197	35	1055	6cs.	...
Do. do.	Hong Kong	15	...	904	...	143	...	...	...	...	307	182	...
Do. do.	Shanghai	75	...	20	130	3	...	...	...	3150	...	...	...
Do. do.	Japan	16	47	...	148	36	...	...	...	...	1cs.	...	...

ADDITIONAL.—Per ORNATE.—Refined sugar, 1 ton; tiles, £96; cement, £2; caoutchouc manufactures, £35; cotton manufactures, £2,880; tin plates, 200 boxes; geneva, 85 gallons; gunpowder, 15,225 lbs.; fruits, 2 cwt.

Per BROCKHAM.—Refined sugar, 4 cwt.; oil, £21; tarpaulins, £24; oars, £15; wood-blocks, £3; cement, £11; composition, £112; nautical instruments, £4; matches, £910; india-rubber packing, £6; goods, manufactured, £50; coals and coke, 250 tons; geneva, 1,535 gallons; rope, &c., £438; tar and pitch, 70 barrels; beef and pork, £232.

Per SUN FOO (str.), to Singapore.—Goods, manufactured, £53; cotton manufactures, £360; zinc, 8 tons; saddlery, £22. To Hong Kong: Condensed milk, 50 cases; effects, £11; goods, manufactured, £20; cotton manufactures, £1,355; jewellery, £100; rope, &c., £140. To China: Plain cottons, 155,400 yards; woollens and cottons, £340. To Batavia.—Parasols, £50; medicines, £10. To Shanghai.—Insulator, £3; pictures, £25; mineral water, £202; refined sugar, £18 cwt; effects, £197; cotton manufactures, £1,900; goods, manufactured, £12; saddlery, £20. To Japan: Chloroform, 1 case; tortoise-shell, £35; cotton manufactures, £1,600.

Per OCEAN ROVER.—Freeze £20; effects, 2 cases; sugar, £20 cwt.; night-lights, £4; wax, £2; goods, manufactured, £4; rubstones, £40; spirit colouring, £25; corks, £102; soap, £6, cement, 20 tons and £6; coals, &c., 49 tons; tin plates, 100 boxes; spelter, 10 tons; shot, 11 tons; rum, 16 gallons; geneva, 2,044 gallons; fruits, 6 cwt.; saddlery, £43.

Per DILPUSSUND.—Effects, £133; mineral waters, £25; vestas, £70; cotton manufactures, £2,015; shot, £23; rope, &c., £708; tar and pitch, 20 barrels; fruits, £1.

Per THE CALIPH.—Refined sugar, 20 cwt; iron bridgework and fittings, £1,955; mineral waters, £30; matches, £440; bricks, £32; thermometers, £65; sheet rubber, £62; cotton manufactures, £140; rum, 122 gallons; geneva, 937 gallons.

Per UNA (str.), to Singapore.—Cotton manufactures, £388; diver's dress, £15; glass beads, £500. To Batavia and Sourabaya: Dyed cottons, 12,000 yards. To Hong Kong: Perfumery, £20. To Shanghai: Effects, £53. To Japan: Railway chairs, £3,109; wooden keys, £417; goods, manufactured, £102; effects, £135; theodolite, £50; quicksilver, 233 bottles; tar and pitch, 40 barrels.

Per MIAKO, to Yokohama.—Condensed milk, 12 cases; horse-hair, £56; glass manufactures, 4 cases; linen thread, £40; hosiery, 14 cases; mineral water, £58; effects, £70; cotton manufactures £600; coals and coke 200 tons; rum, 17 gallons; geneva, £3,000 gallons.

Per COREA.—Brandy, 7 cases; sugar, 35 cwt.; condensed milk 21 cwt.; matches, £325; goods, manufactured, £160; cement, £95; slate slabs, £60; fire bricks, £31; cotton manufactures, £1,320; coals and coke, 50 tons.

Per DEOGAUM.—Iron rope, £182; lucifers, £32; coals and coke, 336 tons; rope, &c., 12.

Per LIZZY IREDALE.—Materials for railway-station, £3,200; four railway carriages, £1,046; wire rope, £235; smoke-box, £30; jute manufactures, £24; locomotive materials, £1,356; cotton manufactures, £1,030; yarn, £410; coals and coke, 84 tons; pig iron, 50 tons; rope, &c., £22.

Per PRIAM (str.), to Singapore and Penang.—India-rubber rings, £10; rope, &c., £144; saddlery, £88. To Batavia: Plain cottons, 260,462 yards and £133; coloured cottons, 14,804 yards; tobacco, £110; yarn, 3,375 lbs; linens, £319; woollens, £318; apparel, £25; hardware, £60; leather, £30. To Manila.—Plain cottons, 24,000 yards and £116; coloured cottons, 139,120 yards; hardware, £250; haberdashery, £827; leather, £130. To Hong Kong: Woollens, 1 case. To Shanghai: Cotton manufactures, £200 and 2 cases; vinegar, 6 cases; glass, 1 case; white wine, 92 packages; utensils, £100; tissues, £150; woollens, 18 cases. To Japan: Apparel, 1 case; silver plate, 1 case; cotton manufactures, 1 case; woollens, 6 cases.

Per YANG TSZE, to Hong Kong (short shipped).—Lead, 14 tons; soda-water, £30.

Per DEVANA to Yokohama.—Rod iron, 93 tons; hoop iron, 20 tons.

Per BURDWAN, to Hong Kong.—Furniture, £27; hardware, £55; plate iron, 24 tons; old wire rope, £39; (short shipped) lead, 3 tons.

Per OCEAN to Bangkok (short shipped).—Tar and pitch, 30 barrels; coals, 55 tons.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
June 9	E. P. Bouverie	Tilly	Colombo	London
9	Portland	Coster	Foochow	Do
9	Woodville	Lawrence	Penang	Falmouth
6	Pere de Famille	Guillemin	Batavia, for Roterdm.	Gironde*
10	Prince Eugene	Smith	Akyab	Crookhaven
10	Garland	Hadwin	Rangoon	Do
11	Ocean Beauty	Pearce	Colombo	Off Plymouth
11	Picciolo	Kroll	Rangoon, for Hambg	Falmouth
12	Golden Eagle	Marir	Maulmain	Do.
	W. E. Gladstone	Moore	Akyab	Off Scilly
12	Laurel	—	Rangoon	Do.
	Slievebloom	Cochrane	Akyab	Queenstown
	Alma Elizabeth	—	Batavia	Do.
	Lota	Suckley	Rangoon	Do.
	Fluellin	Simpson	Akyab	Do.
	Peterborough	Orchard	Zebu	Do. [Kinsale
	Alexander	Liddle	Rangoon, for L'pool.	Off Old Head of
13	Octavia	Tragardh	Maulmain	Falmouth
13	Leicester	Caddy	Hg. Kg., for Hamburg	Do.
13	Veruna	Lorenzen	Rangoon	Do.
13	Carl Ritter	Sachou	Do., for Hamburg	Do.
13	Norma	Nussbaum	Bangkok	Do.
13	Princess of Wales	—	Rangoon	Queenstown
12	Senior	Van Det	Banjow., for Amstdm.	Off the Wight
Apr. 24	William Fruing	Chevalier	Hong Kong	Buenos Ayres
Jun. 13	Lina	—	Batavia, for Roterdm.	Deal
14	Cornwallis	Burke	Colombo	Do.
11	Wemyss Castle	—	Sourab., for Rottrdm.	Dungeness
14	Anita	Anderson	Foochow, for Hambg.	Falmouth
14	Cogdu Village	Granger	Saigon, for Bordeaux	Do.
14	Pyrmont	Diedrichsen	Rangoon, for Brouwn.	Do.
14	Pilger	Ode	Sourabaya	Off Falmouth
12	Vice-Admiral May	Stiffry	Java	Off Scilly
12	Hollandia	Neuwenhuys	Do.	Do.
13	Brinkburn Priory	—	Colombo	Do.
13	Shackamaxon	—	Rangoon	Liverpool
13	Birmah	—	Do.	Do.
13	Helen Denny	—	Do.	Do.
14	Latona	—	Do.	Off do.
14	Knight Templar	—	Singapore	Do.
12	Jane Rowlands	Hughes	Rangoon	Queenstown
May 26	Altagracia	Onaindi	Macao	Havana

* In quarantine.

DEPARTURES.

Date.	Ship.	Captain.	For	From
June 8	Frederic	Bandroult	Batavia & Sourabaya	London
8	Dorothy	Williams	Trincmlee., Clmbo, &c.	Do.
9	Cleta	Middleton	Shanghai	Do.
5	Vicksburg	Wilson	Galle	Sunderland
10	Scotland (str.)	Webster	Colombo, &c., v. S.C.	London
10	Alice	Pounder	Sunderland & Penang	Do.
8	Penang	Rae	Ilo Ilo	Newport
	Naval Brigade	Knight	Hong Kong	Cardiff
11	Deerfoot	—	Do.	Shields
10	Kanagawa	—	Java	Newcastle
12	Aurora Australis	Duff	Amoy, Chefoo, &c.	London
14	Amazone	—	Batavia	Monte Video
9	Cordelia	Tetley	Siam	Flushing Roads
13	Windermere	—	Singapore	Newcastle
15	Atalanta (str.)	Hyde	Colombo, &c., via S.C	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
May 31—June 7	Avon	London	Sing., China, &c.
" "	Lumley Castle	Penang, &c.	London
" "	Ajax	Liverpool	Sing., China, &c.
" "	Said	Penang	London

LOADING.

At LONDON.—STEAMER VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong.

SAILING VESSELS.—For Yokohama: Chusan, John Milton. For Shanghai: Ailsa, Albert Victor, Omba, Portland. For Hong Kong: Beemah, Rollo. For Singapore and Manila: Kate Carnie. For Singapore: Fair Leader. For Penang: Eleanor. For Bangkok: Mary Evans, Advancement. For Batavia and Sourabaya: Robin Hood. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Seafield, Rosy Morn, Scawfell.

At LIVERPOOL.—For Yokohama and Hiogo: Nourmahal. For Manila: Olaquivel, Maria Fidela. For Singapore, Hong Kong, Shanghai, and Yokohama (via S.C.): Alex. Lavally (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.), Sarpedon (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Batavia and Sourabaya: Lennatar. For Singapore: River Eden.

At GLASGOW.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Batavia and Sourabaya: County of Lanark. For Batavia and Samarang: County of Ayr. For Colombo: Marchioness of Londonderry.

SPOKEN.

AVONA, London to Chefoo, 134 days out, April 11, 27 N., 126 E.
OCEAN MONARCH, Cardiff to Hong Kong, 12 days out, in the Java Sea.
MARIA PHILIPS (barq.), Japan to New York, April 3, 35 S., 20 E.
EUROPA, Sourabaya to Amsterdam, May 4, 17 N., 35 W.
ORNATE, London to Hong Kong, June 3, 46 N., 12 W.
PADANG PACKET, Sumatra to Amsterdam, May 16, 31 N., 4 W.
THE BRUCE, Cardiff to Galle, May 12, 5 N., 25 W.
CORSAIR, Penang to Clyde, April 4, 29 S., 34 E.
VIGAL (ship), Japan to New York, April 23, 37 S., 22 E., 82 days out
JACOBA & CHRISTINA (D.bq.), Bali to Amstdm., 57 days out, off C. Recife
BENARES, London to Singapore, April 24, 8 S., 30 W.
CHARIOT, Colombo to London, April 9, 35 S., 18 E.
DEVANA, London to Japan, May 24, 5 S., 32 W.
W. W. SMITH, Pasaroeang to Amsterdam, May 15, 40 N., 63 W.
VIMEIRA, Cardiff to Galle, April 25, 4 N., 23 W.
SUNNYSIDE, Colombo to London, May 5, 26 N., 38 W.
BLACKWALL, Cardiff to Singapore, June 4, 47 N., 13 W.
A Brit. Ship, showing 4th d.p., 1870, Clyde to Btva., Apl. 15, 37S., 26W.
BERHAMPORE (ship), Dundee to Galle, 47 N., 15 W.
DAUNTLESS (Dut. brq.), Sourabaya to Amstrdm., May 14, 28 N., 44 W.
BERTHA, Hamburg to Yokohama, April 17, 1 N., 29 W.
CONSTANTICAS (?) (Spn. ship,), Mnla. to Livpool., May 7, 34 S., 19 E.
LOCHAWE, Clyde to Batavia, April 15, 37 S., 26 W.
ARIEL (barque), Batavia to New York, 42 days out.
COLEROON, Batavia to Rotterdam, 108 days out, May 19, 34 N., 39 W.
JULIE (Dutch brq.), Sourabaya to Rotterdam, May 23, 33 S., 35 E.
GLENHUNTLEY (brq.), Macao to Liverpool, May 21, 26 N., 41 W.
STAD LEYDEN (Dutch brq.), Padang to Amstd., May 18, 33 S., 41 W.
OTTER (brq.), Sarawak to London, 65 days out, April 15, 23 S., 1 E.
FIERY CROSS (ship), Lnd. to Yokohama, 35 days out, May 1, 1 N., 25 W.
NEDERLAND (ship), Batavia to Amsterdam, May 3, 32 S., 24 E.
TYNEDALE, Colombo to London, June 9, 50 N., 14 W.
A Dutch Ship, Java to Amsterdam, 132 days out, June 5, 50 N., 21 W
CALLISTO, Java to Amsterdam, June 5, 50 N., 21 W.
MAGGIE LESLIE (barque), Singapore to London, June 7, 51 N., 19 W.
BRISTOW (barq.), Penang to London, 88 days out, May 21, 34 N., 38 W.
TACITUS (French barque), Batavia to Rotterdam, May 26, 38 N., 33 W.
PERI (ship), Shields to Galle, May 3, 3 N., 22 W.
HORATIO (American ship), New York to Anjer, May 12, 16 N., 33 W.
MARIANNA (American barque), Faro Isles to Japan, May 7.
MAALSTROOM (barq.), Padang to Amsterdam, June 7, 51 N. 19 W.
PLYWELL (?) (ship), Sourabaya to Amsterdam, May 25, 38 N., 22 W.
VICTORIA NYANZA (ship), London to Shanghai, May 2, 7 N., 26 W.
ÆOLUS (Dutch), Java to Amstdm., 99 days out, May 19, 34 N., 40 W.
SYDENHAM (ship), Shanghai to London, June 1, 45 N., 6 W.
QUEEN OF CEYLON (barq.), Colombo to London, May 29, 30 N.
FREYA (Danish ship), Manila to Copenhagen, May 21, 35 N., 37 W.
L'EDA (?) (Dutch barq.), Batavia to Amsterdam, May 22, 38 N., 34 W.
HAVELOCK (barq.), Singapore to London, April 22, off Mossel Bay.
SUMMER CLOUD, London to Singapore, April 4, 29 S., 3 W.
BOUGAINVILLE (French barq.), Cardiff to Ceylon, March 27, 34 S., 20 W.
CANNING (ship), Colombo to London, March 22, 11 S., 82 E.
BESSIE (barq.), Colombo to London, April 18, 35 S., 24 E.
VERONICA (barq.), London to Hong Kong, May 7, 4 N., 26 W.
HENDENY (Swed. barq.), Sourabaya to Rotdm., March 26, 22 S., 78 E.

FREIGHTS AND CHARTERS.

Outward berth freights are somewhat firmer, and coal freights from the outports are also better. In homeward business there is no alteration to report.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £23. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: £1 11s. For Colombo, 35s. For Galle, 23s. For Japan: 37s. 6d. For Singapore, 25s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Suez state that the Africa (British str.), from London to China, when near Ashroffi, in the Red Sea, run down the Souakin (Egyptian str.), which was coming up; the Africa returned to Suez, 30th May, bringing all the crew of the Souakin, except eighteen men, who are supposed to have taken refuge at a lighthouse.

The Peru (barque), Barcham, of and from Shields, for Colombo, which was in collision May 23, having undergone the necessary repairs, sailed again for her destination, and when off Yarmouth, June 10, ran on the Cockle Sand, during a dense fog, but was assisted off and brought up in the roads; she did not make more than an inch of water per hour, but draws too much water to go into Yarmouth.

Advices from Surinam, dated May 20, state that the Vrede, v. d. Plas, from Panaroekan to Amsterdam, which put in there Feb. 7, leaky, had been repaired, and would be surveyed, May 20; if found seaworthy she would commence reloading, and would proceed.

The Sedan (North German str.), from Hamburg to China, put into Southampton, 12th inst., with machinery out of order, but is expected to proceed to-day.

MISCELLANEOUS.

At Table Bay, May 6, Trevanion, Stevens, from Colombo, and sailed, 7, for London; 8, St. Jan, Lommerse, from Padang; 7, Admiral van Wassenaer, Ledehaas, sailed for Batavia.

At St. Helena, April 28, Maria, Tofield, from Banjoewangie, and sailed for Rotterdam; May 3, Aristos, Kildahl, from Samarang, and sailed for Amsterdam.

Off Cape Agulhas, May 7, P.C.Q.N. (Dutch), from Bally Straits, for Amsterdam.

Digitized by Google

Off Cape Point, April 29, Hedwig, from Sourabaya, for Rotterdam.

At Port Said, June 10, Sun Foo (str.), Castle, from London, for Singapore, China, &c., and was to enter the Canal the following morning.

The head board of the ship Mountain Laurel, of Liverpool, was picked up on the Hayle beach June 7. (The Mountain Laurel, of Liverpool, Dickson, sailed from Penarth, May 25, for Batavia.)

THE WRECK OF THE "WILLEM III."—A few numbers since we detailed the circumstances under which this steamship, laden with a valuable cargo and with a large number of passengers on board, caught fire on the night of the 19th ult., and was towed by a Channel steam-tug into Spithead, where she was placed in shoal water and scuttled. The holes opened in the iron bottom plates of the hull were subsequently plugged up, steam pumps got on board, and other means taken to clear the inside of the hull from water. On the 11th the hull was at length floated and moored for the night in six fathoms of water, the pumps on board being more than sufficient in power to insure the safety of the vessel during the night. On the 12th she was towed into Portsmouth Harbour by Government steam-tugs, and berthed temporarily alongside one of the large coal hulks, and measures were at once taken by Lloyd's agent at Portsmouth for clearing out the hull. It is believed that a considerable portion of the cargo, and possibly some portion of the luggage and goods belonging to the passengers, has escaped the fire, owing to the position of stowage in the ship's hold.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE and HONG KONG having been successfully laid, IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS :—

From LONDON to HONG KONG £7 0 0

" " " SHANGHAI 8 5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, June 8, 1871.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's, Signature on every jar, being the only guarantee of genuineness
Excellent economical stock for Soups, Sauces, &c.

Digitized by Google

BALANCE OF THE
INTERNATIONAL CREDIT AND TRADING COMPANY, ROTTERDAM.

Dr.		
Cash		f.4,704.70
Bills		175,603.19
Produces from Java and goods on the spot		682,552.03
Produces consigned		151,722.16
Cotton and other goods at Java or floating		178,252.24½
Cotton and other goods elsewhere		841.00
International Credit and Trading Company, Rotterdam	at Batavia	285,463.05½
	at Samarang	517,738.55
	at Sourabaya	530,442.05
Debtors		252,688.76½
Interest		39,563.25
General expenses		2,225.91
Immovables and furniture		99,139.47
		f.2,920,936.37½

Cr.	
Paid-up capital	f.1,250,000.00
Bills to pay	1,245,072.12½
Creditors	380,607.49
Reserve account	36,596.90½
Profit, 1870	8,659.85½
	f.2,920,936.37½

Examined and proved to be right.

C. P. SANDER, President.
W. BUNGE FZN, Vice-President.
Commissaries of the International Credit and Trading Company, Rotterdam.

otterdam, May 22, 1871.

Directors.

A. L. TEIXEIRA DE MATTOS. | J. W. MUNTZ.

Rotterdam, April 30, 1871.

Compared in the name of Shareholders with the books, and found correct.

J. J. TAUDIN CHABOT.
RUDOLF BAELDE.
J. H. A. LIPPMANN.]

Rotterdam, May 26-27, 1871.

Amalgamated Balances of PROFIT and LOSS of the INTERNATIONAL CREDIT and TRADING COMPANY, ROTTERDAM.

Dr.			
Several Merchandises :—			
Rotterdam			f.55,880.35
General Expenses :—			
Rotterdam		f.36,670.55	
Batavia		68,318.60	
Samarang		32,235.98	
Sourabaya		32,575.65	
			169,800.78
Undertakings of Culture :—			
Samarang		f.41,784.05	
Sourabaya		12,682.04	
			54,466.09
Discharges of Debtors :—			
Rotterdam		f.36,700.00	
Batavia		40,171.06	
Samarang		25,190.11	
Sourabaya		5,194.27	
		f.107,255.44	
Of Other Accounts :—			
Rotterdam	f,9,900.23		
Batavia	531.12		
Samarang	750.00		
Sourabaya	328.93		
		f.11,510.28	
			118,765.72
Bonus to the Java Directors			5,428.52
Balance Profit			8,659.85½
			f.413,001.31½

Cr.		
Several Merchandises—		
Batavia	f.11,250.99	
Samarang	35,187.31	
Sourabaya	9,735.86	
		f.56,174.16
Commissions and Delcredere—		
Rotterdam	f.37,194.08½	
Batavia	83,270.67	
Samarang	86,940.29	
Sourabaya	61,533.29	
		f.268,938.33½
Interest—		
Rotterdam	f.68,802.46	
Samarang	9,855.19	
Sourabaya	24,173.98	
	f.102,831.63	
To be deducted with—		
Batavia	14,942.81	
		87,888.82
		f.413,001.31½

Examined and proved to be right.

C. P. SANDER, President.
W. BUNGE FZN, Vice-President.
Commissaries of the International Credit and Trading Company, Rotterdam.

Rotterdam, May 22, 1871.

Directors.

A. L. TEIXEIRA DE MATTOS. | J. W. MUNTZ.

Rotterdam, April 30, 1871.

Compared in the name of Shareholders with the books, and found correct.

J. J. TAUDIN CHABOT.
RUDOLF BAELDE.
J. H. A. LIPPMANN

Rotterdam, May 26-27, 1871.

Digitized by Google

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France). Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13 Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,

MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HAMBURG-BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

ALEXANDER BROWN.
ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.
COFFEE ESTATES FOR SALE

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24.000. ALEX. BROWN, Kandy.

N.B.—Fifty estates now on the register. Twenty-eight have been sold.

WANTED,

AN ENGAGEMENT for a Voyage to CHINA or JAPAN, by a CHINESE AMAH, accustomed to children. Has been eight years in her present situation.

Apply to KNEVITT and Co., Sun court, Cornhill.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

HOLLOWAY'S OINTMENT

AND PILLS.—GOUT, RHEUMATISM, SCIATICA.—These maladies are always more or less connected with disorder or disease of the digestive organs, hence the facility with which they yield to Holloway's remedies. Temporary alleviation immediately follows the proper application of this soothing Ointment, while the Pills taken internally reduce the digestive functions to order, and avert all inflammatory tendencies. Nervous invalids will derive ease and consolation from the influence of these medicaments, which are free from mercury and all noxious ingredients. Holloway's celebrated Ointment and Pills present at a trifling outlay the means of preserving the health or uprooting diseases which have assailed the body through accident, luxury, indolence, or other causes.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb 7, 1871.

SCHOUT AND CO.,
SHIPBROKERS.
AMSTERDAM.

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Gaile	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	,, ,,	Every Tuesday, at 2 A.M.
ADEN	,, ,,	
BOMBAY	,, ,,	
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, June 10, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, June 20, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, June 10, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, June 20, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents. 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

June 11, July 9, August 6 — For — Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama

For Alexandria fortnightly, from Saturday, the 27th May, in connection at Alexandria with the English Mail from Brindisi to Bombay.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, London, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam

*** Passenger eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class STEAM and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sngpr, China, and Japan	Athol (str.), via S.C....	A1 95	SWID	July 12
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.
Yokohama ...	Coulnakyle .	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA, JAPAN, SINGAPORE, and MANILA.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D.	With des.
Hong Kong	Rollo	A1 13 yr.	W.I.D.	With des.
Yokohama...	John Milton	A1 14 yr.	E.I.D.	With des.
Singapore & Manila ...	Kate Carnie	A1 13 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	Wth des.
Shanghai...	Portland ...	AA1	872	E.I.D.	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

To sail positively on the 31st July, following the "Ocean."

FOR BANGKOK (SIAM) DIRECT.—The splendid Clipper Vessel MARY EVANS, A 1 12 years, 258 tons register. J. JENKINS Commander; loading in the West India Docks.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Freight payable on receipt of bill of lading.

With immediate despatch.

FOR SHANGHAI, DIRECT.—The Clipper Ship PORTLAND, AA1, 872 tons register; C. H. COSTER, Commander; loads in the East India Docks. This splendid clipper is well-known in the China trade for her fast passages and sound delivery of cargo, and has excellent accommodation for first-class passengers.

For Freight or Passage apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill; or to NORRIS and JOYNER, 60, Cornhill, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yokohama...	Alexander Lavalley (ss)	Highest	—	June 28
Do. & Hiogo	Nourmahal...	A1 13 yr.	Prince's	Wth des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Robin Hood ...	A1 10 yr.	941	SWID	June 19
Do. do.	Countess Russell	A1 8 yr.	965	SWID	July 15

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI DIRECT.—With quick despatch, the well-known China clipper-ship LAUREL, A1 13 years (owned by Messrs. John Willis and Son), 638 tons register, JAS. WATT, Commander; East India Docks. This fine vessel has just been remetalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

To follow the Ocean Rover, and will meet with the usual quick despatch.

DIRECT for COLOMBO, the splendid regular trader, OCEAN BEAUTY, A1 16 years, 585 tons register, C. PEARCE, Commander; South West India Dock. This fine high-classed vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C., or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Ocean Rover," and will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid Regular Trader, SCAWFELL, AA 1, 489 tons register, T. O. W. HENDER, Commander; South West India Dock. This fine high-classed Vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her Cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Second Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid regular trader QUEEN OF CEYLON, A1 10 years, 422 tons register, F. W. GODRICH Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietor by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, June 19, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 408.] LONDON, WEDNESDAY, JUNE 28, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received June 16.
JAPAN — Yokohama	—	—	May 2
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	April 28
CHINA — Peking	—	—	" 29
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Feb. 24	April 15	" 28
Kiu-kiang			
Chin-kiang			
Shanghai	March 17	May 3	May 5
Ningpo			
Foochow	" 10	April 28	" 1
Formosa			
Amoy			
Swatow			
Hong Kong	" 24	May 4	" 12
Canton			
Macao			
PHILIPPINES— Manila	" 10	April 25	" 4
COCHIN-CHINA— Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 11
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	April 14	May 17	" 20
Penang	—	" 15	" 22
CEYLON—Galle	—	—	" 31
Colombo	—	—	" 29

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered this morning, two days late. The next inward mail (French), with dates Shanghai May 12, Hong Kong May 19, Singapore May 27, is due on Monday next, the 3rd proximo.

The China Telegraph line is still working satisfactorily; the latest telegrams will be found in another page.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Nyansa*, arrived June 24.—From Shanghai: Mr. J. Fisher. From Hong Kong: Mr. Grossmann, Mr. Poulson. From Batavia: Mr. van Oven, Mr. Thook. From Singapore: Mr. Bernard, Mr. Buyn, Mr. Dorrepaal, Mr. Dunlop, Mrs. and Miss Dunlop, two children, and servant. From Galle: Mr. Law.

To Southampton, per P. and O. steamer *Bangalore*, expected to arrive July 3.—From Yokohama: Mr. Halada, Mr. Johida, Mr. Akamine, Mr. Sido, Mr. Nishmura, Mr. Saso, Mr. Haski, Mr. Ijitche, Mr. Fogo, Mr. Hyakata, Mr. Tamaka, Mr. Hachida, and two second-class passengers. From Shanghai: Mrs. Gordon and three children, Mr. Rees. From Hong Kong: Commander Byng, Mr. and Mrs. Mellish, two children, and servant, Miss Hill, Master Humphreys, and one second-class passenger. From Singapore: Mr. Trounson, Mr. A. Gair, Mrs. Clarke, Capt. Clarke, Mr. Joseph, and three second-class passengers. From Galle: Deputy-Commissary Price, Ensign Chevers, Mr. Bodman, Mr. de Booz, and one second-class passenger.

By last Bombay mail, to Southampton, per P. and O. steamer *Delta*, arrived June 24.—From Yokohama: Capt. Keir. From Hong Kong: Lieut. Taylor, Dr. and Mrs. Jones. From Singapore: Capt. Barlow.

To Suez, per P. and O. steamer *Surat*, arrived June 10.—From Penang: Mr. Bishop.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, June 24.—To Singapore: Mr. James Mitchell. To Samarang: Mr. F. Soesman. To Ceylon: Mr. and Mrs. W. C. Whitham, Mr. W. Penney, Mr. C. E. Dunlop, Mr. Mosse, Mr. G. F. Bashford, Mr. H. M. Rowbotham.

Per P. and O. steamer *Massilia*, from Brindisi, July 4.—To Batavia: Mr. and Mrs. Wille, Mr. Schmidt Altenstadt and daughter. To Ceylon: Mr. F. B. Templar.

Per P. and O. steamer, from Southampton, July 8.—To Singapore: Mr. H. L. Smith. To Ceylon: Mr. J. Laing.

Per P. and O. steamer, from Brindisi, July 18.—To Hong Kong: Mr. E. George.

Per steamer *Sarpedon* (Holt's Line), Capt. C. Buller, from Liverpool, June 17.—To Singapore: Lieut. H. F. H. Hallett, R.N. To Hong Kong: Capt. Derriman, R.M.A., Mr. R. H. Hill.

Per Pacific Mail Company's steamer *Japan*, from San Francisco, June 1.—To Yokohama: Colgate Baker, Geo. D. Sargeant, Miss Nellie Thompson, Miss Leonora Williams, F. F. Rice, S. F. Kinzu and servant, Gov. Jushe Ito and servant. Gov. Yonorkie Mutsa and servant, Mr. Toukentzie, John Denniston, P. W. Churrington, Julia Rice, E. H. Gill, Geo. N. Michell, Alex. Kinffie, W. T. Newberry, N. P. Kingdon, Dacom Corso, Nakayama, Komatz, C. H. Longfellow, Morris Blass, Mrs. M. Williams, child, and infant, Geo. W. Goodman, Annie Miller and sister, Douglas and two children, L. J. Bradbury, Mrs. Kate Miller and child, C. A. Flanders, Mrs. Colgate, three children, and nurse, Mrs. Crosby, Mrs. Pierson. To Shanghai: W. M. Campbell, R. S. Bevan, Alex. Macpherson, John Brand, C. H. Leppur, Hon. Jas. Brooks, daughter, and friend, John Pastonas, W. H. Macomber, Charles Smith, C. H. McCoslin, John Pike.

Per steamer *Hong Kong*, from London, June 24.—For Singapore: Mr. and Mrs. Landberg and family, Mr. Edward Hogg. For Hong Kong: Mr. G. H. Clasen, Mr. Alfred Krawa. For Shanghai: Mr. J. K. Thorndyke, Mr. James Scott, and Miss Scott.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The Pacific Mail Company's steamer *China* arrived at San Francisco on the 12th June, having left Yokohama on the 22nd May. She brings the following passengers:—

FOR NEW YORK.—A. P. Hase, A. B. Bulkley, W. D. Peckham, W. F. Archibald, Capt. B. T. Taylor, U.S. Navy, B. F. Warren, Dr. C. E. Kilkelly, H. Henderson, A. C. Smith, Mrs. A. T. Forbes and two children, Mr. von Brundt, Thomas Walsh, wife, and infant, and fifteen Japanese students.

FOR EUROPE.—The Bishop of Victoria, Sir Harry Parkes, Lady Parkes, the Rev. A. W. Cribb, Robert Craig, J. H. Andrews, W. Park, W. H. Fittock, wife, and child, W. R. Winch, W. P. Livingston, Mrs. Sinclair, Dr. A. H. Clay, L. Archer, and three Japanese.

The *China* had about 1,040 Chinese passengers. Of the Japanese passengers by her two are Treasury officials, eight are bankers, sent abroad to study our financial system, and seven are students.

The *China* brings 5,549 packages of tea, 1,111 bags of rice, and 4,621 packages of sundries to San Francisco. The *China* picked up the crew of a junk blown off Japan, and on June 1 spoke the company's steamer *Japan*, outward bound. She also reports that the *Admiral Rodgers* left Nagasaki for the Korea on May 17, and the loss of the German barque *Mauritius*.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, April 29.

My last, on the 15th instant, went forward via San Francisco. Only one public event has transpired since that time—the Nagasaki Regatta, which came off on the 26th instant. The prizes amounted to $300, distributed over ten races; but unfortunately the day was a very unfavourable one, and most of the events were contested in a drenching rain, which completely spoilt the pleasure of the visitors, who made the affair also serve as a picnic on Pappenberg. However, the tents erected did much to protect them, and as this community never allows anything to interfere with pleasure when they have made up their minds, they contented themselves with the racing, and remained on the island until the events were all decided.

The movements of the men-of-war during the interval have been as follows:—Arrivals: Her Britannic Majesty's ships *Ocean*, on the 15th inst., from Hong Kong and Amoy, and *Salamis*, on the 21st, from Yokohama, and left again on the 25th for Tientsin. The North German corvette *Hertha* arrived on the 22nd, from Yokohama, and left this evening for Shanghai, *en route* for Europe. The United States corvette *Alaska* arrived on the 28th, from

Digitized by Google

Hiogo, &c. The French corvette *Linois* sailed for Yokohama on the 19th; and the Danish frigate *Tordenskjold* left for Port May on the 21st. Her Britannic Majesty's ship *Ringdove* leaves tomorrow morning for Shanghai. Remaining in port, *Ocean* and *Alaska*.

Several vessels of the U. S. Navy are expected here, and will shortly after proceed to the Korea, in order to endeavour to make a Treaty for the protection of the crews of any vessel that may be wrecked there; but it is thought that the real object of their visit is much the same as it was to Japan some years ago, and it is to be hoped that they will be successful in their mission.

The British barque *Albyns Isle* is expected here from Shanghai, and will be put on the berth from London to load tea. Old native coins quoted at 2 per cent. discount on the new coin. Exchange on London is nominal. No departures have taken place since my last of vessels coal laden, and the export stands as last stated. The English mail of the 10th March arrived here by the P. M. steamer *Golden Age* this morning, forty-nine days out.

CHINA.

—o—

TIENTSIN.

We are informed, on reliable authority, that the sentence of banishment has not been carried out yet, in the case of either the mandarins or the rioters. There is a report that the former went to Shanghai not long ago in a Foochow gunboat; but information regarding them is uncertain. Certainly, some of the rioters are still in Tientsin. There is nothing particularly new in the political world, but the horizon is cloudy. From H.E. Li-hung-chang having expressed his determination not to allow the steamship *Peiho* to enter our river again, or to detain her if she did come, we feared there might arise some trouble in the matter. These fears have fortunately been dispelled by the steamer's having been granted her clearance; and after a little ineffectual bluster on the part of the Chinese officials, she left Tientsin. The case was one of collision with a junk, in which the British Consul held the steamer harmless. We have to thank Mr. Lay for his firmness in this matter, and it is pleasant to have to record that H.B.M.'s Chargé d'Affaires has taken the same view of the case that Mr. Lay has done.

CHEFOO.

We learn that the almost unprecedented occurrence of a fall of snow so late as the 19th of April has taken place at this port. With the exception of a very slight shower of rain on the 3rd inst., uninterrupted drought had been experienced since the 17th February, when the last snowstorm took place; but on the morning of the 19th April snow fell in heavy flakes for about half-an-hour, melting of course before it reached the ground. This was followed by a copious fall of rain, and the agricultural prospects of the usually parched vicinity of Chefoo have consequently been much improved. The thermometer ranges from 40 deg. to 65 deg. at present.

SHANGHAI.

Dates by this opportunity extend to the 5th May. The English Mail of March 10th arrived out on the 25th April, and the French Mail of March 17th on the 3rd May.

The following items are from the *North China Herald*:—We have received a copy of an "Abstract of Trade and Customs Revenue Statistics," from 1864 to 1870, just published by the I. M. Customs. The aggregate value of foreign trade was less last year than during 1868 or 1869—Tls. 131,000,000 only, against Tls. 140,000,000 and Tls. 142,000,000 respectively. Shanghai, Foochow, Tientsin, Amoy, Kiukiang, Chefoo, and Newchwang are accountable for the decrease. Canton and Ningpo hold their own, and Hankow, Swatow, Chinkeang, and the two Formosan ports show a slight increase.

The necessary changes have been at last made to mark out the new channel over the Woosung bar. Two red buoys have been moored in thirteen feet water on the northern edge of the shoal running to the west-north-west of Gough's island, and two signals have been added to the published code, indicating twenty-five and twenty-six feet of water. There are, we believe, now never less than fourteen feet.

The U. S. expedition to Korea will comprise all the American men-of-war in the China sea except the *Ashuelot*, which remains in Shanghai. Mr. Seward does not accompany the expedition. But we hear that Mr. Drew, Commissioner of Customs at Kiukiang, has been specially requested by Mr. Low to join it, and his knowledge of the Court (Chinese) language will enable him to render valuable aid.

The Russian steamer *Tchikkatchoff*, of 2,000 tons, has arrived from Odessa for Shanghai and Hankow. The company expect her to return to Odessa with the new season's tea, to be forwarded on to the fair at Nijni Novgorod, which has been hitherto supplied by overland caravan from China, and generally reputed to turn out in better c[illegible]n than the sea-borne tea.

On the 6th May the Bishop of Victoria admitted the Rev. Henderson Burnside, of Nagasaki, to the Holy Order of the Priesthood in Trinity Church. The Rev. Canon McClatchie presented the candidate, and the Bishop preached the sermon.

The Taoutai has issued a proclamation calling attention to the prevalence of small-pox in Shanghai at all seasons of the year, and urging people to avail themselves of the facilities for vaccination now offered, the benefits of which he lauds very highly.

A meeting was held on May 1 to discuss and make preliminary arrangements for reconstituting the North China Insurance Company at the end of the present term, Mr. Lavers in the chair. A resolution was passed empowering the directors of the present company to act as a Provisional Committee for the organisation of a new one, which is to be organised for three years, commencing on Jan. 1, 1872, and terminating on Dec. 31, 1874. The chairman mentioned a few changes which it was thought might be advantageous to the company, and invited the views of those present. Some discussion took place on the points brought forward, and finally the meeting was adjourned for a fortnight.

A question has been raised as to the validity of the Municipal elections this year. Art. XIX. of the Land Regulations says: "Every foreigner * * being an owner of land of not less than Tls. 500 in value, whose annual payment of assessment on land or houses or both, exclusive of all payments in respect of licenses, shall amount to the sum of Tls. 10 and upwards, or who shall be a householder paying on an assessed rental of not less than Tls. 500 per annum and upwards, shall be entitled to vote at the election of the said members of the Council." Persons have been allowed to vote on the basis of the payment of Tls. 10 assessed taxes, although they did not possess land worth Tls. 500 or pay Tls. 500 rental; and this reading of the clause is now condemned. The list of voters has been examined with reference to the question of qualification raised, and it is found about forty of those who polled would be excluded under the new reading of Art. XIX. But the result of the election would not be altered by the withdrawal of their voting cards. A new election is therefore hardly necessary, and we do not hear that it is proposed to demand one.

We hear that the Chehsien's proclamation condemning lotteries has been supplemented by one from the Taoutai, speaking in still stronger terms, and threatening with condign punishment any Chinese who shall purchase tickets.

A proclamation by the Taoutai, forbidding women going to the temples to burn incense, &c., and having especial reference to the festival at the Lung-hwa pagoda during the third moon has just been issued. The proclamation is a mere farce. It is neither expected nor intended to have any effect. Women will go to the pagoda just as if the prohibition had not been issued, and probably the Taoutai's wife and daughters (if he has any) will go also—so will the wives of all the Shanghai officials. Our readers will remember that about two years ago Ting Footai issued a proclamation prohibiting idol processions. That proclamation was still hanging on the city walls when a monster procession took place. The fact is that, such things being forbidden by law, the officials are compelled now and then to go through the form of issuing a proclamation on the subject. Chinese generally disapprove of women going to the temples, considering it immodest and dangerous. Reports are frequently got up about the priests having criminal intercourse with their female devotees. Last year, after the pagoda festival, reports of this kind were in everybody's mouth, and assumed such a positive shape that it was said the Taoutai had instituted formal inquiries, which proved that they were false. They were probably spread by some opponent of Buddhism, or by some one who wished to restrain his own women from going.

Two hundred and twenty dollars were contributed at a collection at Trinity Church for the benefit of the Hong Kong Orphanage.

The Shanghai Auxiliary Bible Society held its first meeting on the 1st May, Bishop Alford in the chair. The Rev. Mr. Syle submitted the report, which was adopted. The following gentlemen were appointed officers for the coming year:—President, F. B. Johnson, Esq.; Vice-President, the Bishop of Victoria; Treasurer, Egbert Iveson, Esq.; Secretary, Rev. Edward W. Syle; Committee, the officers of the society, the resident chaplains, ministers and missionaries, A. A. Krauss, Esq., D. Reid, Esq., with power to add to their number.

We have received copies of the "Report of the Municipal Council of Shanghai," with appendices; also the estimates for the year 1871-2, and Dr. Henderson's "Report on Prostitution in Shanghai"—all which shall be noticed in our next number.

VON GUMPACH V. HART.

In the cause of von Gumpach v. Hart, now under appeal to the Privy Council, Mr. Harwood applies for leave to appeal from an order made upon a demurrer dated 29th March, 1870, and to amend the record of appeal accordingly. It appears that a motion for leave to appeal from this order was filed on the 5th April, 1870, but no order was made upon this. The cause came on for hearing on the 14th day of April, and the verdict being against the defendant he moved to set it aside. Upon the hearing of this motion, leave to appeal from the judgment (delivered the 3rd of May) was granted, and it was this appeal of which the record was transmitted to the Privy Council. The appeal from the judgment on the demurrer appears to have been dropped. In giving judgment the Chief Justice said:—

There is no evidence before the Court that there was any mistake or oversight in the matter, and at this distance of time it would be against the ordinary practice and rules of the Court to give leave to appeal from it. As the record of the actual appeal is in the hands of the Privy Council, it appears to me that application to amend it should be made to that Court if it so think fit. I must therefore discharge this rule with costs.

Digitized by Google

NINGPO.

The Futai of Chekeang is visiting Ningpo, with the object of inspecting the coast defences. He went over the citadel at Chinhsi, and is going over to Chusan in a day or two. Speaking of Chusan, a gentleman who has lately visited the island writes that several of the graves of those who died during our occupation in 1841-45 need repair, and the inscriptions restoration.

There has been considerable excitement among the Chinese in regard to the disturbances near Li-yang, and less assurance of a quiet settlement than I see your Hoochow informant affirms. The insurgents seem to be marching westward from Li-yang, and are said to have taken a small hien city called Lin-chow, or Lintze. Large quantities of cash have been sent up from here to Hongchow to pay the troops before starting them in campaign, and the price has at once gone up in the city.

HONG KONG.

The present mail brings dates from this port to the 12th May; the London mail of 24th March arrived out May 4.

We are glad to hear that previous to his departure from Canton Mr. Robertson procured from the Chinese a settlement of the Fatshan chapel difficulty. The chapel is to be rebuilt, and the native community indemnified for losses amounting to about 1,600 taels.

The Hon. J. G. Austin, the Hon. J. Pauncefote, L. H. Moorsom Esq., and F. W. Mitchell, Esq., have been nominated trustees of St. John's Cathedral for the present year.

We hear that the staff of the Hong Kong and Shanghai Banking Corporation presented their late chief manager (Mr. Victor Kresser) with a very handsome testimonial on the 3rd May. An address of an extremely laudatory nature was also presented. The testimonial consisted of a fine silver centre piece, the work of the London Goldsmiths' Alliance, and bore a suitable inscription.

ANOTHER COOLIE TRAGEDY.

By this mail we have received details of the destruction of the coolie ship *Dolores Ugarte*, which was lately announced by telegram. It appears that she touched at Macao, where she took on board no less than 650 coolies for Peru. In order to evade the law of Macao, it was necessary that she should be owned by a Peruvian. She was accordingly ostensibly purchased by one, declared national by the acting consul, hoisted the Peruvian flag, and left Macao, in tow of the steamer *White Cloud*, on the 4th of May. The awful punishment of her infamy was not long suspended, for, within forty-eight hours of her sailing, she was burned to the water's edge. This catastrophe, however it was caused, occurred within fifty miles of Hong Kong, and many of the coolies were saved, and gave contradictory accounts of the origin of the catastrophe. Most of the evidence seems to point to the fact that the fire, whether incendiary or no, was caused by an explosion of gunpowder. Some Europeans opened the hatches to give the kidnapped coolies a chance of saving themselves. The coolies made a rush for the boats, and the Europeans fired on them to prevent their attempt. A great number of coolies were suffocated in the hold; many more were burned to death; many others plunged into the water and were drowned rather than face the more painful death by fire. One of the masts having happily broken short off some of the drowning managed to cling to it, and were taken off in a sampan. These coolies state that there were about fifty Europeans on the vessel, and from Macao it is reported that a party of them had arrived there and stated that the coolies set fire to the ship aft with the design of forcing all forward, and so taking the vessel, and regaining their liberty.

We extract the following from the account of this catastrophe in the *China Mail*:—Ho Ah-sze is a young man from a Hakka village near Canton, who, with eleven clansmen, went to Macao on promise of obtaining employment at $8 per month for eight years in "Peh-loo." Ho Ah-sze was one of the twelve working "passengers" allowed to be on deck. The other coolies were not allowed any lamps, and were kept below. Of the twelve privileged or working coolies, only three have been saved. When the smoke appeared, it was blown down the main hatch: but he afterwards saw that the fire was aft. The smoke smelt heavily of oil and medicine, and as it got into the coolies' mouths, they appeared to get suffocated, and fell as if they were dead. Very many died on board, some were drowned, and others fell from the masts. When the fire was discovered the coolies assisted, together with the foreigners, in endeavouring to subdue the flames. The anchors were thrown overboard to try and swing the vessel's stem to the wind; but this only partially succeeded. There was no fighting whatever, and no foreigner killed or wounded; so say the Chinese. And the fire, to their mind, was purely accidental. Ho Ah-sze avers that only one Chinaman (the doctor) was saved by the ship's boats. Another account says that the last boat was swamped by means of a rush on the coolies' part to get in; and altogether the statements anent boats are very consistent. It is very clear, however, that there was not boat accommodation for a sixth or eighth part of those on board. Over five hundred of the miserable victims were burnt alive, a very small portion having been drowned or killed by falls.

The captain's account is thus described in the *China Mail*:—The Chinese mutinied, revolted, showed signs of taking possession. They tore up their berths and the woodwork about their bunks, and, using the planks as a battering-ram, they broke down the bulkhead and got into the lazarette, which was direct aft. This was when about a hundred miles from land, steering east. Having got through the bulkhead and into the lazarette, the coolies piled up the lumber thus torn up, and set fire to the ship by its means. When those on deck saw what the "passengers" had done a hose was got down into the hold; but the coolies deliberately threw it overboard through one of the side-lights. The fire was apparently lighted aft, with the purpose of forcing all those living overhead to go forward, and thus simplify the capture of the vessel. It is even said that on being asked through the grating what they wanted, the coolies declared their intention of taking the ship. However improbable this may appear, it is alleged that the coolies openly stated their purpose. The battening down of the hatch is again declared to be a fact, and no mention whatever is made (so far as we have heard) of any attempt having been made to save any of the "passengers." Things becoming desperate, the crew took to their boats, and soon fell in with fishing junks, into which they are said to have transhipped themselves and found their way to Macao. Whether the boats were or were not too far away to be of any service to the coolie victims is not stated.

The following items are from the same journal:—It is said that, so soon as intelligence of the tragedy was received here, the Colonial Secretary was communicated with, and information was at once forwarded to the Senior Naval Officer on the Station. From such representations, we believe that the corvette *Barrosa* left early for the scene of the wreck. We shall anxiously look for any further light which her cruise may cast on this dark and mysterious catastrophe.

In connection also with this dreadful affair, we may state that, according to the advices from Macao, the Governor there has ordered a total suspension of the coolie trade as carried on at that port. It is said that no less than 2,000 coolies are at present quartered in the barracoons, and that the Governor has authoritatively forbidden that any shall be taken away or any placed into these coolie-houses for the present. This amounts only to a suspension of the traffic, and any subsequent action, it is presumed, will depend on further investigation.

PHILIPPINES.

—o—

MANILA.

(*Daily Press* Correspondent.)

On the 1st, 2nd, and 3rd May great festivities were held at Manila, on the occasion of the proclamation of the new Sovereign of Spain and her dominions, Don Amadeus I., who was proclaimed in the public places with the usual formalities by waving the Gonfalon to the old cry of "Oyez, Oyez, Oyez, Castilla of Filipinas." On the night of the 1st a splendid ball was given by the municipality, and a "thé dansante" on the night of the 2nd by the new Governor-General, Izquierdo. A bull-fight was also held on the 2nd, and races with the popular greased poles and public games on the 3rd, the morning of which day was inaugurated by the review and swearing-in of the troops. The principal streets were adorned with arches, and the houses hung with draperies of gay colours, the illuminations at night being general.

The new Governor is accompanied by his wife and two daughters, who, by their amiability, have proved an immense addition to society, hitherto disjointed and split up into factions by the absence of acknowledged leaders; for disunion and petty jealousies are too prone to characterise society among Spaniards, though not to such an uncharitable and undignified extent as among other nationalities who pride themselves without reason on superior culture.

Most of the oppressive restrictions upon commerce are now removed from Manila, and the Spanish Government, by measures even more advanced than those of our own quasi-liberal policy, has shown its intention of coming to the front in the great march of toleration and liberty. The differential duties on foreign flags were removed in April last.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to May 20th. On the 10th the *Travancore* arrived with the mail of 7th April, and on the 17th the *Donnai* came in with the French mail and London letters to the 14th April.

The following items are from the *Straits Times*:—

The Legislative Council was formally opened on Saturday, the 13th May, by his Excellency Colonel Anson, Administrator of the Government, but no meeting has been held since. The speech of his Excellency shows the colony to be in a very satisfactory financial position, the revenue for the first three months of the year being nearly $40,000 in excess of the expenditure—a state of affairs that promises well. Of course, this is exclusive of the contemplated expenditure upon works of improvement; but it will be observed with satisfaction that his Excellency proposes to set aside $50,000 as a reserve fund, to meet any falling off in the revenue, or any unforeseen emergency that may arise. This is, we

Digitized by Google

think, a wise provision, and one that will meet with the approval of the community and all interested in the welfare of the Colony. Among the matters to be brought before the Council is the New Harbour Railway, the concession for which is sought by two distinct companies. A great deal of correspondence has passed between the applicants and the authorities, which was laid before the Council on the 13th. At the same meeting a number of despatches from the Secretary of State for the Colonies were laid before the Council, relative to ordinances passed during last session; these despatches plainly show the great care with which our local ordinances are revised at home, and we are indebted to this precaution for the detection of several important omissions and errors, which might otherwise have remained undiscovered until some miscarriage of justice should have developed them. His Excellency drew out a lengthy programme of matters of importance which are to come up for the consideration of the Council—principal among which are the re-organisation of the police force, the alteration of the Municipal Act, the lighthouse on the North Sands, education, pauperism, the water-works, and the subsidiary silver coinage. These are all matters of great public interest, and the session, if not a very busy one, is at all events likely to prove a very important one.

The threatened quarrel between the Chinese secret societies appears to have been settled, and there are at present no signs of its early renewal. Our native community, however, is at times exceedinly excitable, and little differences of opinion between the various sections sometimes lead to serious quarrels, in which entire clans become embroiled. The Mahomedan community are now giving the police some trouble,—and as many of the police are members or partisans of the two hostile parties, unless something is speedily done to put a stop to the quarrel it may prove difficult of repression. There is a standing feud between two Mahomedan societies, the Red and the White Flag Associations, the members of which have been long anxious to prove their prowess by a trial of their strength. On a recent Mahomedan feast day they repaired in large numbers to the Gaylang district, some five miles from town, for the purpose of bathing. The police had early intimation that a rupture between the two societies was likely to occur, and were present in sufficient force to prevent it. The members are eager to have the quarrel out, however, and a serious disturbance may occur at any moment.

The principal occurrence of interest during the fortnight was the spring meeting of the Sporting Club. The races lasted two days, and were very lively and exciting. Some new horses were introduced, but the older ones bore the palm, and won all the most important stakes.

The arrivals of steamers *via* the Suez Canal during the fortnight were the *Emblehope* on the 9th and the *Achilles* on the 15th from Liverpool, the *Canton* on the 18th and the *Elgin* on the 19th from London. There were no departures homeward by this route.

PENANG.

The following items are from the *Argus*:—The Report of the meeting of the Municipal Commissioners leaves no doubt on our mind now that they are prepared to enter the lists against Messrs. Sandilands, Buttery and Co., and the claimants in the Ghaut question, and that they mean to fight out their point in Court. The Commissioners have not advanced a step further in the right direction towards a settlement of their difficulties, and we can only regret that such men should be permitted to retain their office a day longer. The public will hold Mr. Herriot responsible for the issue of their case. His determination from the commencement, that these matters should be dealt with in Court, in spite of any arguments brought to bear against such a course being adopted, we confess, savours more, in our opinion, of private, than of public feeling, and cannot but be regrettable. As the question of Messrs. Sandilands, Buttery and Co.'s right of way has already been discussed by the Commissioners, we are justified in mentioning the opinion of Mr. A. Logan, one of the ablest men in the Straits, on the point at issue.

Mr. Logan wrote:—"As the Municipal Commissioners have no powers to build houses or shops, or to derive a revenue from them, I am of opinion that they were not authorised to erect the buildings along Messrs. Sandiland, Buttery, and Co.'s boundary wall in Light-street, and that as the grant of these premises describes them as being bounded on the north side by Light-street, and on the west side by Beach-street, the owners were thereby granted an easement, or right of way over these streets, and, therefore, a right of free egress thereupon from any portion of their premises."

On dit that Captain Speedy will, on the retirement of Mr. Dunman, which takes place in three months, be appointed Chief Commissioner of Police of the Straits Settlements, and that Mr. Waller will then revert to the appointment of Deputy Commissioner at Singapore, Mr. Evans returning to Penang.

The Colonial steamer *Rainbow* is expected, with Messrs. Maxwell, Skinner, and Captain Fox as passengers. Captain Fox succeeds Captain Ellis, Mr. Skinner takes up the appointment of Police Magistrate and Commissioner of the Court of Requests in province Wellesley, and Mr. Maxwell displaces Mr. Evans, who returns to his former post in the Police at Singapore. Captain Ellis will proceed also in the *Rainbow*, on her return trip to Singapore, to take up Lieut. Burn's place.

We have to record with regret the death of Mr. James Duncan Pasley, Deputy Commissioner of Police, province Wellesley. We hear that Mr. Skinner, a cadet, who arrived in the Straits some time ago, is expected here by the Homeward Mail steamer from Singapore, to take up the appointment.

Commercial Report.

(*For dates see first page.*)

—o—

IMPORTS.

HANKOW.—Holders had continued to press sales, and a further serious fall has to be noted in the values of Plain Cottons; the decline, at first confined to 8¼ lbs. Shirtings, subsequently extended to all classes of these manufactures. The bulk of speculators' goods sent up for sale had been cleared off, and, with firmer advices from Shanghai, prices at the close showed signs of steadying, but the market closed very quiet. Grey Shirtings: 7 lbs. declined a mace and a-half per piece. By daily concessions large sales of 8¼ lbs. had been made, the lowest point reached being Tls. 1.77 and 1.80 for ordinary chop, and Tls. 1.89 for Dewhurst's Eagles. Closing rates, Tls. 1.62 to 1.68 for 7 lbs., Tls. 1.79 to 1.85 for ordinary 8¼ lbs., and Tls. 1.92 to 1.96 for Eagles. Latest quotation for 9¾ lbs., Tls. 2.35 to 2.42 per piece. White Shirtings: Sellers at lower rates, but no inquiry. T-Cloths: Demand very languid, and good Mexican quality 7 lbs. could not now be quoted over Tls. 1.50 to 1.55 per piece; 8 lbs., little doing at Tls. 1.80 to 1.90 per piece. Drills also declined; fair sales of English at Tls. 2.86 to 2.95 per piece. Fancy Cottons: Quotations quite nominal; no demand. Woollens and Worsteds: All descriptions very quiet throughout the fortnight. Camlets firm, but less inquiry. Figured Orleans still wanted. Metals—Lead: Nothing doing, prices nominally the same as last stated. Quicksilver: A decline of Tls. 2 per picul has to be noticed; current quotation of Tls. 82 not readily obtainable.

SHANGHAI.—Cottons: A further decline had taken place in all staple goods, and the market continued in a dragging and unsatisfactory state, so that buyers could only be tempted by continuous concessions; though clearances were large, very heavy arrivals had increased stocks, and, until shipments from England should be materially checked, no better feeling was expected. The market for all other Imports is extremely dull, and all quotations are more or less nominal.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular:—Cotton Yarn: Some demand had been shown for Nos. 16 to 24, but several vessels with fair parcels of Yarn on board having arrived, dealers were declining to operate at current prices, although a concession of $2.50 per bale had been made by importers; Nos. 28 to 32 altogether neglected, and quoted $1 to $1.50 lower; Nos. 38 to 42 found an occasional buyer at a decline of $250 per bale from last figures. Piece Goods: The market is duller than ever, and with increased arrivals prices of all the staple manufactures have further declined. Grey Shirtings of all weights are 2 to 7 cents lower, 8.4 lb. goods having been quitted at $2.37½ per piece. White Shirtings are dull of sale, and all descriptions show a reduction of 5 cents. English and Dutch Drills have fallen 5 cents, and there are no buyers of American at prices 10 cents below those last quoted. A resale of 500 pieces of the last mentioned description is reported at $4 per piece. T-Cloths of 6 and 7 lb. weights show a drop of 2½ cents, and 8 lb. do not command former figures by 5 cents per piece; all are slow of sale. Brocades and Spotted Shirtings command previous values, and Turkey Reds and Chintzes, 2¾ lb., steady. Woollens: Long Ells have been quitted to a small extent, but lower prices have been accepted to make sales: Assorted are 10 cents down, and Scarlet 5 to 10 cents lower. Spanish Stripes are weaker; and Crape Lastings have fallen 50 cents to $1, common kinds showing the greatest decline. Lastings and Camlets are quoted unchanged; Blankets are dearer, and 10 to 12 lb. are saleable at current rates. Metals: Stocks of Nail Rod Iron have been further largely increased, and as dealers are aware of it they are declining to buy: prices are 5 to 10 cents lower than last quoted. Round and Sqare Hard Bar Iron has improved in value 5 to 10 cents, while Soft Bar shows no change. Hoop is dearer as stocks are still small. Wire has advanced 15 to 20 cents. Lead is very dull, and is quoted down 10 cents. Quicksilver shows a fall in price of $4 per picul. Coals: Arrivals have been, 4,400 tons of Cardiff, 3,120 tons of Australian, 250 tons of Anthracite, and 100 tons of English. Sales have been, 5,030 tons of Cardiff, at $10.50 to 12; 1,090 tons of Australian, at $9; 770 tons of English, at $10, and 250 tons of Anthracite, on private terms. Australian and Cardiff coals have been in good demand on the spot, and the market closes steady for the former, while for the latter less inquiry exists. Anthracite description has not been wanted. The following were the current quotations:—Cotton Yarn: Nos. 16 to 24, per bale, $103.00 to 112.00; Nos. 28 to 32, $110.00 to 117.00; Nos. 38 to 42, $122.00 to 130.00. Grey Shirtings, 7 lbs., per piece, 2.02½ to 2.05; 8.4 lbs., $2.37½ to 2.42½; 9.12 to 10 lbs., $3.20 to 3.40; White Shirtings, $1.90 to 2.80; Fine, $3.10 to 4.80. T-Cloths, 6 lbs., ordinary, $1.42½ to 1.45; Mexicans, $1.60 to 1.65; 7 lbs., ordinary, $1.65 to 1.70; Mexicans, $1.85 to 2.05; 8 to 8.4 oz., $2.35 to 2.50. Spanish Stripes: Scarlet, per yard, $0.60 to 0.64; Assorted, $0.57 to 0.59. Long Ells: Scarlet, per piece, $6.15 to 6.25; Assorted, $5.30 to 5.55. Camlets: SS Scarlet, $14.00 to 14.25; Assorted, $13.00 to 14.00. Iron: Nail Rod, per picul, $2.50 to 2.65; Round, Square, and Flat Bar, $2.50 to 4.20. Lead, $5.60 to 5.90.

MANILA.—The market had been very quiet and the business transacted had, for the most part, been on the basis of late rates, although in some instances even lower prices had been accepted. The sales of Coloured Goods had not been large; the extremely low prices offering checked sales, and supplies in second hands being ample for requirements; dealers were averse to increasing their stocks in the dull state of the retail trade.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—Grey Shirtings: 8¼ lbs. placed to a large extent, but at lower rates; sales

Digitized by Google

forced at $2.35 to 2.30; stocks large. 7 lb. in moderate inquiry, and weak at $2 to 2.02½; 6 lb. in no request. 45 inch: Small transactions in 8 lb. at $2.35, and 9 lb. at $2.67½; demand very limited. 32 inch Grey T-Cloths: Inquiry limited, and prices weaker; 5 lb., $1.17½ to 1.22½; 6 lb., $1.42 to 1.45; 7 lb. very dull, small sales at $1.65 to 1.70. Grey Maddapollams without any inquiry. Long Cloths: No transactions. White Shirtings: Fair demand for fine medium, and low little inquired for and lower. Woollen Goods continue very depressed, only retail sales reported of Assorted Camlets, 32 lb. at $14½; Scarlet Long Ells, 12 lb. at $6.75 to 7; and Scarlet Bombazetts, 5 lb. at $2.95. Grey Yarn: Prices lower for all counts, and demand very limited. 40s placed at $108 to 109; 30s very dull at $102, and 18/24s at $85 to 86. Turkey Red Yarn: Less inquiry. Glasgow Dye, 10 lb. $127½ to 130; 12 lb., $133 to 135; other colours very dull.

EXPORTS.

TEA.

SHANGHAI.—Black: No business since the departure of last mail. Green: The only transaction had been the settlement of 271 half-chests inferior Fychow at Tls. 23¼, leaving on offer some 3,800 half-chests of all descriptions.

HANKOW AND KIUKIANG.—No business reported.

FOOCHOW.—According to latest intelligence from this port, the weather in the country continued favourable to the growth of the leaf, and there was no doubt that the plants were undergoing the operation of picking; an impression prevailed among the natives that the greatest care was being bestowed upon the preparation of the leaf, and that the supply of Oolongs this season will exceed that of last. There had been no settlements.

CANTON.—Musters of the new season's Scented Teas had been shown, and the leaf in course of preparation represented about 35,000 boxes, while further arrivals from the larger districts were close at hand. The prices named by the Chinese were very extravagant, and some time would probably elapse before buying commences. As a rule the Tea appeared to be well scented and strong in the cup, though hardly up to that of last season. The only purchases had been 770 boxes Canton District Congou, at Tls. 25 to 26 per picul.

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—Some few transactions have taken place in barter, otherwise we should have nothing to report, as the season may virtually be said to be closed, the small stock remaining on hand being composed chiefly of Yellow Silk and Long-reel Taysaams. The prospects for the new Silk are thus far good; the worms are now reported to be in their second to third stage, and are very healthy. Mulberry leaves are abundant, the yield being estimated at about 30 per cent. over last season, and the price about $1.50 per picul against $2.50 last year. On the other hand, growers are reported to be hatching very little more seed than last year, thus giving rise to very conflicting opinions as to what the yield for the coming season is likely to be.

CANTON.—Notwithstanding unfavourable intelligence received regarding the home market, some few bales had been taken during the fortnight for Europe. A few samples of the new season's Silk had been seen, and were favourably spoken of, both as regards quality and quantity. Stock estimated at 80 bales Tsatlee reels, 20 bales Kowkongs, 50 bales Cumchucks, Lacklows, &c., and 100 bales of inferior descriptions.

NEW YORK MARKET REPORT.—JUNE 17.

TEA.

The market exhibits a quieter appearance than at the date of our last report, but prices are well maintained and show no alteration.

A meeting of importers, brokers, and dealers in Tea has been held, at which a committee was appointed to consider the status of brokerage, and another to present a plan for carrying out a grocers' exchange.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those of our last issue. Prices must, however, be regarded as merely nominal, there having been an entire absence of business in any description during the fortnight.

CORDAGE.—There is a fair demand for Manila at previous rates.

CAMPHOR.—China is quoted 17c. to 18c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.30; Cassia, 97½c. gold (in bond.)

FIRE CRACKERS.—The demand has become less active, and rates show a slight decline; transactions are reported at $2.45 for extra No. 1, and $2.47½ for gold chop.

GAMBIER.—The current quotation is $4 gold (duty free).

HEMP.—There is but little enquiry for Manila, and the business done during the interval has been limited in extent; holders, however, show no disposition to force sales, and former prices are consequently maintained, the current quotations being still 10¾c. to 11¼c. gold. The only sales to report are 500 bales, ex Rattler, at 10¾c., 250 bales, ex Aberdeen, at 11c. to 11⅛c., and 500 bales on private terms.

INDIGO.—Manila continues very quiet; sales are reported at $1 to 1.20 currency, showing a slight decline in prices.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to $1.50 currency (duty free).

RICE.—During the greater part of the fortnight there had been a steady demand for all descriptions, but towards the close the market had relapsed into a quiet condition, although no material alteration has taken place in prices. The sales of Rangoon during the interval have been about 3,000 bags for home consumption at $7 to $7.50 currency, and 2,500 bags in bond for export at $3.35 to $3.60 gold.

SUGAR.—There are no new features of any prominence to report in the market. The buying has been moderate, and though holders as a rule are firm, and offer their accumulated stocks rather sparingly, the current inquiry has been supplied from landing parcels at the previous currency, or, perhaps, more strictly speaking, at some shading in prices, the advantage having been rather on the side of buyers than sellers.

SPICES.—Stocks of most descriptions are concentrated, and prices generally are steady and firm. The sales are an invoice of 530 bags Pimento afloat at 3¼c. gold in bond; 1,000 to 1,100 bales Cloves, also in bond, 50 cases Nutmegs, residue per Knight of Snowden, and an invoice do., per Louise, at Boston, on private terms. There continues a steady moderate jobbing demand, at $1.15 for Mace, 82c. to 85c. for Nutmegs, 31½c. for Cassia in bond, 16c. to 16¾c. for Pepper, and 11c. for Cloves, all gold.

TIN.—The demand is still very limited, but, holders being strengthened by favourable European advices, display more confidence and have advanced their pretensions a little; the nominal prices now are, for Banca 38c. Straits 32⅝c. to 32¾c., gold. The following is from Messrs. White and Haskell's circular:—The importations for May were 7,200 slabs Straits, equal to 289 tons; 2,000 do. Billiton, or 63 tons; 600 do. Banca, or 17 tons; and 40 tons English L. and F. From the East Indies, 15,500 slabs Straits, or 623 tons, 1,400 do. Billiton, or 44 tons, are on the way, and due in all June, July, and August.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	—	—	—
Shanghai ,, ,, ...	5s. 11½d.	5s. 11½d.	6s. 0d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 4½d.	4s. 5½d.	4s. 5½d.
Singapore ,, ,, ...	4s. 5½d.	4s. 5⅝d.	4s. 5⅞d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Billson India	310 to 311	228½
,, Hong Kon	24¾ to 25½ dls.	—
Bar silver	111.5.0	9½ prem.
Mexicandollars	75.3.0	1¼ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 31; Old, 37 per cent. prem.
Hong Kong Gas Company, 57 dols. per share.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance, 2,400 dols. premium.
Hotel shares, 62½ per cent. discount.
Hong Kong and Macao Steamboat Company, 40 dols. premium.
Hong Kong Fire Insurance Company, 277½ dols. dols. premium.
Union Insurance Company, New, 1,500 dols.; Old, 1,000 dols. premium.
China and Japan Marine Insurance Company, Tls. 58 premium.
China Fire Insurance Company, 50 dols. premium.
Victoria Fire Insurance Company, 40 dols. premium.
China Sea, Saigon, and Straits Steamship Company, 20 dls.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, $2 to $3 dis.
North China Insurance Company, Tls. 395 premium.
Shanghai Steam Navigation Company, Tls. 35 premium.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, April 24, Cheops (s.); 26, Erl King (s.); May 3, Celestial Queen; from Liverpool, 30, Diomed (s.).

At HONG KONG.—From London, April 27, Vanguard (s.); 30, Belted Will; May 4, Cissey; 5, Cornuvia, Craigforth (s.); from Liverpool, 10, Hector (s.); from Cardiff, 3, Portlaw; 4, Sapphire; 7, Ystavit. Reported by telegram:—previous to June 22, Golden Sea, Leander, Kaisow, Nestor (s.), Glamorganshire.

At MANILA.—From Newcastle, April 26, Mary and Edith; May 2, George Treat; from Cardiff, 1, Antipodes.

At SINGAPORE.—From London, May 18, Canton (s.); 19, Elgin (s.); from Liverpool, 6, Panic; 9, Emblehope (s.); 10, J. C. Potter; 15, Achilles (s.); from Cardiff, 11, Echo; 16, Prince George; from Shields, 8, Yeavering Bell; from Sunderland, 9, Alice Ritson; from Glasgow, 14, Norham Castle.

At BATAVIA.—From Sunderland, April 8, Rotterdam; from Greenock, 10, County of Bute; from Texel, 8, Wykaanzee; from New York, 11, Agnes.

DEPARTURES.

From SHANGHAI.—None.

From HONG KONG.—For Hamburg, May 5, Cama.

From MANILA.—For London, April 28, Mary Blundell; for Liverpool, 25, Victoria; for New York, 23, Golden Hind; 28, Isolina, 30, Annesley.

From SINGAPORE.—For Liverpool, May 17, Aleppo; for Cardiff, 12, Esperanza; for Marseilles, 16, Cymbeline; for New York, 10, Alexandra.

Digitized by Google

From BATAVIA.—For Holland, May 1, Johanna Maria; 5, Susanna; 6, Electra; for New York, May 1, President v. Ryckvorsel.

VESSELS LOADING.

At HANKOW.—For London, Cheops (s.), Erl King (s.), Ulysses (s.), Agamemnon (s.).

At SHANGHAI.—None.

At CANTON.—For London, Danube (s.), Tweed (s.), Clan Alpine (s.), Seagull (s.).

At MANILA.—For London, Agnes Banfield, Thomas Bell; for New York, Nimroud, Velocity, S. G. Glover; for Liverpool, Palawan.

At SINGAPORE.—For London, J. C. Potter; for Liverpool, Panic, Princess.

FREIGHTS AND CHARTERS.

At SHANGHAI.—New season's Tea freights not yet announced.

At MANILA.—To London:—Sugar, £2 10s. to £2 15s.; Hemp, £3 12s. 6d. to £4; to New York:—Sugar, $10; Hemp, $11.

At SINGAPORE.—To London £2 7s. 6d. to £2 17s. 5d.

CASUALTIES.

The Mirage, Captain Finch, from Bangkok for Hong Kong, was totally lost on the 7th inst., on Sailing Island; crew saved.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
April 25	Wilhelmina & Clara	Batavia	Amsterdam
„ 26	Henriette M. C'tina	Sourabaya	Holland
„ —	Noordzee Kanaal	„	„
„ 27	Cervantes	Manila	Cadiz.
„ 29	Caller Ou	Cardiff	Shanghai
„ —	Uranos	„	„
„ —	Elizabeth Maria	Batavia	Rotterdam
„ 30	Maitland	Cardiff	Hong Kong
May 1	Cuatro Arniga	Bordeaux	Saigon
„ —	Louisa	Singapore	Boston
„ —	J. R. Worcester	London	Yokohama
„ 4	Johanna Maria	Batavia	Rotterdam
„ 5	P.van Ryckevorsel	„	New York
„ 7	Lady Constance	Glasgow	Hong Kong
„ —	Alcister	Sunderland	Sarawak

COMMERCIAL POSTSCRIPT.

—o—

The amount of bullion by the P. and O. Company's steamer *Candia*, from Southampton on the 24th inst., was, in gold, to Alexandria, £5,000; to Bombay, £3,400; to Madras, £1,863; in silver, to Penang, £13,700 to Hong Kong, £30,490; to Shanghai, £2,750; total in gold, £10,263; in silver, £46,940.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—June 20, at Texel, from Padang, Waalstroom; at Helvoet, from Pasaroeang, Deux Seeurs; 8, at, Quebec, from Pasaroeang, Eastham; 23, at Falmouth, from Rangoon, Tanjore; 21, at Hamburg, from Macao, Princess of Wales; 21, at Cuxhaven, from Rangoon, Zuleima; 25, off Dungeness, from Sourabaya, Fanny; 23, at Clyde, from Java, Corsair; 22, off the Start, from Java, for Copenhagen, Alice; 26, at Plymouth, from China, &c. (via Suez Canal), Ada (str.); 24, at Brouwershaven, from Rangoon, Montego; May 20, at Callao, from Macao, Lola; June 27, at Bristol, from Batavia, Premier; 28, at Liverpool, from Akyab, Kingston.

DEPARTURES.—June 22, from London, for Penang, Eleanor; for Galle Mangalore; 27, from Liverpool, for Batavia and Sourabaya, Lennatar; 23, from Newcastle, for Java, Kortenaar; from Sunderland, for Singapore, Blanche; 24, from London, for Galle, Kingsbridge; 24, from Hamburg, for Manila, Hans; for Shanghai, Anna Dorothea; 26, from London, for Bangkok, Advancement; for Penang (via S.C.), Deli; from Rotterdam, for Singapore, Honigby; May 21, from Callao, for China, Providencia; from Amsterdam, for Batavia, Ortelius; Gysbertus Hermanus, from Rotterdam, for Batavia, Batavia; 20, from Shields, for Galle, Hugh Bourne; 26, from Newcastle, for Batavia, St. Louis; 25, from Rio de Janeiro, for Batavia, Diadem; June 23, from London, for Penang, Singapore, Hong Kong and Shanghai (via S.C.), Hong Kong (str.); for Singapore and Manila, Kate Carnie.

LAID ON.—At London, for Hong Kong, Bombay, Isles of the South; for Colombo, Macedon; at London, for Yokohama, Coulnakyle; for Port Darwin and Batavia, Edinburgh, (str.), Hibernia (str.); for Colombo, &c., (via S. C.), Olga; at Liverpool, for Singapore, Nyassa.

SPOKEN.—Tonbridge, London to Shanghai, May 25, 7 N., 22 W.; Francis Milly, for Penang, April 29, 25 S., 31 W.; Conception (Span. ship), Cadiz to Manila, April 27, 28 W.; Alcyon, Philippines to Falmouth, April 26, 32 N., 32 W.; Auguste, Hamburg to Shanghai, May 11, 5 N., 27 W.

CASUALTIES.—The Hunsinga, Woldringh, from Hamburg for Nicolajefsk, which put into Harwich for repairs, and sailed thence for her destination, 15th inst., put into Havre, June 23, with part of crew mutinous; three men had been landed. Advices from Lisbon, dated June 21, state that the Sedan (str.), Winter, from Hamburg for Shanghai, put in there on the 20th, reported with damage to machinery. The steamer Sun Foo, London to China, which broke her screw in the Canal, repaired, and proceeded on the 22nd.

LATEST TELEGRAMS.

—o—

NEW SEASON'S TEA SHIPS.

The P. and O. Company's steamer Mongolian, which left Hong Kong 23rd June with the mails, has on board about 800 tons tea and 1,800 packages silk. The Canton and Hector, from Shanghai, and Danube, from Canton, are reported as sailing with tea cargoes. The Cutty Sark and Thermopylæ are lading at Shanghai. Rates of freight: Teas, steamers, 60s. to 70s.; clippers, 50s.

FIRE IN JAVA.

BOMBAY, JUNE 22.—Damak, a town near Samarang, has been destroyed by fire.

The disturbances in Pekalongan have been suppressed: quietude prevails in these districts, and in all parts of the Dutch East India Colonies.

The Government steam frigate *Admiral van Wasfender* has arrived.

LOSS OF THE "SHANGHAI" AND THE "MARS."

BOMBAY, JUNE 20.—The steamers *Shanghai* and *Mars*, from Hong Kong to Amoy, have been lost at sea.

COMMERCIAL.

(REUTER'S TELEGRAM, RECEIVED JUNE 27.)

SHANGHAI, JUNE 27.—Piece goods firm and unchanged. Tea declining. Silk: Large speculative sales; No. 3 Taatlee, Tls.580.

HONG KONG, JUNE 27.—Grey Shirtings: 6½ catties 8¼ lbs., $2.40; Cotton Yarn, 16-24, $112; moderate demand, and firmer. Cotton firm. Tea: Canton market unchanged; Foochow market quiet, but steady.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to LONDON, per Matilda Atheling, entered June 17.—42 cases merchandise, D. Dundas. 1582 bales, 2533 bags gambier, 538 bags pepper, 2928 pieces cow hides, 6694 buffalo horns, 16 baskets india-rubber, 642 slabs tin, 143 baskets, 1074 slabs gutta-percha, 29 cases gamboge, 80 cases gum damar, 2118 bags pearl sago, 710 bags sago flour, 160 bundles canes, 4880 pieces and 6 bales cow hides, 1638 bags coffee, 868 pieces buffalo hides, 4 cases dragon's blood, 499 bags teel seed, 465 cases cassia vera, 4 cases merchandise, 6291 bundles rattans, 916 buffalo hides—Order.

From JAVA to GREENOCK, per Sea Mew, entered June 15.—2444 baskets, 800 bags sugar, 3280 rattans, Ballantine and Rowan, 1 basket sugar, 1 pony—Master.

From SOURABAYA to LONDON, per Pilger, entered June 19.—23,242 bags sugar—Order.

From PENANG to LONDON, per Bristow, entered June 19.—400 bags sugar—E. Boustead; 6616 bags sugar, 116 baskets india-rubber, 372 boxes cutch, 2208 bundles rattans, 20 puncheons rum, 6 cases nutmegs, 71 cases fish maws, 2 cases mace, 94 bales cow hides, 141 cases gum benjamin, 4 bales and 717 buffalo hides, 200 bags tapioca flour, 199 slabs tin, 399 bags tapioca—Order; 4 cases citronella oil—Gledstanes and Co.

From SARAWAK to LONDON, per Otter, entered June 19.—444 bags crude, 491 tons sulphide and 46 tons sulphate antimony, 1891 bags sago flour, 62 baskets india-rubber, 137 baskets gutta-percha, 424 bags 4 cases gum damar, 3297 bundles rattans, 212 bundles canes—R. and J. Henderson; 1 case specimens—Order.

From SINGAPORE to LONDON, per Maggie Leslie, entered June 19.—1908 bales 2507 bags gambier, 956 bags tapioca, 943 bags oil seed, 5360 hides, 327 slabs tin, 816 bags sago, 1889 bags pepper, 3521 bundles rattans, 68 baskets gutta-percha, 25 cases gum benjamin, 2600 buffalo horns—Order.

From SHANGHAI to LONDON, per Sydenham, entered June 19.—208 half-chests tea—Tyers, Thompson, and Co.; 452 half-chests 120 boxes tea—Forbes, Forbes, and Co.; 138 half-chests 1487 chests tea—D. Sassoon and Co.; 219 half-chests 198 boxes tea—Gledstanes and Co.; 38 boxes tea—L. Wrightson; 126 boxes tea—Moffatt and Co.; 6 packages merchandise—E. Koch; 118 chests gall nuts—A. Tesdorpf and Co.; 38 bales waste silk—W. H. Ariez; 70 bales waste silk, 7 bales cocoons—Drake, Kleinwort and Co.; 2 packages merchandise—E. Tol; 4 packages merchandise—F. Hogg; 6 packages merchandise—M. Bergen, 1 package merchandise—J. Mackenzie; 1 package merchandise—Hall and Co.; 31 bales silk, 39 bales waste silk, 157 packages merchandise, 3 cases curiosities, 87 boxes 500 cases gall nuts, 1 case preserves, 29 bales raw silk, 5720 chests 8683 half-chests 4787 boxes 1204 packages 90 cases tea—Order.

From SOURABAYA to LONDON, per Maxima, entered June 20.—2698 baskets sugar, 968 bundles rattans—Order.

From ZEBU to LONDON, per Peterborough, entered June 20—13,399 bags sugar, 2400 bales hemp—Peel, Hubbell and Co.

From SINGAPORE to LONDON, per Varuna, entered June 21.—2670 bundles rattans—Order; remainder of cargo from Rangoon.

From PENANG to LIVERPOOL, per Woodville, entered June 19.—4001 baskets sugar, 1866 bundles rattans, 400 boxes cutch—Order.

From SINGAPORE to LIVERPOOL, per Ferndale, entered June 16.—3247 bales gambier, 4493 bags sago flour, 443 buffalo and 20 bales hides, 100 bags pearl sago, 775 bags pepper, 4000 bundles rattans—Order.

From JAVA to GREENOCK, per Corsair, entered June 24.—2104 baskets sugar, 4676 bundles rattans—J. Kerr and Co.

From HONG HONG, MACAO, and CANTON to LONDON, per Isles of the South, entered June 21.—From Hong Kong: 200 boxes merchandise—J. Meyer; 100 rolls matting—Order. From Macao: 800 half-chests tea—L. Reiss Brothers and Co.; 54 packages merchandise, 40 packages canes, 2 packages preserves, 8 packages stone, 2,300 half-chests 1130 packages 102 boxes tea—Order. From Canton: 2 packages 10 boxes tea—Tyers, Thompson, and Co.; 382 chests tea—Brown, Shipley, and Co.; 112 bales silk—Maclean, Maris, and Co.; 115 packages merchandise—F. Morris; 11 boxes tea, 7 boxes ginger—Master, 166 bales silk, 246 packages merchandise, 2 packages lychees, 562 cases preserves, 130 packages canes, 2 packages ginger, 22,898 boxes 445 half-chests 3366 packages 391 chests tea—Order.

Digitized by Google

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 21.

The final results of the elections for members of the Second Chamber of the States General have proved to be most fatal for the Conservatives. The principal Conservative supporters have been rejected, whilst the Liberals have only lost Mr. Sluet van de Beele, who will probably be a candidate at a forthcoming election in one of the Liberal districts. At Alkmaar the battle was won by Mr. de Bruin Kops, Mr. Schimmelpenninck being beaten by 300 votes. The members of the Second Chamber will meet on the 22nd. In the First Chamber the Budgets have all been carried unanimously. The Minister of the Colonial department has made an important statement; he declared that most probably the new tariff for Java cannot come into force on the day fixed by the law, viz., the 1st January next year. A delay will be necessary, and considering the state of political affairs abroad, he wished to withhold the particulars of his plan. These mysterious words are interpreted by some to signify that if the French Government introduces anti-free-trade principles, the East India tariff will not be so liberal as we flattered ourselves that it would be. Probably this is correct, as it is certain that in some quarters Protectionism is strongly advocated.

The Minister of War, Colonel Engelvaart—who some days ago was appointed general-mayor—has been interpellated about our means of defence. He stated that when our lines of defence are in good order our army will be able to defend the country, even against a superior force. This statement is of a most reassuring character, but it is somewhat disquieting that nothing is done. You will remember that when Mr. Thorbecke inaugurated his third ministry, we learned that the main work of the session was to apply the lesson of the great war in a serious and practical fashion; in other words, that an "army reorganisation Bill" was to be laid before the members. The military question would be the first in the programme. It even seemed that a good deal of our national income would be expended for military purposes. I think it has been proved now that the enormous plans were only *passagere*. So much is certain, that if not the Government, the nation has forgotten the lessons of last autumn. If Parliament had had to deal at once with an army reorganisation Bill the impulse of the national will should have induced the legislature to produce a bold measure; but with the end of the war the memory of its warnings faded away, and I should not wonder if this Minister is not tempted to leave the army to the chances of the future, he being well persuaded that a good many members are not inclined to grant the enormous sums required for a total reorganisation, knowing that the outside world shows a lack of apprehension with regard to military questions. How many millions have been spent during the last twenty-five years for military purposes, and has it not proved that all this money has literally been thrown away?

The affairs of the *Oost Indische Maatschappy van Lyfrenten* are becoming more and more complicated. According to the advice of the lawyers, Messrs. J. C. Reepmaker, J. de Lange, and J. Kappeyne van de Cappello, some holders of bills, drawn on this company, have summoned the managers, Messrs. Fr. Adr. Jas and A. van Eybergen Santhagens, the commissaries, Messrs. E. W. Cramerus, J. ter Meulen, and the members of the direction, Messrs. Jhr. Mr. D. A. Junius van Hemert and H. van Alphen, who all were in office at the time these bills were drawn. According to the stipulations of our Commercial Code, the managers of every company are personally liable for every debt, which they conclude, if they continue business after 30 per cent. of the capital has been lost. Now it is pretty clear by the last balances that much more than 30 per cent. was lost when these bills were put in circulation, and that the directors thus sought credit by concealing the true position of the company. Consequently they have to pay the bills. If they refuse to do so, then the holders of bills require that they shall consent by an official declaration that if the claimant accept the proposed liquidation, the said managers and all the members of the direction will remain liable for the balance—so that in any case the holders of bills will be paid in full. I need not add that this matter creates much sensation in our financial circles.

The Papal *jubilaeum* has passed without any disturbances having taken place. The greatest excitement prevailed amongst our Catholic population, but they wisely withheld themselves from any public demonstration.

The *Noach III.* has been chartered as a troopship, and 125 soldiers will start within a few days in this vessel for Java.

Mr. Gericke, Minister for Foreign Affairs, has declared that he will in the following session deal definitively with our diplomatic representation in China, in order to warrant our commercial relations without the least fear for hostilities.

The annual meeting of shareholders of the Netherlands India Trading Bank has been held at Amsterdam. The report which was read showed that the profits in Europe amounted to f.237,153.92, and in Java to f.452,603.83¼, being 11¼ per cent. upon the capital, and f.109,827.60 more than in 1869. This amount, however, is by several discharges of accounts in India decreased to f.223,409.26, out of which sum a dividend of f.9.25 or 3 7-10 per cent. will be paid per share. The meeting approved of the report, and passed the above named dividend. As commissaries were re-appointed Messrs. A. van Geuns at Amsterdam, and H. Klein at Batavia, and Mr. I. D. Fransen van de Putte was elected as commissary in the place of Mr. W. vom Rath.

H. M. has conferred the Knighthood of the Netherlands Lion on the infantry captain of the East India army, H. van Heyvingen, who commanded the troops on board the steamer *Willem III.*

PRODUCE MARKETS.

A want of activity has been the prevailing characteristic, but prices of the leading articles remain upon the whole unaltered. Those of Cotton and Tin have further advanced. More genial weather has prevailed in the past few days, which has much improved the prospects of the growing crops, the reports about which are at present on the whole a great deal more favourable than could have been reasonably anticipated.

COFFEE.—A firm tone continues to prevail, and sales have been making at full prices. The transactions from first hands since my last embrace: 1,161 bags Java, Preanger, ex P. A. J.; 354 b. ditto ex ditto; 3,039 ditto Nangoon ex ditto; 299 b. ditto ex County of Stirling. The Trading Company's June sale is to be held here on the 28th inst., and will comprise about 89,600 bags Java and Macassar, stored in our different ports.

SUGAR (RAW).—A firm tone continues to prevail for this article. There is very little on offer in the market, and no transactions are reported.

TEA.—There is little doing in anticipation of the public sales taking place here to-morrow of the cargo of China, ex Windermere, and of about 500 packages Java.

TOBACCO (JAVA).—Sales have been closed by secret tender of 313 bales Java W P S, and 242 bales W S. at 18c., 125 bales Sumatra at 155c.

SPICES.—The demand is not active, and prices are barely supported.

TIN.—The further advance of £3 in England has imparted a very firm tone to this article, and several sales have been closed of Banca at f.77½ up to f.78¾ for usual prompt, and at f.76 and f.76½ for delivery ex the coming autumn sale; also of Billiton at f.76¾ to f.77, delivery ex quay.

TEA.—The following is the result of the sale of the cargo of China tea imported from Foo Chow, per *Windermere*:—1,981/4 and 1,984/12 chests superfine Kaisow Congou 88c. to 121c.; 270/4 chests superfine Flowery Pecco 177c. to 233c.; 200/4 and 1,903/12 chests superfine Souchou 91c. to 159c.; 1,432/4 and 1,133/12 chests superfine Kaisow Congou 85c. to 108c.; 105/4 chests superfine Flowery Pecco 163c. to 187c.; 404/4 and 271/12 chests superfine Kaisow Congou 90c. to 108c.; 234 lots were bought in. Of the Java tea offered in the same auction was sold (trading mark Tjikoppo Mayak); 35/4 chests Boei sold at 60c. to 61c.; 62/4 chests Congou sold at 76c. to 78c.; 228/4 chests Souchong sold at 87c. to 95c.; 55/12 chests Pecco Souchong sold at 97c. to 98c; 46/4 chests Pecco sold at 160c.; 20/12 chests Pecco Kempoei sold at 76c.

SHIPPING.

ARRIVALS.—June 16, at Brouwershaven, from Bezoeki, Aeolus; at Texel, from Passaroeang, Senior; 17, at Brouwershaven, from Batavia, L. J. Enthoven; from Sourabaya, Levant; 18, at Brouwershaven, from Batavia, La Tacite, Leopold Graaf van Limburg Stirum; from Banjoewangie, Coleroon; at Texel, from Banjoewangie, Vice-Admiraal May; 19, at Brouwershaven, from Probolingo, Bali; at Hellevoet, from Batavia, Obey; at Texel, from Sourabaya, Padang Packet; from Tjilatjap, Professor van der Boon Mesch; from Banjoewanjie, Jan Pieterszoon Koen, Bestevaer; from Macassar, Hollandia; from Sourabaya, Europa; from Samarang, Annie Fleming; from Passaroeang, W. W. Smith; 20, at Hellevoet, from Passaroeang, Deux Soeurs; at Texel, from Batavia, Calliste; from Banjoewanjie, Kennemerland; from Padang, Waalstroom.

PASSENGERS OUTWARD.—For Java, per Galilei, Mrs. Nieuhoff Misses L. Meyer and Oldenhoff.

PASSENGERS INWARD.—From Java, per Senior, Mrs. van Haren Carspel, Mrs. Eckhardt and family; per Mina, Messrs. Teunissen, Hillebrandt, Jacot; per Aeolus, Mr. Schenninx and family, Mr. Buysman and family, Messrs. Wanders and Middelberg; per L. J. Enthoven, Messrs. E. M. Groet, F. H. ter Poorten, J. N. van der Halen and family; per Padang Packet, Messrs A. van Bosterzee and family, H. J. Krayenhoff van de Leur; per Vice Admiraal May, Messrs. L. de Kroon and family, A. S. J van Kesteren and family, G. L. C. F. Hees and family, Miss J. F. de Vos; per Hollandia, Messrs. H. J. de Bruin and Prince; per Graaf van Limburg Stirum, Messrs L. J. A. F. de Lassasie and family, L. E. Zegers and family; per Kennemerland, Mr. P. T. H. van den Burgh.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

UNDER THE COMMAND OF VICE-ADMIRAL SIR HENRY KELLETT, K.C.B.

Vessel's Name.		Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
			JAPAN.			
Barrossa ...	screw	400	Capt. L. J. Moore	1469	17	275
Cockchafer	,	60	Lieut. S S. Smith	236	1	40
Elk	dble. screw	120	Commander A. G. Wootton	465	4	71
Ringdove ...	screw	160	Commander T. M. Maquay	580	3	130
Sylvia ...	,,	150	Commdr. H. C. St. John ...	695	5	107
			NORTH CHINA.			
von ...	,,	120	Commander R. E. Tracey...	467	4	71
Banterer ...	,,	60	Lieut. Cecil F. W. Johnson.	238	2	40
Dove ...	,,	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf	dble. screw	120	Commander C. F. Walker .	465	4	71
Firm ...	screw	60	Lieut. J. Hext	235	1	40
Grasshopper	,,	60	Lieut. H. L. Ryder... ...	232	3	40
Hornet	dble. screw	120	Commander D. G Davidson	464	4	71
Leven ...	screw	80	Lieut. Arthur Whish ...	300	3	50
Midge	dble. screw	120	Commander C. C. Rising...	464	4	71
Zebra ...	screw	200	Cmdr. Hon. A. D. S. Denison	951	7	175
			SOUTH CHINA.			
Algerine ...	,,	80	Lieut. Hon. F. G. Crofton .	299	3	50
Bouncer ...	,,	60	Lieut. R. M. Lloyd ...	236	2	40
Icarus ...	,,	150	Commander Lord C. Scott .	580	3	130
Melville*	dble screw	—	—	1768	—	—
Nassau†	screw	150	Commdr. William Chimmo.	695	4	98
Ocean‡	,,	1000	Capt. W. N. W Hewitt, V.C.	4047	24	615
Opossum...	,,	60	Lieut. John Hope	235	1	40
Princess Charlotte		—	Commodore F. H. Shortt ...	2443	12	195
Rinaldo ...	screw	200	Capt. Geo. Robinson ...	951	7	175
Salamis ...	paddle	250	Lieut Herbert Dolphin ...	835	2	75
Teazer	dble. screw	120	Commander R. M. Blomfield	464	4	71
Thistle	,, ,,	120	Commander H. K. Lact ...	465	4	73

* Hospital ship. † Tender for surveying service. ‡ Flag ship.

Digitized by Google

PARLIAMENT.

HOUSE OF COMMONS.

THE MACAO COOLIE TRADE.

(June 19th.) Sir J. LAWRENCE (L.) asked the Under Secretary of State for the Colonies if his attention had been called to a statement in the *China Mail* that evidence had been given before the Chief Justice of Hong Kong of Chinese having been kidnapped and shipped at Macao to be sent to Peru as slaves, and that a kidnapped coolie named Kwok-a- Sing had with others risen against and killed the captain of a French vessel who was about to enslave him ; and having escaped to Kong Kong, his rendition had been demanded by the Viceroy of Canton, which the Chief Justice, after hearing the evidence, refused, and ordered the release of the man from custody, saying that he had committed no offence against the laws of England ; and whether, notwithstanding this decision, Kwok-a-Sing had been again arrested upon a warrant issued by the Governor of Hong Kong. He also desired to ask the Under Secretary of State for Foreign Affairs whether any steps had been taken by Her Majesty's Government to ascertain the correctness of the statement that large numbers of Chinese had been shipped against their will from the port of Macao, and treated as slaves, on board vessels bearing the French and Portuguese flags, and if any communication had been made to the French and Portuguese Governments upon this revival in the Pacific of the slave trade ; and if he would lay before the House any correspondence that might have taken place on the subject.

Mr. KNATCHBULL-HUGESSEN (Under Secretary to the Colonies) said that the first question of the hon. gentleman referred to a question of considerable importance. On the legal point involved he was not competent to give any answer. He would briefly state the bare facts of the case. In January last a Chinese coolie was arrested at Hong Kong charged with murder and piracy on board a French vessel. That vessel had been engaged in the coolie emigration trade from the Chinese port of Macao, and had 300 coolies on board, about 100 of whom had been kidnapped. It was not stated that the prisoner himself was kidnapped, but he was recognised as one of the parties who had risen on board the vessel, overpowered the crew, and murdered the captain and eight of the men. The Chief Justice, after hearing the case, ordered the discharge of the prisoner upon a writ of *habeas corpus*, the main ground for doing so being that any person who was about to be enslaved had the right to obtain his liberty as he could, and that a person acting as the accused had done had committed no crime coming within the jurisdiction of Hong Kong. The Governor, however, acting upon an information made by the Attorney-General of Hong Kong, ordered the re-arrest of the accused upon a charge of piracy, and the Chief Justice again ordered his dismissal. The Governor then telegraphed home that the opinion of the law officers shoul be taken. Their opinion was that the man had been rightfully re-arrested, inasmuch as piracy was an offence against the common law of nations, for which a man ought to be committed for trial. According to the latest intelligence received he was now awaiting his trial.

Lord ENFIELD (Under-Secretary for Foreign Affairs) said that reports had at different times reached Her Majesty's Government with regard to the collection and shipment of coolies, and they had thought it their duty to bring the subject under the notice of the Portuguese Government. That Government had referred the matter to the Governor of Macao, and he had framed a new code of laws which it was hoped would obviate the abuses which had arisen. With respect to the French Government, no correspondence or communication had taken place, except that mentioned by the Under-Secretary for the Colonies with regard to coolie emigration. Any portion of the correspondence which did not involve a breach of national or official confidence would be presented to Parliament.

THE CHINESE CIRCULAR.

(22nd.) Colonel SYKES asked the Under Secretary of State for Foreign Affairs, as the Chinese Government in its communication to the French Chargé d'Affairs at Peking, in transmitting the circular respecting missionaries, informed M. Rochechouart that the circular had equally been communicated to the representatives of the other European Powers, "a été également communique aux representants des autres Puissances," why Mr. Wade had not transmitted to his Government a copy of the circular as M. Rochechouart had done to the French Government, copy of which had been laid upon the table.

Lord ENFIELD said it was with some regret and surprise that the Government had not received the communication in question. A telegram had been sent calling Mr. Wade's attention to the omission, but as yet no answer had been received.

CHINESE COOLIES IN DEMERARA.

(22nd.) Mr. R. FOWLER asked the Under Secretary of State for the Colonies whether he had decided to publish the report of the Demerara Coolie Commissioners ; and, if so, whether the appendices would be printed either with the report or in a separate form.

Mr. KNATCHBULL-HUGESSEN was happy to inform the hon. gentleman that he had that day laid upon the table of the House a printed report of the commissioners. The appendices, which were very voluminous, would be printed in a day or two.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

MISCELLANEOUS.

THE SUEZ CANAL.

Several letters have appeared in the commercial article of *The Times* with reference to the depth of the Suez Canal. The correspondence originated with a letter dated the 19th from Sir D. A. Lange, announcing that the minimum depth of water was twenty-six feet, and that dredging operations were in full progress to maintain this depth. This announcement was followed by a letter from a shipowner, stating that one of his screw steamers "had only arrived at Suez on the 4th of June, having entered the Canal at daylight on the 1st, during which time she grounded no less than thirty-one times. The draught of water was 17½ft. forward, and 20½ft. aft." As confirmatory evidence was adduced a communication from the captain, who says :—"Three days and nights without any rest, constantly getting out anchors, &c., to heave ship off, after pilot had stuck her on shore. Thirty-one times we grounded in the Canal. I had to send for tug the last fifteen miles, and grounded seven times after she had us in tow, with two pilots in charge, special. I shall protest against paying anything for the tug."

The assertions put forward by the shipowner and the captain have been met by counter statements. One correspondent, signing "V," says :—"Our last steamer passed through the Canal drawing upwards of 21 feet water, and only touched the ground once, and that for a few minutes, during the whole of her passage from Suez to Port Said. I cannot but think 'L. M.' has been unfortunate in having his steamer badly navigated or ill-constructed for canal navigation." Another letter says :—"The Canal can be navigated with certainty by any ordinary steamer drawing 24 feet of water. If shipowners wish to make the passage with unhandy vessels of an unreasonable length, sitting three feet by the stern, a detention of three and a-half days must not be considered excessive. They must also be prepared for a claim from the Canal authorities for damage done to the banks by the frequent groundings of their unwieldy cargo carriers. As the navigable part of the Canal is now in all cases in the centre of the visible channel, only ordinary care is required."

Finally Sir D. A. Lange sums up the case as follows :—"I must request your permission to confirm what I have written in my letter of the 19th inst., and if your correspondent will have the goodness to furnish me with the name of his screw steamer, I shall be in a better position to institute the necessary inquiries into the unusual circumstance to which his letter refers, with a view to avoid a recurrence of similar delays in the interests of shipping generally."

Since the publication of the above a further correspondonce has appeared. Sir D. A. Lange writes as follows, with reference to what he considers to be an evasion of the tariff. He says :—"It has been pointed out to me by large shipping firms in this country, that the Suez Canal Company, instead of charging the dues on the net register tonnage of vessels, should do so on the gross register tonnage, making the charge somewhat less than it is at present. The reason assigned is that at present every expedient is used by their competitors to make the net register tonnage as small as possible. By British Customs regulations, if the engine-room is of a certain size, one-third part is taken off the gross tonnage; thus, in some cases, a steamer of, for example, about 1,800 tons gross measurement, is made to measure only 1,200 tons for Suez Canal dues, and in other cases steamers are measured as they are, and the 1,800 tons gross represent about 1,500 tons net register. It is, therefore, alleged that with a less costly steamer some owners pay 25 per cent. more canal dues than others do. With every desire to place all vessels on the same footing, it will be seen that I can have no control over the existing Customs regulations, which permit of the 'expedients' referred to being made practically available for the purposes described. Either the Customs must modify their regulations with regard to this matter, or it will simply resolve itself into a question of time for all shippers in self defence to have recourse to similar expedients, in which case I foresee that the Suez Canal Company will experience, not merely a partial, but a wholesale loss in the payment of dues to the extent of 25 per cent. as pointed out to me."

Another letter relates to the financial position of the enterprise. "An Unlucky Bondholder" writes :—"On the 15th of this month M. de Lesseps, on the occasion of the twelfth drawing for prizes, announced, in answer to an interpellation, that there were no funds wherewith to pay either the two coupons due on the bonds, the prizes, or the numbers drawn for reimbursement since the 15th September last. He added that at the general meeting appointed for the 15th of next month a proposal would be made to the shareholders of the canal to authorise the raising of a loan in England for the purpose of paying off these arrears. He likewise referred to the rumour of a projected purchase of the canal by an English company, asserting, however, that no such proposal had as yet been made to him."

THE VISIT OF THE KING OF SIAM TO SINGAPORE.

The following are copies of the telegraphic despatches which passed between his Majesty the King of Siam and Her Majesty Queen Victoria on the occasion of the King's visit to Singapore :—

"We left Bangkok on the 9th of March to see our Provinces, and we have arrived at your Most Gracious Majesty's colony of Singapore, the first time that a King of Siam has landed in an English country. His Excellency the Administrator has received us with the highest honours, and made us most comfortable at Government House. We are delighted to see the country and people prospering so well under your Most Gracious Majesty's rule. We repeat our grateful thanks to your Majesty for your friendly reception of us, and we wish you long life, health, and prosperity in every respect. CHULALONGKORN." The Queen's reply :—"To the King of Siam, care of the Administrator of Singapore. March 10, 1871, 3.20 P.M.—I have received your Majesty's telegraphic message from Singapore, and I am much gratified to learn that you have visited a British possession, and that you have

Digitized by Google

been received by my authorities there in such a manner as to afford satisfaction. I thank you for the renewed expression of your good wishes, and I request you to be assured of my earnest desire for your health and welfare. HER MAJESTY."

We understand that the King of Siam has determined, on the advice of the Regent, to go in November or December next to Calcutta, where it is understood he will be received in state by Lord Mayo. He was accompanied in his trip to Singapore by a small fleet of sea-going gunboats and two corvettes carrying an 80-pounder amidships and two 60-pounders fore and aft, all English built, and another of larger tonnage is now in course of construction in this country. His ships and gunboats are commanded by English sailing masters, who take the rank of Commanders in the Siamese service. Like the Regent, the King's predilections are strongly English. This is the first time that a King of Siam has ever been out of his own dominions, but the Regent is very anxious to extend the relations of the kingdom, especially with this country.

THE SILK SUPPLY ASSOCIATION.

The annual meeting of this Association was held on the 23rd inst. at the offices, 65, Moorgate-street; the President of the Association (Mr. Thomas Dickins) in the chair. A lengthened report was read, detailing the operations of the Society during the past year in regard to mulberry cultivation, reporting upon specimens of cocoons, the publication of the *Silk Supply Journal*, the introduction of silk reeling into this country, the establisment of a cocoon market here, and other matters relating to the production of silk. An interesting discussion followed, in which the Chairman, Sir Daniel Cooper, Bart., Mr. W. C. Brocklehurst, M.P., Mr. David Chadwick. M.P., Mr. R. Harrison, Mr. Blakely (Norwich), Mr. S. Brown (Macclesfield), and other gentlemen took part. Special reference was made to the award of a gold medal by the Society of Arts to Mr. Chubb, of Queensland, for the importation into this country of silk cocoons grown in Queensland. These cocoons were sent to Macclesfield, and there reeled and thrown, and the material woven. The latter caused much interest at the recent conversazione of the Society of Arts at the South Kensington Museum. The report was adopted, and a resolution, recommending that the trade should consider the advisability of establishing an English cocoon market, and also of carrying out the reeling of silk in England direct from the cocoons.

THE INDIAN PRESS ON THE SITUATION IN CHINA.

The *Indian Daily News* says:—By slow degrees it has become apparent that the party represented by Prince Kung, in China, has lost influence, whilst the anti-foreign party has acquired a position which threatens to bring on another crisis. India is deeply interested in the development of the movement, inasmuch as upon her must fall, if action should become necessary, the duty of upholding the honour and fame of England. At last the Peking Government has clearly and unmistakably adopted the policy of the fomenters of the Tientsin outbreak of last summer. There can be no room for doubt on this point, since the Chinese Foreign-office has suggested a revision of the treaties and engagements relating to Christian missionaries and their converts. It would almost seem that the Peking statesmen are acting on their knowledge of affairs in Europe. Chung-how, their envoy, has evidently brought before them, in a vivid manner, the misfortunes of France, and the apathy of England. He must have heard many reports unfavourable to England, and have faithfully reported them to Peking. At the Chinese capital these reports could have but one effect. France has always been the protector of the missionaries in China. England has, as a rule, appeared rather ashamed of them. The defeat of France in Europe has thus provoked an attack on her position in the East. The Roman Catholics number in China some 300,000 or 400,000 native converts, under a carefully organised hierarchy of bishops. How will it be possible for missions, which number their converts by thousands, to descend to the limit of forty-five, suggested by the Chinese? The proposal means more than appears on the surface, for, in effect, it is an endeavour to undo the results of the last war. In this respect it is a proof that the Chinese Government believes it is in a position to successfully resist any pressure, if pressure be brought to bear against it. The anti-foreign party believes that the time has come for action, and that it is sufficiently strong to provoke a contest. It is to be hoped that the Government of India will keep carefully on its guard, so as not to be surprised by any eventuality in China. For a full year the Mandarins have advanced step by step to an aggressive position. For a full year they have given both England and India warning of their intentions. To be caught at last unprepared would be both dangerous and inexcusable.

THE SEIZURE OF THE "RICKMERS.

The *Hamburg Borsenhalle* thus recurs to the seizure of the *Rickmers* in commenting on our first article on that subject:—"The parallel we drew between the conduct of the British Government in the *Arrow* affair in 1856, and the recent capture of the *Rickmers* by the French, has elicited a categorical reply from the *London and China Telegraph*. We regret that we can find in our contemporary's present argument no reason for altering the opinion we expressed concerning the change which has come over the British Foreign-office and its maintenance of the respect due to the flag of Old England. On the contrary, we are confirmed in our first impression by the reasoning of our opponent. One argument was that, in 1856, in a very questionable case of ownership, the English Government resented the capture of a Chinese vessel sailing under the British flag by the bombardment of Canton; whereas in 1871 England quietly permitted the seizure of two vessels, the property of British subjects, and lying in Chinese ports, by French men-of-war, notwithstanding that an English admiral had acknowledged them to be *bona fide* British ships. We added that if the transfer of these vessels was illegal, the authorities which had sanctioned it should have been called to account for having permitted it; but that, under no circumstances could England suffer any vessel which was duly authorised to carry a British flag to be captured, without an injury to British *prestige*. Instead of meeting us on this ground the *London and China Telegraph* simply explains that in 1856 England had no alternative but to regard the *Arrow* as a British vessel, because the correspondence laid before Parliament at the time proved that the *Arrow* was legally carrying the British flag, and was therefore entitled to its protection. Now granting, for the sake of argument, that the British Government was justified in regarding the *Arrow* as being under its protection, how does our contemporary prove that this was any justification of the bombardment of Canton at that time, or for its Foreign-office acquiescing in the capture of the *Rickmers* now? So long as it is not proved that the latter ships have ever been regarded as other than the property of British owners, we must maintain our opinion that the views of the English Government concerning the honour of the British flag have undergone a great change in fifteen years. We cannot but think that Her Majesty's Government have learnt to look at the Chinese, as well as the French, with different eyes, and we shall be surprised if the Chinese fail to profit by the contrast between their past and present policy."

NOTICE TO MARINERS.

The following notice has been issued from the Hydrographic Department of the Admiralty:—

Carimata Strait, Tallack Shoal.—On the 2nd of March, 1871, the British barque Mary Tatham, on her passage through the Carimata Strait, struck on a shoal not shown on the charts; this shoal is steep-to, as a cast of 22 fathoms was obtained just before the vessel struck, and when aground there was a depth of 15 fathoms under the main chains. On examination of the danger 20 feet was the least water found, with 20 fathoms close to on all sides. The following bearings were observed from the shoal, Soeka, the southern of the Melapies group of islands, N.W. ¾ N., distant about 2 miles, Pyramid island S.W. ¾ S., and Zattak point half open of the north side of Meledan or Button island. The position of this danger is therefore in lat. 1 min. 21 deg. S. and long. 109 min. 6 deg. E.

THE MALOO MIXTURE.—We have already drawn attention to the report that the cargo of the *Sydenham*, lately arrived, contained a consignment of tea known by the above name. We are glad to see that the subject was yesterday brought before the authorities—in this case, most appropriately, the Commissioners of Sewers—and that they seem determined to take vigorous measures for the repression of a dangerous nuisance, and a great scandal to British commerce. We hope that, on the present occasion, the detection of the offenders will be followed by the prosecution of both shippers and consignees, in fact of all who are concerned in this nefarious traffic. As for the "mixture" itself, it should be destroyed out of hand. Bad tobacco is regularly burned at the "Queen's Tobacco Pipe" in the docks, and there could not be a surer means of checking the present evil than instituting a "Queen's Teapot," where all such abominations as the Maloo mixture should be consumed.

THE *Gazette* states that Her Majesty has been pleased to make Major-General Thomas T. Pears, C.B., the Military Secretary to the Secretary of State for India in Council, a Knight Commander of the Bath. General Pears served in the Kurnool campaign, and was at the affair at Zorapore; served also with the China expedition, and was present at the recapture of Chusan, Chinghai, Ningpo, and Yengau; affairs at the heights of Tsekee, capture of Chapoo, Woosung, Shanghai, assault and capture of Chingkeang-foo; was also with the Army at China till the close of the war under the walls of Nanking. Since his advent to the India-office there have been many important measures carried out, in all of which Major-General Pears has shown himself an able administrator, and he well deserves the honour which has been conferred on him.

THE "WILLEM" III.—In the Court of Admiralty, in the salvage case of the steamship *Willem* III., upon application being made for the release of the passengers' personal effects, the learned judge directed that the matter should be referred to Lloyd's Agent or a Custom-house officer to state whether the effects consisted of wearing apparel, or articles *ejusdem generis*, in which case they would not be liable to contribute for the salvage, the goods of the passengers, about 200 in number, having been injured by fire and water on the occasion of the accident to the steamer off the Isle of Wight in May last.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BREMNER—On the 20th June, at 2, Clifton-villas, Eldon-park, South Norwood, the wife of Alexander Bremner, of a daughter.

INNES—On the 25th June, at 2, Millbrook-villas, New Southgate, Middlesex, the wife of Mr. G. Rose Innes, jun., of a daughter.

SEARE—On the 21st June, at Surbiton, Surrey, the wife of B. Powell Seare, of a daughter.

SMALE—On the 23rd June, at Heinsberg, near Aix-la-Chapelle, Prussia, the wife of J. Jackson Smale, Esq., of Lincoln's-inn, barrister-at-law, of a son.

MARRIAGES.

CALDWELL—MITCHELL.—On the 9th May, at St. John's Cathedral, Victoria, Hong Kong, by the Venerable Archdeacon Gray, M.A., of Canton, and the Rev. Thomas Talbot, Acting Colonial Chaplain, Daniel Edmund Caldwell to Mary, eldest daughter of F. W. Mitchell, Esq., Postmaster-General of Hong Kong.

LECKY—VAN DEDEM.—On the 14th June, at the British Embassy and the Hotel de Ville, at The Hague, William Edward Hartpole Lecky, Esq., to the Baroness Elisabeth van Dedem, late Maid of Honour to the Queen of Holland. No cards.

POPPLEWELL—CHUNTAI-KWONG.—On the 6th May, at St. John's Cathedral, Hong Kong, by the Rev. T. Talbot, Acting Colonial Chaplain, Mr. John Popplewell to Emilia Maria, eldest daughter of Chuntai-kwong.

DEATHS.

BELL—On the 19th June, at Blackpool, in his 59th year, James Houghton Bell, Esq., of the firm of J. and J. Bell, Manchester.

COLLINS—On the 23rd April, at Taku, Mary Ann, the beloved wife of Geo. William Collins, aged 30 years, deeply regretted by her husband and friends.

TINDALL—On the 21st June, at his Scarborough residence, White House, Long Westgate, Robert Findlill, Esq. of Scarborough and Kirby Misperton, aged 81.

VROOMAN—On the 30th April, at Canton, after a brief illness, Sophia A., daughter of Rev. D. and Anna Rosa Vrooman, aged sixteen months.

Digitized by Google

NEW STEAMER FOR THE STRAITS TRADE.

On the 24th inst. a new steamer, designed and constructed expressly for the local trade between Penang and Deli, made a satisfactory trial trip on the Thames. The vessel is named the *Deli*, and is of the following dimensions:—Length between perpendiculars, 90 feet, breadth of beam, 16 feet, depth, 8 ft. 6 in., draft of water, laden, 6 ft. 6 in., tonnage measurement, 109 tons. The propelling power is a single screw driven by compound high and low pressure engines of the inverted cylinder type and of 35-horse power nominal, the diameter of the high-pressure cylinder being 15⅜ in., that of the low pressure cylinder 27¼ in., and the stroke of piston 14 inches. The vessel is fitted with all the most recent improvements, the engines being fitted with surface condensers and every appliance to secure a high rate of speed in conjunction with economy in the consumption of fuel. The engines and cabin being both placed aft, considerable stowage room is secured, and 100 tons of cargo may be conveyed in the hold, while, in addition, there is space provided on the deck for carrying ponies and accommodation for six passengers, including one lady, in a small but airy half-poop cabin. The masts are of such a size as to allow the setting of a considerable amount of canvas, and the vessel's speed under sail may be expected to nearly equal her steaming powers. As we have stated, the *Deli* made a trial trip on Saturday last, when most satisfactory results were attained. In a series of four trips over the measured mile at Long Reach—two runs being made against, and two with, the tide—the average speed was 11½ knots per hour, with 155 revolutions of the engines per minute, a steam pressure of 60 lbs., and a vacuum of 25 inches. The *Deli* has been built for Messrs. Leveson, Lewis and Co., by the well-known shipbuilding firm, Messrs. J. and W. Dudgeon, of Cubitt-town. She will sail for the Straits, *via* the Suez Canal, this day.

NEW STEAMER FOR THE JAVA LINE.

Messrs. Charles Connell and Co. have launched from their new shipbuilding yard at Scotstoun, Whiteinch, a screw steamer of 1,000 tons, built in accordance with Lloyd's new rules. She was named *Governeur-Generaal Ujier* by the wife of Captain Lindemann, who is to command the vessel. The vessel has been built to the order of the Netherlands India Steam Company, Limited, for their line of mail steamers between Singapore, Java, &c.

THE INVASION OF KOREA.

(GLOBE.)

The American expedition to the kingdom of Korea, which has resulted in the collision with the authorities of that country, reported in Monday's telegrams, originated in this way. Some four or five years ago a small American schooner, named the *General Sherman*, entered one of the rivers in Korea on a quasi-commercial adventure, having on board, besides her crew, one or two passengers, among whom was a Mr. Thomas, a promising young Englishman connected with some of the missionary societies. One story was that the Koreans, who have shown themselves more resolute in defence of their seclusion then even the Chinese or Japanese, had at once set upon and burned the vessel with every soul on board. A year or two later another version of the fate of these people, coming, however, from an untrustworthy source, was to the effect that the crew of the schooner had in the first instance given provocation to the natives, on which a fight ensued, in which eight of the foreigners were killed, the others being retained in captivity. An American ship of war, the *Shenandoah*, was despatched from Shanghai on March 18, 1868, to make inquiries into the affair, and to release, if possible, those of the *General Sherman's* crew that might still be alive. The commander of the *Shenandoah* had communication with Korean officers at different points of the coast, but did not obtain a scrap of information concerning the fate of the *General Sherman* and her crew. On this Mr. Consul-General Seward arrived at the conclusion that "no negotiations not supported by a considerable show of force would be likely to be successful" in Korea. About this time the American interest in Korean affairs was pleasantly diversified by a trial of an extraordinary character, which the same Consul-General Seward was compelled to institute in his own court against one Jenkins, who, at the instigation of a priest, and in collusion with the master, if not the owner, of a North German steamer, actually invaded the Korea with a force of some scores of coolies, and attempted the desecration of the tomb of a Korean king, in which much gold and treasure were reputed to be buried. This romantic adventure was luckily baulked by the vigilance of the natives; an encounter occurred, and blood was shed; but whether retribution actually overtook any of the offenders is not very clear. Later in the year 1868 Mr. G. F. Seward had elaborated his scheme for a visit to Korea, which he propounded in a despatch to Mr. W. H. Seward, then Secretary of State at Washington, dated October 14. The gist of Mr. G. F. Seward's proposal was—(1) To obtain information about the *General Sherman* and, in case wrong had been done to her crew, to obtain satisfaction therefor. Also, *per contra*, to offer thanks for the kind treatment which the Koreans showed to the wrecked crew of another American vessel, the *Surprise*, in 1866. (2) To obtain a commercial treaty, if possible; but, if not, at least such an agreement with the authorities as should provide for the safety of seamen or others wrecked or driven on the Korean coast. In short, having the example of Japan before his eyes, Mr. Seward proposed to take advantage of the catastrophe to the *General Sherman* to get the thin edge of the wedge into Korea by negotiating a wood-and-water treaty, the first step in foreign relations which savages are usually called upon to make, to be followed up either now or subsequently by a full commercial treaty. The smaller affair would be accomplished, Mr. Seward thought, without difficulty; the larger would require a "considerable show of force" to effect.

Mr. Consul-General Seward's scheme received the formal sanction of the Department of State at Washington on the 20th April, 1870, on which day Mr. Hamilton Fish issued the necessary orders to the United States Minister in China, authorising the equipment of a naval expedition, under Admiral Rogers, to be sent to Korea in 1871, and opening a credit for the necessary expenses with Messrs. Baring Brothers and Co., of London. This, then, is the expedition which we now hear has landed in the Korea, and has commenced bombarding the forts.

The kingdom of Korea is said to be independent of China, although it sends yearly tribute to Peking; indeed, it has been accused of sending tribute to Japan also. As a criterion of independence, however, the tribute is not infallible, for some Oriental States seem to have an abstract love of tribute-paying, perfectly unaccountable. On the occasion of the massacre of a French priest and a number of native Christians, by order, it was said, of the King, in 1866, the French representative at Peking endeavoured to make the Chinese Government responsible, but Prince Kung repudiated the sovereignty of Korea. Hence, we presume, Mr. Seward concluded that Korea was independent.

The population is estimated at six millions; the climate is mild for the latitude; the people are peaceful and industrious; the soil is fertile, gold is abundant. The geographical form of the kingdom is that of a peninsula nearly detached from China on the north by the recent advance of the Russian frontier, which touches Korea on the north.

The advantages to be gained by opening Korea to the trade of the world are thus stated by Mr. Seward:—

"We have three ports in China in the Gulf of Pecheli much frequented by our vessels. There are three of Japan on the west coast similarly available to us. Right down between there juts the Korean peninsula. The steamers of the northern branch of the Pacific mail line run for a distance almost within sight of the Peninsula. To the north coast stretch away the possessions of Russia, having the Amoor as a natural channel and guide of their commerce to the Pacific. Here are regions of China, Japan, and Siberia, which have already a considerable trade. Within a year or two coal will be extensively worked in each, and it will soon be no longer necessary to bring this indispensable article round the Cape of Good Hope. Thereupon would follow a development of trade here which will, I think, surprise the most sanguine."

And the reason why the opening of this eligible region to the commerce of the world devolves peculiarly on the United States is thus given by the same authority:—

"France has been unfortunate in Korea. (Referring to the unsuccessful expedition in 1867.) Great Britain has hardly a greater interest at stake than we, and no grievance to redress. North Germany, with her increasing commerce and great fleet of coasting craft, has yet no determined policy in the East. We are favourably known, and all the circumstances indicate that an attempt to open the country may best be made by us."

It may be well to add that the seemingly unnatural mixture of cruelty and kindness in the reception which the Koreans give strangers is probably explained by the fact that there, as in China, Japan, and other exclusive countries, the people when left free are friendly to foreigners; the opposition comes solely from the governing class, whose craft is endangered by any change, whether in the abstract it be good or bad.

SECRETARY FISH TO MINISTER LOW.

Department of State, Washington, April 20, 1870.

SIR.—It has been decided to authorise negotiations to be had with the authorities of Korea for the purpose of securing a treaty for the protection of shipwrecked mariners, and to entrust the conduct of the negotiation to you. Should the opportunity seem favourable for obtaining commercial advantages in Korea, the proposed treaty should contain provisions to that effect; but the President principally aims in this mission to secure protection and good treatment to such seamen of the United States as may be unhappily wrecked upon those shores. The enclosed copies of the treaties concluded with Japan at Kanagawa in 1854, and at Yedo in 1858, will serve to point out the kind of protection which you will seek to secure, as well as the commercial article which it may be desirable to enter into. Little is known of the shores or internal waters of Korea, or of the people who inhabit that country. Before leaving to carry out these instructions you will endeavour to gather all the information on these subjects that can be obtained in Peking. Some political connection exists between China and Korea which may make it advisable for you to secure in advance the good will, and possibly the good offices of the Peking Government. You will, of course, do whatever can be done in that way. Admiral Rogers will receive instructions, a copy of which has been forwarded you to place at your disposal accommodation upon the flag ship, and accompany you himself upon this mission with a display of force adequate to support the dignity of this Government. You will maintain entire frankness and unreserve with Admiral Rogers, conferring freely with him in every stage of the negotiations. In arranging the time for carrying out these instructions, it is also desirable, if possible, to secure the presence and co-operation of Consul General Seward, who has had great experience in Oriental character, and who has also made a study of this question. Admiral Rogers has instructions to take that officer with him in case he returns to China before you go. It is not supposed here that you will be able to comply with these instructions before next year, in which case Mr. Seward will be at his post. The Department relies upon you in fulfilling these instructions to exercise prudence and discretion to maintain firmly the right of the United States to have their seamen protected, to avoid a conflict by force unless it cannot be avoided without dishonour, and to seek in all proper ways the harmonious and friendly assistance of the Chinese Government.

HAMILTON FISH.

Digitized by Google

THE RISE AND PROGRESS OF HONG KONG.

FIRST TAKEN POSSESSION OF ON 1ST MAY, 1841, WITH A VIEW TO PERMANENT OCCUPATION, AND CEDED TO THE CROWN ON 1ST JULY, 1843.

Periods.	Revenue.	Parliamentary Grants.	Total Receipts.	Expenditure. Total.	Expenditure. Public Works.	Shipping. Nos.	Shipping. Tonnage.	Population.	Remarks.
	£.	£.	£.	£.	£.				
1st May, 1841, to 30th June, 1843 ...	2,236	36,577	38,813	38,813	26,145	—	—	7,500	The difference between Revenue and Expenditure has been paid from the Canton Ransom Fund; also £50,000 for Military Works.
1st July, 1843, to 31st March, 1844 ...	1,216	30,000	22,353	22,353	5,736	—	—	12,361	
Year ... ... 1844 ...	9,534		48,850	48,850	20,884	—	—	19,000	Before 1848 the Chinese population was estimated.
" ... ... 1845 ...	22,242	49,000	71,242	66,727	26,937	334	117,210	20,000	
" ... ... 1846 ...	27,049	36,900	63,947	60,351	17,575	387	130,199	22,453	
" ... ... 1847 ...	31,079	31,000	62,079	50,960	14,830	—	233,881	23,879	
" ... ... 1848 ...	25,092	25,000	50,092	62,659	22,601	—	—	21,514	
" ... ... 1849 ...	23,617	25,000	48,617	38,986	4,350	902	293,465	29,507	
" ... ... 1850 ...	23,527	20,000	43,527	34,314	1,289	883	299,009	33,143	
" ... ... 1851 ...	23,721	15,500	39,721	34,115	1,611	1,082	377,084	32,983	
" ... ... 1852 ...	21,331	12,000	33,331	34,766	4,937	1,097	443,383	37,058	
" ... ... 1853 ...	24,700	9,200	33,900	36,419	5,873	1,108	447,053	39,017	
" ... ... 1854 ...	27,045	4,400	31,445	34,635	5,238	1,100	443,354	56,011	
" ... ... 1855 ...	47,973	—	47,973	40,815	9,891	1,736	604,570	72,925	
" ... ... 1856 ...	35,500	—	35,500	42,426	8,611	2,091	811,307	71,730	
" ... ... 1857 ...	58,842	10,000	68,842	65,498	18,993	1,070	541,063	77,094	
" ... ... 1858 ...	63,721	10,000	73,721	63,582	18,450	1,007	716,476	75,503	
" ... ... 1859 ...	65,225	—	65,225	66,109	17,108	2,179	1,164,640	86,941	From 1859 the shipping is the amount entered and cleared; previous to that year the numbers are only those entered, men-of-war and native craft not included.
" ... ... 1860 ...	94,182	—	94,182	72,390	19,783	—	1,555,645	94,917	
" ... ... 1861 ...	127,241	—	127,241	109,632	41,217	2,545	1,310,383	119,321	
" ... ... 1862 ...	131,512	—	131,512	122,424	—	2,720	1,344,110	—	
" ... ... 1863 ...	120,078	—	120,078	122,201	—	—	1,806,881	—	
" ... ... 1864 ...	132,885	—	132,885	159,022	—	—	2,046,882	—	
" ... ... 1865 ...	175,717	—	175,717	195,376	13,021	—	2,134,164	—	
" ... ... 1866 ...	160,226	—	160,226	196,009	41,875	—	1,891,281	115,098	
" ... ... 1867 ...	179,043	—	179,043	152,780	—	—	2,876,320	117,471	
" ... ... 1868 ...	180,613	—	180,613	207,356	34,298	—	—	—	
" ... ... 1869 ...	192,428	—	192,428	190,178	39,809	4,426	2,256,049	121,979	
Twenty-five years last	2,014,587	248,000	2,262,587	2,259,730	414,922				

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, JUNE 28, 1871.

OPENING OF THE NEW MINT IN JAPAN.

FROM time to time we have recorded with much satisfaction the rapid progress the Japanese are making in the introduction into their country of foreign institutions, public works, and the like; especially the frank manner in which the Government have adopted railways and telegraphs, as compared with the bigoted exclusiveness of the Chinese authorities. The latest, and one of the most important of these public works, is the successful erection of the New Mint at Osaka, which was inaugurated with great *éclat* on the 4th April. Should this Mint prove to be a financial success, it is not only an advance in Western civilisation over the Chinese Government, but also the Colonial Government at Hong Kong, who failed in their attempts to coin money for general circulation, by the self-same machinery. It will be remembered that after an experiment of some two years the Hong Kong Mint proved a losing concern, and it was offered for sale to the Chinese authorities, who declined to purchase. Negotiations were then entered into with the Japanese Government, which ultimately ended in their buying the whole plant, and engaging the English Master of the Mint to proceed with it to Japan, superintend its erection at Osaka, and bring it into full working operation. The result is reported in our latest advices from Japan, which record the opening ceremony as significant of its wholesome effect upon the future financial condition of the country by the issue of an honest metallic currency. There were present on the part of the Government two high Ministers of State, two Vice-Ministers, and six other officials; while the Foreign Treaty Powers were represented by Sir HARRY PARKES, and the French, American, and Spanish Ministers, together with the Consuls and Members of the Legations. At the entrance to the building the party formed into a group, while the Government interpreter read the following address:—

"The Japanese Government, in order to meet the gradual "increase of the national requirements, and desiring to fur-"ther the development of foreign commerce, undertook the "year before last the construction of a Mint, with the pur-"pose of putting forth a new and pure coinage, in conformity "with the system of coinage existing in other countries. "The work in question has now been completed, owing to "the zealous co-operation of the Oriental Banking Corporation, "and of Messrs. KINDER and WATERS. It is a great satis-"faction to the Japanese Government that the ceremony of "its opening has been celebrated in the presence of the "foreign representatives and other gentlemen. It is a proof "that the development of commerce will be assisted in the "future, and we hope that the friendly feelings existing be-"tween our people and those of foreign countries will con-"tinue ever to increase."

The plain, unvarnished language of this brief address is not the least significant evidence of progress in Japan, wherein the usual style of Eastern hyperbole has been discarded. Should the coinage issued by the Mint be as pure as the sentiment it conveys, there is great hope that it will not only be a medium of exchange in the Far East, but in Europe and America it will bear its full intrinsic value. This point was gracefully alluded to by Sir HARRY PARKES, who acted as spokesman for the Foreign Ministers. "We trust," he said, "that this success will encourage your Excellencies' "Government to persevere steadily in that course of pro-"gress, and in that desire to work in cordial and common "accord with Foreign Powers, which we cannot doubt you "have adopted when we observe the attention your Govern-"ment is devoting to public works of the most useful and "practical kind, and in which the assistance of foreign skill "is largely and willingly engaged. May we not see in the "purity and excellent workmanship of this coin (holding up "a large gold piece just struck off), the product of one of "those works, a symbol of that honesty of resolve and tho-"roughness of action which, we trust, will ever characterise "the Government of the Sovereign of this realm! May we "not hope that, in obtaining a wide circulation, not only in "Japan, but it may be in neighbouring countries also, this "country will ever carry with it the confident assurance that "the MIKADO'S emblems, the use of which is now revived, "are an undoubted guarantee of intrinsic worth, and that "the policy of his MAJESTY'S Government may ever be distin-"guished by the ring of the true metal as that which is so "sterling a recommendation of the new coin."

Knowing the history of this Mint, from its first planning in the National Mint at Tower-hill, and the progress of its varied fortunes to China and Japan, we congratulate the Master, Captain KINDER, who has watched over it anxiously and zealously from the beginning, at his establishing it in a haven of rest, and under a Government where his abilities are sure to be appreciated.

THE MACAO COOLIE TRADE.

IN another column we give a report of the questions which Sir J. LAWRENCE asked of Mr. K. HUGESSEN and Lord ENFIELD the other evening on the subject of coolie kidnapping in Macao and its consequences, together with the replies of both Under-secretaries. Mr. HUGESSEN'S statement had this advantage over that of Lord ENFIELD'S, that it showed that at least one high judicial authority, the Chief Justice of Hong Kong, had vindicated a fundamental principle of the British constitution by declaring that any person about to be enslaved has the right to obtain his liberty by any means within his power. This incontrovertible truth, however, seems temporarily to have been over-ruled by the Governor and Attorney-General of Hong Kong, fortified by the "opinion" of the law officers of the Crown at home. According to the latest accounts, therefore, a coolie named KWOK-A-SING, who objected to being kidnapped, and rose against and overpowered the captain of the slaver into which he was decoyed at Macao, the murder of the captain being an unavoidable part of the operation of recovering his own freedom, now lies for trial at Hong Kong, notwithstanding that he had been twice released by the Chief Justice on the grounds we have stated. We have so often recorded our protest against this hateful traffic that we need now do no more than draw attention, not only to the grievous injury sustained by such individuals as KWOK-A-SING, but also to the great prejudice which is caused against the English Government by their interfering to punish as a crime an act done by an unoffending man in obedience to the first law of nature. How this case will be perverted to the injury of European prestige in China in the present excited state of public feeling it is hard to tell. For ourselves, we cannot see what part the English Government have in the affair at all, the murder having been committed at sea. It is commonly supposed that the Portuguese possess the sovereignty of Macao; but we believe that this is so far from being the case that they pay a ground-rent for their possessions there, and that a civil mandarin resides within the town. The slaver, whose captain was murdered in the rising of the kidnapped coolies, was a French vessel. The captain was engaged in a lawless act; and it will indeed be a reproach to the English Government if they should lend themselves to the punishment of any man—or any body of men—for rising to rescue themselves from the clutches of ruffians who have inveigled them into captivity. The great question of coolie kidnapping cannot long escape the Parliamentary inquiry which it demands, in whatever part of the world, where English power is felt, this crying evil may exist. At this moment, we are happy to say, papers lie before Parliament exposing the hateful manner in which the same system is pursued in the South Sea Islands, whence no less than thirteen vessels are now regularly engaged in kidnapping coolies for sale in Queensland, &c.—all these

Digitized by Google

vessels sailing under the British flag. For the exposure of this system in its full deformity the public are indebted to Captain PALMER, of Her MAJESTY'S navy, whose newly-published book, "Kidnapping in the South Seas," we commend to the perusal of our readers, though we must warn them that they will be horrified with the details exposed therein. When these Fiji papers come before Parliament we hope the full question of decoying natives, of whatever country, by Europeans, will be brought before the House, and that our friends who are interested in the preservation of English *prestige* in the Far East—no less than in the cause of justice and humanity—will not forget that Macao is one of the great hotbeds of this hateful crime. It is certainly an extraordinary feature that the French Consul did not undertake this affair. Notwithstanding this omission, however, we hope that poor KWOK-A-SING will not be made the scape-goat of official red-tapeism, and handed over to the tender mercies of the slave-holding interest, after having been twice set at liberty by that noblest of all characters, an upright Judge, on a charge which no man, with a heart in his bosom, can bear to hear preferred without a blush.

[Since writing the above we have received the revolting details of the burning of the coolie ship *Dolores Ugarte*, from Macao to Peru, which will be found in another column.]

THE SEIZURE OF THE "RICKMERS."

IN another column we give a condensed translation of a third article in the *Hamburg Borsenhalle* on the capture of the *Rickmers*. We regret to be unable to resist the impression that our contemporary, in the singular piece of special pleading before us, has framed his argument on the *non sequitur* principle, for the express purpose of making the insinuation which he drags in by the head and shoulders at the end. There is certainly nothing in his train of reasoning to justify such a conclusion as he draws, for there is no reasoning in his article at all. Whatever show of argument it contains cuts against his own case. The cases of the *Arrow* and the *Rickmers* are in no way similar. We resented the capture of the *Arrow* because, by the law of nations, she was entitled to our protection; and we declined to interfere in the case of the *Rickmers* because the same law showed that we had no right to do so. We had, in fact, no *locus standi*. The question is not whether the British Government is conducted in the same spirit now as it was in 1856; the question is whether the *Rickmers* were British ships in the same *bona fide* sense that the *Arrow* was. The answer is that the *Rickmers* were not British ships in this sense, and if the closing insinuation of the *Borsenhalle* should have the effect, which it appears designed for, of persuading the Chinese to attempt another *Arrow* affair, we have perfect confidence, notwithstanding the shortcomings of our Foreign-office, that they will be very soon and summarily convinced of the fatal error into which they have been misled.

THE AMERICAN EXPEDITION TO KOREA.

WE learn by telegram dated Hong Kong, 18th June, that the American expedition against the Korea has commenced serious operations. The Koreans had fired upon a reconnoitring party, and it would seem that Admiral ROGERS, intrepreting this into an act of defiance, proceeded to bombard the place, and succeeded in capturing one of the Korean forts. It is not easy for us to express an opinion on the prudence or principle of this step, but at first sight it certainly appears as little justified by the provocation of the Koreans as it is likely to add to the reputation of American arms. It is well known that the Korea is the most inaccessible place in the Far East to foreigners. From mutual jealousy on the part of the Chinese and Japanese Governments, the King of the Korea is held in complete subjection, and the commerce of the country is consequently limited to China and Japan. We are at a loss to find any reason for the course of action said to have been adopted by Admiral ROGERS. It is entirely at variance with the instructions given by Mr. Secretary FISH to Mr. Minister LOW in his despatch of April 20th last year, when he expressed his anxiety to secure a treaty for the protection of seamen of the United States, who might be shipwrecked on the coast of the Korea, but expressly recommended Mr. LOW to exercise prudence and discretion, to "avoid a conflict by force, unless it could not be avoided without dishonour," and to seek in all proper ways the harmonious and friendly assistance of the Chinese Government, who are known to exercise important political influence over the Korean. How far Mr. LOW and Admiral ROGERS have acted up to their instructions we must for the present leave our readers to judge for themselves, and wait for further telegrams to inform us. In the despatch to which we have referred, Mr. FISH drew attention to the advantage which Mr. LOW would derive if he had the benefit of Mr. Consul-General SEWARD'S advice and co-operation. Bearing in mind the unvarying conciliation and good sense which have marked all Mr. SEWARD'S acts, we feel it impossible, without further evidence, to believe that the present proceedings can have been undertaken with his sanction.

CEYLON HARBOURS.

WE learn that Mr. ROBERTSON, the Indian harbour engineer, has inspected the following places:—Mangalore, Cannanore, Calicut, Beypore, Narakal, Cochin, Alleppey, Quilon, Tuticorin, *Paumben Passage*, Negapatam, Porto Novo, and Coconada. He has also minutely inspected the system of backwater communication from near Beypore to Trivandrum. Considering the exhaustive nature of Mr. ROBERTSON'S investigations, we are at a loss to understand how the ports of Ceylon could have been omitted from the above list. We are far from attributing this omission to Mr. ROBERTSON, who would no doubt have been as happy to have examined Galle and Colombo as on any of the comparatively insignificant harbours in the above list. But we think the residents in Ceylon have a right to know to whom they are indebted for the delay of a year in settling finally the mail-port of the island. Rumour ascribes this loss of time to the intervention of Earl MAYO, who is in such a hurry to appear to be doing something to benefit India somehow that he shuts his eyes to the demands of Ceylon, which he conveniently forgets is the key of the Far East. We should have thought Sir HERCULES ROBINSON would hardly have permitted such an interference with his responsibilities to pass without remonstrance. Certainly the dozen Indian ports above-named seldom, if ever, contain among them so many masts as may be found any day in the roadstead of Colombo, or anything like so much money-value as is continually anchored in Galle harbour. It seems like a mockery to find the Paumben Channel inserted in the list of insignificant Indian ports, while Galle and Colombo are so "conspicuous by their absence."

WE have pleasure in announcing that Mr. Russell Brooke Robertson has been gazetted as Consul at Yokohama. Mr. Marcus O. Flowers, we understand, returns to his post at Nagasaki next month. Mr. D. B. Robertson, C.B., Consul at Canton, and Mr. W. H. Medhurst, Consul at Shanghai, have arrived home, Mr. Hughes, from Kiukiang, relieving the former, and Mr. Markham the latter. Sir Harry Parkes and Mr. Fittock, Consul at Ningpo, are passengers by the Pacific Mail, which left Yokohama May 22. Mr. Fittock has been relieved by Mr. Swinhoe.

THE Messageries Maritimes have issued a circular announcing that the transit of goods, &c., will now be conducted as before the war. The weekly line from Marseilles to Alexandria has been resumed, and the fortnightly service to India, China, and Japan will also be resumed next month. The next departure will be from London 7th, and Marseilles 9th July, and fortnightly after that. The homeward fortnightly service does not commence until November. The directors have also arranged for a steamer to convey cargo from London direct for transhipment at Marseilles.

AT the next meeting of the Suez Canal shareholders, on the 20th prox., it is understood the opinion of the meeting will be taken as to the position and affairs of the Company, with a view of reorganising the same under English auspices. M. de Lesseps is at present in London, for the purpose of receiving the investiture of K.C.S.I., which has been conferred on him by Her Majesty.

IT is rumoured that Sir HERCULES ROBINSON will leave Ceylon in September, and will be succeeded by Mr. W. H. GREGORY, M.P. for Galway. We give it only as a rumour.

Digitized by Google

THE CHINA CIRCULAR.

THE publication of the translation of the Circular presumably addressed by the Chinese Government to all the foreign ministers in Peking, but, so far as we are informed, sent only to the French Minister, has drawn forth the variety of opinion which the gravity of the occasion might be expected to inspire in the minds of all who are interested, whether from religious, commercial, or official causes, in the Far East. We are gratified to perceive that, in the crisis which seems universally felt to be imminent, all sectarian differences are put out of sight, and the great object of diffusing Revealed Religion among the Heathen is sought to be advanced at the sacrifice of all separate and minor convictions. In the main we are glad to find that our contemporaries entertain the same opinion that we expressed last week; namely, that nothing in the Circular appeared directly or indirectly to point against Protestants—*if we could only believe the Chinese Government sincere.* But here, as we said, was the difficulty; and it is a difficulty which our contemporaries find as hard to get over as we did. The English press is unanimous on this point. Even the Calcutta papers contain arguments similar to those published in London a week before the arrival of the Indian mail.

The *Weekly Review*, in which Mr. MATHESON's letter, quoted by us last week, first appeared, publishes another letter from Mr. CARSTAIRS DOUGLAS, in which that gentleman states that "a more careful study of the Circular has "convinced Mr. MATHESON that it contains many dangerous "clauses, and he has been preparing a second letter" in consequence. Mr. DOUGLAS proceeds:—

The circular is a very able document, containing many noble sentiments and correct principles, but almost every proposal is vitiated by some fatal flaw, or clogged by some intolerable condition. It includes also a long list of heavy charges against the Roman Catholics (but none against Protestants)—charges which, if true, merit condign punishment, according to the *existing* treaties, but for which some stronger evidence is needed than the bare word of the framers of this circular, who do not blush to write in the very first paragraph the astounding falsehood—"Trade has in no degree occasioned differences between China and the Powers."

The articles which would press most heavily on missionaries and converts, and which are most distinctly opposed to the stipulations of the treaties are these:—

In Article I. it is recommended that all orphanages should be closed.

Article II. forbids the attendance of women at church, and asks for the deportation of the female missionaries.

Article III. appears to subject the *persons* of missionaries to the Chinese officers; a subjection from which all other foreigners are exempt, even those who are in the pay of the Chinese Government. It also forbids them to "asperse the doctrine of Confucius"—a phrase which may be construed so as to prohibit all teaching that does not agree with Confucianism.

Article IV. refuses indemnities for future outrages, and screens the "abettors" of such crimes, especially the literati, who are pronounced immaculate, though it is well known that they are the *real* criminals, who have instigated all the outrages and murders in question.

Article V. proposes regulations about passports, which would generally shut us out of half the Empire, and which, if in force, in recent times would have often prevented travelling in any part of the seaboard provinces themselves.

Article VI. puts it in the power of any mandarin to forbid any one becoming a Christian by simply saying that he is or once was a criminal, or by the same means to order his excommunication. It also places all Christians under a severe and harassing police surveillance, just like a ticket-of-leave man.

In Article VII. it is required that missionaries in the presence of mandarins "must observe the same ceremonies as those exacted from the literates"—a rule which would often require *kneeling on both knees*, and probably sometimes the ceremony of *Knocking one's forehead on the ground.*

In the same Article it is provided that "missionaries ought to observe Chinese customs, and to deviate from them in no respect"—a phrase of very convenient elasticity, including as little or as much as may be desired.

Article VIII. provides means by which any mandarins or "inhabitants" may prevent the opening of a new chapel when they please; and among these means it is even proposed to legalise the *Fung-shuy* (a modern superstition unknown to the classics, and actually condemned by Imperial edicts), which is the great obstacle constantly pleaded by the Chinese Government as a bar to the construction of railways, telegraphs, good roads, and all such improvements.

I have only been able to give the merest outline of these dangerous proposals, and have to pass over several other clauses almost as bad—*e.g.*, that forbidding any representations in favour of Christians persecuted by means of false accusations; and that which, *specially* exempting Christians from *two sorts* of idolatry payments, may be construed as implying that they are liable for other superstitious expenses.

If sanctioned for Roman Catholics, these regulations would also be applied to Protestants. They seem incapable of being amended, and it looks almost as if they were offered in order to be rejected, so as to throw on the Treaty Powers the responsibility for future outrages, while branding the Christians as destitute of virtue and enemies to the peace of societ .

In all this we more than agree. The comments of the Editor of the *Weekly Review* express our opinions exactly:—

The more we examine this circular the more we are convinced that the first impression in regard to it was nearer the truth than the second, and that it is a document fraught with much danger to all Christian missions. The tone of the introductory letter could scarcely be more threatening. In former treaties much liberty had been granted to Chinese missionaries. There were four Treaties made with the Chinese Government about the same time—English, French, American, and Russian—in each of which there were express articles in regard to missions. Article XXIX. of the American Treaty says that "those who quietly profess and teach the doctrines of the Christian religion, Protestant or Roman Catholic, shall not be harassed or persecuted on account of their faith. Any person, whether citizen of the United States or Chinese convert, who, according to these tenets, peaceably teaches and practises the principles of Christianity shall in no case be interfered with or molested." The British Treaty is much in the same terms, and the French Treaty is even more decided. It permits missionaries to reside in the interior, fortified with regular passports.

There is no doubt that the Roman Catholic missionaries have to some extent abused the privileges granted them, but not sufficiently to account for the terms of the circular now communicated. It is also to be remembered that if the Chinese be allowed to attack unjustly one class of missionaries, and to deprive them of rights, secured by Treaty to the others, *they will soon come to count the whole of the Treaties a dead letter. It is impossible for Protestants long to retain privileges which are denied to the Roman Catholics.* The occasion of the present circular has very probably been the reported defeats of France, but it is impossible that the faithless policy it threatens can long be confined to one nation, or to one class of missionary agents.

The italics are our own, but with the sense of the passages we have underlined we think few of our readers will disagree. The Editor proceeds:—

In China missionaries have done more than any other class to cultivate a good feeling with the Chinese. Any attack made on them and their work would only be the beginning of a crusade against all the European and American population. Their protection, therefore, as secured by Treaty, must be jealously watched over on national grounds. We trust that by the firm action of our own and American statesmen, the Chinese will be convinced that they must respect the Treaties, and need not attempt to escape from their obligation. Any irresolution or weakness will prepare the way for future wars and massacres.

The Rev. G. JOHN, writing to the *Nonconformist*, expresses similar views:—

It is a fact, I sincerely believe, that the Chinese Government has, for the last three years, been pursuing a policy which has for its sole objec the present restriction and the ultimate dissolution of all existing relations; that the recent troubles are to be ascribed to that policy; that the present attempt to suppress missions is only a part and parcel of it; and that, if the Chinese succeed in this particular, they will simply be encouraged to proceed with their anti-foreign measures, and another crisis will become inevitable.

Mr. JOHN forcibly adds:—

Our difficulty is not with the people; they are not ill-disposed. In no part of the world could the missionaries be treated with greater civility and cordiality than they were treated at Tientsin only two years ago. Three years ago I completed a tour of nearly 3,000 miles through a region which had never been visited before by a Protestant missionary. I entered most of the cities and towns on my route, preached the Gospel, and sold copies of the Bible in the streets and open spaces, and returned home without having created a single tumult, or received the slightest injury.

And sums up his views thus:—

The societies and the missionaries may, I think, justly and reasonably look to the Government for genuine sympathy and legitimate support in the present crisis. The fact that the lives of thousands of innocent men and women (whose sole offence is that they have embraced Christianity) are in danger, is a powerful reason why a Christian Government, such as ours is, should not treat the matter lightly. "But what will be the use of moral aid unless backed by a menace of physical force?" Perhaps not much; perhaps a great deal. I cannot ask for more; but I do most earnestly ask for this, and hope that it will be given heartily and sincerely. Let the English and American Governments evince an intelligent, earnest, and heartfelt interest in the matter, and the Chinese Government will pause before taking the next step; for it is now calculating on their utter indifference to the question of missions.

In the same journal the Rev. G. M. MURPHY urges a different policy, but his arguments seem directed rather against Mr. JOHN than in furtherance of any practical views.

Our own opinion is entirely with Mr. DOUGLAS and Mr. JOHN. We regard the Circular merely as meant to make religion the lever by which to oust the foreigner from China. True, it is couched in the most plausible language, but every point in the argument is directly contradicted by well-ascertained facts, which it is the express object of the style to keep out of sight. *Decipimur specie recti*, as HORACE says. We are deceived by a semblance of candour, and led to form hasty opinions, from false assumptions put on merely for the purpose of deception by the "Chinese wolf in sheep's clothing." Thus the Circular tells us that "the first Catholic missionaries "were recognised as the *literati* of the West, and the greater

Digitized by Google

"part of the conversions took place at that time"—many hundred years ago—"among respectable people. On the other hand, since the conclusion of the Treaties (1860)"—mark how the cloven foot peeps out here—"the majority of the "converts are persons without virtue. Veteran rebels, be-"yond the pale of the law, amateurs in intrigue, seek a re-"fuge in the Church, and lean upon her influence in order "to commit disorders." Now, this would be legitimate ground of complaint indeed—if there were a word of truth in it. But compare this statement with that of the latest of the explorers of China, Mr. T. T. COOPER, who tells us in his new work, reviewed in these columns a few weeks ago, that there is now in Sz-chuan alone a native Christian (Catholic) community said to amount to 100,000 souls, recruited principally from the well-to-do middle class. Mr. COOPER admits that he does not think they can be so numerous as 100,000, but adds, "in the villages there are many little Christian "communities whose members belong to the industrious "peasant class. They at present enjoy complete toleration, "and, indeed, command respect; while in Chung-Ching the "numbers and wealth of the converts give them, as a society, "considerable weight." Mr. COOPER, it should be borne in mind, is not a missionary. He explored the country at great risk, solely as the agent of the Chambers of Commerce, to which the mandarins are just as much opposed as they are to missionary enterprise, because the spread of both alike tends to circumscribe their means of fleecing the people by sham taxes and illegal transit rates. Unless this fact be kept steadily in view, we lose sight of the whole point and purpose of the present Circular. It is not directed against the French alone, but against all Europeans. It is not directed against Catholics alone, but against members of every creed except that of the *literati*. And if the French pioneers of Christianity are suffered to be deprived of the treaty rights, the English will have only themselves to blame if they find it "their turn next," whenever CHUNG-HOW thinks he may venture to drive the wedge a little nearer home.

THE HONG KONG QUESTION.

(To the Editor of *The London and China Telegraph.*)

SIR,—I think that I am not singular in the opinion that some of the principal causes for the interruption of peaceable intercourse, and, consequently, trade, are, first, well-meaning, but over-zealous, imprudent missionaries, such as the one alluded to by the first Consul of Shanghai, then Captain Balfour, in his evidence before the select committee of the House of Commons of 1847 (4,434), and even that missionary admitted that "it is easy for a European living amongst them, and acting with a common degree of forbearance, to overcome prejudice, and gradually to win a favourable opinion of himself;" and whilst knowing that he did that which in many European countries would have cost him dear, if not his life. I remember the late Dr. Medhurst, in the preface of one of his works, strongly recommends missionaries to be cautious, &c.

That in a country like China ignorance may cause, as it has done on more than one occasion, great injury and harm to the innocent and even prudent missionaries I freely admit, but let us look to places nearer at home, even in the year of our Lord 1871, where His teachings have been taught for centuries, and to what effect.

In the early part of 1858 a series of letters was published in the *Daily News* by "Sinensis," in which the missionary question was well discussed by one who, I should think, next to Mr. Wade and Mr. Williams, knows more about it than most men who write and speak about it.

I greatly feel for and sympathise with the missionary, knowing what good some have done, and what with self-denial, patience, perseverance, and prudence, they can and have accomplished. Yes, to quote the words (but not accepting the meaning of them) of one of the missionaries, who writes in 1870 from Tungchow, "Is it not apparent, then, that an urgent necessity exists to teach China what the Christian religion really is; and can any candid and intelligent man doubt that a pure Christianity is the great want of this Empire?" Verily, let us look nearer, and see how the teachings of our Lord are practised in Europe.

So far back as 1852 Mr. Chisholm Anstey, then member for Youghal, and now the leader of the Bombay bar, opposed the vote incurred by colonial bishops in visiting several places in their dioceses. Mr. Anstey said, "The rapacity of ecclesiastics was like the horse-leech which had three daughters that were continually crying out 'Give, give, give.' Those three daughters were the Church of England, the Church of Scotland, and the Church of Rome, not one of whom ever retired unless *plena cruoris*."

I quote this for the sole object to give me an opportunity to correct an error under which I, with many of your readers, have been labouring, and which I fear I helped to propagate, viz., that a former missionary of whom, in "The China Question," London, by Effingham Wilson, 1870, at page 65, it is said—"And he died leaving ever so many thousand pounds."

You, as well as others, know that this was an exceptional case, as the gentleman held an office under Government, and thus could perhaps have saved something to purchase East India or other stock, which many believed. But such is not the case, since on the best authority I am informed that his late Majesty, King Frederick Wilhelm IV., gave the widow six thousand pounds sterling, because of having been left without any fortune to support her.

The next cause of anxiety has always been opium, the export of which from India, notwithstanding the native growth, has been going on increasing from year to year. In 1870 the East India Government derived therefrom a revenue of eight millions of pounds sterling, and I just see the same amount is estimated as the revenue from the same source for the year 1871-72. Add to this the revenue derived by India from the other trade carried on between India and China, and you will admit that it is rather India than poor Hong Kong that should and ought to contribute towards the military expenses incurred by this country in China for the protection of a trade from which India derives the lion's share of profit. True, Great Britain gets over five millions or thereabouts from the duty on tea, but this amount is only taken out of the pocket of the consumer, whilst the revenue on opium is paid also out of the pocket of the consumer, but he is a subject of a foreign state, and to enable to reap such a harvest military must be maintained in Hong Kong, or China. Therefore, I say let India pay that which is now levied unjustly and injuriously upon Hong Kong.

If, with the high rates for police, lighting, water, fire, and whatever other names they have, which are now levied in Hong Kong, it may come again to pass, as some twenty years ago—when, for example, in 1849 alone, costly buildings were abandoned by the owners to avoid paying the ground rents, by which the revenue sustained in that year alone a loss of £1,751 16s., and in a late report of the Registrar-General of Hong Kong it is stated that rents have fallen 25 per cent., and that the native population is decreasing. In former times the East India Company paid £8,000 annually towards the expenses of the diplomatic service in China. According to the Estimates and Civil Services for 1870-71 one-third of the expenditure for diplomatic services in China is contributed by Indian revenue. The total expenditure being £24,071, exclusive of Supreme Court.

Hong Kong was not favourably viewed by the diplomatic body in China, I believe, and that chiefly on account of being always mixed up in the debate in Parliament when the vote for Hong Kong came on; and now the Chinese Imperial Customs seem to blockade it more effectually than the French fleet did during the last war the German ports in the North Sea.

"I thought this to be a free port," recently said the Chief Justice of Hong Kong. So I thought once, and wondered how Mr. Brown, M.P., a merchant and member of the ever-to-be-remembered Committee of 1847, in answer to the very last questions put by it, on the authority of the London Custom-house officers, could say that "Hong Kong was not a free port."

If our diplomatic agents and the Chinese Government would agree to open some ports on the west coast of China they would promote legitimate trade and reduce smuggling; but Canton will have it all to itself, and England would have to pay a few Consuls more, so Hong Kong must be the victim.

As the Governor of Hong Kong is now in this country, he might perhaps find some inducement to plead for the remission of the military contribution, which is, after all, the burden that presses most heavily and unfairly on it.—I am, Sir, your obedient servant,

Hamburg, June, 1871. R.

THE "RICKMERS."

(To the Editor of the *London and China Telegraph.*)

SIR,—I fully agree with you that there is no comparison between the case of the lorcha *Arrow* and the ships *Rickmers*.

Further, I think the transfer of the *Rickmers* should not have been effected, and this for more than one reason; but the transfer (I speak of only one vessel, the one which changed flags at Singapore, not knowing the particulars about the other) having been effected, after due and mature reflection and consideration by the English authorities, inasmuch as captain and mates had to pass an examination as to their qualifications to command, as prescribed by the Act, it certainly seems strange that the French did so little respect "the flag that braved a thousand years."

No doubt, since the captain returned with other fellow sufferers from captivity the other day in the *Pera*, we will yet hear more about this matter. But my principal object is to draw your's and your readers' attention to the following extract from the *Shipping and Mercantile Gazette* of the 12th inst., which says:—"A letter from Havre, of Saturday, announces the arrival that morning of the *Adolphe Thiers*, above spoken of. After leaving London it called at Cherbourg. The same letter mentions the arrival from New Orleans of the large steamer *Mercury*, under the English flag. Before the war it was *Francois I.*, and was under the French flag. It is to re-assume its old name and nationality. It belongs to Messrs. Quesnel Freres and Co."

Now does it not seem strange that the British authorities in the East and those in America sanctioned one and the same thing;

Digitized by Google

does it not indicate that the law on the subject is either not well defined, or so framed that superior authorities can repudiate the acts of their executives at the cost of those who relied on the protection to which they thought themselves entitled, and which it was generally believed the English flag would give? Lord Palmerston, I think, would have supported the acts of his subordinates. That they acted to the best of their belief and knowledge seems evident by the fact that ships of both belligerents have been transferred, and received the English flag by authorities residing, the one in the old, and the other in the new world.—Your obedient servant. R.

London, 20th June, 1871.

THE STATE AND CLAIMS OF HONG KONG.

(SECOND ARTICLE.)

In 1852, in Committee on the vote of £12,000 for Hong Kong, Lord Dudley Stuart replied to some observations of Mr. Hume—"That Hong Kong was not ceded with reference to trade. It was of importance to have a place where British subjects might take refuge in the event of a breach of the treaty with China, and where measures could be organised for the defence of British interests."

The Report of the Committee on Expenses of Military Defences in the Colonies, presented to the House of Commons in 1860, contains these words:—"The ground on which we hold that England is bound to contribute towards the defence of her colonies is, that the Imperial Government has the control of peace and war, and is therefore in honour and duty called upon to assist them in providing against the consequences of its policy." But, on the whole, the majority of the Committee (Messrs. Hamilton and Godley) are of opinion that the colonies should contribute according to their wants—as if it depended on every one of them what garrison they get. Then they say, "It would stimulate the patriotism, self-reliance, and military spirit of the colonists, by throwing on them the responsibility of directing their own military affairs." One of the members of that Committee, however, Mr. T. Frederick Elliot, who knows more about colonies than his colleagues, dissented from both, and said:—"Three main principles appear to me to be laid down in the Report; first, that we cannot expect our colonial possessions to be made defensible at all points and at all times; secondly, that some few posts, especially valuable for Imperial purposes, should be dealt with exceptionally, and not included in any general scheme of colonial contribution; but, thirdly, that the whole remainder of our colonies, without distinction or exception, ought to pay one uniform proportion of their military expenditure."

Among the colonies which Mr. Elliot classed as "places which, irrespectively of any intrinsic value as colonies, may be deemed stations important to the general strength of the Empire," was Hong Kong, and, as he said, "The force in 1857 was 826 men; the expenditure on the spot was £67,180. This colony has only recently been able to defray its civil expenditure, it has contributed nothing towards its military expenditure; and I suppose that the garrison will always be within the limit of the amount deemed indispensable for general national objects." And, he might have added, "But the colonists have no voice—or, as Lord Palmerston said, and every day proves, the troops are for the British interest in China generally, and may be required at any moment to proceed for the protection of life and property."

And, indeed, what voice has the Legislative Council in a colony like Hong Kong? Did not the Duke of Buckingham, in his despatch to the acting Governor of Hong Kong, say—"I expect that any member of the Council who is in receipt of a salary from Government will, under all circumstances, support Government with his vote, and I trust that in case he finds it impossible to reconcile such a line of conduct with his conscience or honour, he will not hesitate in resigning his situation." Who, after this, can doubt the consistency and infallibility of Government? Even Earl Granville said to the deputation of the Straits Settlements,* "There would be certain occasions when I confess (the official members of Council) would be bound to vote with the Governor. There is no doubt that they are out there for that purpose, &c."

On the 5th September, 1864, the Legislative Council of Hong Kong granted, by the casting vote of the Governor, at the injunction of the Duke of Newcastle, the sum of $92,000 as a year's military contribution. It was, however, generally believed by the community of Hong Kong that the contribution of £20,000 should last for a term of five years only.† That period is now past, and still the contribution is levied on Hong Kong, without any prospect or even promise of relief. It is an evil to which there seems no end. Will not some member of the House of Commons take up this question of military contributions, and attempt to relieve the colony from an impost which is gradually becoming as intolerable as it is unfair?

As the Governor of Hong Kong is, I believe, at present in England, I beg to draw, through the medium of your journal, the attention of his Excellency, as also of those gentlemen who take an interest in the colony, to the subject of the tax—"military contribution"—which Her Majesty's Government now enforces from that colony, as I believe, contrary to the original intentions, assertions, and promises of Her Majesty's Governments, and I hope to support my opinion; but first permit me to allude, as shortly as possible, to the rise, progress, decay, and revival of that colony.

The infancy of the colony from its first occupation, 1st May, 1841, to its being declared a Crown colony, 1st July, 1843, was promising and happy, all hope. No taxes, rents, or other dues to pay, except £56 5s. for spirit licences, £541 8s. 2d. for market rents, the rest of the £2,230 collected during that period being fines of magistrates' courts, penalties for breach of contract, proceeds of sale of a house, and rents of quarters occupied by military officers. Yes, one witness of the well-known Select Committee of 1847 says, "Hong Kong was literally a free port up to 1843" (1943); so, indeed, has it been, and is to my knowledge still to this day as regards port charges, Custom duties, and the like. The same happy state existed up to 31st March, 1844, although, for the first time, under the revenue collected during these nine months—£1,215 13s., the sum of £441 4s. 11½d. appears as rents of lands and land fees, £411 10s. 6½d. being rents of markets and spirit licences, the rest as before, fines, &c., of courts, consequently, say in three years minus one month, the revenue collected was £3,449, or at the rate of £1,182 per annum.*

From 1st April, 1844, to 31st March, 1845, the revenue was £14,523—certainly a difference. Thereof was £9,386 for land rents and fees, £917 market rents, £1,062 fines and fees of Courts, £137 fees for registration of boats, £1,537 post-office collections, sale of house and stores, &c., and, finally, £1,482 from licences, principally publicans and spirit dealers and pawnbrokers (£911); but from that time, as the land rents had to be paid, the question of the tenure and sale of land agitated the public mind, and great discontent prevailed about it then and some years afterwards. However, the question was finally settled by an extension of the term of leases from 75 to 999 years, and the fees on the grant of leases the then Governor had already reduced by Ordinance No. 3 of 1844.

Expectations not realised in the general trade with China, I believe, reacted also on Hong Kong, and increased the discontent. The reasons then given for the apparent stagnation are so various, and must at this time appear now to some of those who expressed them to have been far-fetched and rather fanciful; so a well-known writer on colonies, who, I think, arrived in Hong Kong at the commencement of May, 1844, wrote already in July of the same year:—"A sort of hallucination seems to have seized those who built houses here; they thought that Hong Kong would rapidly outrival Singapore, and become the Tyre or Carthage of the Eastern hemisphere; three years' residence and the experience thence derived have materially sobered some of their views." In short, the purpose of his long report was to give up Hong Kong and to take Chusan. Although mistaken, he was sincere in his opinions; but according to him Hong Kong was utterly worthless.

Great complaints were made against various sources of revenue as fatal to the progress of the colony, but how little trouble the people gave themselves to be exactly informed about the rate of the dues levied may best be shown by citing one or two more instances from the Blue-book of 1847. About fees on marriages one witness says:—"They are very heavy . . . The fee on a marriage is 50 dollars," and then says that he has known instances where people have gone from Hong Kong to Macao to get married there, in order to avoid the fee (2043-45). The fee was under Ordinance 3, five dollars! Yes, even a member of this very select committee gave evidence that Hong Kong was no free port, and as his authority gave the Custom-house officials in Liverpool (4911), and that in 1847.

In 1845 a duty of 2½ per cent. on sales by auction was imposed, which, however, was afterwards abolished, and an increase of the payment for licences of auctioneers substituted. Afterwards were added rates for water and for the fire brigade, &c., which four rates produced in 1868 no less than $221,230, but in 1869 fell to $178,717; more about this hereafter.

Notwithstanding these imposts, the revenue, which for the calendar year 1845 was £22,242, reached, in 1847, £31,079, but began to decline in 1848, till in 1852 it declined to £21.331, but it recovered itself in the subsequent years, and reached in 1855, by the sale of lands, £47,973; the next year it was again £35,500, but from 1857 it was with little variation steadily on the increase, till, in 1869, it reached the total of £192,428, but still the population has not increased in the same proportion since 1861, if at all.

The expenditure for the first period till the island was declared a colony was £38,812 13s., and from July 1, 1843 to close 1844 about £71,203; after that date the returns published in the Government *Gazette*, &c., give us the data, the heavy expenditure in 1844 to 1847 is in a great measure for public works, roads, streets, drains, &c. Yes, in 1845, or commencement of 1846, a road was completed round the island, with the exception of about five miles, but then afterwards, 1849-52 or 1853, the public works had to suffer with the general reduction,—so that in 1850 only £1,289 and in 1851 £330 more were spent on public works—leaving afterwards an increased expenditure to put things again in repair and making them fit for use; but such was the will of Parliament, moved in a great measure by some persons from the colony, as evidenced by "statements and suggestions about Hong Kong," addressed to the Honourable Francis Scott, and other M.P.s on which to ground their opposition to the votes in aid, yet it happened that just at that time, when the revenue was at its lowest, and no other buildings going on except Government House, the inhabitants of the colony, with a true appreciation of the future importance of the colony, for the first time, to the best of my belief and knowledge, and at the same time Lord Palmerston gave it as his opinion that the civil and military authorities were agreed, that "a freedom from all taxation and monopoly would be the only way of making Hong Kong flourishing."

The depression was increasing and general—firms gave up their expensive buildings and godowns to save the ground rents,—and in the year 1849 alone the annual rental on lots resumed by Government amounted to not less than £1,751 16s. The revenue, which in 1847 amounted to £31,079, dwindled gradually down to £21,331 in 1852, and would, but for the remission of some rents and taxes consequent on the fire at the lower Bazaar at the close of 1851, have been perhaps one thousand pounds more, only in 1854 the revenue reached again within two pounds the amount collected in 1846. The influx of population, Europeans, Americans, and natives, in consequence of the disturbed state of the Canton province, and an extending coasting trade, which had at last sprung up, were the causes of this favourable change. In 1855 £47,973 was collected, the land revenue alone pro-

* See the *London and China Express*, May, 1869.

† *Overland China Mail* of 10th September, 1864.

*Return moved for by Dr. Bowring, and presented to Parliament, 4th May, 1846.

Digitized by Google

ducing £27,634, or more than the total revenue of any previous year. with the sole exception of that of 1847. The land sold during that year comprised 190 lots, and added £3,802 to the permanent revenue in the shape of annual rents, whilst the premiums once paid produced £15,720. It was the first year that the colony dispensed with the aid of Parliamentary grants, and also remarkable on account of the opposition created by the memorandum of the Colonial Secretary of 10th November, about the then projected praya, and which now, as I read a short time ago in your journal, is what it was intended for, a great improvement.

For 1857 and 1858 Parliament made again grants of £10,000 each, but that was for measures of defence and prevention, during the "lorcha war." The revenue in 1856 was less than the previous year, simply for the want of premiums, as obtained in 1855, as otherwise the revenue had generally increased, and has ever since been doing particularly so, since 1860, with more or less variations, but also so has taxation till in 1869 the income from all sources was £192,428. (I calculated, for uniformity sake, the dollar throughout at 4s. 2d., when my information was obtained in sterling).

Will the colony be able to stand the present high rate of taxation? Already we have indications and signs, which cannot be misunderstood, and it behoves the authorities not to disregard them, or the consequences may be even more disastrous than in former years. In 1869 the decrease in land revenue is $17,390, and in police, lighting, and water rates, but $42,513, as compared with the previous year,—which, for want of other explanation, I can ascribe to the decline of the value of real property. The estimate for 1871, published in your No. 381, shows a further decline on land revenue and rents, exclusive of land to the extent of $5,261, on licenses $2,700, and fees of officers (registration I presume) $2,270, also indications of anything but improvement, in fact the Colonial Secretary of the Colony on the 11th November last, stated to the Council "many Crown lots had been resumed by Government." How, under these circumstances, an estimated increase of $11,471 under the head of taxes can be justified, is to me inexplicable, except it be under stamps, although they also produced in 1869 $5,953 less than in 1868. The fees on registration of junks, on passes for same, in cargo boats, &c., and registration of householders all have fallen off, indicating less business. The apparent increase under reimbursements, miscellaneous and special receipts, proves nothing to the contrary, and this more so as revenue and expenditure is made to balance within $966 in the estimate for 1871.

Last summer, when in London, a proprietor of property in Hong Kong, tenanted by Chinese, showed me an account from his agent, according to which it is almost incredible how high the various assessed taxes are—making the whole property almost worthless.

As regards the expenditure, so was the same at the time when the disciples of Joseph Hume and other members of Parliament regularly opposed the grants demanded by the Ministry in office at its highest in 1846, viz., £42,776, and already in 1849 down to about £34,636, and kept to about £30,000, till it reached again in 1856 £31,800, for all purposes except public works; afterwards it began to increase, when it reached in 1861 £68,415, by a population as large as that in 1869, or thereabouts, whilst the expenditure has increased to £153,619; yes, in 1865 it was £182,355, exclusive of public works.

From 1844-49, but particularly in 1844-47, the expenditure for public works was chiefly for roads, drains, &c., only subsequently the larger buildings as offices and Government, although the first previously projected were built. In 1845 a bridle road round the island was almost completed, when in 1848 still £22,601 could be devoted for public works, the expenditure for same in 1849 had to be reduced to £4,350; yes, in the years 1850 and 1851, £1,200 and £1,600 was all that could be devoted to the so necessary works, and that on account of the opposition to the grants, which opposition, strange it may seem, was fostered by some of the colonists, as justices of the peace, members of the Council and others (statements and suggestions regarding Hong Kong, 1850, published by Trelawney Saunders); yes, even in "further statements and suggestions,"—a letter, with extracts from others, addressed to the Honourable Francis Scott, M.P., speaks of Hong Kong as an "island of about twenty miles in circumference, and with as many acres of productive soil. For the rest it is barren, barren, all—without trees or vegetation of any sort, except dry, bent, and stunted brushwood." A managing partner of a leading firm, and a justice of the peace, states:—"Hong Kong has really no redeeming point at this moment. The little trade that existed from 1843 up to 1847 has gradually become dissolved." . . . . . "Positively the colony of Hong Kong, month by month, is becoming of less use to the few merchants that still abide there," and so on, and eleven months after this the writer signed an address to the Governor, who was about proceeding home on sick leave, in which, amongst others, is said, "the duties of governor in a *rising* colony like this!" No wonder that M.P.s, who were so influenced, believed, like their informants themselves, that the colony would best be served by withholding aid,—and the consequence that in future years the expenses for public works of all nature had to be much larger, and sanitary measures had to be postponed. Only from 1855 could the local Government again think to devote more money to public works than what was spent the few previous years, and even that was chiefly for Government House, and still convict labour was employed in the repair of roads, and trees were planted along some roads and on the hill.

The following is a *resume* of the total income and expenditure of the colony from its earliest date to the close of 1869. For the year 1844 the amount is only approximate,—but I know I am not far out; for all other periods the figures are taken from Blue-books and other official publications, according to that summary, have been collected from May 1, 1841, to December 31, 1869, on revenue (excepting that collected from playhouses, and which was included in the returns published in the Government *Gazette* of April 16, 1870, at $267,166.66) the sum of £2,027,573
Sums received in aid from Parliamentary grants ... 314,577

Total income ... £2,342,150

The total expenditure has been 2,369,746

Apparent deficit ... £27,596

The expenditure has been for public works, exclusive of the years 1862, '63, '64, and '67, for which I have not the sums £421,062
Estimated for the four years at £30,000 120,000

Total ... £541,062

Add to it the value of convict labour,—say twenty-five years at £700 ... ... £17,500

Probable costs of public works, exclusive of those for military purposes £558,562

From these figures it will be seen that, the childhood passed, the colony walked alone, the assistance given in 1857 and 1858, in consequence of the war, was for measures of defence and the like nature. The revenue, which had in 1856, for reasons of non-receipt of premiums on sales of land, apparently declined, increased from year to year without any great variations, but certainly more than the increase of the population would warrant; so in 1869, the revenue from 117,078 or 121,979 souls—I cannot make out which of the two is the correct census return—is £192,428 (I calculated, for uniformity's sake, the dollar throughout at 4s. 2d.), whilst, say, in 1857 only £58 842 were raised from 77,094. Will the colony be able to stand the high taxation? I fear the consequence may be more permanent now than it was on former occasions. In 1869 the decrease of $17,390 in the land revenue and $42,513 in the police, lighting, water, and fire-brigade rates, as compared with 1868, are sure indications that real property loses in value. The estimate for 1871, published in your number 381, shows a further decline on land revenue to the extent of $1,261, over $4,000 on rents, exclusive of lands, $2,700 on licences, and $2,270 on fees of offices, all indications of anything but an improvement; in fact, the Colonial Secretary, on the 11th of November last, said in the Council, "Many Crown lots had been resumed by Government." How, under these circumstances, an increase of $11,471 in the estimate under the head of taxes can be justified is to me inexplicable, except it be that an increase under stamps be expected, but they produced in 1869 also $5,953 less than the previous year. The falling off under the heads of fees for licences for junks, passes for same, cargo-boats, and registration of householders, all show that Hong Kong is not more advancing than an apparent increase under reimbursements, miscellaneous, and special receipts proves nothing to the contrary, and the more so as the estimate of revenue and expenditure so nearly balance that the former shows a surplus of no more than $966.

THE CHINESE CIRCULAR.

(PALL MALL GAZETTE.)

Since we briefly noticed the contents of the two papers issued by the Foreign-office, many conflicting opinions respecting the missionary question and the present situation in China have been given to the public in the columns of our contemporaries. This diversity of opinion, and the importance of the interests at stake, induce us to return to the subject, with a view to show the main points at issue and the true bearing of the leading facts. Now that the long-looked for circular is textually before us it is possible to form an independent opinion as to its significance. And Mr. Wade's despatch of the 29th of March appears opportunely to give us not only an authoritative statement of his conviction of present security, but the grounds on which it rests. "We can certainly not afford," Mr. Wade says, "to diminish our naval force in these seas, but, this precaution observed, I think I am justified in maintaining that so far as the temper of the people is concerned Her Majesty's Government may be safely guided by my official telegrams." But what the merchants, and all interested in the position of affairs in China desire, is not the mere assurance, however often repeated, of the absence of outrage or overt acts of hostility. So long as the causes are in operation which led to such a massacre and onslaught as Tientsin witnessed just twelve months ago, it is felt that there can be no well-founded sense of security. What is wanted is trustworthy information as to the progress making, or already made, for the removal of the original causes of danger. We miss in the periodical telegrams, and even in this last fuller despatch, anything which is calculated to throw light upon the present temper or the views of the Chinese Government and the official class. It is true we are left to infer, in the absence of any more explicit statement, that neither the French nor English Chargé d'Affaires sees cause of anxiety or ground for complaint in this direction.

We are told that M. de Rochechouart has more than once assured the latter "he remembers no time when there were so few complaints from the missionaries scattered through the empire." And so far this is well. But we cannot help observing that nothing was more likely to happen after such an explosion of popular violence as took place in Tientsin than a feeling of alarm in which both authorities and people would participate. The Chinese Government was unquestionably alarmed, and gave very plain tokens of anxiety as to the consequences. Under these circumstances, and while Chung How was despatched on a propitiatory mission to Europe, and France lay prostrate after a death-grapple with Prussia, the Chinese authorities on the one hand and French officials as well as missionaries throughout the interior on the other, would be mutually disposed to abstain from all avoidable provocations to violence. But, the original causes of quarrel remaining unmodified, there is no reason to suppose this much-trusted quiet is anything more than a temporary suspension of hostilities. There is no evidence that we can see of any steps having been taken for a permanent adjustment of differences, unless the circular on the Chinese side may be considered a first move to that end. True, it has been described as a Chinese edition of the Gortchakoff Note, and looked

Digitized by Google

at rather in the light of a defiance to Europe, or at least to France, on the missionary question. And there is so far a family likeness, that certain clauses of existing treaties are declared to be no longer endurable. Such a declaration as this on the part of China must not be taken too literally. However, without underrating either the importance or significance of such an appeal to European Powers, the document must be read by the aid of what is known as to the ulterior intentions of the Chinese Government and their means of giving effect to an expressed desire of withdrawal from the obligations imposed by several treaties and as many different Powers. In this light it cannot be regarded as an ultimatum, which China has determined to abide by without further negotiation. And, stripped of this minatory and compulsory character, it loses much of its importance, if not of its significance. In substance the circular says nothing more in regard to the missionaries than the Yamen has been declaring any time these three years past, and put into formal shape in an official note during the recent revision of our treaty. In plain truth, they say very little which cannot be fully established against the Roman Catholic missions and French authorities, by evidence given under their own hands and published in the "Annals of the Propagation of the Faith."

To the readers of the *Pall Mall Gazette* there can be little novelty in these charges, for attention has been called in more than one article to the mistaken and dangerous course followed by the Roman Catholic missionaries, as shown by the letters of their own bishops and vicars apostolic in China, from which numerous extracts were given. The circular truly states that "Trade has in no degree occasioned differences between China and the Powers. The same cannot be said of the missions, which engender ever-increasing abuses. Although in the first instance it may have been declared that the primary object of the missions was to exhort men to virtue, Catholicism, in causing vexation to the people, has produced a contrary effect in China. (This regrettable result) is solely attributable to the inefficacy of the plan of action (followed in this matter). It is, therefore, urgent that steps should be taken to remedy this evil and to search for a satisfactory solution of the difficulty. In fact, this question is one bearing upon those which influence the leading interests of the peace of nations, as well as those of their trade, which are equally considerable." And they go on to state as fairly and as temperately as possible their specific grounds of complaint, but concluding with a sentence far from reassuring in its purport:—"Veteran rebels, beyond the pale of the law, amateurs in intrigue, seek a refuge in the Church, and lean upon her influence in order to commit disorders. At this moment the animosity of the people, already deep, degenerates gradually into a hate which, at length, reaches its paroxysm."

If this means anything it must be held clearly to declare that the present situation is one of great tension and a cause of great anxiety to the Chinese authorities. In the draft of regulations, consisting of eight articles, which the Yamen "submit for examination," they further cite under each head specific cases in support of the chief charges. These have reference mainly to the orphanages, which have proved so fertile a source of suspicion and danger; the free intercourse of men and women among the converts, so contrary to all Chinese ideas of decorum or morality, even apart from the confessional and secret closeting of priests with their female converts; the usurpation of authority, and interference with the magistrates; and, lastly, the reclamation of confiscated property formerly appertaining to the Roman Catholic Church or communities, together with the acquisition of land and houses under conditions similar to those which led to laws of mortmain in every country in Europe. Our space will not permit extracts, but we strongly recommend the persual of the document to all who desire to be informed on the subject.

The acquisitive tendencies of the missionaries in regard to houses and land, and the reclamation of Church property after a couple of centuries of alienation, are at the root of much popular distrust and hatred. It is impossible to read the Chinese statement of the case without a thought of what would be the popular feeling in this country if, after a Battle of Dorking, our Government was compelled by a treaty dictated by our conquerors to restore all the Church lands confiscated by Henry VIII. What has been going on for the last twenty years in China is only different in degree—not in kind—as Monsiegneur Faurie, and his colleague, Monsiegneur Chauveau, vicar-apostolic of Thibet, have given abundant evidence in the published accounts of their labours proceeding from their own pens. All this, it must be confessed, points to a state of things the reverse of reassuring or satisfactory. Either Her Majesty's *Chargé d'Affaires* or the Yamen are clearly mistaken as to the absence of any real danger—since no ingenuity can reconcile views so much opposed to each other.

The Chinese, it would appear, are now only proposing to do what we and many other States did for themselves in the sixteenth century—resisting an attempt at foreign dictation and Papal dominion. The Roman Catholic religion is to them a cunning agency masking a system and a policy subversive of the civil power, and fatal to the stability of existing institutions and the Government. We need not stop to inquire how far this is a true estimate of the tendencies of the Roman Church or of Ultramontanism as it is worked in China under a French protectorate. It is enough that it certainly subjects them to perpetual and irritating interference, destructive of all independence; and the existence of such a wide-spread feeling of anger and suspicion constitutes a grave cause of anxiety. It was as protector of the Christians in the Turkish empire, as Mr. Gladstone lately said, that Russia obtained certain powers of interference between the Sultan and his subjects, and we went to war to stop this interference as incompatible with its independence and a source of danger to the rest of Europe. No doubt it masked other and more ambitious designs of territorial aggrandisement; but it was none the less a proximate cause of war. The wrangle between France and Russia about the keys of the Holy Sepulchre, and dissensions between the protected Greek and Latin Christianised communities which precipitated the rupture, could have had no existence except for this right of interference between the Sultan and his subjects on the ground of religious wrongs.

It would not be pleasant to meet either Russia or France on this other field of proselytism, and find a repetition of the same pleas and complications. France has already made war once in China, and a second time in Cochin China, on missionary grounds. As to the direction in which a remedy should be sought for this untoward state of affairs in China, the proposition of the Peking authorities to withdraw from missionaries, whether Roman Catholic or Protestant, the protection they are entitled to, in common with all foreigners, by the exterritorial clauses, cannot be entertained. Neither public opinion nor the state of feeling in Christian States would tolerate this. But it is not equally clear that the Treaty Powers might not abstain from all further attempts to extend exterritoriality to Chinese converts as a policy calculated to allay jealousy and hostility to them. The objection would be, of course, that this would be to expose them to religious persecutions. Granted even that this might be the result, has Christianity ever taken root when of such doubtful character or delicate growth as to require the protection of foreign Governments and their authoritative interposition between a native Sovereign and his subjects? No State or nation will submit to such interference if it is strong enough to resist; and is it quite certain that China, if driven to extremities, might not, with Russia and a Greek Church behind her, defy France to ultramontanise her people against her will? Could Protestant Powers consistently throw their weight in such a cause against her? Finally, may it not be possible, and even probable, that this constant inteference with the civil power, which the French protectorate of the Roman Catholic missions in China and the virtual denationalisation of their converts foster beyond doubt, is the main if not the only cause of the bitter hostility of the Chinese authorities and literati to Christianity?

If this cause of alarm and irritation were withdrawn, the disposition to persecute on religious grounds might wholly disappear with it. But, of all the arguments favourable to this view, there is one more conclusive than all the rest perhaps, and that is the impossibility of protecting Chinese converts effectively by any interference of Foreign Powers. Neither missionaries nor consuls can go behind the judgment seat of magistrates, even when resident on the spot, as they scarcely ever are, to ferret out false evidence and prevent litigation and law proceedings under some pretext other than religious persuasion, which would be the one cause never ostensibly brought forward. The thing is, on the face of it, impossible, and we do but embitter the feud and add to the troubles of the converted pagan by attempting it. Religious persecution, and even martyrdom, must be faced if Christianity is ever to take root in a pagan country. If it has any independent vitality or power it will do so, and triumph as it has often done before. It is quite in vain to seek for any less exacting conditions of success.

(GLOBE.)

Whether or not the "Chinese Despatch" just laid before Parliament "turns out to be totally different from what had been expected" will depend very much on what expectations had been formed of it. For our part we cannot but look upon it as a document of the highest interest and importance, notwithstanding that a favoured correspondent of *The Times* has rushed to the front to assure us that it is "all right" and of "no consequence." It deals a heavy blow certainly at the Romish, Jesuit, or French missionaries—whichever be the most correct designation—and it hits them in their weakest place. The Roman Catholic missions in China may possibly be in the position of the dog who got a bad name; but it may be safe to assume that if they do not deserve all that is said about them in this Chinese despatch on this particular occasion they have deserved it at other times. In a loose, general way, writers and speakers in this country have habitually accused the Jesuits of mischief—of insidiously undermining the allegiance of the people to the civil power. That the propaganda in China were engaged in similar practices was only too probable, and if actual proof were wanting, the missionaries themselves have furnished it in the somewhat boastful announcements they have occasionally made of the dignified position they have taken up in the face of the Mandarins, the civil authorities in China. When, therefore, we find the Prince of Kung and his Ministers of their own motion formulating the identical complaints against the Catholic missionaries that have been so often heard elsewhere, how can we escape the conclusion that the complaints are well-founded? It is somewhat remarkable, however, that though hostility to the Catholic missionaries is of old standing, there is considerable novelty in the form in which the accusations against them have now been brought forward. In the publications by which Chinese officials appeal to the passions of the people, the base and secret immorality of Christians and priests is the point which is sought to be pressed home. To Foreign Governments, who could not be expected to believe in crimes which it requires the imagination of an Asiatic to conceive, the clever Chinese have bethought themselves of representing the political assumptions of the missionaries as the cause of their jealousy, while praising the religion which exhorts men to virtue. Thus each party is plied with the arguments which are best calculated to influence it. Remembering that the Chinese Government has two astute Irishmen in its pay who have had access to the diplomatic secrets of more than one of the great Powers, it would not be a very wild conjecture to suppose that the recent despatch is an agglomeration of leading articles and occasional notes of English newspapers, and of despatches, published and unpublished, from the British and American Legations at Peking, for there is nothing in the despatch that may not be gleaned from these sources.

But apart from the good or bad faith in which the charges against the missionaries are put forth, and apart also from the truth or falsehood of the matters in question, the fact that the Chinese Imperial Government has come forward openly to make such a complaint is of the highest significance. The rulers of three hundred millions of people virtually tell the world that they are competing with a score or two of foreigners, scattered widely over the vast area of the empire, for the affections and the respect of the people, and that unless strong measures of repression are resorted to, such as what occurred at Tientsin a year ago, only "more terrible," they fear the

Digitized by Google

foreigners will beat them. The thing would be as ludicrous as a scene in a pantomime, were it not for the bloodshed and other horrors which loom behind. The mandarins, who delight in the endearing name of "fathers and mothers of the people," tremble in their shoes at the influence which the Roman fathers are gaining over the people of China, nor is it likely to assuage their wrath that in their consciences they know too well that the people make a reasonable choice. The "fathers and mothers" evince their parental love in thousands of little ways, all tending to the depletion of the pockets of their sons, and taking on themselves the burden of those accumulations which would otherwise become the instruments of luxury to the frugal classes. The Romish father at least keeps his hands off the flock. It is not so very wonderful that here and there a marked preference should be shown for the most merciful shepherd. That it is so we have on the authority of the Chinese Government itself, and it is now resolved to put a stop to the growing abuse. There are two ways of destroying the influence of the foreign priests; one is to imitate them in some degree, and so fight them with their own weapons; the other is to repress them by force or fraud. Of course the latter is the only solution that has occurred to the advisers of Prince Kung or his Irish friends, and perhaps it is the only one that is really open to them.

In order, however, to curb the pretensions of the French missionaries, and prevent their assuming sovereign power in China, the Tsung-li-yamen proposes to commit certain violations of its foreign treaties. Unexceptionable as the object may be, it ought not to be sought by illegal means, and the denial to all missionaries resident in China of the treaty privilege of "exterritoriality" is tantamount to subverting the treaty altogether. Those who comfort themselves by the illusion that this manifesto is directed exclusively against the Catholic missionaries must be easily deceived. The Prince Kung, while patting the Protestants on the back, ventures to tell them that the stupid people, much to his regret, of course, cannot distinguish between the two kinds of Christians; and as he repeatedly in this despatch predicts massacres like those at Tientsin, and that in several provinces where no disturbances have as yet occurred the Protestant who thinks he is safe from the consequences of the fulmination must be wise with the wisdom of the ostrich.

(THE ENGLISH INDEPENDENT.)

Let us hear no more complaints against the Chinese Government. That it is a just, sensible, and liberal Government, shaming many Governments of the Western world which profess to be civilised and Christian, can scarcely be denied after a perusal of the circular which it has addressed to the representatives of Foreign Powers, but especially to the French Minister in China. We avail ourselves of the following *précis* of this document drawn up by Mr. Hugh M. Matheson, whose commercial relations with China are very extensive, and his interest in missions to that country not less than in its trade.

The complaints in this Circular are entirely directed against the assumptions and illegalities of the Jesuits, which no nation blessed with any self-respect could endure. The Romish priests demand for their converts complete shelter from the operation of Chinese law, and there is too much reason to believe that many of those who have professed Catholicism have done so for the sake of the immunity which they supposed that such a profession would afford. The Government voluntarily offer that all Christian converts shall be excused from contributing to idolatrous festivals and to the taxes for the support of the worship of local divinities, thus showing a respect for conscience and a perception of its rights at which many Western nations have not yet arrived. How few years have elapsed since church-rates were enforced on Dissenters in our own country by distraint and imprisonment! It needs no years of agitation by anti-church-rate societies to convince the Chinese Government of the injustice and impolicy of such taxes. In a word, they are in advance of us. There is nothing in the requirements of this Circular to which Protestant missionaries will not be willing to submit, and we must take care that our authorities do not in any way assist the French Government if it should interfere to support the preposterous claims of the Jesuits. Henceforth the Protestant missionaries ought to manifest entire confidence in the good faith of the Chinese Government; and, although they may have reason to complain of the mandarins and provincial officers, they should be ready at all times to await the result of an appeal to Peking.

Monetary and Commercial.

The "Maloo Mixture," per *Sydenham*, has not up to the present time been brought forward; the consignees, whoever they may be, seem to have been deterred from putting them up for sale. This course is a great injustice to the consignees of sound and proper teas, as, until the rubbish is really traced, all parcels in the *Sydenham* are suspected, and the consignees have consequently found great difficulty in getting bids.

Mr. Eaton, M.P., and Mr. Brocklehurst, M.P., accompanied by Mr. D. Evans, of the firm of David Evans and Co., of Wood-street London, had an interview with Earl Granville at the Foreign-office, with the view of impressing upon the Government the strong feeling entertained on the part of the silk trade generally against any proposal that may be made by the French Government to impose tariffs on raw, thrown, or manufactured silk exported from this country to France.

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £350,000; and to Bombay, £50,000. The minimum price was fixed at 1s. 10½d. on all the Presidencies (an advance of 1 per cent.), and tenders on Calcutta and Madras at 1s. 10¾d. will receive about 31 per cent., and on Bombay, at that price, in full. These results show a further increase in the demand for means of remittance to the East.

Information has been received that the Hong Kong-Shanghai cable of the Great Northern China and Japan Extension Telegraph Company, which was broken twenty miles from Hong Kong on the 11th inst., has been repaired, and that direct communication with Shanghai has thus been restored.

The Court of Exchequer Chamber, in the case of Byrne *v.* Schiller, has held the doctrine to be established that a payment of freight in advance could not be recovered back in the event of the freight not being earned through the ship being lost.

The German Bank of London have appointed as manager Mr. G. Pietsch, who was till recently manager of the agency in London of the "Comptoir d'Escompte de Paris," but who, being a German, was obliged to leave that establishment with all its other German officials in consequence of the war.

The following is from Mr. W. E. Rowlinson's Tea Circular:—

"On the 21st inst. a sale of China teas, per *Windermere*, was held in Rotterdam, consisting of 3,817 chests, 3,388 half-chests Congou, 200 chests and 1,930 half-chests Souchong, and 375 chests flowery Pekoe. The bulk of the Congou was of low medium quality, and brought from 1s. 0½d. to 1s. 4d., a break of 336 chests going at 1s. 6d., and one of 225 chests bringing as much as 1s. 8d.; this latter parcel was good Kaisow. The Souchongs were of medium quality, and brought from 1s. 4½d. to 1s. 8d., 200 half-chests common selling at 1s. 3d., and a small parcel of 70 half-chests finding a purchaser at 2s. 3d. 45 chests flowery Pekoe realised 2s. 5d., 107 chests 2s. 7½d. to 2s. 9d., and the two finest breaks of 78 and 40 chests respectively brought 3s. 2d. to 3s. 3d. On the whole, the prices may be quoted a decided improvement on the last sale."

CEYLON COMPANY.

The annual meeting of the Ceylon Company was held at the offices, Palmerston-buildings, Mr. Lawford Acland presiding. The report presented to the shareholders stated that the net profit, after deducting all current expenses, amounted to £53,712, inclusive of £6,968 brought over from last year's account. The directors proposed a dividend at the rate of 6 per cent. per annum, free of income-tax. The chairman, in moving the adoption of the report, referred to the position of the company. The profits had not been quite so large as anticipated, but, taken as a whole, the outturn of the year might be looked upon as more satisfactory than could at one time have been anticipated. The low prices for coffee which had prevailed during the year in consequence of the war on the Continent materially affected the profits realised on this branch of the company's business, which, but for this circumstance, would have been nearly equal to those of last year. The small crop of sugar in the Mauritius had also adversely affected the profits of that branch.

It was a matter for congratulation that an improvement had recently taken place in the coffee market, and that the advices arriving from the Mauritius in reference to the coming year gave more favourable accounts. The dividend was maintained at the rate of 6 per cent., and making that payment, providing for the interim dividend already paid and the interest on debentures, as well as a sum of £5,000 carried to reserve fund, would absorb a sum of £49,445 out of the total net profit of £53,712, thus leaving £4,267 to be carried forward. The board, acting upon a resolution passed by the shareholders at the meeting held about this time last year, had disposed of some of the estates in Ceylon which the company had acquired by foreclosure, but which the board found could not be worked profitably. A difference between the amount at which they stood in the books of the company and that which they realised had been written off from the reserve fund, which had also been credited with the reduction of the cost of mortgages foreclosed in Mauritius. The report was adopted and the dividend declared.

BRITISH INDIAN SUBMARINE TELEGRAPH.

The half-yearly meeting of this company was held at the City Terminus Hotel, Cannon-street; John Pender, Esq., in the chair.

The report stated that the gross receipts of the company for the six months ending March 31, less £1,086 loss on remittances from India, amounted to £42,645, and the expenses, including income-tax, to £17,316, leaving a balance of £25,329 available for distribution. The directors declare a dividend on account for the half-year of 4s. per share, free of income-tax, which would absorb £23,750, leaving £1,579 to be carried forward to next account. The receipts for the months of April and May in the current half-year amounted to £21,797, being at the rate of 8 per cent. per annum, after deducting working expenses. The amount reserved for repairs in the last balance-sheet was £3,495. The cost of the repairs of the Suez-Aden section amounted to £2,771, leaving a balance of £723 still remaining to the credit of the reserve fund.

The Chairman, in moving the adoption of the report, regretted that the dividend was not larger, but they had passed through an exceptional half-year. The disturbances on the Continent had entirely stopped the Continental traffic to India from Marseilles, and there had been a breakage in the Falmouth cable lasting from November to February. The dividend to be paid was, in fact, derived from three months' instead of six months' operations. There was the competition of other companies, and they were not fairly treated by the Indian Government, who were working a competing line, without any profit to themselves, but to the great injury of this company. He trusted the Indian Government would before long see the impolicy of this course. Since the last meeting the cables of the British Indian Extension and the China Submarine Telegraph Companies had been laid, and were working in the most satisfactory manner. As a great part of their traffic must pass over the lines of this company, that would be another source of profit in the future. The British Australian line would shortly be opened. The raising of the rates from £2 17s. to £4 10s. for messages of twenty words between England and Bombay had decreased the number of messages, but had increased the revenue of the company.—Lord W. Hay seconded the resolution.

The report was unanimously adopted, and it was resolved that in future the company should hold its meetings half-yearly. The proceedings concluded with a vote of thanks to the chairman.

Digitized by Google

ARTICLES OF IMPORT.

Since our report of last week the Tea market has exhibited no alteration. At a public sale of 8,420 packages about 4,600 were sold, all being "without reserve"; Foochow siftings and broken leaf brought 5d. to 7½d. per lb., and leafy kinds 8½d. to 9d. per lb., prices being occasionally in favour of buyers. Some breaks of medium to fine black-leaf Congou realised from 1s. 7d. to 1s. 10¾d. per lb., and one break of fine Kaisow from 2s. 2¾d. to 2s. 3d. per lb.; several parcels of common Green Tea sold at about recent rates. The public sales of Silk terminated yesterday, and as is now frequently the case the transactions in the sale room were insignificant; privately, however, a very large business has taken place; it having been rumoured that a duty was likely to be levied upon Silk entering France, merchants have eagerly bought, and to avoid the expected impost their purchases have mostly been cleared at once, and the deliveries are consequently larger than they have been for some time past. The markets for Coffee and Sugar show no change. Manila Hemp is firm, and at public sale nearly all offers have been bought in at high rates, only a small quantity of fair roping being quitted at £46. A limited business has been done in Camphor, China realising 72s. 6d., Japan 80s. Cocoa-nut Oil is steady at £40 for Ceylon. A large business has been done in Pepper at the advance noted last week. Rice is very dull. Spices are quiet. Tin continues active, and has again advanced, Straits being quoted £131 to £131 10s., Banca £132 10s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	A
Jne.15	Æolus	De Vries	Java, for Rotterdam.	Off the Goodwin
14	Havfruen	Sorensen	Manila, for Copnhag.	Off Dover
14	Mina	Bruggen	Batavia, for Roterdm.	Off Dungeness
12	W. W. Smith	Crisp	Java, for Amsterdam	Off Scilly
15	Wenona	Davies	Akyab	Liverpool
14	Sea Mew	Rattray	Java	Clyde
12	Maria Adolfina	Bakker	Probolingo	Texel
16	Mathilda Atheling	Whereat	Singapore	London
19	Pembrokeshire	Wilkinson	Colombo	Do
Jne.14	Deutschland	Seeman	Rangoon, for Hambg	Off Dover
19	Maggie Leslie	Shoosmith	Singapore	London
16	Ferndale	Frazer	Do.	Liverpool
4	Stephen Bishop	Foot	Hong Kong	New York
17	Sydenham	Bristowe	Shanghai	London
19	Cheviot	Henderson	Colombo, &c.,	Do
15	Padang Packet	Mundt	Sourab., for Amtdam.	St.Catherines Pt.
17	Walmer Castle	Berridge	Rangoon	Off Falmouth
18	Tynedale	Steel	Colombo	London
18	Bristow	Harris	Penang	Do.
11	Sunny Side	Menzies	Colombo	Do.
19	Otter	Croscombe	Sarawak	Do.
19	Baldovan	Tosh	Colombo	Do.
18	Coleroon	Montgomery	Java, for Holland	Deal
18	Europa	Griffiths	Java, for Amstrdam.	Do.
19	Prof. v.d.Boon Mesch	Wigman	Tjilatjap, for Amdm.	Do.
19	Jan Pieterszoon Koen	Ouwehand	Java, for Amstrdam.	Do.
19	Annie Fleming	McPherson	Do.	Do.
20	Merwanjee Framjee	Bedwell	Colombo	London
17	Leop. G. v. L. Stirum	Kenker	Batavia, for Roterdm.	Off Dungeness
19	Impulse	Doughty	Maulmain	Falmouth
17	L. J. Enthoven	Kooy	Batavia	Brouwershaven
6	Witch	Bursley	Shanghai	New York
20	Callisto	Winchester	Java, for Amsterdm.	Deal
21	Isles of the South	Davidson	Macao, &c.	London
18	Tacite	Moijon	Batavia	Brouwershaven
19	Antifer	Guinand	Rangoon	Flushing
	Queen of Ceylon	—	Colombo	Off Plymouth
21	India	Kettel	Java, for Rotterdam.	Deal
8	Kennemerland	Duinker	Bali, for Amstdam.	Channel
19	Bestevaer	Rosier	Banjoewangie	Texel
19	Obey	Legros	Batavia	Helvoet
19	Bali	van Rossem	Probolingo	Brouwershaven
16	Conchita	Larrabe	Manila	Cadiz

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jne.15	Sedan (str.)	—	China	Southampton*
14	Agnes	Hurdes	Hong Kong	Cardiff
14	Shields	—	Galle	Newcastle
13	Serendif (str.)	Varian	Colombo	London
16	Beemah	Wakeham	Hong Kong	Do.
16	Ailsa	Russell	Shanghai	Do.
	Sourabaya Packet	Rolff	Sourabaya	Amsterdam
15	Anna Sophie	—	Java	Newcastle
15	Hunsinga	Woldringh	Nicolajefsk	Harwicht
17	Fair Leader	Fookes	Singapore	London
17	Chusan	Roy	Yokohama	Do.
14	Colmonnell	Scoble	Java	Port Glasgow
	Galilei	Van der Mey	Batavia	Amsterdam
16	Sarpedon (str.)	—	Sing., China, &c., S.C.	Liverpool
16	Gertrude	—	Galle	Sunderland
15	Advancement	Jones	Bangkok, via London	Glasgow
16	Marco Polo	Hauschildt	Singapore	Hamburg
17	India	—	Galle	Newcastle
20	Seafield	Fough	Colombo	London
16	Dagupan (str.)	Crane	Manila, via S.C.	Glasgow
17	Lightning	Anderson	Galle	Cardiff
20	Robin Hood	Lewis	Batavia	London
21	Rollo	Way	Hong Kong	Do.
21	Mangalore	Thoms	Cardiff, Galle, &c.	Do.
20	County of Lanark	—	Batavia	Clyde
21	Berenice	—	Galle	Shields

* After repairing machinery. † After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
June 17	Priam	Liverpool	Singapore, China, &c.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong. For Singapore, Hong Kong, and Shanghai: Atholl. For Galle, &c.: Durley.

Sailing Vessels.—For Hiogo and Nagasaki: Carnarvonshire. For Yokohama: Ada, John Milton. For Shanghai: Albert Victor, Omba, Portland, James Shepherd, Laurel. For Singapore and Manila: Kate Carnie. For Penang: Eleanor, Bristow. For Bangkok: Mary Evans, Advancement. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Rosy Morn, Scawfell, Ocean Beauty. For Galle: Kingsbridge.

At Liverpool.—For Yokohama and Hiogo: Nourmahal, Birmah. For Manila: Olaquivel, Maria Fidela. For Hong Kong: Mongol. For Singapore, Hong Kong, Shanghai, and Yokohama (via S.C.): Alex. Lavally (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Batavia and Sourabaya: Lennatar. For Singapore: River Eden. For Galle (via Cardiff): Sardis.

At Glasgow.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Singapore and Penang: Nola. For Batavia and Samarang: County of Ayr. For Colombo: Marchioness of Londonderry. For Colombo, &c. (via S.C.): Penguin (str.).

SPOKEN.

Merse, Liverpool to Batavia, May 6, 10 S., 27 W.
Ben Nevis, Shields to Galle, May 7, 6 S., 27 W.
Zeta, Singapore to London, May 14, 28 N., 46 W.
White Eagle, Batavia to Rotterdam, June 7, 49 N., 19 W.
Iberian (barq.), Philippines to London, April 8, 35 S, 19 E.
Yokohama (Amr. bq.), N.Yk. to Btvia., 12 days out, May 24, 29 N. 39 W.
Premier (barq.), Batavia to Clyde, May 31, 28 N., 40 W.
Bramley, Foochow to London, March 16, 28 S., 61 E.
Fair Wind, Cardiff to Batavia, May 2, 1 S., 25 W.
Pilgrim (N. G. ship), Sourabaya to Cowes, May 5, 5 N., 26 W.
Bacci (?) (Dutch), Sourabaya to Rotterdam, June 9. 51 N., 14 W.
Johannis, Cardiff to Hong Kong, 32 days out, 29 N., 29 W.
James Thomas, Samarang to Amsterdam, June 2, 45 N., 28 W.
Morrissons, Foochow to Falmouth, June 6, 57 N., 22 W.
Taitsing, London to China, April 25, 5 N., 24 W.
Waalstrom, Padang to Amsterdam, June 8, 51 N., 17 W.
Alice (Danish brig), Sourabaya to Copenhagen, April 16, 19 S., 2 W.
Palm (Dutch), Batavia to Queenstown, May 2, 15 N., 34 W.
Ellen Lamb, Swansea to Singapore, April 24, 3 N., 24 W.
Mary (s.), of Beaumaris, Hong Kong to Falmouth, April 5, 35 S., 37 E.
Guinevere, London to Shanghai, May 10, 5 N., 22 W.

CASUALTIES.

Advices from Alexandria, dated June 10, state that the Africa (str.) from London to China, reported as having run down the Souakim (Egyptian str.), and returned to Suez, with part of the crew of the latter vessel, had sustained some slight damage by the collision, but the injury was soon repaired, and the vessel was allowed to leave Suez for her destination on the 3rd June, on the master promising to place, himself at the disposal of a Naval Court on his return to Suez. It is stated, however, that no blame is to be attached to the Africa for the accident.

The Europa (ship), of Glasgow, Griffiths, from Java to Amsterdam, in getting under way from the Downs, June 18, touched on the main, near Kingsdown, but was assisted off by tugs, without apparent damage, and proceeded for her destination.

The Levant, Sangster, which arrived at Texel, June 17, from Sourabaya, had been ashore on the Harsens, but was towed off.

A telegram from Batavia, dated June 17, states that the Agnes Banfield (barque), Bastian, from Manila to New York, has been totally lost in the Straits of Sunda; crew saved.

FREIGHTS AND CHARTERS.

Rates of freight to the Eastern ports rule very low. Rates for coal from the outports are without little alteration.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £23. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: £1 10s. For Colombo, 35s. For Galle, 23s. For Japan 37s. 6d. For Singapore, 25s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

The Admiralty have invited tenders for the conveyance of 29 tons stores to Hong Kong, and of 122 tons to Trincomalie.

MISCELLANEOUS.

At Aden.—Africa (s.), from London, and left June 10 for China.

Advices from Pernambuco, dated May 29, state that the Corea, Bangs, from Zebu to Liverpool, which put in there March 25, leaky, had reshipped about two-thirds of her cargo on board, and would be ready for sea in a few days.

The following report concerning the Willem III. (str.), Rotterdam to Batavia, which caught fire off the Isle of Wight on the night of the 19th ult., has been issued by the Salvage Association:—This vessel is now quite tight, the split in her side closed up and secured inside; the cargo and coal is being discharged. Up to the 17th inst. 256 packages of goods had been discharged, and the captain of the ship proposes to dispose of all the cargo saved, by public auction at Portsmouth.

The Committee of Lloyd's have issued a notice asking for information respecting the Mercara, Jeffery, which vessel is reported to have sailed from Liverpool for Singapore Oct. 10 last.

Digitized by Google

NETHERLANDS INDIA COMMERCIAL BANK,

AMSTERDAM.

ESTABLISHED 1863.

BOARD OF DIRECTORS.

F. VAN HEUKELOM, ESQ., CHAIRMAN.

G. I. DE CLERCQ, ESQ. | A. R. I. CRAMERUS, ESQ.

GENERAL AGENCY—BATAVIA.

HEAD AGENT—N. P. VANDEN BERG, ESQ. | AGENT—I. J. VAN SANTEN, ESQ.

SOURABAYA AGENCY.

MANAGER—Æ. PALAIRET HOOGLANDT, ESQ.

HOME BOARD OF CONTROL.

A. VAN GEUNS, ESQ., CHAIRMAN.

F. H. BUNGE, ESQ. | TH. F. SCHILL, ESQ.
R. DANIEL WOLTERBEEK, ESQ. | W. POOLMAN, ESQ.
J. MARTENS, ESQ. | M. H. INSINGER, ESQ.

INDIA BOARD OF CONTROL.

H. KLEIN, ESQ., D.C.L., CHAIRMAN.

ALEX. FRASER, ESQ. | G. H. L. VAN OORDT, ESQ.

BALANCE-SHEET, DECEMBER 31, 1870.

DR.		CR.	
Shares, Second Series, not issued	f.6,000,000.—	Capital	f.12,000,000.—
Batavia General Agency, in account, credit	3,712,696.09	Bills payable	3,860,845.57½
" " Exchequer account... ...	1,271,163.64	Sundry creditors	1,246,865.69½
" " Account of credits	79,568.88	Income-tax	6,127.20
Premises and furniture	43,195.—	Dividends not yet claimed	6,190.63
Cash and bills receivable	1,420,874.53	Reserve fund	20,447.56
Sundry debtors	590,596.44	Balance of profit and loss account	223,409.26
Merchandise and bullion	199,349.33½	Dividends to shareholders, 3 7-10 per cent. ... ... f.222.000.—	
Shares in own and other Indian Companies	1,057,548.—	Balance to new account 1,409.26	
Advances on securities	2,968,777.85	f.223,409.26	
Invested in reserve funds	20,116,15½		
	f.17,363,885.92		f.17,363,885.92

PROFIT AND LOSS ACCOUNT.

DR.		CR.	
Current expenses of directors' remuneration, salaries, income-tax, &c.	f.52,636.35	Balance Dec. 31, 1869	f.3,248.17½
Loss on shares and merchandise	51,657.87	Interest and commission account	219,082.46½
Reduction of the premises and furniture accounts ...	3,576.95½	Exchange and bullion	18,071.45½
Loss on acceptances unpaid	33,463.10	Balance of Batavia profit and loss	124,341.44
Balance	223,409.26		
	f.364,743.53½		f.364,743.53½

The Board of Control,

A. VAN GEUNS, Chairman.
G. I. DE CLERCQ, Acting Secretary.

Amsterdam, June 12, 1871.

The Board of Directors,

F. VAN HEUKELOM, Chairman.
A. R. I. CRAMERUS.

Amsterdam, June 12, 1871.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE and HONG KONG having been successfully laid, IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to HONG KONG £7 0 0
" " " SHANGHAI 8 5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, June 8, 1871.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H SMITH, UNITED CLUB,
YOKOHAMA.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness
Excellent economical stock for Soups, Sauces, &c.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

HOLLOWAY'S PILLS

EXCELLENT PILLS.—The resources of medicine and chemistry were long and fruitlessly tried before they yielded a remedy which could overcome disorders of the stomach and nerves, till Professor Holloway discovered his purifying and tonic Pills. They are the safest and surest correctives of indigestion, heartburn, flatulency, torpidity of the liver, twitchings, nervous fancies, despondency, low spirits, and declining strength. Holloway's Pills supersede all irregular action in the body, and so strengthen and support the system that disease departs, and leaves the patient not at all shaken. This is the grand aim and object of medical art, to regulate disordered functions without damaging the constitution by the remedy, and admirably is this end attained by Holloway's Pills.

Digitized by Google

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

SCHOUT AND CO., SHIPBROKERS, AMSTERDAM.

GREAT MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,

P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

ALEXANDER BROWN. ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON. COFFEE ESTATES FOR SALE

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty estates now on the register. Twenty-eight have been sold.

T. W. JACKSON, COMMISSION AGENT. SAN FRANCISCO.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s Le Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb 7, 1871.

WANTED,

AN ENGAGEMENT for a Voyage to CHINA or JAPAN, by a CHINESE AMAH, accustomed to children. Has been eight years in her present situation.

Apply to KNEVITT and Co., Sun court, Cornhill.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	.
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM.)

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfille this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, June 10, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, June 20, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, June 10, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, June 20, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight,
WHICH HAVE BEEN MUCH REDUCED,
and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents. 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9, August 6, September 3 } For { Port Said, Ismailia, Suez, Aden, Mauritius, Point de Galle, Pondicherry, Madras, Calcutta, Singapore, Saigon, Hong Kong, Batavia, Shanghai, and Yokohama.

For Alexandria weekly, from Saturday, the 10th of June.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class STEAM and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sngpr, Chna, and Japan	Athol (str.), via S.C....	A1 95	SWID	July 12
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.
Yokohama ...	Coulnakyle .	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Omba	A1 16 yr.	E.I.D.	With des.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D.	With des.
Hong Kong	Isles of the South	A1 13 yr.	E.I.D.	With des.
Yokohama...	John Milton	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Yko., Hgo., & Nag. (via S.C.)	Washi (ss)	A1 16	400	E.I.D.	July 6
Shanghai ..	Portland ...	AA1	872	E.I.D.	Wth des.
Hiogo and Nagasaki	Carnarvnshire ...	A1 14 yr.		E.I.D.	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM to JAPAN Direct, via SUEZ CANAL.—For YOKOHAMA, HIOGO, and NAGASAKI.—The splendid new composite full-powered screw steamer WASHI, A 1 16 years, 400 tons register, 60-horse power nominal, GEORGE REEVE Commander (who has had great experience in the China trade), will be despatched from the East India Docks. She is very handsomely fitted for first-class passengers, has bath room, &c., and from her great power is confidently expected to make a rapid passage.

For Freight or Passage apply to the owners, Messrs. JOHN R. HOOPER and Co., 32, Great St. Helen's; or to NORRIS and JOYNER, 60, Cornhill, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

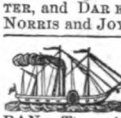
Destination.	Ships.	Class.	Dock.	Date.
Yokohama...	Alexander Lavalley (ss)	Highest .	—	June 30
Do. & Hiogo	Nourmahal...	A1 13 yr.	Prnce's	Wth des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

With immediate despatch.

FOR SHANGHAI, DIRECT.—The Clipper Ship PORTLAND, AA1, 872 tons register; C. H. COSTER, Commander; loads in the East India Docks. This splendid clipper is well-known in the China trade for her fast passages and sound delivery of cargo, and has excellent accommodation for first-class passengers.

For Freight or Passage apply to TEMPERLEYS, CARTER, and DARKE, 5, White Lion-court, Cornhill; or to NORRIS and JOYNER, 60, Cornhill, E.C.



STEAM FROM LONDON to GALLE, SINGAPORE, HONG KONG, SHANGHAI, TIENTSIN, CHEFOO, JAVA, and JAPAN.—The celebrated Clyde-built clipper steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-horse power nominal, 1,350 h.p. effective, now on her way from Hankow to London, with the first teas of the present season; will be despatched about the 5th of August, her positive date being shortly named and rigidly adhered to. This beautiful vessel has unequalled accommodation for a number of first and second-class passengers, being provided with bath rooms, piano, punkas, icehouse, &c., and every comfort that can be desired. Will carry a surgeon and stewardess. She will call at Galle to land passengers only, and reserves liberty to tranship her cargo for Tientsin, Chefoo, Java, and Japan.

For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, and 109, Leadenhall-street, London, E.C.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Countess Russell	A1 8 yr.	965	SWID	July 15

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the fine clipper ship BOMBAY, A1 13 years; 937 tons register, newly metalled, F. H. RICKABY, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. G. D. TYSER and Co., 3, Crosby-square; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI DIRECT.—With quick despatch, the well-known China clipper-ship LAUREL, A1 13 years (owned by Messrs. John Willis and Son), 638 tons register, JAS. WATT, Commander; East India Docks. This fine vessel has just been remetalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C,

To sail positively on the 31st July, following the "Ocean"

FOR BANGKOK (SIAM) DIRECT.—The splendid Clipper Vessel MARY EVANS, A 1 12 years, 258 tons register, J. JENKINS Commander; loading in the West India Docks.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Freight payable on receipt of bill of lading.

To follow the "Ocean Rover," and will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid Regular Trader, SCAWFELL, AA 1, 489 tons register, T. O. W. HENDER, Commander; South West India Dock. This fine high-classed Vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her Cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Second Season Ship, will meet with the usual quick despatch.

FOR TRINCOMALEE, COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid regular trader QUEEN OF CEYLON, A1 10 years, 422 tons register, F. W. GODRICH Commander; South West India Dock. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, June 28, 1871.

Digitized by Google

VIA SAN FRANCISCO.]

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 409.] LONDON, WEDNESDAY, JULY 5, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward.
JAPAN — Yokohama	March 24	May 12	May 22*
Yedo			
Osaka and Hiogo	" 24	" 15	" 17*
Hakodadi			
Nagasaki	" 24	" 14	" 15*
CHINA — Peking	—	—	" 29
Tien-tsin			
Chefoo			
New-chwang			
Hankow	Feb. 24	April 15	" 28
Kiu-kiang			
Chin-kiang			
Shanghai	March 24	May 9	May 11*
Ningpo			
Foochow	" 10	April 28	" 1
Formosa			
Amoy			
Swatow			
Hong Kong	" 24	May 4	" 12
Canton			
Macao			
PHILIPPINES—			
Manila	" 10	April 25	" 4
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 11
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	April 14	May 17	" 20
Penang	—	" 15	" 22
CEYLON—Galle	—	—	" 31
Colombo	—	—	" 29

* Via San Francisco.

THE MAILS, &c.

We publish to-day the advices from Japan and Shanghai, with dates as above, received *via* San Francisco. The French mail, due on the 3rd inst., is not yet delivered. The next inward mail (P. and O.) is due on the 8th inst., with dates—Shanghai May 20, Hong Kong May 26, Singapore June 3.

The telegrams received since our last issue have brought no commercial intelligence except advices of the sailing of the *Abbotsford*, *Diomed*, and *Glendarroch* from Foochow.

List of Passengers.

PASSENGERS INWARD.

Per French mail steamer *Provence*, to Marseilles.—From Shanghai: Messrs. Petrocochino, Mozo, Pavier, Leon, Kreemmenacker, Racine, Pellegrin, Dasebs, Matjier, Dumont, Jelico, Buquet, and Admiral Croquier. From Saigon: Messrs. Detape, Caillavet, M. and Madame Vial. From Singapore: Messrs. Palmero, Ramean, Mills, Naroaja, Fouville, De Acquirre, Steinmann, Reynea, Sarstron, Madame Checca. From Batavia: Messrs. Helfrich, Harloff, Beyer, Luberbruck, Weyland, Arnold, Madame Praetoring, Mdlle. d'Honore.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, June 24.—To Yokohama: Mr. K. M. Kenkite. To Hong Kong: Mr. Schomburg, Mr. J. Shadgett. To Singapore: Mr. James Mitchell. To Penang: Two second-class passengers. To Samarang: Mr. F. Soesman. To Ceylon: Mr. and Mrs. W. C. Whitham, Mr. W. Penney, Mr. C. E. Dunlop, Mr. Mosse, Mr. G. F. Bashford, Mr. H. M. Rowbotham, Mr. Gresley.

Per P. and O. steamer *Massilia*, from Brindisi, July 4.—To Batavia: Mr. and Mrs. Wille, Mr. Schmidt, Miss Schmidt. To Ceylon: Mr. F. B. Templar.

Per P. and O. steamer, from Southampton, July 8.—To Yokohama: Mr. Hallifax, Mr. Teale. To Hong Kong: Mr. R. Marshall. To Singapore: Mr. H. L. Smith. To Ceylon: Mr. J. Laing, Captain Hogge, R.E., Mr. R. Townshend, Mr. Starey.

Per P. and O. steamer, from Brindisi, July 18.—To Hong Kong: Mr. E. George, Mr. G. Tomlin. To Singapore: Mr. H. Bulwer.

Per P. and O. steamer, from Southampton, July 22.—To Samarang: Mr. and Mrs. Severing, Miss Wymstroom.

Per P. and O. steamer, from Southampton, Aug. 5.—To Ceylon: Mr. S. G. D. Skrine.

Per P. and O. steamer, from Brindisi, Aug. 15.—To Hong Kong: Mr. and Mrs. J. Fairbairne.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Advices are to the 22nd May, *via* San Francisco; the outward mail of the 24th March, with telegrams to May 1, was received on May 12.

The following items are from the *Japan Herald*:—

The prospects of the silk-worm season of 1871 are said to be so highly favourable as to indicate a better export than has been known since the opening of Japan to foreign commerce. The weather has been as favourable to the tea growers as to the silk-worm breeders, and if the latter but adopt the simple suggestions regarding reeling and making up for sale recently offered by the Chamber of Commerce, Japan silk will have a fair chance of again returning into favour in European markets.

By this mail Sir Harry Parkes, K.C.B., the English envoy in Japan, returns home for a short time, and will probably receive instructions respecting the points to be discussed at the revision of the treaties next year. It is not improbable that differences of opinion will arise amongst the Ministers here, in which case it is earnestly to be hoped—though perhaps it cannot rationally be expected—that the present English Government will instruct their Consul-General for Japan to pursue a policy directly calculated to benefit both natives and foreigners in place of that hitherto adopted, and which has led to such unsatisfactory results.

Rumours of disturbances still continue. Troubles and minor revolt appear rife, arms are being still bought up by country princes, and troops passed into the capital.

Trouble has been caused at Yedo about Arima, a Daimio of about 200,000 kokus revenue, whose principality is in Kiusiu. It seems he has harboured all the Samurai lately belonging to Tosa, Chosiu and Hizen, who were driven forth because their revenue was reduced to one-tenth of their former allotment.

It is reported that three or four of the smaller Daimios whose territory is in the southern island have been confined to their houses by the Government on account of the assistance rendered by them to the Ronins during the late disturbances in the South. Care has been taken by the Government to secure the retainers of these Daimios now residing in Yedo and Yokohama, and the entry of these Daimio's men into Yedo is forbidden. The chief of the Ronin band is reported to have been captured, and the Daimio who has been secretly keeping others of late will be tried, and the probability is will lose his territory, The name of this noted Ronin is Daraki; he was formerly a subject of Chosiu, and was the great mover in this insurrection in this Prince's territory last year. He fled from his country when he saw there was no chance of success, and then Cosiu issued to his neighbouring Daimios a request to send him back should he visit their territory, but this Daimio alluded to in a previous paragraph was compelled by the Government to own to his whereabouts.

The barbarous custom of trampling on the Cross has been very recently observed at Higo,—in which province an edict has been posted informing the people that they will be periodically called upon to perform this ceremony, or suffer severe punishment.

Should the Korean expedition meet with an unfriendly reception, it is believed it will be assignable to Chinese intrigue. China is at present the only country trading with Korea, and even her intercourse at the three trading places is barred and restricted by absurd regulations.

The speech of President Grant proves that he assumes that whatever the Japanese tell him is unquestionably truth, as Mori, the Japanese Charge d'Affaires at Washington, laid all the blame on Prince Aidzu for the attack on Messrs. Ring and Dallas, while it is notorious that the assassins were of his own clan—Satsuma men. Prince Ito has been duly received as such by our American cousins, the President showing him attention due to

Digitized by Google

his rank. There are foreigners in Yokohama who employed the said "Prince" as kodskai (house servant), and are quietly looking on to see how far the joke can be carried out, and foreigners be imposed upon. The Japanese Government itself, however, receives all the contempt for sending such irresponsible people abroad.

A Protestant Church is about to be erected at Hiogo; a building site has been presented by Messrs. Llewellyn and Co. of the Medical Hall, Hiogo and Shanghai, and $3,500 subscribed to begin building. Hiogo appears to be progressing in public estimation far beyond other towns in Japan. A jetty is about to be built into the bay, alongside which ships can discharge, a camber for small craft, and a sea-wall along the beach. Since our last mail issue two screw steamers have been launched at that port.

An important meeting of residents connected with the silk trade has been held at the Chamber of Commerce, and a series of recommendations, presented by a committee appointed to consider the question, adopted. The report will be translated into Japanese and extensively circulated through the silk producing districts. The inferiority of Japan silk appears to increase each season, but as a correspondent points out, so long as the silk inspecting of Yokohama continue to buy bad silk, the Japanese will continue to reel it.

Another lightship has been launched from the Government slips, intended for service at Hakodadi. She has been built at a cost of $15,000, and will exhibit a white light, visible for ten miles.

A circular has been issued in reference to Bluff Gardens Flower Shows, a project to which we heartily wish the success, which, if it is attained, will be mainly due to the exertions of Mr. W. H. Smith. Exhibitions of flowers, plants and vegetables will be held on or about the 2nd or 3rd of every Japanese month during the summer. The first exhibition will be held on the 2nd and 3rd of the 4th month (20th and 21st May). Japanese gardeners are invited to exhibit in the Bluff Gardens, where proper accommodation will be made for the display of plants and flowers; such as stages for the plants (tana), and mats to protect them from the sun (yoshidzu). Foreigners will also exhibit, and the name of each exhibitor will be placed with his plants, written in English and Japanese.

The following is from the *Japan Mail*:—

A farewell ball was given on the 19th May at the English Consulate by the members of the community anxious to pay a tribute of respect to Sir Harry and Lady Parkes. It was very numerously attended by representatives of many nationalities, and went off with the greatest spirit and success. The health of the guests in whose honour the ball was given was proposed by Mr. Hooper, as Vice-Chairman of the Chamber of Commerce, and Sir Harry Parkes replied to the toast on behalf of himself and Lady Parkes, to whose assistance in his labours he paid a feeling and admirably deserved tribute.

The church organ has at last arrived. The guarantors for the ultimate payment of the debt due on it have been called on for the amount of their respective contributions, and the matter has been so far settled. It is proposed to erect the organ in the church, when the trustees will most probably advance the necessary sum to clear the guarantors. The erection of the instrument will occupy some little time—possibly three weeks or a month.

One of the Pacific Mail steamers, the *Arizona*, despatched from New York *via* the Suez Canal and Hong Kong in view of the proposed fortnightly line between this port and San Francisco arrived on the 16th May. Now that the increased subsidy has been refused, and the line between this and San Francisco is to remain on its present basis, we hope that the steamer will be used on one of the branch lines. The steam communication with Hakodadi is very deficient, and the *Ariel* can now resume her monthly trips to the north, the *Arizona* filling the vacancy on the Shanghai line.

Last autumn efforts were made by a large section of the community to obtain the lighting of the settlement. The agitation was continued throughout the winter, and at last we had an announcement that preparations were being made for the establishment of gasometers and the supplying of both private houses and the public thoroughfares with gas. And there, we regret to say, the matter has ended. Whether or not the Japanese authorities have given the necessary concessions we know not, but it seems at the present moment that unless the material is already on its way to this—and the list of cargoes afloat up to latest dates gives us no hope that it is—we shall have to pass another winter in the darkness which was one of our greatest grievances during the past season.

We are anxious to call attention to a matter, not of the first importance indeed, yet well worthy of some attention. We allude to the orthography of the names of Japanese towns, provinces, districts, produce, &c. At present much diversity exists, and this will continue until some authoritative settlement is arrived at and generally promulgated. If the Chamber of Commerce would refer the matter to three or four Japanese scholars, and adopt the orthography they would agree upon, it would be an excellent and authoritative basis to start from.

We have been requested to publish the following Notification from H. B. M. Minister relative to the punishment of the men implicated in the attempted assassination of Messrs. Dallas and Ring:—

The undersigned hereby informs Her Britannic Majesty's subjects in Japan that, in the case of the murderous assault committed on Messrs. Dallas and Ring, in the main street of Yedo, on the night of the 13th of January last, two Japanese of the Military Class, severally named Higo Sohichi and Kato Riukichi, have been convicted of an attempt to murder, and have been sentenced, first to degradation to the common rank, and then to death by strangulation. A third man of the same class has been convicted of being accessory to the above crime, and has been sentenced to degradation and to penal servitude for ten years.

These sentences were delivered this morning in the presence of the Japanese Secretary of this Legation, who also verified the bodies of the two criminals condemned to death, immediately after their execution.

The sentences have been made known this morning in the annexed Proclamation of the Supreme Government, which was at once posted in various public places at Yedo, and will be published throughout the Empire in the manner in which the decrees of Government are usually notified.

(Signed) HARRY S. PARKES, H. B. M.'s Envoy Extraordinary and Minister Plenipotentiary in Japan.

Yedo, May 17, 1871.

Proclamation—(Translation.)

On the night of January 13th certain persons wounded some Englishmen in Nabecho in Canda. Vigilant search was made for them, and having been arrested they have been punished in the manner shown in the annexed documents.

Intercourse with foreign nations is a matter of the highest moment, and his Majesty has therefore issued repeated proclamations on the subject. That such acts should be committed in spite of them not only involves the credit of the Government, but is a disgrace to the country.

Every measure must be taken throughout the jurisdictions of the Fu, Han and Ken, to prevent the occurrence of such offences.

3rd Month. (Signed,) DAI JO KAN.

HIOGO AND OSAKA.

We have advices from this port to the 17th May; the P. and O. mails, with London dates to the 24th March, arrived out May 15.

We learn from the *Hiogo News* that the works of the Hiogo and Osaka Railway are steadily progressing, and everything bids fair for its completion by the commencement of next spring. About eight hundred men are employed in preparing a site for the station near the old Fukuwarra, and contracts have been entered into for the completion of this portion of the work. A vessel, with a cargo of rails, &c., is expected to arrive from Yokohama in a few days. Some ballast trucks are being made here from designs furnished by the local railway staff. The wheels will be cast and the rest of the ironwork manufactured in the neighbourhood. The whole of the culverts required between the station site and the Ikuta river are being proceeded with simultaneously. They are being constructed of brick, with stone covers. As soon as these are finished the earthworks will be commenced, and the rapid progress of the works will be more tangible to the uninitiated than it is at present. These culverts are far more numerous than those upon the Yedo and Yokohama line, owing to the greater proximity of the hills in this vicinity. Besides which, while two or more of the watercourses in a cutting on the northern line may occasionally be carried through a single culvert, here each stream has to be taken in hand separately. European implements of various descriptions have been distributed among the workmen employed on the railway works, and we hear that they take kindly to them. Of the tunnel under the Ishiya river, sixty feet is finished, and by the end of next week forty feet more, it is expected, will be completed, leaving another hundred feet to be done. As soon, however, as half of the two hundred feet of tunnel is built, the river can be permitted to flow through its natural channel, as all danger from freshets will then be removed.

The steamer *Migoto*, Captain Grange, which arrived the other day from London, *via* the Suez Canal and Yokohama, has been sold by Messrs. Hughes and Co. to the Prince of Higo, for $85,000.

The British Consular Trade Report for Hiogo and Osaka for 1870 exhibits satisfactory evidence of the progress of the twin ports, and there is abundant room for belief that were the Custom House statistics kept with greater accuracy, the figures representing it would rise considerably higher still. The following figures will be useful to all who take an intelligent interest in the advance of the trade of the port:—

Comparative Table of Exports—

	1870.	1869.	Increase.
Silk	$4,766,760	$4,676,380	$90,380
Tea	2,694,358	1,229,040	1,465,318
Miscellaneous	3,870,264	3,177,882	692,483
			$2,248,180

Digitized by Google

Comparative Table of Imports—

	1870.		1869.	Increase.	Decrease.
Cotton Manufctures.	$6,514,543	agst.	$4,631,885	$1,882,658	—
Metals	217,021	,,	462,638	—	$245,617
Woollens	1,347,653	,,	1,238,447	109,206	—
Arms & Ammunitn.	62,986	,,	747,003	—	684,017
Miscellaneous—					
Foreign	1,246,089	,,	1,233,812	12,277	—
Miscllneous.—Local	14,040,673	,,	4,303,289	9,737,284	—
				$11,741,425	$929,634

Balance of Increase over Decrease	$10,811,791
Increase of Exports as above	2,248,180
Total Increase	$13,059,971

The returns of the Import trade of Kanagawa from open ports in Japan for 1870 amounts to ...	$955,907
Against, for 1869	1,174,189
A Decrease of	$218,282
Of other Export trade to open ports in Japan 1870	$2,064,435
	712,218
An Increase of	$2,252,216

The shipping returns show a considerable increase over those of 1869.

In 1870 the total foreign shipping entered and cleared amounted to 1,417 vessels, with an aggregate tonnage of 1,054,172, against 1,241 vessles and 924.189 tons in 1869.

The amount of duties paid by the merchants of all nations was $585,318, against $601,075 last year.

As regards manufactures, the quantity of Grey and White Shirtings sold is slightly below that of the previous year, and is lamentably small. The increase in Yarn is much more satisfactory, and to some extent atones for the poverty of the trade in manufactures.

NAGASAKI.

Dates extend to the 15th May; the French mail of March 17 arrived out May 6, and the English mail of March 24 on the 14th May.

☞ Judgment in the case of "Jackson *v.* Tombruik (trustee of the estate of Glover, Dow and Co., in liquidation) was delivered by Mr. A. A. Annesley, Acting Consul, on the 10th April. Mr. Annesley said :—

On 15th March, 1870, it appears Glover and Co., of Japan, wrote and sent to the manager of the plaintiffs' branch banking establishment at Shanghai a letter, in which they stated that they had been informed by Glover, Dow and Co. that they had deposited with such manager their lien of apothecation (meaning thereby the letter above alluded) to upon 122 packages of arms and ammunition, and further informed the manager that they (Glover and Co.) had sold six cases of the goods mentioned in said letter, and handed to the manager a cheque for Tls. 513 for proceeds of the same, which sum they requested should be considered as specially on account of the lien in such letter, and releasing six of the cases of goods.

The plaintiffs further state that the sum of Tls. 513 has alone been repaid to them out of the Tls. 7,500 first alluded to, and that a balance of Tls. 2,618 is still owing and unpaid on general balance of account.

The defendant on the other hand maintains that the lien on the 116 cases of arms and ammunition mentioned by the plaintiffs was removed by the payment of Glover, Dow and Co.'s draft No. 479 on Glover and Co., Hiogo, for $8,000, for the payment of which Glover and Co.'s letter of hypothecation was given as security, and was lodged with the Hong Kong and Shanghai Banking Corporation, who undertook the collection of the said draft. The defendant therefore repudiates the right of the Hong Kong and Shanghai Banking Corporation to again charge the 116 cases.

The Court finds that the defendant has not proved that the balance due on advances made by the Hong Kong and Shanghai Banking Corporation to Glover, Dow and Co., has been repaid by the payment by Glover and Co., of Hiogo of Glover, Dowand Co.'s draft No. 479 for $8,000, and therefore the Court considers that the plaintiffs have made good their claim, and decrees that the defendant either delivers over unto the plaintiffs the goods enumerated on the letter of hypothecation (less the six cases already sold) or else pay to the plaintiffs the balance of Taels 2,618, together with $100 for detention of the said goods.—Defendant to pay costs of Court.

The following items are from the *Nagasaki Express* :—

The Kurume official who absconded from Yedo after assassinating Hirosawa Sanji, the member of the Mikado's Council, in a most ferocious manner, has been traced to Chickugo, at which place he was by last accounts concealed. It is reported that the Prince of Choshiu has demanded the surrender of the murderer, and that in the event of his request not being complied with, he will enforce his demands by force.

On the 8th May an explosion took place in Okeyamatch situated nearly in the centre of the town of Nagasaki, by whic sixteen persons were injured, three of them very seriously. Th accident occurred at the house of a native gunsmith named Gotto, who was engaged at the time with some of his workmen in opening a large number of damaged Snider cartridges, which had been intrusted to him by one of the native Shoquies at this port to remake. We hear that the local authorities have taken measures to punish the owner of the house for carrying on a dangerous business, which might have resulted most seriously; as at the time the explosion occurred some twenty quarter barrels of gunpowder were stored in a room underneath the one in which the workmen were engaged.

The chief topic of conversation amongst the natives has been the news recently arrived from the districts of Kurume and Yanagawa reporting that disturbances have taken place there. These threatening demonstrations of armed force, we are informed, are provoked and encouraged by the anti-foreign feelings of a certain faction, who intend them as a protest against the present Government policy, and are no doubt viewed in this light, as they have caused considerable anxiety to the authorities. A very high officer has been despatched to make enquiries, who has ordered the local officials to appear before him at Bungo and give an explanation respecting recent events. It is said that these disturbances have been brought about by the changes which have taken place, having greatly diminished the revenue collected in these districts for local purposes, since the establishment of the Government of the Mikado.

The approaching departure of the United States squadron for the Korea has naturally been the topic of conversation, and as an inevitable result, commercial men have directed their attention to the question, as to the probable extent of the trade likely to ensue, if the subjects of the Western nations were allowed to take up their residence there. Most of the published accounts differ very materially on this point, but one thing is certain that, however small the trade of a sealed country may be previous to the introduction of civilisation, it can be of little use as a guide, as the march of events not only create new wants amongst a people, which can only be supplied from the outer world, but it also tends to develop the resources of the country in which the new order of things are introduced. If the Americans manage to successfully repeat in the Korea what they did in Japan some years ago, they will certainly merit the thanks of the civilised world for establishing friendly relations with a people who are not less exclusive than the Japanese; the visit will doubtlessly, if successful, be followed by one from the English fleet; unless the authority given to Sir Henry Keppel and his predecessors, has not been extended to Vice-Admiral Sir Henry Kellet. There is no doubt that a considerable trade in foreign manufactures is carried on between the Koreans and the Chinese from Newchwang, notwithstanding that these goods not only have to be conveyed by land carriage on zigzag roads, over the Leaou Mountain range, which interpose very serious obstacles to commercial traffic, but also have to bear the heavy squeezes imposed by the Chinese mandarins before they reach the hands of the consumers. This state of things might be considerably changed to the advantage of both buyer and seller if goods were taken direct in foreign bottoms to the terra incognita.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, May 15.

My last, *via* Brindisi, dated 29th ult., left this by H.B.M.S. *Ringdove*. On the 6th inst. the French mail of the 17th March came to hand by H.M.S. *Juno*, from Hong Kong direct, fifty days, and on the 14th inst. the English mail of the 24th March was received by the Pacific Mail steamer *New York*, fifty-one days.

The Bishop of Victoria (Hong Kong) arrived here by the Pacific Mail steamer *New York*, yesterday morning, and preached here in the Nagasaki Episcopal Church. The congregations, both in the morning and afternoon, were numerous, considering that the residents have decreased considerably. He leaves again to-day at noon, on his visitation tour.

During the interval little, if any, public events, have transpired, and this community have directed their attention to the probable result of the visit of the United States squadron to the Korea, which has been an agreeable topic since the only other one they could find is the late heavy shipments of cotton goods from England to these parts. These heavy shipments have, of course, had their effect upon this market, and the result is that they have completely frightened dealers, who candidly confess that they are not inclined to make purchases, lest their goods should decline further, in which case later purchasers would be able to undersell them. The nominal quotation is $2.45, but it is doubtful whether $2.25 could be obtained if sales were forced.

Every Consul in China and Japan and the Commissioners of Customs at the various ports in China endeavour as much as possible to make the state of trade in their particular district look prosperous, and do so without thinking whether the state of the godowns would warrant them in taking such sanguine views. Even politicians will point to the Board of Trade returns as sufficient proof that trade is extending in China, and as these figures are considered to be the only infallible index, the excessive shipments made on a previous year must undoubtedly be taken as a standard for future guidance, notwithstanding that at least twelve months' stocks may still be on hand in China. This has been the case with woollens and certain stuffs, yet a full supply seems to

Digitized by Google

annually come forward and supplies all wants, and most effectually prevents any rise from taking place, although every commercial circular issued has been deploring the action of shippers for years past. It would seem that nothing short of losses will convince people that even China has limits at which demand for goods must cease unless prices are lowered, and as the late shipments have caused a fall, there is not the slightest proof that shirtings have gone into consumption amongst persons who would not have purchased had the price been a paying one to shippers; but this is very poor satisfaction to those who wish to do business.

The movements of war vessels have been as follows:—viz., the French corvette *Saigon*, from Foochow, arrived on the 29th ult., and left again on the 2nd inst. for Hiogo, &c., The U.S. corvette *Benicia* arrived on the 30th ult., from Yokohama; *Monocacy*, and *Palos*, gunboats, arrived from Shanghai on the 11th, and the *Colorado*, also from Shanghai, on the next day. H.M.S. *Juno* arrived from Hong Kong on the 6th inst., and the French corvette *Duplex*, from Yokohama, on the 10th inst., and left again yesterday for Saigon, *en route* for France. French gunboat *Cœllogon* arrived yesterday afternoon, Remaining in port:—British: *Ocean* and *Juno*. American: *Alaska*, *Benicia*, *Colorado*, *Monocacy*, and *Palos*. French: *Cœllogon*.

The British barque *Albyn's Isle* now occupies the berth for London; rate £3 10s. for tea, and £3 15s. per ton of 50 feet for sundries.

Exchange on London and Nebus both nominally unchanged.

The following gives the export of coal to all ports, including supplies to steamers:—

1871.	Takasima. Tons.	Karatz and other kinds. Tons.	Total. Tons.
January...	2,870	10,154	13,024
February	865	4,834	5,699
March ...	2,142	4,580	6,722
April ...	1,382	8,436	9,818
May, to the 11th	1,459	1,645	3,104
	8,718	29,649	38,367

CHINA.

—o—

SHANGHAI.

Dates from this port, by the American mail, extend to the 11th of May, six days later than the advices received by the last mail. The English mail of March 24 arrived out on the 9th of May.

We learn from the *News Letter* that business during the month has been somewhat brisker than during the previous months of the year, but no extraordinary activity is to be noticed, and it is questionable whether the telegraphic communication, which has now been fully inaugurated between here and Hong Kong (while in other respects a decided boon to the community at large), will contribute in any way to improve the aspect of affairs.

The weather has been very changeable of late; now sun-shiny, now rainy, sometimes damp, and then a tropical heat, as at one time when Fahrenheit's thermometer showed a maximum of 88 degrees in the shade. Although the climate of Shanghai has been more than once pronounced unhealthy, still the improvements the Settlements have undergone, together with the admirable system of drainage now being carried out, have in no slight degree contributed to make it as healthy a climate as any other situated in the same latitude.

The following items are from the same paper:—The depreciation in the value of real estate property in Shanghai has been brought prominently into notice from the fact of a well-known property (called Teng-yu), consisting of two dwelling-houses, with out-houses, three godowns, and the land on which they stand, having been put up to auction a short time since by Mr. Nils Moller, and knocked down for Tls. 27,000. During the real estate mania in 1863 the same property was valued at somewhere near $200,000.

Mr. Annecke, of Shanghai, is to proceed shortly to Peking, to act as Minister for the North German Confederation, in lieu of Baron Rehfues, who goes home on leave. Mr. Annecke has been Consul for Germany here for some time, and his place is to be filled up by the German Consul at Tientsin, Mr. Wentzel.

The Chinese Government are about building a powder magazine on the old execution grounds inside the city walls. There is now powder enough stored in Chinese houses near the old North Gate to blow the whole city to pieces.

As "signs of the times," we may mention that two 200-pounder Blakeley guns, muzzle-loaders, with carriages, &c., complete, came over in the P.M.S.S. *Oregonian*, on her last trip from Japan. These guns have been sold to the Chinese Government for service on the Taku Forts. The Chinese Government Works at Kiangman Arsenal are turning out several 90-pounder guns for the Taku forts. The double-decked frigate at the Arsenal ship-yard will be ready to launch on the 1st September next. The planking for this man-of-war came out from the United States. The Chinese officials have given orders to build as many as sixteen additional vessels of war or transports at this arsenal. Admiral Woo's new iron steam launch is being built at the same ship-yard. The Chinese gun factory continues to turn out the Remington carbines, finding them superior to all other arms for their purposes; 12 and 24-pounder brass howitzers are also manufactured at this place.

A meeting of land-renters in the Anglo-American Settlement of Shanghai took place on the 6th May, and was attended by about sixty rate-payers, representing over 200 persons, qualified to vote by the Land Regulations. Geo. F. Seward, Esq., was elected chairman of the meeting, and Mr. Lloyd as secretary. Business was then proceeded with. Mr. Gubbay proposed "That the Report and Accounts of the Council for the Foreign Community of Shanghai, for the year ending 31st March, 1871, be approved and passed," and on the resolution being seconded by Mr. Jellicoe, it was carried without opposition. Another resolution, stating "That the incoming Council be desired to draw up some definite scheme relative to a general water supply for the Settlements, and to publish the same three months before the next annual meeting of ratepayers," was duly seconded, and the chairman having put it to the meeting, it was unanimously agreed to. Some discussion ensued regarding a design for a seal for the municipality, which was submitted for the inspection of the meeting, and as this did not give satisfaction it was agreed "That the present seal shall remain as the common seal of the Council until the production of a more satisfactory design." After some further discussion on the subject of licences and general municipal rates, as well as voting by proxies, Mr. Jellicoe's proposal, "That the estimated expenditure in the municipal Budget for the year commenced 1st April, 1871, and ending 31st March, 1872, as proposed by the retiring Council for the foreign community of Shangnai, together with the recommendations attached thereto, be hereby approved and adopted," was carried, after some short discussion.

HONG KONG.

The Legislative Council met on the 3rd May, and went into Committee on the Bill amending the Summary Court Ordinance and providing for the trial of cases summarily in the Supreme Court. The Attorney-General explained that it was proposed, therefore, to give the Chief Justice power to hear cases in a summary manner up to a sum of $2,000, with a reduced scale of costs. The Chief Justice had kindly signified his readiness to take this power, and to sit in that capacity. A conversational discussion then ensued on the various suggestions in the Bill. The speedy trial of cases of $2,000 was a great boon, and the costs were not high. But there arose a difficulty in the minds of members whether the Chief Justice would try these cases by the rules of the Summary Court, and with the aid of the Summary Court officers or those of the Supreme Court.

The Colonial Secretary remarked that this measure was to extend the jurisdiction of the Supreme Court. The Chief Justice admitted that it was so worded, but it was also to make further provison relating to the Summary Court. It seemed to him, therefore, that amendments could be made, and this was the legitimate and constitutional time to do so. He thought he had a right to add that every member had, not only a mere permission, but a right, to advance what views he held upon any measure. He was not to say that the Council should adopt such view—it might be absurd—(he had often proposed what had been thought as absurd)—but surely they had the power of conferring together on all such questions; else they were no legislative council.

The Attorney-General stated that the important matter for consideration was that proposed by Mr. Rowett, viz., trial by jury. It was thought undesirable to encumber the Summary Court with a jury system, but it had been rendered available in certain cases under the provisions now drafted. Mr. Ball read the marginal notes. The first extended the jurisdiction of the Small Court to $1,000. Others gave powers concerning ejectment, to Chief Justice to order cases to be tried in the Summary Court, to summon a jury of five if desired in cases of slander, libel, and other cases exceeding $500 in amount, and to go by agreement beyond the usual jurisdiction in trying a case. Another section gave the Court jurisdiction in equity; he had frequently to send away partners and cases of disputed account, because the Court had no equitable jurisdiction. There were other provisions—as to injunctions, specific performance, &c.,—which, if introduced, would save much time and expense in the Supreme Court. These were all founded on the Imperial Act, vesting similar powers in the County Courts in England; and he concluded by proposing the amendment. Further minor amendments were made on the draft, and a discussion arose as to the time of its proclamation. Some conversation likewise took place regarding the power given to the Chief Justice to compel the parties to come to an issue on the facts. It was stated that the system worked well in Shanghai and in India; besides, it was left considerably to the discretion of the Chief Justice. The sections were then numbered, and the Ordinance having been passed, was classed as No. 1 of 1871.

The Lieutenant-Governor called the attention of the Council to the fact that the $10,000 recently voted for repairs to Government House was inadequate. Mr. Moorson, who was asked to superintend the building, found it impossible to do so at all; and the sum imperatively necessary for the repairs was $12,600. They had better be quick about it, too, as it was now six months since he left the House. They would have to commence at once, as the rain would spoil the interior of the house, while there would be

Digitized by Google

no place for the Governor, whoever came out. The Colonial Secretary said there was some complaint made by the Chinese that they could not get their Government bills paid at all promptly. He could not understand it, as the money was always at hand.

The vote was passed, and the Council adjourned. The resumption of the session has been delayed, owing to the illness of his Excellency the Lieutenant-Governor.

Judgment was given in the "Min" case on May 2. The Hon. Chief Justice decreed the full rate of interest at 12 per cent. His Lordship said his hands were tied by the order of the Privy Council, the words being "the rate of interest usually allowed by the Court." The rate allowed by this Court was invariably 12 per cent., so that the practice was more than usual, it was universal. The banks might have left the money in Court or they might have laid it out, but they were so confident of their case that they took the money without stipulating the rate of interest. The plaintiffs to bear all costs of these motions.

In the case of Reynolds *v.* Remedios it was arranged that an issue should be come to in Chambers, and that the suit be set down for trial by a jury at an early day. It arose under a petition by the defendant for an injunction to restrain the plaintiff from proceeding with the suit, and the question whether the deed of absolute assignment executed by the plaintiff in favour of his creditors would deprive him of the right to sue, was gone into. In the course of the evidence, Mr. J. A. Remedios said :—Up to 25th May, 1867, I was manager to Reynolds and Co. There was no partner. The firm traded also in Manila. I produce power of attorney under which I acted. I ceased to be manager in 1867. I closed the accounts and handed them to Mr. Reynolds. In the month of April 1867 I was served with a writ of foreign attachment at the suit of Mr. D. Sassoon. Upon my giving up the money in the banks to Mr. Sassoon, the proceeding was discontinued. I wrote to Mr. Reynolds, who was then in Singapore. The present action against me was quite recent, since Mr. Reynolds's arrival in the colony. The subject of this action was for the recovery of the assets of the firm that I had retained in my hands when the accounts were closed. I was aware that there had been a written agreement between Mr. Reynolds and the Comptoir d'Escompte, John Burd and Co., Olyphant and Co., Agra and Masterman's Bank, and D. Sassoon and Co. The agreement was followed by a deed of assignment two months after, viz., June 18, 1867.

His Lordship said he could not see how the case could end here, because Mr. Reynolds denied the trustees' right to this money. If the present action were gone on with, and a judgment come to, then the trustees could file a bill against Mr. Reynolds for the money. This would entail litigation and expense, but his Lordship could not help it ; he was sorry for it, and he wished the parties would come to an arrangement. Mr. Remedios might sustain his case, and could show that nothing was due to Mr. Reynolds. If no arrangement could be come to, the case must go on to judgment, as it was the universal practice to allow such cases as the present one to go on to judgment. He could not decide that whether the money, if any, recoverable from Mr. Remedios, belonged to the trustees or not, without their being a party in Court ; at present they were only witnesses, and they were not bound by his Lordship's decision. From what his Lordship could see, there was a ruling feeling against Mr. Reynolds, but it was a very hard case. The Attorney-General then said he wished to prevent litigation ; it was unfortunate that so small a sum should involve so much expense. If his suggestion of referring the matter to arbitration had been accepted, a great deal of litigation and expense could have been saved. His Lordship hoped that they would discuss the matter over quietly and come to some amicable settlement.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong, during the month ending 30th April, 1871, is published for general information :—

Banks.	Average amount.	Specie in reserve.
Oriental Corporation...	$248,982	$82,994
Chartered Mercantile of India, London, and China	394,625	150,000
Chartered of India, Australia, and China, ...	180,050	100,000
Hong Kong and Shanghai	1,453,396	600,000
Total	$2,277,053	$932,994

THE CENSUS OF HONG KONG.

The census, taken on the the night of 2nd April, 1871, shows the following result :—

Total of Europeans and Americans	5,931
Total of Indians and others of mixed blood... ...	2.823
Total of Chinese	115,424
	124,198

which would show an increase of 2,219 in total population as compared with the previous year, apparently indicating a prosperous state ; but as it includes

British military	821
British Naval Establishment	1,022
Indian military	1,122
Crews of shipping—Europeans	1,109
Crews of shipping—Indians, &c.	703
Total...	4,777

souls not included in former censuses, it follows that the population of the island, in comparison with former censuses, is 119,421, or just 100 more than it was ten years ago (in 1861), but 2,558 less than in 1869.

The resident European and American population was 2,736, of which British 869, Portuguese 1,367, Germans 170, Americans 133 ; the rest, of 199, is composed of fifteen different nationalities.

One point in this census is that of the Chinese children in Victoria—5,469 are boys and 5,964 girls ; but the children of the villagers and boat population are only 3,853 girls to 5,278 boys ; whilst the Chinese infant population of Victoria counts 425 more girls than boys, that of the villages and boats has, on the other hand, 1,425 more boys than girls. Therefore, the total difference between the sexes of the Chinese children shows 930 fewer girls than boys.

CEYLON.

—o—

(FROM OUR OWN CORRESPONDENT.)

COLOMBO, JUNE 4, 1871.

Mr. Robertson, the marine engineer sent out by the Duke of Argyll to report on Indian harbours, and of whose services we were promised a loan to inspect the Paumben Passage and the Colombo Harbour, has after all given us the slip. Having looked at a few harbours in India, he has returned to England to look after his multitudinous other engagements, and to make out his reports, which the Indian Government have agreed with him can be done as well in England as in Hindostan. The fact is, Mr. Robertson has too much to do, and having been engaged for two years on behalf of the Indian Government, and being able to give them only a scant share of his time for their very handsome pay, it was not to be supposed that he would care to tuck in Ceylon to his other engagements. This is not to be regretted, however, as if he had come here, with so many larger and more important projects engrossing his time and attention, he would most likely not have been able to give our matters that consideration to which we islanders think them entitled. Both projects have taken so strong a hold of the public mind here that there would have been no rest for the authorities till they secured an able professional opinion on the feasibility of both schemes. Without waiting, however, for any public manifestation of feeling on the subject, the Governor, with that promptitude for which he is distinguished where a great public question is concerned, telegraphed at once to the Colonial-office to send out immediately an able marine engineer to inspect the proposed works at the sole expense of the colony ; so that we fully expect that within three months a professional engineer will be on the spot making his inspections, and whose report will be in the hands of Government during the next session of the Legislative Council. If it be satisfactory as to the practicability of both undertakings, and if the means of their accomplishment be within reach, there can be no doubt but that they will at once be undertaken, and their construction will raise Ceylon in importance and value to an extent not dreamed of by the most sanguine supporters of both schemes ; for with a harbour will come docks, wet and dry, where the shipping of all nationalities eastward bound can put in for supplies, coal, shelter, or repair ; while to vessels bound to the Bay of Bengal the Paumben Passage will shorten the voyage two or three days.

Those works therefore will be a great benefit to the world at large while they will be the making of Ceylon. The very fact of the money they will circulate in the place will give an impetus to trade which at present it sadly lacks, while their permanent benefit is not to be measured by money value. To the general shipping of the world voyaging in the Eastern seas they will prove an immense convenience, for however much we were impressed before with the desirability of making Galle the port of call, and therefore anxious to have a good harbour there, it is a fact that since the opening of the Suez Canal the great majority of steamers Eastward bound make for Colombo in preference. If, therefore, this port can be made a safe and accessible harbour, with the perspective adjunct of the Paumben Passage made suitable for vessels of any size, the preponderance of interest, opinion, and feeling in favour of Colombo will be very great ; and if Sir Hercules Robinson be fortunate enough to remain here to inaugurate those great works—after having seen completed the Grand Colombo and Kandy Railway, introduced the Gampola and Nawalapitiya continuation, expended large sums for the benefit of the native cultivation, and works of irrigation, besides having greatly extended our Island roads and rivers, improved our jails and hospitals, introduced enlarged schemes of education, and many other matters which need not be recapitulated here, he will be the most fortunate Governor who has ever held rule under the Colonial-office.

Digitized by Google

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been an almost entire absence of transactions in all classes of imports—Cottons, Woollens, and Metals—and prices must be considered as nominal.

HIOGO AND OSAKA.—Business in Imports had been extremely dull, in consequence of continued unfavourable reports from Shanghai, and many of the principal holders refused to sell at current rates. Resales by native dealers had contributed towards keeping prices down. Cotton Yarn: 28-32's were saleable at the reduced rates quoted, but there was no demand whatever for other counts. Grey Shirtings: A parcel of 8¼ lbs. had been offered by a Japanese merchant as low as Rios 2.53, but the market had since slightly recovered. Holders were disposed to refuse current rates. Turkey Reds and Black Velvets were in moderate demand at quotations. Victoria Lawns difficult of sale, and prices tended downwards. Taffechelas almost unsaleable. Woollens remained as last quoted, with a somewhat improved inquiry for Black Lastings. Blankets neglected. Blue Cloth asked for. In Metals small sizes of Nailrod Iron were saleable. Quotations (in dols. at 101 rios per 100 dols.):—Cotton Yarn: Nos. 28 to 32, per bale, 122.67; G.E. Grey Shirtings, 7 lbs., per piece, 2.23; 8¼ to 8½ lbs., 2.52 to 2.57; Chintz, Turkey Red, 2.47 to 2.72; Turkey Red Cambrics, 3 lbs., 2.47 to 2.50; Velvets, Black, 6.43 to 6.93; Victoria Lawns, 1.17 to 1.24; Woollens and Woollen Mixtures; Camlets, SS Scarlet, 13.86; Black, 9.90; Assorted, 12.37 to 13.36; Lastings, Black, 30 yards 31 inches, 10.89 to 11.38.

NAGASAKI.—Messrs. Gribble and Co. report as follows:—During the past month import business has consisted mainly of barter transactions. Grey Shirtings have been disposed of to a fair extent in this manner at gradually receding prices; other manufactures have changed hands to a very limited extent only. White Camlets, Plain Lustres, black and white, and Victoria Lawns are saleable. Grey Shirtings, 8¼ lbs., $2.53 per piece; Dyed Shirtings, Indigo and Gentian, $3.20 and 3.10 per piece. T. R. Cambrics, 3¼ lbs., $2.53. Camlets, SS White, $15 per piece. Plain Lustres, 30 yards 32 in., best, Black, $5.44; White, $5.94. Victoria Lawns, 12 yards 42 in., $1.57. Metals: Nail Rods, small size only, $3.45 per picul, wanted.

EXPORTS.

TEA.

YOKOHAMA.—Settlements since last American mail had amounted to about 3,500 piculs, consisting chiefly of the commoner grades. A few small parcels of the new season's teas had been purchased at nominal values. Propitious weather had favoured the coming crop, which promised to be fully equal to former years. Messrs. Hudson Malcolm and Co.'s Circular says:—This market was closed for the season, the last ship for New York having been finished. The tone was very quiet, owing to the unfavourable advices from New York, and the new season was expected to open at moderate rates. Settlements for the month were estimated at 3,800 piculs, nearly all of common kinds. The prospects of the new crop were favourable, and as the cultivation has increased we may look for a larger export next season. A few small parcels of garden-grown tea had been brought down and settled, but these cannot be regarded as any criterion of the condition of the crop. The Percy Edwards, with 114,799 lbs., and the Oslo with 390,447 lbs. Tea, had cleared for San Francisco and New York respectively, leaving no vessels loading. Prices were entirely nominal.

HIOGO AND OSAKA.—Only 150 piculs of old leaf had been settled during the month, leaving a stock of 6,000 piculs on hand. The weather being favourable for picking, the quality of the new crop was expected to be fine. The usual garden musters had been shown, but buying to any extent had not commenced in the interior.

NAGASAKI.—The stocks consisted of about 2,500 bales of common to medium, and the new crop was not expected in the market for two months. The quotations were—common to good, $12 to 15; medium to fine, $15 to 17; fine to finest, none.

SILK.

YOKOHAMA.—Settlements had amounted to about 800 bales, more than one-half of which had been shipped on native account. Since the receipt of news from Europe of continuation of trouble in France, but few operations had taken place. Prices were extremely irregular, and almost nominal. Stocks amounted to 1,800 bales.

HIOGO AND OSAKA.—No transactions had taken place during the month.

LATEST TELEGRAMS.

THE AMERICAN EXPEDITION TO KOREA.

WASHINGTON, JUNE 29.—Advices from Korea to the 23rd inst. have been received at the Navy Department from Commander Rogers, who reports that five Korean forts have been stormed, the garrison of which numbered 11,000 men; 481 cannon were captured, and 243 Koreans killed. Commander Rogers lost three men killed and several wounded.

FOREIGN-OFFICE, JUNE 29.—The following telegram from Mr. Markham, Her Majesty's Acting-Consul at Shanghai, dated June 29, has been received:—"United States forces gained a victory over the Koreans on King Hoa Island. Korean stronghold captured and destroyed. Desperate defence. 500 Koreans killed. United States loss, one officer and two men killed, seven wounded."

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From Cardiff, April 28, Ormoy; from Neport, May 2, John Mackean.

At HIOGO.—From Amsterdam via Yokohama, May 14, Prinses Amelie. (str.)

At BATAVIA.—From Amsterdam, previous to June 27, Jupiter, Australia, Sunda; from Hankow, Lord of the Isles, with new season tea. (reported by telegram).

DEPARTURES.

From YOKOHAMA.—For New York, April 25, Eastern Chief.

From HIOGO.—For New York, May 16, Alexander II.

From FOOCHOW.—For London, Diomed (str.), Glendarroch (str.), Abbotsford (str.).

From MANILA.—For London, April 28, Mary Blundell; for Liverpool, Luzon; for Channel, 19, Capiolani.

From SINGAPORE.—For London, Abbotsford (str.), Cheops (str.), Benares (reported by telegram).

VESSELS LOADING.

At YOKOHAMA.—For New York, Oslo.

At NAGASAKI.—For London, Albyns Isle.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York £3 per ton of 40 cubic feet.

At HIOGO.—No vessel on the berth for London or United States.

At NAGASAKI.—To London, Tea £3 10s. per ton of 50 feet.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 29, at Falmouth, from Rangoon, Madeline; 30, at Gravesend, from Singapore, China, &c. (via S.C.), Lumley Castle (str).; July 1, at Prawle Point, from Singapore (via S.C.), Said (str.); June 29, at Texel, from Sourabaya, Chateaubriand; 30, off Swanage, from Java, for Amsterdam, Picard; July 2, at Liverpool, from Rangoon, Sir John Lawrence, Genii; 3, Hippolyta; 4, at Deal, from Ceylon, Hollinside; 1, off Shanklin, Isle of Wight, from Java, for Rotterdam, Nation's Hope.

DEPARTURES.—From Amsterdam, for Java, Maria Anna Catharina Elizabeth; June 29, from Cardiff, for Hong Kong, Cecrops; 28, from Glasgow, for Java, Prins vans Orange (str.); 30, from Liverpool, for Galle (via Cardiff), Sardis; from Havre, for Hong Kong, Taffarette; from Amsterdam, for Hong Kong, Johanna and Willem; 29, from Penarth Dock, for Batavia, Nestor; July 2, from Sunderland, for Batavia, Maassluis; June 30, from Greenock, for Batavia, Grenada; July 4, from London, for Shanghai, Omba; for Cardiff and Galle, Sydenham; 1, from Glasgow, for Colombo, &c. (via Liverpool and S.C.), Penguin (str.); 3, from Cardiff, for Galle, Coimbatore; 4, from Liverpool, for Singapore, China, &c. (via S.C.), Menelaus; 1, for Penang, Singapore, China, &c. (via S.C.), Alexandre Lavalley (str.).

SPOKEN.—Valparaiso (ship), China to Liverpool, May 14, 16 S., 25 W.; Channel Queen, Cardiff to Hong Kong, May 20, 15 N., 26 W.; Ariosto (Norw. barque), Samarang to Amsterdam, June 4, 25 N., 38 W.; Wilhelmine Fredericka (Dutch barque), Rotterdam to Batavia; Maria (N.G. barque), Java to Boston, 31 days out, May 22, 23 S., 60 E.; Giulia (brig), of Havre, New Orleans to Singapore, June 5, 29 N., 79 W.; Maria (Dutch ship), Bali to Rotterdam, June 11, 32 N., 42 W.; Robin Hood, London to Batavia, June 26, 47 N., 8 W.; Dordrecht II., Rotterdam to Batavia, June 14, 49 N., 12 W.; Mikado, Cardiff to Hong Kong, May 24, 5 N., 25 W.; Catalina (Spanish barque), Manila to London, April 22, 35 S., 20 W.; Trinidad, Clyde to Batavia, May 30, on the line, 24 W.; Mindoro (Amer. ship), Boston to Batavia, June 12, 26 N., 29 W.; Yang Tsze (brig), London to Hong Kong, May 19, 8 N., 28 W.; Peveril of the Peak (ship), London to Colombo, May 30, 2 N., 24 W.; a Norwegian ship, Java to Rotterdam, 124 days out, June 23, 44 N., 27 W.; Bessie, Colombo to London, May 19, 18 S., 3 (!) W.

LAID ON.—At London, for Yokohama, Hiogo, and Nagasaki (via S.C.), Washi (str.); At London, for Shanghai, Ethiopian; at Liverpool for Singapore, Hong Kong and Shanghai (via S.C) Lorne (str.); for Galle, Denmark; for Colombo &c. (via S.C) Penguin (str.)

CASUALTIES.—The Da Capo (barque), Oncken, of and from Hamburg, for the Amoor River, with a general cargo, was abandoned, May 18, in lon. 20 W., off Madeira, having struck on what was supposed to be a wreck, and sunk almost immediately. The crew were picked up by the Ocean Belle (barq.), bound to Baltimore, and the master and three men were transferred to the Loango (schooner), which arrived, July 2, at Liverpool.

MISCELLANEOUS.—At Mauritius, May 31, John Brightman, Lorenzen, sailed for Singapore.

Digitized by Google

MISCELLANEOUS.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

HART V. VON GUMPACH.

The appeal case "Hart *v.* Von Gumpach" came on for hearing in the Privy Council, before Lord Justice James, Lord Justice Mellish, Sir Joseph Napier, Sir William Colvill, and Sir Laurence Peel. Sir Roundell Palmer, who appeared for Mr. Hart, moved for leave to appeal to Her Majesty's Council against the order and decision of the Supreme Court of Shanghai upon the demurrer to the defendant's pleas, delivered 29th March last. In the course of the argument it transpired that both Mr. Hart and Mr. Gumpach are English subjects, the latter having been naturalised. Mr. Myburgh, on behalf of Mr. Gumpach, opposed Sir Roundell Palmer, as he explained, with "great reluctance," which, however, Lord Justice James requested him to lay aside. Mr. Myburgh, however, did not press the point after some observations from Lord Justice Mellish and Sir William Colvill. Lord Justice James said the whole record must be brought up again, and that the costs of the application would be costs in the cause. With enormous accumulation of appeals before the Council, it is very uncertain when the next hearing will be taken.

SPURIOUS TEA.

A deputation, representing the wholesale and retail tea trade waited by appointment upon the Right Hon. Chichester Fortescue, M.P., President of the Board of Trade' to present a memorial, asking that some action shall be taken to prevent the trade in spurious tea. Mr. H. Peek, M.P., introduced the deputation, which consisted of Mr. W. Lawrence, M.P., Mr. Charles Magniac, M.P., Mr. Debac, Mr. Holborn, Mr. Teettgen, Mr. J. D. Betts, Mr. King, Mr. Abbys, Mr. Tullock, Mr. Robinson, Mr. Struggnell, Mr. Ward, Mr. Slater, Mr. Piper, &c. Mr. J. C. Betts submitted a memorial from the Tea Dealers and Grocers' Association, representing the retail dealers of the metropolis, setting forth that they desired to draw serious attention to the continued importation of spurious tea, and earnestly requested the intervention of Government to prevent the same from coming into consumption by directing the customs officers to refuse to receive the duty on any so-called tea, which from well authenticated information and subsequent examination shall be ascertained to be unfit for human food. The memorialists were informed that a large quantity of this spurious tea had been recently imported, and they felt strongly that immediate action should be taken by the Government, not only on account of the public health, but also for the protection of the revenue, as the consumption of tea will be considerably intefered with if the public mind become imbued with the notion that any rubbish may be inported and sold under the name of tea. They would also submit that it was an injustice to receive the duty on any article which was liable to seizure when offered for sale in the same condition as passed by the Customs. Mr. Betts said Dr. Letheby, as the officer of the City Commissioners of Sewers, had made an analysis of various specimens of adulterated teas. In one case he found 25 per cent. of steel filings. Tea was adulterated with willow and other leaves. With respect to one tea, called Maloo mixture, it was principally composed of spent or used tea leaves. It was mixed purposely with earthly and other matter for colouring purposes, and pas exposed to the sun to dry, and gathered a great deal of dirt and filth.

THE DIPLOMATIC SERVICE.

It is reported that the following important changes and appointments will be made:—Lord Blomfield will retire from the Embassy at Vienna, and will be replaced by Sir A. Buchanan. Lord Augustus Loftus will succeed Sir A. Buchanan at St. Petersburg, and Mr. Odo Russell, who fulfilled with so much distinction the functions with which he was intrusted when accredited to Prince Bismark at Versailles, will be appointed Ambassador in Berlin. Lord Tenterden will replace Mr. Odo Russell as Assistant Secretary of State for Foreign Affairs.

The statement that Mr. Morier will be promoted from Darmstadt to Stuttgart is premature, the arrangements with respect to the minor Courts of Germany not having yet been perfected.

THE ST. ANDREW'S MISSION AT GRAVESEND.—We have received the report of the St. Andrew's Waterside Mission, Gravesend, for 1870. The supporters of the institution will be glad to learn that it has weathered another stormy and anxious year, and is now sailing in quiet waters. At this time last year the promoters suddenly received an offer of £1,000 to build a chapel, under circumstances which led them to determine to raise another £1,500 to meet it. Accordingly, the first stone was laid on St. Peter's Day, on the rock, and a building committee appointed, consisting of the then Vicar of the Parish, the Rev. C. E. R. Robinson, the Rev. John Scarth, and Rear Admiral Inglefield, C.B. To these three the arduous enterprise of building was entrusted, and they set to work at once. The land and the Mission premises were bought, and the enterprise assumed thenceforth a permanent character; while the work for the sailors is thus put on a firmer footing, the Chapel for the waterside population takes a new foundation. The honorary secretary and treasurer, the Rev. John Scarth, of Gravesend, to whose exertions the mission owes so much of its usefulness, is trying to form a body of subscribers of five shillings a year, a sum neither extravagant nor difficult to collect, though of incalculable benefit to the Institution, and we hope that his appeal will be numerously responded to.

THE STEAMSHIP WILLEM III.—The recovery of cargo and stores from the hull of this vessel, or, more correctly speaking, from the remains of the hull left unconsumed by the fire, which broke out on board when off the Isle of Wight, on the voyage from Amsterdam to Batavia, a short time since, has been much greater than was anticipated at the time the remains of the ship were towed in from the Channel, and scuttled upon the Spit shoal to extinguish the fire. Upwards of 1,000 tons of coal have been taken out of the hull of the ship since in has been removed into Portsmouth harbour, and will be sold for the benefit of those concerned. The principal of the other items recovered are about 1,000 cases of cargo, which have been forwarded from Portsmouth to London. The ship was burnt out to the water-line, but below that the greater part of the goods, coals, &c., stowed away in the ship's hold, apparently escaped any great damage from the fire.

A SPECIAL telegram of the *Eastern Budget*, dated Constantinople June 27, is as follows:—"Lord Dalling (Sir Henry Bulwer) has arrived here. He represents that it will be impossible to keep the Suez Canal open much longer if it continues in the hands of its present possessors, and recommends the Porte to purchase it, as the Khédive is not disposed to do so. He says that the means of the company are insufficient to prevent the accumulations of sand, which will inevitably choke up the Canal unless additional capital and labour are provided. Lord Dalling also urges the Government to undertake the construction of a Euphrates Valley railway, for which purpose he offers to place English engineers at the disposal of the Porte."

WE learn that some hitherto unsuspected difficulties have presented themselves against an early opening of the Mont Cenis Tunnel. It is stated that the smoke evolved from the locomotives is a great evil, for the tunnel is not efficiently bored through, until it is ventilated. At the first trial two out of three engine-drivers perished from suffocation, and a third nearly so. The temperature is extremely high, and engines consuming their own smoke have been ordered from England. An accident has just occurred in the tunnel by the fall of about sixty feet of the masonry work forming the arch; several workmen were killed.

Mr. Chichester Fortescue said at present he did not see how he could take action in the motion. He had inquired into the law on the subject, and he was of opinion that the Commissioners of Customs had no power to prevent the circulation of tea after the duty had been paid. He was in possession of a great deal of information on the subject, and was in communication with the Chancellor of the Exchequer in reference to it, and the matter should receive his most earnest consideration.

THE following vessels passed through the Suez Canal between the 21st and 27th June:—*Indus*, steamer; *Una*, London to Japan; *Marsala*, Port Said to Suez; *Apis*, Austrian Lloyd's steamer, Trieste to Bombay; *Parana*, Mangalore to London; *Principissa Clotilda*, Suez to Port Said; *Curlew*, English gunboat; *Povence*, Messageries mail steamer, Hong Kong to Marseilles.

THE report of Mr. Adams, on the deterioration of Japanese Silk, noticed in our issue of the 5th ult., has just been published in the form of a Blue-book.

Dr. Williamson, of Chefoo, and Mr. Carstairs Douglas, of Amoy, had an interview on the 29th ult. with Lord Granville (introduced by Mr. Magniac, M.P., and at which Mr. Consul Robertson, from Canton, was present), when their views on the subject of the Chinese Circular were fully expressed. A meeting was held on the 30th of the representatives of the missionary bodies, to consider what further steps are to be taken in the matter. It was resolved to postpone any action until the receipt of definite intelligence respecting the missing despatch.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BREMNER—On the 20th June, at 2, Clifton-villas, Eldon-park, South Norwood, the wife of Alexander Bremner, of a daughter.

INNES—On the 25th June, at 2, Millbrook-villas, New Southgate, Middlesex, the wife of Mr. G. Rose Innes, jun., of a daughter.

LEECHMAN—On the 23rd May, at the Pansala, Colombo, Ceylon, the wife of C. A. Leechman, Esq., of a son,

PARKHILL—On the 23rd June, at Bexley, Kent, the wife of Samuel Parkhill, Esq., I.M. Customs, Ningpo, China, of a daughter.

SEARE—On the 21st June, at Surbiton, Surrey, the wife of B. Powell Seare, of a daughter.

SMALE—On the 23rd June, at Heinsberg, near Aix-la-Chapelle, Prussia, the wife of J. Jackson Smale, Esq., of Lincoln's-inn, barrister-at-law, of a son.

MARRIAGES.

COX—MORLEY.—On the 28th June, at the Wesleyan Chapel, St. Aubin's, Jersey, by the Rev. W. H. Taylor, assisted by the Rev. E. J. Robinson, the Rev. Josiah Cox, formerly of Tipton, Staffordshire, now Missionary to China, to Alice, eldest daughter of the late George Morley, Esq., M.R.C.S., of Leeds.

LECKY—VAN DEDEM.—On the 14th June, at the British Embassy and the Hotel de Ville, at The Hague, William Edward Hartpole Lecky, Esq., to the Baroness Elisabeth van Dedem, late Maid of Honour to the Queen of Holland. No cards.

DEATHS.

BELL—On the 19th June, at Blackpool, in his 59th year, James Houghton Bell, Esq., of the firm of J. and J. Bell, Manchester.

FAMIN—On the 13th May, accidentally shot near Badulla, Ceylon, Paul Leon, the second surviving and dearly-beloved son of Leon and Harriette Famin, of Streatham, Surrey, aged 20.

HENDERSON—On the 15th June, at Bay View, Spittal, Aberdeen, Gilbert Henderson, Esq., late of Yokohama, in his 47th year.

RAMSAY—On the 28th June, at Ealing, at the house of her sister, Mrs. Neville Sturt, Isabella, daughter of the late Rear-Admiral Robert Ramsay, C B.

TINDALL—On the 21st June, at his Scarborough residence, White House, Long Westgate, Robert Tindall, Esq., of Scarborough and Kirby Misperton, aged 81.

WHITE—On the 27th Feb., off the Island of Trinidada, on board the ship *Caller Ou*, bound for Shanghai, Capt. Henry White, lieutenant Royal Naval Reserve, second son of the late Mr. Thomas White, of Portsmouth.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

LITERATURE.

Macmillan opens with an exceedingly comic dramatic scene in blank verse, entitled "Armgart." It is written by the lady who is best known by the pseudonym of "George Eliot," and whose forte, the thorough knowledge of the world, the vivid colouring and truthful delineation of character evinced in her other works, would certainly have forbidden us to expect in burlesque but for the present singular production. It is impossible to miss the point of the following droll allusion. The speaker is an opera singer, describing her own triumph. She says:—

"The house was held
As if a storm were listening with delight,
And hushed its thunder."

A little further on she expresses her intention to

"Sing a hundred trills
Into a deep-dug grave, then burying them,
As one did Midas's secret, rid myself
Of naughty exultation."

There are some five-and-twenty pages of this style of writing, and every page is crammed with passages like those we have quoted. We will not extract any more of them, however, because, though we have read "Armgart" carefully through ourselves, we agree more with the author in her last line than any other sentiment in the poem—

"'Tis better that our griefs should not spread far."

There are a good many poems of which the *last line* is always most admired, and, "long looked for," it "comes at last." There is no pleasure like the cessation of pain, and that gratification is certainly achieved in the last line of "Armgart." We cannot, however, lay down the paper without suggesting to the fair writer that her wit and talent for burlesque are so eminently developed that they can certainly receive no assistance from bad grammar, which she may leave to such humourists as Artemus Ward. Therefore, we would recommend the excision of such lines as

"It is hard
To take the little corpse and lay it low,
And say, 'None misses it but me.'"

"Patty" is spiritedly continued in an instalment of four more chapters. "How Literature may Illustrate History" is a paper in Professor Masson's best style. "Pope and Cowper" is a critical essay which is worth reading, if only to disagree with it; it is evidently the production of a writer who is capable of better—because more independent—things. "Der Ruhm, or the Wreck of German Unity," is a clever squib in the beaten track of the "Battle of Dorking," the "Second Armada," and other *brochures* of the day. The present production differs from these only in reversing the catastrophe. In "Der Ruhm" Germany is completely overcome, France regains Alsace and Lorraine, and England triumphs in the Fatherland.

The *People's Magazine* sustains its reputation for variety and information. One of the best papers in the present part gives some entertaining statistics of the London Press, from which we learn that

"There are now published in London 316 newspapers in all, 21 of which are issued daily, 12 of them being morning, and the other 9 evening journals. There are also 215 weekly papers, of which 109 are published on Saturday, 63 on Friday, 16 on Thursday, 15 on Wednesday, 8 on Monday, 3 on Tuesday, and 1 on Sunday. The actual days of issue, and not of the dates that the papers bear, are here given, and the reader will not fail to notice the very decided preference given to the later over the earlier days of the week in the publishing of these weekly journals. As to the rest, 46 appear monthly, 12 fortnightly, 3 four times a month, 2 three times a month, 2 three times a week, 1 five times a week, and 1 four times a week. The prices at which 288 of the papers are issued are:—15 at ½d.; 73 at 1d.; 42 at 2d.; 37 at 3d.; 24 at 4d.; 28 at 5d.; 42 at 6d.; 13 at 1s.; 4 at 1½d.; 3 at 7d.; 2 at 8d.; 1 each at 2½d., 4½d., 9d., 1s. 6d., and 2s. Of the entire number, 31 are of a distinctly religious character, including among them 7 Church of England of the Evangelical school of thought, 4 organs of the High Church section, 5 of the Roman Catholics, and 2 of the Jews. There are also papers published in the interests of the Wesleyans, the Congregationalists, the Baptists, the Presbyterians, the Unitarians, and the Society of Friends. Twenty-two are illustrated papers, and 9 appear in foreign languages, 5 of them in French, two in German, 1 in Spanish, and 1 in Portuguese."

The illustrations are exceedingly good in the number before us.

Art is constantly improving. The July part presents us with a capital reproduction of Albert Durer's masterpiece, "The Knight and Death;" "Poesie," a photograph from M. Coomare's painting in the French Gallery, Pall-mall; "Sir Walter Raleigh in the Tower," a really life-like study from a drawing by Mr. Henry Wallis; and a portion of alto-relievo on the podium of the Albert Memorial, including likenesses of Beethoven, Purcell, Lawes, and other eminent men.

The May number of the *Phœnix* opens with an interesting paper on the Western Mongols, by Mr. H. H. Howarth. Mr. Carroll gives another instalment to his translation of the "Cure for Jealousy;" and Mr. B. H. Hodgson continues his account of the Buddhists. The Rev. S. C. Malan contributes some more chapters of "Misawo, the Japanese Girl;" and Professor Hoffman, in a practical and interesting description of "Rice-beer, or Lake Brewing in Japan," makes up the contents of a good average number.

PARLIAMENT.

HOUSE OF COMMONS.

THE CHINESE CIRCULAR.

(June 30th.) In reply to Mr. LIDDELL, Lord ENFIELD (Under Secretary for Foreign Affairs) said he would repeat the answer he had given on this subject before. Mr. Wade telegraphed some time ago that he had received a circular with regard to missionaries, addressed by the Chinese Government to the various foreign representatives; but, by some strange oversight or accident, the circular had not yet been received at the Foreign Office. Through the courtesy, however, of the French Government they had received a copy and translation of the despatch, and it had been presented to Parliament fourteen days ago. He held it in his hand, and would let his hon. friend see it.

(July 3rd.) In answer to Mr. MACFIE, Lord ENFIELD said that, through some strange oversight, the Government had not received from Mr. Wade either the original or a duplicate of the despatch or circular lately addressed by the Chinese Government to Her Majesty's Government through him.

SPURIOUS TEA.

(3rd.) Mr. G. GREGORY asked the President of the Board of Trade whether his attention had been called to the importation of spurious tea; and whether he had ascertained if the law, as it at present stood, prevented such importation or provided for the summary condemnation of such tea; and, if it did not, whether he was prepared to propose legislation upon the subject.

Mr. CHICHESTER FORTESCUE said he had lately received an important deputation on this subject from the sanitary authorities of the City of London, who explained to him the great abuses which occurred in the importation of those spurious teas. They exhibited to him various samples of a very remarkable character—one consisting of matter so decayed that it was offensive to the smell, and another sample containing such a quantity of iron filings that they were visible to the eye by the use of a magnet. There were other specialities of that kind. He had since then inquired into the state of the law, and had reason to think that the Commissioners of Customs had no power to prevent these practices provided that the duty were duly paid. Whether it would be right to give the Commissioners of Customs such powers, which were beyond their usual functions, he was not then prepared to say; but he would undertake to consider the question, and was now in communication with the Chancellor of the Exchequer respecting it.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 27.

In my previous letters I have more than once had occasion to mention the great social revolution that is about to take place by the alteration of the different systems of weights and measures in the various states of Germany, and the introduction of the French simple decimal metric system. The law has been nominally in force for a year and a half, but neither the Government nor the public have hitherto done much to prepare the way for the change. Practically it is a dead letter, as in England, and a purchaser going into a shop and asking for a metre of ribbon or a litre of wine would only be stared at, and could not obtain it, for the simple reason that the vendor is not in possession of such measures, as, indeed, they had not been issued by the authorities, by whom they must be tested and stamped. The Governments now perceive that they have been somewhat dilatory in making the needful arrangements, and, indeed, it has been under serious consideration whether, in consequence of the interruption occasioned by the war, it would not be expedient to postpone the introduction of the new system for another year. But the Federal Councillor and the Chancellor of the Empire have decided—and I think very properly so—to let the law take its course and come into obligatory effect on the day originally fixed on, which is the first of January next. In the meantime the executive Governments of all the different states have enough on their hands till that date. A public office is created in each, called the *Eich-amt*, with the needful staff of functionaries, whose business it is to prove and test the contents of all vessels for liquids, and the measures of weight and length, and legalise them by the official stamp for public use, without which the vendors become liable to a heavy fine. There can be no doubt that such a radical change of system in a population of nearly forty millions of inhabitants will at first create much inconvenience and perhaps almost hopeless confusion, especially among the lower classes in the towns and the agriculturists in the country, to say nothing of the helpless old ladies of both sexes who are to be met with everywhere. Here at Hamburg the controlling officers have been appointed and have entered on their functions. They advertise in the papers that they receive weights and measures for examination, adjustment and stamping, every day till noon, and they can be fetched away in the afternoon of the following working day; but that for any large quantity a special arrangement must be made with the director, so as not to interfere with the interests of the tradesmen in general. It is said that there are in this city twenty thousand shops where goods are sold by measure, ten thousand by weight, and ten thousand by cubical contents. If these figures are correct—and I should think they are not far from the mark—and allowing only three sets for each, one can form a rough idea of the enormous deal of work the *Eich-amt* will have to get through before the end of the year. And, indeed, in their advertisements they invite the public not to leave it to the last moment, as they foresee will in many cases be done, and, therefore, give notice that they exonerate themselves from all blame, and the unpleasant consequences that will not fail to fall on those tradesmen who omit to supply themselves with the new weights and measures at the period fixed by law. It is not at all improbable that the confusion will at first be increased by persons undertaking for the nonce the not very creditable but certainly lucrative profession of regular informers, as they can claim a part of the fine imposed.

Digitized by Google

The festivities and rejoicings at Berlin on the return of the Guards from France were supplemented with more or less *eclat* in all the cities and garrison towns of Germany. Here, although the number of the troops was comparatively very small—consisting only of the two battalions of the 76th Regiment of Infantry, numbering about 2,500 men—the preparations for their reception and welcome were on a very extensive scale; and in every part of the city the houses were gaily decorated with flags, wreaths of flowers, and garlands of evergreens ornamented with ribbons of many colours and hues. After marching on foot all through France, they were conveyed on from Frankfort to Harburg by railway, and thence by a squadron of steamers to this city. On their passing the guard-ship at Altona, the ironclad frigate *Prince Adalbert*, which had "dressed ship," the crew manned the yards and cheered lustily, and the appearance of the harbour was exceedingly pretty and animated, as every vessel of all nationalities was profusely showy in bunting. Tribunes were erected for the Senate and other authorities, for the combined singing clubs, for the families of the returning soldiers, and for the general public, where about twenty thousand persons found accommodation, and the seats were sold at a dollar each. There was a deal of speechifying, music, and a banquet, at which each soldier was furnished with a bottle of claret and a bottle of champagne, and the festivities concluded with a display of fireworks and a general illumination of the city.

This is the bright side of the picture; let us now look at the obverse. The regiment, which left Hamburg last year with about its present numerical strength, has been in no less than sixteen larger or lesser actions, including the two battles of Orleans and Bazoches-les-hautes. Though they had never been under fire before, they behaved with the greatest courage and steadiness—for which they were several times mentioned with praise in the despatches and bulletins—but their losses were very heavy, amounting on the whole to 1,281 men and officers killed and wounded, or very nearly one-half of the regiment. On one day alone they lost 441 men. But the organisation of the German army is of so perfect a description that preparations for such contingencies were made beforehand for every regiment; and no sooner had a telegram arrived announcing the losses of the 76th, than an equal number were sent off the same day from the Reserve Battalion here to replace those put *hors de combat*. At the battle of Loigny the regiment lost 441, at Bazoches-les-hautes 258, at Villejouan 103, at Meung 120, at Freteval 69, at Grands Baynes 62, and the remainder in various minor engagements. The total losses of the German armies are thus given officially:—Officers: 1,165 killed, 3,795 wounded, 30 missing, total 4,990; non-commissioned officers and privates: 18,132 killed, 87,742 wounded, 6,165 missing, total 112,038; giving a grand total of 19,297 killed, 91,537 wounded, 6,195 missing, - altogether 117,028 men.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 28.

The members of the Second Chamber reassembled some days ago for the despatch of business. The sitting, however, will not last longer than three weeks, so that only the most pressing matters can be dealt with. The Ministers of the Colonies and Foreign Affairs have replied to the section report upon the treaty with Great Britain regarding the transfer of our settlements on the west coast of Africa, and that with the Sultan of Siak, by which England acquires rights in Sumatra. You will remember that in the report a good deal of opposition was manifested against these treaties and against the principle of selling our colonies. The Ministers defend the treaties, and seek to demonstrate that they are quite in our interest. Our settlements in Africa, they say, are very costly and of little profit to us, as they do not promote our trade; an assertion which they prove by returns of the imports and exports. Moreover, we are involved repeatedly in difficulties with a friendly Power (England) in consequence of these settlements. Not only is a good deal of money wanted for the maintenance of our colonies in the West, but even our East India colonies are waiting for improvements which cannot longer be delayed; consequently it is bad policy to expend money upon our settlements in Africa, which do not pay at all, and so the Government wishes to get rid of them. It was observed in the section report that it was unjust to withhold our protection from the negroes, under which they have lived for so many years, but the ministers say that if that protection had been what it ought to have been the Government would have taken care for the improvement of the material and intellectual state of the negroes, which would have involved an enormous expense. It is further demonstrated that great discontent prevails amongst the English and Dutch negroes, resulting from the fact that the authority was divided between the two protecting Powers. Now that there is a question of the transfer, the native population are in better harmony. The Ashantees seem more inclined towards peace, and their attitude will have a good influence upon the inhabitants of Elmina. The transfer is also advisable because we are put to enormous costs in order to maintain our position with the honour due to our colours; and if we did not make these sacrifices we should be obliged to abandon our settlements, as the French did years ago. In this difficulty it was thought wiser to sell our fortresses for a moderate amount to England. The sum fixed is so trifling that it could never be said that Holland had sold a colony. There is still another motive for the transfer. The Government seizes this opportunity to effect a reform in Sumatra. For years England has made complaints respecting our policy there, and it was found necessary from time to time to extend our authority. The ministers demonstrate that the possession of Sumatra, with its rich coal mines, is of much more importance to us than that of the West Coast of Africa. At any rate there is a good equivalent for the transfer. The ministers give further extensive particulars about the negotiations with Great Britain concerning this transfer of rights.

The report of the Dutch India Railway Company was published some days ago, and is very satisfactory. Many particulars are given about the financial operations which were entered into in order to obtain the two millions of guilders necessary to complete the line of railway in the Samarang-Principalities, for which the Government was only willing to grant a further delay of two years. The war which broke out made it impossible to raise this loan in the market, so that it became necessary that the company should be assisted by the State lending money. At last, however, the loan was raised, and there is now no fear that the railway will be appropriated by the Government. The returns of the transport of passengers and merchandise are said to be very satisfactory. The receipts in 1870 amounted to f.656,070.11, and the expenses to f.451,751.84, leaving a favourable balance of f.204,318.27. The number of passengers was 172,810, whilst 276,803 kilo. luggage and 793,108,109 kilo. merchandise were transported. The profit per day and per kilometer were f.17.75, whilst the net profit was f.5.67. The completion of the Batavia Buitenzorg line is delayed because it is very difficult to obtain the necessary land. Mr. de Bordes had asked—as was stated by the report—to resign, in order to assist the company in its financial difficulties by giving up his lucrative position; he, however, will continue to assist the company as engineer. At the meeting of shareholders which was held yesterday, at Amsterdam, Mr. E. H. 'sJacob was elected commissary in the place of Mr. van Beeck Vollenhouen, who had resigned, and Mr. W. A. de Heus was re-elected. The Chairman stated that the position of the company was very sound, and that the future was very promising.

Owing to the fact that business just now on the Bourse is almost at a standstill, quotations present few changes. The home funds remain devoid of the slightest variation, and only foreign stocks present a slight improvement. The introduction of the new French loan, coupled with the requirements of other States, checks any animation or any renewal of actual activity. For money a good demand prevails, both at the Bank and in the open market.

The epidemic of small-pox is decreasing, and notwithstanding the weather has been very unsettled—a sort of November temperature prevailing—the general health is very satisfactory. It is, however, feared that the continued showers of rains, with the sharp northerly winds, will have a very bad influence upon the crops; so much it is certain that the fruit crop will be almost entirely lost.

Princess Marie and the Prince of Wied will be married at Wassenaar next month.

The *Vaderland* says that some creditors of the *Oost Indische Maatschappy van Lyfrenten* have moved to declare that company insolvent, in consequence of information which they have received from Java. A demand for this purpose has been addressed by them to the Provincial Court at Amsterdam.

PRODUCE MARKETS.

There is but little change to report in the general features of our Produce markets, which, upon the whole, look healthy for most of the leading articles, without there being much business doing, as the demand is in general mainly confined to requirements for consumptive wants. The Trading Company's Coffee sale, which will be held to-day, holds out favourable prospects, but in anticipation of this auction scarcely any business of note has been doing. Sugar, also, is quiet, but firm. Cotton and Tin continue in good demand, and both have advanced, whilst some improvement has also taken place in Nutmegs and Mace, especially in consequence of the telegram stating that the whole crop of Banda, valued at £500,000, was lost. This telegram, however, is thought by many to be a *canard*, because the average crop of that island is only one million of guilders.

COFFEE is firm, and the Trading Company's sale promises well. The brokers' valuations are based on a price of 33½c. for good ordinary greenish Java.

SUGAR exhibits but little activity. About 1,400 baskets Java, medium numbers, afloat, changed hands at about the parity of the May sale.

TEA.—The public sales held here on the 21st inst. went off flatly, on an average of 5c. to 10c. below the valuations, whilst about one-fourth of the quantity put up was bought in.

TOBACCO (JAVA LEAVES).—For account of the Netherlands Trading Company the following parcels have been sold: 222 bales Ketjen, at 88c.; 81 bales K. K., at 45½c.; 58 bales B. L. Kedirie, at 21½c.; and for private account, 668 bales E. T. B. Malang, at 27c.; 191 bales E. T. B. Kederie, at 32 1-5c.

MANILA SEGARS.—Of 360,000 Manila Cheroots offered, 2a Cortados, 10,000 were sold at f.36½, and 350,000 bought in. 20,000 Manila Cheroots 2a Habanos 1870 sold by private treaty prior to the public sale.

SPICES have been in better request, and prices are tending upward. A shipment of 65 cases Nutmegs, ex Jedo, has been realised here at a full price, which has been kept secret.

RICE.—The market continues dull, and prices look downward.

RATTANS.—Since my last report there have been sold 220 piculs ex Medea, and 300 piculs ex Metis.

TIN has been in fair request at a further advance; Banca has sold for usual prompt at f.78½ to f.79, and for delivery, ex the next autumn sale at f.76¾ for a few small lots.

HIDES.—The sales by secret tender, held at Amsterdam on the 21st inst., met a current result, the whole of the 14,647 Java Cows and 9,829 Buffaloes put up, having been adjudged at the highest bids made for the same. A steady demand also prevails in our market; the sales closed comprise lots, ex Louise, Nestor, Albert Victor, Granite City, Maria Elizabeth, Nyassa, Magdalena, Gutenberg, Padang Packet, and Vraehtzoeker.

SHIPPING.

ARRIVALS.—June 21, at Texel, from Batavia, Alma Elisabeth; 22, at Brouwershaven, from Rangoon, Jane Rowlands; 25, at Zierikzee, from Passaroeang, India; 27, at Texel, from Sourabaya, Fanny.

DEPARTURES.—June 23, from Texel, for Batavia, A. M. E., Ortelius; for Singapore, Johanna and Willem; 24, from Texel, for Batavia, Gysbertus Hermanus, Mr. J. van Lennep; for Macassar, Maria Anna Catharina Elisabeth; 25, from Vlieland, for Macassar, Neptunus.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, JULY 5, 1871.

THE CHINESE IN THE UNITED STATES.

THE future policy of the general and State Governments of the United States towards the Chinese labourer can only be matter of conjecture. If the American people adopt the policy of selfishness, and regard the Chinese as the mere raw material to be consumed in the production of goods, the development of the wondrous resources of the Pacific slope must be sensibly retarded. At present, we find China existing in San Francisco and Sacramento as palpably as in Canton or Hong Kong. In San Francisco, the Chinese quarter is a distinct and separate locality, and certain squares of Sacramento are exclusively Chinese markets, where the parties engaged in each store are Chinamen and the customers Chinese. There are theatres, in which the actors are Chinese, the audience of the same nationality. The picture is not all *couleur de rose.* The Chinese have their gambling saloons and their resorts for the victims of opium. With few exceptions, the Chinese women who have immigrated have been brought over as articles of commerce. As yet the Chinese in California appear to have been morally unaffected by American civilisation, and a strong conviction prevails that if they continue to maintain their feeling of clanship with their individual and national characteristics, their presence as a distinct and separate people when they pervade the country will become a constant source of annoyance and disturbance.

As to employments, they do the washing and ironing of the coast, and act as cooks and as servants in every department of household service. Several thousands are engaged in San Francisco at the Pacific and Pioneer mills, where they manufacture woollen clothing and blankets. At these mills they perform every part of the labour, from the opening of the unwashed wool to the packing and marking of the boxes containing the finished fabrics prepared for shipment. Other woollen mills are springing up for which their labour is sought, and thus the wool of the Pacific coast, instead of being exported at the rate of twenty cents per lb., is made to conduce to the comfort of the people on the coast. Thousands more are engaged in tobacco manufactories. Besides competing with the producing classes in manual labour in San Francisco, the Bank of California employs them as experts for the detection of base or light coin. The Chinese took a large share, as is well known, in making the westward portion of the Pacific Railway. In the interior portion of California they are largely engaged in agricultural pursuits, and tens of thousands are likely to find, a few years hence, congenial occupation in the culture of tea and the growth of silk. They are to be found as fishers on most of the large streams and rivers, and find a never-failing source of occupation in the gold mines, or in reworking on their own account auriferous alluvial deposits, a very small percentage of the golden grain repaying their efforts. The treatment of the Chinese in Cuba and Peru has, however, frightened them from entering largely into the labour market in the cotton fields of the Southern States.

WE are enabled to confirm the report of Mr. H. GREGORY'S appointment to the Governorship of Ceylon. Mr. GREGORY will not leave England until the close of the present year.

THE latest information we possess with reference to the American expedition to Korea is derived from a telegram which tells how, after a desperate defence and the loss of five hundred Koreans, the stronghold of the Korea has been captured by the Americans. The question now is—"What will they do with it?" In his first despatch Mr. FISH dwelt on the advantage which Mr. LOW would derive from Mr. Consul-General SEWARD'S advice and co-operation. Bearing in mind the unvarying conciliation and good sense which have marked all Mr. SEWARD'S acts, we feel it impossible, without further evidence, to believe that the present proceedings can have been undertaken with his sanction.

The Times of the 30th ult. says:—"An Old Resident in China" wishes to call attention to the fact that the Chinese despatch is directed against the Roman Catholic missions exclusively, the Protestant missionaries having no extra-territorial privileges beyond those claimed by all foreigners under the Treaty, and asking for none; whereas, on the contrary, the Bishops of the Roman Catholic missions have been constantly making claims and assuming an authority in the North and West of the Empire which has exasperated both the people and the Government. The Roman Catholic Church has now a cathedral overlooking the Palace itself in Peking.

THE Straits Settlements Association may be congratulated on the success of their attempts to check the expenditure at Singapore, as evidenced in the speech of Colonel ANSON. There has been no meeting held lately, but we understand that the matter of the judicial arrangements in the colony is under consideration. We believe that the result will give satisfaction in the colony. We have more than once pointed out the urgency of this question and the necessity of finding a thoroughly efficient successor to the late Chief Justice of the Straits Settlements.

AT the next meeting of the Suez Canal shareholders, on the 20th ult., it is understood the opinion of the meeting will be taken as to the position and affairs of the Company, with a view of reorganising the same under English auspices. M. de Lesseps is at present in London, for the purpose of receiving the investiture of K.C.S.I., which has been conferred on him by Her Majesty.

THE EXPEDITION TO KOREA.

The mails from New York bring some details of hostilities between the Chinese of the Korean Peninsula and the combined naval forces of the United States and France:—

A despatch from Washington says:—"About the 1st June our Minister in China, with Admiral Rogers, made an expedition to the Korean Peninsula. This expedition was undertaken for the purpose of endeavouring to make a treaty with the Korean authorities for the protection of shipwrecked sailors of civilised nations, who, when hitherto cast upon the shores of the peninsula, have been made slaves, or murdered, or otherwise ill-treated. The expedition was also accompanied by a French, an English, and a Prussian vessel. Our Minister and the Korean Envoys exchanged professions of amicable intentions. The Koreans made no objection to a survey of their waters, and the *Monocacy*, *Palos*, and, on June 1, four steam launches, under Commander Blake, were sent to examine the River Sable at a point called Difficult Passage, where navigation was most perilous. Masked batteries, manned by several thousand Koreans, were unmasked, and opened a heavy fire without warning upon our people. The French ship in advance fought gallantly, and our vessels bearing up drove the enemy from their works. The tide swept all the ships past the batteries, after which they anchored, and commenced throwing shells amongst the retreating enemy. The eight-inch shells were evidently not expected by the Koreans. The *Monocacy* was slightly injured by striking upon a sunken rock. The vessels were but slightly damaged, and only two men were wounded. A communication was received June 3 from the Korean Government which may open negotiations. Otherwise, since the Koreans have met peaceful overtures with unprovoked war, our forces will land, and, destroying the forts, will take such other measures as the interests of civilisation require."

A Cabinet meeting was held at Washington on the 16th ult., at which Secretary Robeson read the above despatch. As Admiral Rogers received full instructions before starting on the expedition, his despatch did not require the consideration of the Cabinet.

Digitized by Google

THE CHINA CONSULAR SERVICE.

We have received the first Report of the Select Committee on Diplomatic and Consular Services. Among its contents, most interesting to our readers, is the following despatch from the Secretary of the Treasury to Mr. Hammond on the question of the increasing expenditure of these branches of the public service :—

Treasury Chambers, April 1, 1869.

SIR,—The Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 12th ult., respecting the Diplomatic and Consular Estimates for China and Japan.

The increasing cost of that branch of the public service seems to them to demand attention; and the larger question of expenditure to which allusion has been made in the letters which have recently passed between the two departments will need further discussion and consideration on the part of the Secretary of State and this Board.

At present, however, my Lords will deal only with the Estimate for the financial year 1869-70, which must be presented to Parliament without delay.

1. *Newchwang.*—It appears to their Lordships that justice is scarcely done to St. Petersburg, Odessa, or Hamburgh, when those places are lowered to the level of Newchwang. They defer, however, to the opinion of the Secretary of State in favour of an efficient consular establishment at the latter point. They would, indeed, be most reluctant to urge upon his Lordship a hasty change of system in order to secure a small immediate reduction of expense. Provision will therefore be made in the Estimate for a consul at the rate of £900 a-year.

2. *Salary of Consul at Amoy.*—Their Lordships regret that they have been unable to see sufficient reason for the proposed increase of salary to the consul at Amoy.

3. *Shipping Clerk at Shanghai.*—Their Lordships are most unwilling to assent to any increase of the total cost of the consulate at Shanghai, and they cannot, therefore, sanction the salary which has been proposed for Mr. Tapp, unless a corresponding reduction can be made in some other quarter.

They would ask whether the employment of that gentleman without notification to their Board was not irregular.* The practice of charging salaries upon the sum allotted to contingencies is objectionable; their Lordships will not, however, require a transfer to be made during the ensuing year in the hope that a more satisfactory arrangement may be agreed upon before the Estimates for 1870-71 are put in draft.

4. *Temporary Allowances.*—Their Lordships cannot think that satisfactory reasons have been adduced for the payment of these allowances after the date originally named. In deference, however, to the wishes of Lord Clarendon, they will make provision for them up to 31st March, 1870, upon the understanding that they are then to cease, unless sufficient cause be shown for their renewal, and that if any of them be renewed they be considered *de novo* each year.

I am to request that Lord Clarendon's attention may be directed to a question asked in the letter from this Board of the 8th ult., whether any general rules have been laid down for the guidance of Consuls in the entertainment of guests at the public expense.

5. *House Allowances (extra) to Officers of the Supreme Court and Rents of Consular Buildings.*—Their Lordships would remind Lord Clarendon that the extra allowances in question were granted to this by this Board on the recommendation of the Secretary of State; they would not, therefore, feel justified in altering them, except after consultation and in concert with him. They understand Lord Clarendon to have no objection to the discontinuance of these allowances after March 31, 1870.

As regards the rents of consulates, it is to be observed that my Lords have inserted in the estimates, year by year, the sum of £3,000 for the rent of the Legation in Japan, and £2,600 for the rents of consular buildings in China and Japan, upon the authority of the Secretary of State.

They are anxious to know the grounds upon which the estimate is based, in order to be certain that an estimate would not be taken for the same service twice over. It is difficult, moreover, to reconcile that sum with the accounts so far as they have been rendered to the Audit Office.

Their Lordships feel sure that Lord Clarendon will be anxious that the most accurate figures obtainable should be submitted to Parliament, and it was for that end they asked for any information it might be in the power of his department to afford.

They now propose, in the absence of any details, to ask a lump sum of £5,600 for Legation and Consular buildings in China and Japan.

6. *Consular Chapels.*—Their Lordships are glad to find that Lord Clarendon is of opinion that the assistance given to chaplains and churches requires careful consideration, and that he proposes to intimate, through Sir R. Alcock, to the communities assisted, that they must be prepared for a reduction of the Government grants. My Lords are of opinion that it is desirable to make some such reduction on the face of the Estimate at once.

Such a measure would serve to convince all parties that certainly a reduction, and possibly a withdrawal, of grants is contemplated by Her Majesty's Government. Their Lordships trust, accordingly, that the Secretary of State will not object to a diminution of the Estimate from £4,000 to £3,000.

If, contrary to the expectations of their Lordships, it should be found impossible, without unnecessary hardship or breach of faith, to effect the whole of this reduction within the financial year, they will not object to provide, out of other votes, for the excess.

7. *Medical Assistance.*—The Secretary of State has misunderstood the observations of this Board, both as to revision of salaries and as to "eleemosynary" medical assistance. It is not, however, necessary in the present letter to trouble his Lordship with explanations on these heads.

8. *Japan.*—It is with great regret that their Lordships have felt unable to accede to the appointment of an additional assistant in Japan. The very large increase which has taken place in the services of China and Japan during the last few years, make them most unwilling, as at present advised, to sanction any further addition to the total cost of either branch.

9. *Form of Estimate.*—Their Lordships do not wish to recommend a change in the form of Estimate. They think, however, that Parliament ought to be furnished with a statement of the distribution of the staff, at the latest date available; and that such statement should be appended to the Estimate.

10. I am to express a hope that the information asked for in the letter from this Board, dated 8th ultimo, may be obtained, as promised by Lord Clarendon, as soon as it can be collected.—I am, &c.

(Signed) WILLIAM LAW.

On the 5th May, 1869, the Earl of CLARENDON, writing to Sir RUTHERFORD ALCOCK, for the purpose of transmitting copy of the estimates for Consular Services for the year ending March 1870, said :—

My principal object in writing to you on the present occasion is to intimate to you the desire of Her Majesty's Government that you should make the most searching inquiry into the expenditure on account of the several Consulates, with the view of ascertaining whether it may not be possible to bring it within narrower limits, or at all events whether it might not be distributed in a different manner so as to make it suffice for the expanding demands of commercial development.

Our intercourse with China is subject to a condition differing in a very essential point from the condition under which intercourse is carried on generally with other countries, and which involves a considerable expenditure, namely, that at every port to which British trade and shipping are admitted, there must be a duly appointed Consular officer, qualified to deal impartially with questions which may arise, as having no personal interest in their solution, and of sufficient judgment and discretion to admit of the magisterial duties, whether of a civil or criminal nature, which he is called upon to perform, being safely entrusted to his hands.

In dealing, therefore, with this state of things with a view to economy, the first point to be considered is, whether the British trading and shipping interests at the different ports where consular officers are now stationed, are of that amount as to make it worth while to incur the expense of maintaining them, or whether the alternative of breaking up the Consulate, and with it putting a stop to British trade at any particular port, may not be resorted to.

The expediency of withdrawing a Consulate from a port, and thereby abandoning it as a place of trade, suggests a further doubt how far such a course is prudent. Her Majesty's Government cannot forget that for many years after the port of Foo-chow-Foo was open to British trade it was opened to no purpose. But fortunately a small Consular establishment was kept up, and the right to frequent the port maintained; and it appears by the last return that the aggregate amount of direct British import and export trade at that port was, during the last year, £5,890,036, finding employment for British ships, entered and cleared, to the number of 574, with a tonnage of 274,441 tons. The same promises to be the case at Chinkiang, where the Consulate was hardly abolished, and the port made an outport of Shanghai, when the prospect of a large trade has been opened, and you have found it necessary to advocate the re-establishment of an independent Consulate at the port.

Still, and notwithstanding these warnings, I wish you to consider whether it might not be advisable and practicable to suppress the Consulates at some of the smaller ports, and either by doing so reduce the general expenditure, or take advantage of the saving so effected to open other ports more promising, and especially the one in the island of Hainan, to which we have already a treaty right of access, of which, from motives of economy, we have never availed ourselves, but which, looking to the position of the island and its immediate vicinity to very important districts of China not yet opened up to foreign intercourse, might form the seat of a most valuable and important trade.

Another point for consideration is whether, on vacancies occurring, the rates of salary assigned to officers of the ranks of Consul and Vice-Consul should be maintained on their present footing. And this brings me to the question of special and temporary allowances. These allowances, amounting in the aggregate to £2,400 a-year, were granted at your recommendation, and that of Sir Frederick Bruce, to various persons employed in the Consulates at Shanghai, Hankow, Kiu-kiang, and Foo-chow-foo, to enable them to meet the increase in the cost of living, occasioned by special circumstances, which at the time you laid before Her Majesty's Government.

I fear there can be no hope of any reduction being made in the numbers of interpreters and assistants now borne on the establishment, looking to the fact that, not to mention consuls and interpreter who have lately died, the number of public servants in China of all classes, exclusive of those attached to the Supreme Court, now absent on leave, on account of sickness or for reasonable indulgence, after many years' continuous residence in China, is no less than eleven, divided as follows —viz., one Secretary of Legation, two Consuls, one Vice-Consul, two interpreters, and five assistants; and that a premature diversion of the student interpreters from their studies of the language would be destructive of the very object for which they are appointed. The number of these should be fifteen; but casualties of one kind or other so frequently occur that it is difficult to maintain them at the full number. But at all events I am aware that only a very few of the senior students who may have completed two years' residence at Peking can be available for employment in the Consulates to supply deficiencies occasioned by the absence of assistants. I am aware that you are desirous that the number of assistants should be increased to enable you to meet unexpected calls for assistance at different Consulates. Without, however, any intention to disturb the existing arrangements as regards the junior classes of the service being considered available for general employment at any Consulate as they may be wanted, I should wish to receive from you a statement, made up to the 31st December in each year, of the actual distribution of the general staff in China at that date, with a list of the names and position of officers who may be absent on leave.

The aggregate amount estimated for writers and linguists at China is stated at £2,800 a-year. I should be glad to receive from you a state-

* was the subject of correspondence with the Treasury in January, 1866.

Digitized by Google

ment showing the exact nature of duties performed by each class, the numbers employed in the Mission and at each of the consulates, and the salaries paid to each individual.

Another item of expenditure stated in general terms in the Estimate is that for wages and allowances to gaolers, constables, watchmen, boatmen, porters, coolies and others. I should wish, as in the case of the writers and linguists, to receive from you an annual return specifying the number of persons in the several classes employed in each Consulate, with the rate of wages given to each individual, and distinguishing, more especially in the case of gaolers and constables, those of European or colonial origin from those of Asiatic origin; or of other European or of Chinese nationality.

There is one special point on which I should be glad to have your opinion, arising out of the altered character which the trade is assuming and is likely to possess to a still greater degree. I mean the tendency that it appears to have to pass out of British into Chinese hands, in the same way as in the Levant it has in great measure passed out of British into Greek hands. Now, however, this change may affect the interests of British merchants, it will probably, as in the Levant, tend to a larger development of trade in British goods; but the question will arise to what extent Consular protection will be needed to protect that trade in Chinese hands. As long as British shipping is employed in distributing British goods, however owned, to Chinese ports, it would indeed be scarcely consistent with prudence or with our international engagements towards China to withdraw the protection and control which, irrespective of trade property so called, the British Consular authorities now exercise in behalf of British shipping.

I wish you to send me with your report an account of the rents paid at each of the Consulates during the year 1868, and also of the expenditure on Consular buildings and furniture.

I have deferred till the close of my letter the question of medical assistance and Consular chapels. On the first point the Board of Treasury entertains a very decided opinion that as a general rule it should be placed under great restrictions. The appointment of a medical officer to the mission at Peking rests not only on the consideration of the large number of British public officers (the Minister and his diplomatic staff, the student interpreters, and the escort) assembled at that place, but also on the political value at which the presence of such an officer, attached to the mission and available at the orders of the Minister to afford medical relief to Chinese patients, may rightly be estimated.

I should wish you to accompany this report with a return for the year 1868, showing the numbers of British subjects, distinguishing those of European or Colonial origin from those of Asiatic origin, confined in the lock-ups or gaols of each Consulate, with the average length of confinement in each case, and also with an account of the moneys expended in medical assistance at the different Consulates for the same year.

The remaining question is that of Consular chapels. It is not unattended with difficulty, but at the same time it requires to be very closely looked at, to avoid incurring an expenditure on Government account in excess of what the public should be called upon to defray.

I am aware that a larger amount of salary than is required at ordinary places either in the old or new world may be required to secure the services of competent chaplains in China. But, on the other hand, the wealth of British mercantile establishments is doubtless far greater than what it is in most countries. This consideration should regulate the amount of assistance to be given in any case, and in some it would militate against giving any assistance at all. The congregations are too much in the habit of calculating on receiving from Government the full amount of contributions made by British residents. You will undeceive them in this respect. In no case will Her Majesty's Government hereafter grant more than sufficient to eke out the local contributions from whatever source they may proceed; and even that they may do so much, Her Majesty's Government must be satisfied that communities have themselves contributed what, in proportion to their means, may be considered a fair sum.

In the course of his evidence before the committee Sir Rutherford Alcock said he had been thirty-one years in the service, and was the only survivor of the five original consuls sent to China in the establishment of consular ports. His staff at Peking consists of a Chinese secretary and two second secretaries of legation; the Chinese secretary and the first secretary of legation are in one; Mr. Wade, on account of his attainments in Chinese, combining the two offices. Then there is an assistant Chinese secretary, a chaplain (a missionary who performs the duties there), and a physician. The *employes* in the consular service, nominally fifteen in number, receive £200 a year, and are required to pass through the student interpreterships and pass an examination in the Chinese vernacular after two years' service. This system works well, and these gentlemen are likely to fill the higher posts in the Consular Service in China as they grow older. The general establishment under Sir R. Alcock's control is thirteen consuls, five vice-consuls, eleven interpreters, and twenty assistants, making forty-nine in all, exclusive of student interpreters. The year before last there was a careful revision made in the establishment, in consequence of instructions from the Foreign-office. The staff was not so much reduced as the contingencies, the chaplaincies, medical attendants, writers, linguists, &c. The staff at Peking is very hard worked. The mission has a house selected in Lord Elgin's time, but rebuilt since, for which a rent of Tls. 1,000 is paid to the Foreign-office. The expenses of living have increased within the last ten years, but, on the whole, the Consular Service is considered a liberal one. Society in China was formerly very extravagant. The merchants used to keep large establishments, some of them princely establishments, and upon a very lavish scale of expenditure. The last four or five years has seen a great change in that respect. A great many of the houses have been bankrupt and ruined, and competition is increasing daily. Germans and others come there who can live upon very moderate means, and there is great competition from the Chinese also, who are getting a large portion of the trade of distribution into their own hands,—and they can live where Europeans would starve. All these things have tended to curb the lavish and extravagant expenditure which was ruining everybody. The Germans have a representative at Peking. Their business has extended very largely, principally in the coasting trade from the greater cheapness in working their ships. They take a very large proportion of the coasting trade; principally because they can work their ships cheaper than we work ours. In the British service it is generally understood that, unless ill health should compel it, leave should not be asked for under four or five years. It is entirely at the discretion of the Secretary of State; but after five years' continuous service generally a twelvemonth is not considered an unreasonable allowance, which would come pretty much to what it is in Europe supposing the leave were cumulated. The first secretary is also Chinese secretary, in consequence of his attainments, and receives combined pay; that is to say, considering that the first secretary of legation would have £800, and that as the Chinese secretary he would have £800; instead of receiving the £1,600, when the two officers were combined, he received £1,200. Thanks to Mr. Wade's labours, who has devoted twenty years of his life to the subject, we have now a whole course of progressive lessons for the assistance of the juniors. There are forty progressive lessons to commence with; and as there are two years given for the acquisition of the language, any one who studies the whole series with diligence and ability will have a very competent knowledge of Chinese for a beginning. The British Legation is the largest in Peking. The guard, selected from the police force, is essential to the dignity of the Legation. A great amount of entertaining falls on the British Minister. Visitors cannot come in the winter, but during the whole summer there is one continuous stream of visitors of all ranks and descriptions. Sir R. Alcock received two of the French princes, the Duke of Edinburgh with his suite, and every year visits from naval officers, from the Admiral, and from the Chief Judge. These are in our own service; but there are, besides, visitors from India, and visitors from Australia and Europe; some foreign, but many English going through Mongolia. Others, again, merely coming to see Peking, and merchants who wish to have information and to see the country. No well-frequented hotel could be better filled than the British Legation. Sir Rutherford Alcock had, on one occasion, the Austrian Mission, consisting of Baron Petz and several officers with their servants, to entertain for many weeks. Mr. Hart is not in our service now, but in the service of the Imperial Government. He is Inspector-General of Maritime Customs; but we educated him for the Consular Service, in which he served four years. He left the service of the Queen for the service of the Celestial Empire, and we have lost two or three more in the same way. The service which he is in now pays him well; he gets quite as much, probably, as any Minister of a foreign Power, but I do not believe that it exceeds £6,000 a-year. It was said that the treaty which was not sanctioned by the Foreign-office would have made a difference of something like 30 per cent. to that large income, that is assuming that he was paid by a per centage, but he is supposed to have a fixed salary. It is a great advantage to a minister to know Chinese, unquestionably—as it is in any country to be able to speak direct to the authorities and transact your own business. Rather a contrary opinion has been given by a gentleman who was examined before; he said that he would prefer taking an officer from the general service for the highest appointments. That is an idea that has been very much encouraged by the merchants; they think that they would like new blood; that when a man has been a great many years in China he gets orientalised, and a fixed set of ideas, or a bias which is not always in accordance with their views or their supposed interests; and therefore they would like to see some entirely fresh blood brought in. The dangers and the wear and tear of a residence there, are far beyond what any mission in Europe is exposed to. Then, on the other hand, the salaries are much higher, so that, to a certain extent, compensates in the higher retirement it secures. But it is a fact that the pension is generally calculated on the amount of salary, and in that sense, the members of the Chinese and Japanese services do get a certain amount of compensation, inasmuch as they have higher salaries.

Sir R. Alcock's examination closed with this reply to questions put by Mr. Kinnaird:—Do you think that the recent events that have taken place, the massacre there, and the failure of negotiations, have rather shown that all the benefits of the centring of the embassy at Peking have not been realised?—I think that depends very much upon what was anticipated as the likely result of a minister at Peking. If it was expected of it that there should be no breaches of treaties and no popular outbreaks, and no violation of treaties, why certainly it has not answered that purpose. The unsatisfactory result depends on so many causes. First of all, the Central Government is weak in the provinces, and has a very weakened hold over its own people and provincial authorities. The Emperor is in his minority, which further weakens the central administration. They have just come out, if indeed they are out, of a vast insurrection, which devastated the whole country and weakened all the springs of government; and they are in a state of transi-

Digitized by Google

tion themselves, from having been brought into contact with foreign Powers who have their own exigencies, and with foreign merchants who import among the people fresh ideas, as well as goods. Their position is something like that which a government in a neighbouring state now is; and they feel unequal to grapple with its difficulties and exigencies. All these are causes why no diplomacy can lead to perfect results, as far as absolute security to life goes, or the getting full redress whenever any wrong is done.

But you admit that the end has been, in this instance, unsatisfactory; but you say that it is owing to the causes that you have mentioned?—I do not think it is at all a satisfactory result, but I think it is inevitable with a country in such as state as China is in.

Would not it be a very wise thing to have the present system extended to employing native Chinese as a guard; has it ever been suggested to you that it would be desirable, at the principal consular ports, for the English representatives to have a small force at their own disposal, which was strongly recommended by Admiral Sir James Hope, so as actually to defend them in this lawless state of matters?—I do not know that there has been any distinct proposition on the subject ever before me.

THE HONG KONG QUESTION.

(To the Editor of *The London and China Telegraph.*)

SIR,—Permit me to correct an unintentional error committed in my letter from Hamburg, which appeared in your issue of the 28th inst., viz., that the East India Government paid one-third of the expenses incurred for the diplomatic service in China, and which I estimated at about £8,000. I now find in the estimates for Civil Services, viz., Colonial and Consular Services for 1871-72, under extra receipts, on account of Her Majesty's Mission in China, an amount equal to one-third of the net expenditure (diplomatic), estimated at £2,700. Again, under Consular Services, one-third of the expenditure in China, repayable to the Exchequer out of Indian revenue, is estimated for 1871-72 at £22,676; making a total of £25,376. Still, this does not affect my argument for the payment of a share of the military expenditure incurred in China by the Imperial Government, out of Indian revenue, to the relief of Hong Kong.—Your obedient servant,

30th June, 1871. R.

THE AMERICAN INVASION OF KOREA.

(THE GLOBE.)

The American expedition, under Admiral Rodgers, is making rapid progress in the conquest of Korea. Mr. Consul Markham's telegram from Shanghai reports the capture of a stronghold on King Hoa Island, after a desperate resistance, with the loss of ten killed and wounded on the American side against 500 of the Koreans. Except as regards the latter number, the simultaneous telegram from Washington is confirmatory of Mr. Markham's despatch to the Foreign-office.

Here, then, is the opening of a new chapter in the history of that forced intercourse between civilised and semi-civilised races, in which it has fallen to the lot of our own country to play so prominent a part; and while the matters in question between the United States and Korea are yet simple, it is worth while to note these first beginnings of their international relations. We are so apt ourselves to shake our heads over the faults of our fathers, to look on our position in India, China, and elsewhere as the fruit of violence and immorality, to regard our possessions in the light of an illegitimate offspring, which it was wrong to call into being, but which it would be also wrong to desert, that we are satisfied, could we only have our national life over again, we should act very differently from our predecessors. There is, of course, a strong smack of well-to-do hypocrisy in all this; a repentance by proxy is not edifying, and is generally false in proportion to its demonstrativeness. But even the sleek traffickers in Brummagem virtue among ourselves have not been so hard upon us for our overbearing demeanour towards Asiatic races as the Americans have been. With regard to China, in particular, a thread of self-laudation runs through the whole series of despatches, and it is self-laudation at the expense of the Britisher, who is always held up as the representative of violence.

No matter what the provocation may have been, all the collisions we have had with the Chinese are held to be unjustifiable. Our treaties are condemned as having been made by force, without any reference to the fact that the use of force may have itself been forced on us; and American representatives have been always fluttering about the Chinese Court with the olive branch in their mouth, and making political capital out of the contrast they were enabled to draw between their own meek and Christianlike behaviour and the "tyrannic policy" which was the special distinction of the British. This maudlin attitude was safe enough, and might even be profitable, so long as it was felt that Great Britain could be trusted to protect the common interests of all foreign residents in China, American among the rest. It was impossible, indeed, for our Government to defend the interests of its own subjects without at the same time extending its protection to all other foreigners, and under these circumstances there was considerable "cuteness" in the Americans seeking credit for their submissiveness, while leaving their interests with confidence in other hands.

It is somewhat remarkable, however, that in proportion as the British Government has become indifferent to its own interests in China the American Government has become alive to the possibility of having to do something for itself. As the British fleet in the East has been reduced, so has the American been increased. The tone of communications with the Chinese has likewise undergone a change. The present Minister, Mr. Lowe, harping on the old string of unmitigated love, has been gently warned by Mr. Hamilton Fish that a change may come over the traditional policy of the United States in China—in other words, that as some Power must undertake to keep the Chinese to their engagements, the abandonment of this duty by Great Britain might cause it to devolve on the United States, in which case the humble and submissive mask would have to be laid aside.

Their action in Korea leaves no doubt of what is now the policy of the American Government. It is no unforeseen accident that has precipitated matters there. It is not the impulse of some hot-headed officer that has plunged two countries into war. The expedition, as we lately pointed out, has undergone a long period of gestation, something over three years. It is more than twelve months since the fiat went forth from Washington which is now being fulfilled. Korea must be opened. Had France or England undertaken this task, it would have been opened to American politicians to denounce the tyranny and what not, and to share the benefit. But as it happens, America has taken the whole onus on herself, and must henceforth hold somewhat different language concerning the doings of England in the East.

Mr. G. F. Seward had some carefully-prepared "arguments," which were "to be advanced to show the Koreans that a juster consideration of Eastern States is prevailing in the West." How far he got in expounding those arguments we shall, perhaps, hear by-and-by. In the meantime, the "argument" of 481 cannon captured, and 243 Koreans killed, old-fashioned as it is, will probably have been found more efficacious in convincing the Koreans, if not of the "juster consideration," at least of the determination of the West to bring the kingdom of Korea within that happy family which American statesmen are so fond of calling the comity of nations.

Monetary and Commercial.

—o—

The Salvage Committee—probably the name by which the Association for the protection of commercial interests as respects wrecked or damaged property is best known—has published a valuable circular, drawing attention to the numerous unreasonable and unfair clauses of exemption which are now being introduced into bills of lading for the Far East. These new conditions, if they carried any weight with them, would really deprive shippers of all control over the treatment, delivery, and destination of their goods. According to these new clauses, ships are to be at full liberty to call and stay at any ports out of their customary route, to sail without pilots, and not to be held liable for any damage resulting from defective machinery, careless navigation fire caused by heedlessness, injury from other cargo of a deleterious nature, dishonesty (mildly called "pilferage") on the part of the shipowners' servants, or any other wrong (equally euphuistically catalogued as "misdoing, error in judgment negligence, and default") by the same would-be privileged class. It is hardly necessary for us to remind our experienced readers that not one of these monstrous stipulations would "hold water" in the event of a case depending on them being brought into Court. We have the highest legal authority for stating that no stipulation or condition, however couched, can supersede the English "law of carriage" in the British Empire, or any of its dependencies. But, lest any of the recent innovations in the forms of bills of lading should fulfil their design of imposing on the unwary or the inexperienced, we recommend our readers to consult the work commonly called "Abbott on Shipping." The full title of this compendium of English law, which remains the standard of reference, is "A Treatise on the Law of Merchant Ships and Seamen," and has been repeatedly edited by distinguished lawyers since its first publication, which laid the foundation of the deserved reputation of the future Lord Chief Justice Tenterden. To consult this invaluable book will save any of our readers, who may be uncertain as to the law, from all the responsibilities now most unfairly sought to be imposed on them. The above association has made a general canvass of underwriters and merchants on the subject, and the Liverpool Chamber of Commerce has also taken up the question.

The report of the Assam Company, presented on the 30th ult., states that the favourable turn announced last year has been maintained, and that the profits for 1870 are estimated at £43,342, out of which a dividend of 10 per cent. is recommended, making, with the *interim* dividend already paid, 15 per cent. for the year. Should the prices recently obtained for the teas of the company be upheld, a good result is anticipated for the current twelve months. At the meeting on the 30th the report was carried.

The report of the Jorehaut Tea Company (Limited), presented on the 3rd of July, states that a dividend of 10 per cent. was paid from the profit of 1869, and that a final dividend of 10

Digitized by Google

per cent. from the profit of 1870 is now recommended, which with the 5 per cent. interim dividend paid in January last, will make a total distribution of 15 per cent., although the quantity of tea made in 1870 was smaller than that in 1869.

The Beechlands Coffee Estates Company is announced, with a capital of £75,000, in shares of £10 each, of which only one-half, or 3,750 shares, is to be issued in the first instance. The object of the company is stated to be the working and extending the cultivation of the Beechlands Coffee Estate, in the district of Coorg, East Indies, and of acquiring the Government grant and buildings upon the estate.

The traffic receipts over the China Submarine Telegraph Company's line for the twenty-three days ending June 30 amounted to £3,438. The traffic receipts over the British Indian Extension Telegraph Company's line for the month ending June 30 amounted to £5,093.

Messrs. Arbuthnot, Latham, and Co. have announced the admission into their firm of Mr. Charles George Arbuthnot, a son of their senior partner, as successor of the late Mr. George Latham.

Mr. Edward Pettit has been admitted a partner in the firm of Messrs. E. and A. Deacon, of Rood-lane.

The directors of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited) have issued their report, previously to the meeting to be held on the 11th inst. The accounts furnished show that the gross revenue for the six months ended March 31 amounted to £42,291, and the working expenses to £10,227, leaving a balance of £32,064, or nearly 10 per cent. upon the capital, which, under ordinary circumstances, would have been divisible among the shareholders. This result would be still more favourable but for the break in the cable mentioned in the interim report, which occurred November 28, and lasted for seventy-five days. The cost of repairing this break, less the reserve fund of £2,296, amounts to £13,554, which has been written off, together with income-tax, £274, leaving £18,236 as the available net profit on the half-year's operations. The directors, under the provisions of the 160th article of association, have declared a dividend on account of 5s. per share—being at the rate of 5 per cent. per annum—amounting to £16,500.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE, via S.C., to LONDON, per Ada, entered June 29.—11 boxes merchandise—W. W. Kerr and Co.; remainder of cargo from Tellicherry, Calicut, and Malta.

From SINGAPORE, PENANG, HONG KONG, and CANTON, via S.C., to LONDON, per Lumley Castle, entered June 30.—From Singapore: 38 bundles rattans, 1 case cigars—J. Nichols; 8 cases gum benjamin, 2 cases shells—D. Cama and Co.; 1 case arrowroot—Clark; 1 case merchandise—J. Defries and Son; 1541 bags pepper, 676 slabs zinc, 2690 bags 2766 bales gambier, 2 cases 341 baskets gutta susa, 340 bags tapioca, 40 cases shells, 842 hides, 145 baskets gutta-percha, 53 cases india-rubber, 5 cases orchids, 53 bags coffee, 2460 bundles rattans, 9 boxes gamboge, 3 cases merchandise, 337 slabs tin, 146 bags gutta-percha—Order. From Penang: 2535 bags sugar—E. Boustead; 277 slabs tin, 1083 bags tapioca, 3498 bags pepper, 227 bags sugar, 101 cases fish maws, 31 cases gum benjamin, 1046 bales tobacco, 53 bales hides, 10 cases nutmegs, 1 case mace, 5 cases cloves, 18 cases merchandise—Order. From Hong Kong: 6 packages merchandise—M. Murton; 16 packages merchandise—W. A. Shannock; 2 packages merchandise—J. Pook; 1 package merchandise—H. Rose; 2 packages merchandise, W. C. Bacon; 1 package merchandise—H. S. King and Co.; 1 package merchandise—A. Bourne; 3 packages merchandise—Fesser, Uhthoff, and Co.; 50 chests opium—T. A. Gibb and Co.; 10 cases oil—E. Boustead; 9 cases merchandise—P. Cohen and Co.; 3 cases merchandise—Matheson and Co.; 10 packages merchandise—J. Meyer; 13 packages merchandise—J. Morrison and Co.; 342 boxes 2475 half-chests tea, 15 cases cigars, 46 boxes 80 cases essential oil, 38 packages merchandise, 75 casks preserves, 60 bundles 2 packages merchandise, 83 bales cocoons, 900 packages camphor—Order. From Canton: 2 boxes silk goods—J. Oxford and Co.; 47 boxes rhubarb—A. Tesdorpf and Co; 67 boxes rhubarb, 13 packages merchandise, 71 cases chinaware, 250 cases 20 casks ginger, 220 bales waste silk—Order.

From JAVA to BRISTOL, per Premier, entered June 29.—2276 baskets 200 bags sugar, stock, 4300 bundles rattans—Order.

ARTICLES OF IMPORT.

—o—

TEA.

We have to report a very quiet market during the past fortnight, with but little alteration in prices, except that common red-leaf kinds have sold rather lower. The grades ranging from 1s. 1d. to 1s. 6d. per lb. still remain scarce, but finer qualities have been offered freely from second hands at prices in favour of buyers.

Red-leaf Congous: Siftings show no change. Broken-leaf kinds have been dull of sale. Fair common, from 9½d. to 10½d. per lb., show a slight decline. Good common have been taken at 11d. to 11½d. per lb., being former prices. Fair qualities, from 1s. to 1s. 2d., have been steady, with a fair amount sold. In good to fine and finest transactions have been limited; Pak Lins remain firm. Black-leaf kinds: low qualities continue depressed, fair common have been sold from 10½d. to 10¾d., showing no change. In good common there has been but little done in the absence of export demand. Fair to good medium have been wanted. Good to fine have been sold at a decline of fully 1d. per lb.; a parcel of finest sold at public sale from 2s. 2d. to 2s. 3d. Amoy kinds have been neglected, but prices show no change. In new-make Canton Congous further supplies received overland have sold at 1s. 6d. per lb. for fair, and 1s. 10½d. to 2s. for good to fine quality. Oolongs have been dull of sale, at previous prices. In Souchongs and Flowery Pekoes but little has been done. Scented Teas: Canton Capers have been difficult of sale, and prices have ruled in favour of buyers. Foochow kinds remain steady. Canton Orange Pekoes have been taken more freely. Imitation Foochow kinds have sold from 11d. to 1s. 2d., and long-leaf kinds from 1s. 2d. to 1s. 7d. per lb., being rather better prices. Foochow kinds remain steady at previous prices. In Uncoloured Japans there has been nothing of interest to report. Green Teas: The demand for the finer grades has been good, and prices of these show some considerable advance. Common to medium grades are still difficult of sale at the low prices current. Canton Gunpowders have been sold from 1s. 2d. to 1s. 3d. per lb. for fair quality, the lower kinds being difficult of sale.

SILK.

A very large business has been doing during the fortnight, attended by deliveries of considerable magnitude—the expected duty to be placed upon silk imported into France having induced operations on an unusually large scale; prices have stiffened in consequence, and the market is exceedingly firm (though there is less doing at the close) at the following improved rates from the recent lowest point of 1s. on China, 6d. to 1s. on Canton, 1s. on Filature Bengals, and 2s. to 2s. 6d. on Japans—the chief demand having been for China, Tsatlee, Cantons, and Japans.

The deliveries from 1st to 29th ult. were as follow:—

	1871.	1870.
China	3,876	2,808
Canton	2,005	712
Japan	1,445	652
Bengal	891	332
Total ...	8,217	4,504 bales.

LONDON QUOTATIONS, JUNE 30.

CHINA.	
Tsatlee, No. 1	29s. 6d.
,, ,, 2	28s. 6d.
,, ,, 3	27s. 6d.
Red Peacock	24s. 6d. to 25s. 0d.
Yuenfaa, Nos. 1, 2, and 3	22s. 0d. to 25s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 0d to 26s. 0d.
Long Reel	18s. 0d. to 20s. 0d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	22s. 6d. to 27s. 0d.
Idah, Nos. 1 and 2	24s. 0d. to 27s. 0d.
Sodai, Nos. 1 and 2	23s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	24s. 0d. to 29s. 0d.
Koshiu, No. 2	None.
Eichizen	21s. 0d. to 24s. 0d.
Mashta	21s. 0d to 23s. 0d.
Hatchoji	None.

COFFEE.

The market for Ceylon has shown but little change during the fortnight; a fair demand has been shown for both Plantation and Native, and a considerable amount of business has been done at rates showing slight variation from those quoted in our report of the 19th ult. The public sales have been extensive; Plantation has met a good demand, and coloury kinds have sold readily at firmer prices, other qualities selling steadily. A rather large supply of Native has been chiefly bought in. The latest prices paid have been:—Plantation: Triage and ordinary, 48s. to 56s.; small, 57s. 6d. to 61s. 6d.; low middling rather small and grey kinds, 60s. to 64s.; middling coloury, 65s. to 71s.; good middling to fine middling, 71s. 6d. to 80s.; pea-berry, 79s. to 82s. Native: Ordinary brown, 48s.: small, 48s. 6d. to 50s. 6d.; fine pea-berry, 60s. to 61s. 6d. Of Singapore 529 bags sea-damaged bulked have been sold—good at 60s., mixed at 52s. to 55s., sound being bought in at 60s.; a subsequent offer of 465 bags partly sold—mixed at 55s., first-class sea-damaged Bonthyne at 59s. 6d.

The movements for the past week are of greater magnitude than for a long time past; the landings, which include 940 tons of foreign, are 500 tons in excess of last year, but the total deliveries, owing chiefly to the large exports to France, amount to 3,286 tons, and are 1,770 tons larger than in 1870, so that the stock is again importantly diminished, and the deficiency increased to the large amount of 6,000 tons. Stock, June 17, 16,095 tons, against 20,583 tons; June 24, 14,473 tons, against 20,503 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 269,648 cwt., against 234,700 cwt. at the corresponding date of 1870; Native 37,024 cwt., against 24,532 cwt. The quantity afloat for the Continent is 14,410 cwt. Plantation, against 12,853 cwt., and 3,301 cwt. Native, against 5,147 cwt. The quantity of Coffee landed in the twenty-five weeks ended June 24, 1871, was, of Ceylon, 14,007 tons, against 15,913 tons during the corresponding period of 1870; of all descriptions, 26,382 tons, against 24,295 tons. The quantity entered for home consumption was, of Ceylon, 5,112 tons, against 5,156 tons; of all descriptions, 9,245 tons, against 8,708 tons. The quantity exported was, of Ceylon, 14,077 tons, against 12,212 tons; of all descriptions, 27,462 tons, against 19,303 tons. The stock on June 24 was, of Ceylon, 8,423 tons, against 12,409 tons; of all descriptions, 14,473 tons, against 20,503 tons.

We learn from Holland that the monthly auction of the Dutch Trading Company was held on the 28th ult.; 89,600 bags Java, &c, were offered, and with a good demand were all taken off, prices being generally ¾c. to 1c. above the valuations, good qualities being 1c. to 2c.

Digitized by Google

above; good ordinary sold at 34½c. to 35c., against 33½c. to 34c. in May. The following is the result of the sale in detail :—

Lots.	Bags.	Valued at. Cents.	Result. Cents.
No. 1	792	33	34 to —
3	1,215	33	33½ to 33⅝
6	2,737	38	38⅝ to 39
9	915	37	39 to —
12	2,505	32½	33½ to 33½
16	1,002	32½	33½ to —
21	2,478	34	35 to 35½
24	2,598	37	38⅞ to 39
27	6,269	34	35½ to 35¾
37	9,281	34	35 to —
38	2,548	33	34½ to 34¾
45	801	37½	38⅞ to —
46	694	36	37½ to —
47	515	39	40 to —
49	1,992	33	33½ to —

SUGAR.

There has been a very inactive demand throughout the fortnight, and there are only a few transactions to report in East India descriptions; the sales have been of 400 baskets Java (duty 5s. 3d.) at 31s. 9d., 2,500 bags Ilo Ilo Manila at 23s. to 23s. 6d., and 400 bags, price not reported.

CAMPHOR.—The activity noticed in our last report has somewhat abated; but holders generally are firm, and only a small private trade has been done in China at 70s. up to 72s. 6d. in retail, and in Japan at 77s. 6d., 80s. now asked; an offer of 234 cases China at auction was retired.

COIR GOODS.—The market has been generally steady, except perhaps for the lower descriptions, which on account of abundance of supply meet less demand. Public Sales have embraced of Yarn 90 bales and 13 tons in dholls Cochin, sold—the former at £27 to £50 per ton for common to superior, and the latter at £23 to £23 15s.; 41 bales and 112 tons in dholls Ceylon, the former placed at £40 to £55 for fine to superior, and the latter very common to very fine £23 15s. to £47 per ton. Of Fibre about one-third of 433 bales Cochin offered were disposed of—fine pale at £31 5s.; mixed £23; and 14 bales Madras sold at £18; and 11 tons Ceylon at £15 5s. to £18 5s. for ordinary. Rope: 35 tons Cochin sold at £22 10s. to £27 per ton for 3½ to 2 inch.

COCOA-NUT OIL.—Ceylon has been steady, but transactions in both descriptions have been rather restricted, as holders are very firm and demand high figures. At auction only 80 casks Ceylon were offered, and very few only sold up to £40 per ton for good; a small business by private contract is being done at £39 10s. to £40.

COPRA.—Market firm; no Penang in stock.

CUBEBS.—There is still a steady business doing at the prices previously current; a small private trade is doing at 30s. for good quality, and at auction 14 bags realised 28s. per cwt. for fair greyish.

CARDAMOMS.—No transactions in Ceylon; 14 packages offered in public sale and retired.

CUTCH.—The market is quieter; but about 2,000 boxes and bags have changed hands during the fortnight at 20s. to 22s. per cwt. for good to fine (the latter well known marks). At auction of 2,627 packages offered only a few were placed at 20s. 6d. per cwt. for very good in boxes, Pegu from Singapore.

DRAGON'S-BLOOD.—There is somewhat more activity, but prices remain unchanged; of 15 cases at auction 12 sold at £5 10s. to £5 17s. 6d. per cwt. for fair to very good lump, the remainder fine bought in at £7.

ESSENTIAL OILS.—Cinnamon very scarce, and wanted. Citronelle dull, and cheaper; 59 cases at auction, partly sold at 1⅞d., few lots at 2d. per oz. Lemon Grass quiet; 21 cases at sale part sold at 2¾d., being the former value. Aniseed has been in steady demand, but business has been limited to retail sales at 8s. 9d., 2 cases sold at auction at same price, and higher figures now demanded. Cassia again reduced in value, 16 cases at auction sold, 1 lot at 4s., remainder at 4s. 1d. per lb. Nutmeg steady; 11 cases offered, and retired, and private trade at 6½d. for good.

EBONY.—Without change; market dull, and no sales reported.

GALLS.—Market for China steady, with fair demand, but holders generally very firm; stocks small; in public sale 50s. to 52s. 6d. has been obtained. Japan are still without transactions. At auction of 575 cases China offered, about 200 cases sold, good at 52s. 6d., middling 49s. 6d. to 50s., the remainder being bought in at 53s., smooth coated 50s.

GUMS.—Benjamin: Sumatra, seconds firm, good quality scarce, and small retail trade up to £10 per cwt.; of 77 cases at auction, a very few only sold at 82s. 6d. per cwt. for thirds, and £8 5s. for middling seconds; 23 cases Siam also offered, and sold at £10 10s. to £12 12s. 6d. per cwt. for middling to good thirds. Manila Copal is very steady, and half of 1,344 packages offered were placed: good bold medium, fairly cleaned, hard 39s. to 40s.; rather rougher and mixed with dark pieces, 35s.; very rough, rather softish and dirty, 26s. to 28s.; low drossy, 13s.; large sales to-day. Damar firm, and with a good demand; 137 cases were mostly placed under the hammer at 64s. per cwt. for good Singapore. Gamboge steady, but of 16 cases at public sale, only one found a buyer at £14 15s. per cwt. for good, the remainder held for £16.

GUTTA-PERCHA.—Dull, with small trade; of 6,714 packages and blocks, and 3½ tons offered at auction, about one-third sold at 1s. 2¼d. to 1s. 11d. per lb., for inferior, mixed and foul to middling genuine.

GAMBIER.—Market steady, with a moderate private trade on the spot, at 15s. 10½d. to 16s. for block, and 18s. 6d. to 19s. pressed cubes; 800 tons afloat have been sold at 15s. 9d. to 16s. ex ship, and half of 1,690 bales offered at auction were quitted at 15s. 10½d. after the sale.

HEMP.—There is still only a moderate business doing in Manila; during the fortnight about 1,000 bales have changed hands privately at £49 to £50 for good Sorsagon and Boluzan, and £46 for fair roping; the offers at auction, amounting to 1,645 bales, were all retired.

HIDES.—At the public sales held 29th ult. East India Kips were in good demand for the home trade, and the bulk found buyers at full rates to an occasional advance for best heavy and first light. Tanned sold at previous rates. Buffalo were in rather more demand at late prices. OX AND COW: 6,037 dry Singapore and Penang sold, light 6¼ to 7 lb. at 9d. to 10d., heavy 8¾ to 10 lb. at 8½d. to 8¾d., extra 12¼ to 14¼ lb. at 8d. to 8¼d., small 4 to 4¼ lb. at 8½d., thirds 6½ to 7¼ lb. at 6½d., calf 2¾ lb. at 8d., brined light 7¾ lb. at 10d., heavy 10½ to 11½ lb. at 8½d. to 8¾d., extra 15¼ lb. at 8¾d. to 9d., small 4¼ lb. at 10d. BUFFALO: Of 6,906 Singapore and Penang offered 4,720 sold, light 11½ to 18 lb. at 6d. to 6¾d., heavy 18½ to 40½ lb. at 4d. to 5⅞d., 471 Calcutta sold, first light 6½ lb. at 6½d., second 7 lb. at 5¾d., small 5d.

HORNS.—Without change.

INDIA-RUBBER.—Good quality is still in limited supply, and would sell readily; a limited business has been done in Borneo at 1s. 7½d. per lb.

ISINGLASS continues dull; 7 bales Manila purse in public sale were retired.

JAPAN WAX.—Supplies are still withheld from sale, and high prices continue to rule; private transactions have been closed at extreme prices.

MUSK.—Considerably improved in value, 43 caddies having brought at auction 35s. 6d. to 38s. per oz. for fine dry even well shaped pods, and 18s. 6d. to 22s. 6d. rough and bally, ordinary to good; pickings, wet, 23s. to 23s. 6d.

PEPPER.—BLACK has been largely in demand for France, and a considerable business has been done on the spot, and to arrive. A speculative demand has also sprung up, and recently considerable excitement has prevailed, some 3,000 bags Singapore and Penang having changed hands on the spot, the former up to 5¾d. per lb., and the latter up to 5⅞d. At public sale, 1,975 bags Singapore, and 1,641 bags Penang were partly sold up to the prices before named. To arrive, some 9,000 bags have been sold; Singapore at 5¼d. to 5⅝d., Penang at 5¼d. to 5½d., and 5⅝d. distant and near, and there are few sellers at the extreme quotations. WHITE has advanced 1d. per lb., and over 1,000 bags have changed hands at gradually advancing prices, closing at 9½d. per lb. for Singapore.

PLUMBAGO.—The market for Ceylon is still dull, and easy rates are submitted to, except for fine descriptions. About one-half of 1,006 barrels at auction were disposed of; Lump, good bright at 22s., chiefly small 15s.; chips, fine 12s. 6d. to 14s., common 9s., inferior foul and earthy 3s. 3d.; dust, middling to good 6s. 6d. to 8s.; ordinary 5s. 6d. to 6s.

RHUBARB.—The market for China has continued to present a dull appearance; of 161 cases offered at auction only one case fine trimmed was taken at 9s. 6d. per lb.

RATTANS.—Without transactions since our report of the 19th ult.

RICE.—The market has continued dull throughout the interval; the business done has been extremely limited, and the following sales of floating cargoes constitute nearly the whole of the transactions. The floating cargo per Belle of Southesk, 670 tons new Bassein, March sailing, has been sold at 9s. 9d. ex ship for London. The floating cargo per R. C. Rickmers, 1,710 tons new Rangoon, March sailing, at 9s. 9d. ex ship for London; the arrived cargo per Walmer Castle, 1,270 tons new Rangoon, at 9s. 10½d. ex ship for London; and a floating cargo of Java has been sold at 13s. ex ship, but full particulars are not reported.

ROOTS.—No business done either in China or Colombo.

SAGO.—Steady, at unchanged rates, but there is still some inquiry afloat; of 465 bags at auction, the damaged only sold. Flour dull, and few buyers.

SAPANWOOD.—Extreme prices are obtainable for fine Ceylon, which is very scarce; at public sale 8 tons old weathered but bright fracture wood brought £6 10s. per ton, being an advance. The market for Siam and Manila has been firm, but the demand having been exclusively for fine quality, of which but little has been offered, business has been limited; at auction 46 tons good direct Siam were bought in at £11, 5½ tons damaged being sold at £5 10s. to £6 5s.

SOY.—Business very small at unaltered prices.

STAR ANISEEDS.—In good inquiry at firm prices, but being in short supply only a limited business has been done.

STICKLAC.—Siam is still scarce and firm, and there are no transactions to report.

SPICES.—CASSIA LIGNEA, &c.: Market steady, with more enquiry, stocks decreasing, and higher figures asked; 97 packages Vera at auction retired. Buds steady, 25 cases sold at auction at £6 7s. 6d. to £6 10s. per cwt. for good. MACE is held for a further advance, and at auction 5 cases common Singapore were bought in at 3s. 9d. per lb. CLOVES: 8 cases fine Amboyna at public sale were bought in at 1s. NUTMEGS: Market steady; only 17 cases offered at the sales, and those retired. CINNAMON: For Plantation qualities there is a fair enquiry, but spurious sorts are neglected, and 130 bales in auction were bought in at 2d. to 3d.; 38 bales Plantation sold, third sort 9d. to 1s. 4d., second 1s. 10d., and first 2s. 1d. per lb. Of Chips 876 bags were partly sold at 1¾d. to 2d. for coarse, 2¾d. for thin bark, and 3¾d. for thin shavings rather barky.

SHELLS.—The periodical auctions are fixed to take place on the 4th inst.

TAPIOCA.—A large speculative demand has prevailed during the fortnight, and some 5,000 bags Singapore and Penang have changed hands at 2½d. to 2¾d., also parcels afloat. At auction 1,042 bags Singapore were retired; and of 574 bags Penang, one-third sold at 2¼d. to 2½d. for fine; of 690 bags of Pearl half sold, medium to good medium 18s. to 18s. 6d., bullets 19s. to 19s. 6d. per cwt. Flour still dull, and market overstocked.

TURMERIC.—Market dull and nothing doing.

TIN.—Activity has prevailed throughout the fortnight, and prices have again advanced, present quotations being £1 to £2 higher than those given in our report of the 19th ult. The current rates are—Straits on the spot £132 cash, and one month's prompt afloat £131 to £132, Banca £133, Billiton for distant arrival £130 in Holland and on the spot in Holland £130.

VERMILION.—Market for China steady, at former value; 10 boxes at auction retired, but half subsequently sold at 3s. 3d. per lb.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Cwt.	Cwt.	£	£	£
Sea Belle	Hong Kong	London.	June 7	...	...	...	...	...	...	110	96000	...	...	...	...	...	...	...	...	...	13	...	...	81	332	...	142	...	...	...	...	...	...	...	...
Frederic	Batavia and Sourabaya	,,	,, 8	89	...	...	...	...	...	447	103000	43600	...	...	200	...	...	5030	...	...	56	200	10	1424	102	...	...	125	...	941	1128	1	274	15	...
Cleta	Shanghai	,	,, 9	199	...	½	...	...	100	170	1673408	48000	...	...	58	947	29	...	150	18	162	214	40	364	850	595	187	74	...	92	325	...	185	...	...
Scotland, str., via S.C.	Colombo	,,	,, 10	6	22	10	...	2	1403	2251	417355	196306	...	...	70	895	342	...	151	9	...	1261	188	461	865	353	147	3147	...	91	13	12	346	606	356
Aurora Australis	Amoy, Chefoo, & Tientsin	,,	,, 12	164	...	...	100	...	200	300	711900	...	...	...	...	...	...	...	...	3	25	85	89	92	1134	1173	289	...	225	10	88½	...	79	453	40
Beemah	Hong Kong	,,	,, 16	188	9	5	101	4	...	382	370200	14000	...	...	...	1500	200	10400	...	659	45	708	364	970	986	500	240	...	400	570	260	26	50	95	10
Ailsa	Shanghai	,,	,, 16	307	44	...	...	...	120	523	6685051	19450	380	...	170	6665	...	...	52	...	73	1061	493	1854	1061	200	145	...	...	160	£10	73	83	55	245
Chusan	Yokohama	,,	,, 17	210	29	½	...	¼	1370	336	2543977	41986	1358	...	...	8176	265	520416	180	4	83	258	378	937	1018	6	338	447	246	60	332	8	232	93	32
Fair Leader	Singapore	,,	,, 17	115	2	4½	100	...	...	421	837939	8000	...	...	...	300	...	£20	...	...	159	721	96	150	430	900	58	114	445	271	328	6	343	...	...
Atalanta, str, via S.C.	Colombo	Livrpool	,, 14	1	...	...	...	...	10	155	1024200	260404	...	173	...	...	...	...	113	12	...	173	178	20	40	...	50	229	...	35	1	1cs.	...	...	...
Sarpedon, str., via S.C.	Singapore and Penang	,,	,, 16	...	...	...	...	...	...	109	1002474	273564	...	...	148	1110	...	33712	...	1	...	26	34	...	31	500	30	857	...	...	...	21	...	30	35
Do. do.	Hong Kong	,,	,, 16	...	7	19	¼	¼	...	335	1199341	87656	...	...	...	2275	57	200920	...	...	...	...	...	12	...	200	119	955	...	5	...	2	7	...	164
Do. do.	Shanghai	,,	,, 16	...	...	21	...	...	100	157	4857635	214890	...	...	...	18643	...	1cs.	...	...	...	150cs.	34	...	...	10	25	160	...	12	1cs.	7cs.	...	...	...
Do. do.	Manila	,,	,, 16	...	...	...	...	...	...	156	100707	197503	...	80	40	200	...	2000	...	...	...	...	...	...	...	...	...	163	...	...	...	14	...	140	...
Do. do.	Japan	,,	,, 16	...	...	...	...	...	...	20	121600	115831	...	...	...	1987	26	...	77	...	...	...	...	...	...	...	...	710	...	14	44	...	...	...	363

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	lbs.	£
Sea Belle	Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...
Frederic	Batavia and Sourabaya	...	...		...	...	...	...	49	...	...	...	...
Cleta	Shanghai	41	...	33	406	...	88	697	102	336	...	...	...
Scotland str., via S.C.	Colombo	1379	160	560	404	124	164	122	364	204	262	366	180
Aurora Australis	Amoy, Chefoo, Tientsin	112	19gls.	150	...	...	20	134	...	14	...	117	30
Beemah	Hong Kong	...	30	...	...	...	...	...	50	360	...	...	120
Ailsa	Shanghai	55	...	10	169	...	38	938	19	...	...	125	11
Chusan	Yokohama	13	6	277	55	...	...	265	14	...	...	165	...
Fair Leader	Singapore	16	319	212	12	48	...	12	74	20	...	...	...
Atalanta, str., via S.C.	Colombo	277	...	47	...	6	...	...	...	...	338	586	...
Sarpedon, str., via S.C.	Singapore & Penang	30	9gls.	...	40	80	...	...	...	90	360	...	...
Do. do.	Hong Kong	...	25	...	315	178	...	...	...	100	...	...	22
Do. do.	Shanghai	81	...	...	1cs.	...	2	...	...	...	34	2cs.	...
Do. do.	Manila	...	...	34	51	...	...	...	...	...	1035	...	...
Do. do.	Japan	76	...	...	6cs	42	...	...	...	...	90	...	...

ADDITIONAL.—Per SEA BELLE.—Matches, £40; carriages, £250; bricks and clay, £1,400; rum, 59 gallons.

Per FREDERICK.—Vinegar, 28 gallons; cement, 20 tons; seeds, £10; bricks, £63; coals and coke, 240 tons; rum, 6 gallons; rope, &c., £30; beef and pork, 32 cwt.; saddlery, £40.

Per CLETA.—Sugar, 21 cwt.; pottery, 150 tons; effects, £26; goods, manufactured, £120; cotton manufactures, £7,902; gunpowder, 4,050 lbs.; billiard, &c., tables, £60.

Per SCOTLAND (str.).—Pipes, £15; coinage, £23; bags, £10; effects, £245; ice moulds, £60; paper, 1 case; cotton manufactures, £80; clocks, £73; soap, £43; lamp cotton, £15; sugar, 5 cwt.; grease, 5 tons; Orsedew, £25; safety fuse, £8; caoutchouc manufactures, £30; oil, £9; goods, manufactured, £23; lathe, £150; taxidermical materials, £140; zinc, £9; geneva, 13 gallons; fruits, 4 cwt.; saddlery, £275; billiard, &c., tables, £160.

Per AURORA AUSTRALIS.—Goods, manufactured, £24; lead, £960; lathe, £60; effects, £65; shot, £3; geneva, 340 gallons.

Per BEEMAH.—Matches, £928; asphalte, 21 tons; clay, £14; bricks, £9; old wire rope, £194; cotton manufactures, £7,570 and 34 bales; coals and coke, 25 tons; rum, 692 gallons; geneva, 1,000 gallons.

Per AILSA.—Refined sugar, 12 cwt.; goods, manufactured, £278; clocks, £40; pictures, £196; matches, £185; sponge, £20; mineral water, £30; corks, £30; hops, £2; cotton manufactures, £3,427; rum, 560 gallons; rope, &c., £26; fruits, 7 cwt.

Per CHUSAN.—Refined sugar, £39 cwt.; condensed milk, 14 cases; effects, £5; goods, manufactured, £99; mineral water, £10; iron rod sheets, £32; matches, £17; cotton manufactures, £463; tortoiseshell, £35; cotton wick, £20; stoneware, £70; fittings for lighthouse, £1,500; steam boiler and railway materials, £500; sealskins, £32; tarpauling, £40; pig iron, 45 tons; geneva, 85 gallons; rope, &c., £150; fruits, 7 cwt.; saddlery, £117.

Per FAIR LEADER.—Confectionery, 9 cases: corks, £15; asphalte, 11 tons; grease, 4 cwt.; perambulators, £13; goods, manufactured, £26; creosote, £21; oil, 4 drums; matches, £935; galvanised wire rope, £120; coals and coke, 50 tons; zinc, 15 tons; saddlery £

Per ATALANTA (str.).—Refined sugar, 18 cases; cigars, 1 case; geneva, 85 gallons.

Per SARPEDON (str.).—To Singapore and Penang: Effects, £26; combs, £60; clocks, £67; almanacks, 1 case; cotton manufactures, £853; beef and pork, 97 cwt.; saddlery, £67. To Hong Kong: Effects, £75; iron rod valves, £90. To Shanghai: Woollens, 10 cases; umbrellas, 19 cases; books, 1 case; seeds, 1 box; cotton manufactures, 1,076 lbs. To Java: Cambrics, £440; haberdashery, £728; plain cottons, 247,923 yards; coloured cottons, 208,712 yards; woollens, £1,453. To Macassar: Hardware, £155; hosiery, £50. To Amoy: yarn, 10,000 lbs. To Japan: Slippers, £9; woollens, 18 cases; haberdashery, 3 cases; paper, 1 case.

Per ORNATE, to Hong Kong (short shipped).—Bar iron, 128 tons.

Per BROCKHAM, to Hong Kong.—Plate iron, 35 tons; bar iron, 7 tons.

Per COREA, to Hong Kong.—Plain cottons, 872,200 yards; twist, 50,000 lbs.; blankets, £415; hardware, £78; coloured cottons, 4,900 yards (short shipped); cement, 20 tons.

Per CHLORIS, to Batavia.—Linens, £345.

Per BLENHEIM, to Singapore.—Coal, 104 tons; pork, £200; hardware, £120.

Per DEOGAUM, to Nagasaki.—Lead, 25 tons; hardware, £320.

Per LIZZY IREDALE, to Yokohama.—Yarn, 80,000 lbs.; plain cottons, 39,000 yards; woollens, £9,901; rod iron, 50 tons; drugs, £17; twine, £30; sheet iron, ½ ton; lead, 11 tons; hardware, £315.

Per PERSIAN (str.), from Liverpool to Alexandria, for overland to Colombo, cleared June 19.—Printed cottons, 2,600 yards. To Hong Kong: plain cottons, 250,000 yards; printed cottons, 40,000 yards. To Shanghai: Plain cottons, 2,435,600 yards; printed cottons, 84,000 yards; woollens, £2,410. To Japan: Plain cottons, 110,000 yards tortoiseshells £365.

Digitized by Google

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Jne.20	Waalstroom	Dryver	Padang	Texel
20	Deux Sœurs	Lancelot	Pasaroeang	Helvoet
8	Eastham	Atkinson	Do.	Quebec
23	Tanjore	Cobbs	Rangoon	Falmouth
21	Princess of Wales	Shield	Macao	Hamburg
21	Zuleima	Herlofsen	Rangoon	Cuxhaven
25	Fanny	—	Sourabaya	Off Dungeness
23	Corsair	Miller	Java	Clyde
22	Alice	—	Java, for Copenhagen	Off the Start
26	Ada (str.)	Tatchell	China, &c., via S.C.	Plymouth
24	Montego	Clayton	Rangoon	Brouwershaven
May20	Lola	Elorieta	Macao	Callao
Jne.27	Premier	—	Batavia	Bristol

DEPARTURES.

Date.	Ship.	Captain.	For	From
Jne.22	Eleanor	Brown	Penang	London
23	Hong Kong (str.)	Symington	Peng., Sing., H. Kong, & Shang. via S.C.	Do.
23	Kate Carnie	Lowe	Singapore & Manila	Do.
23	Kortenaar	—	Java	Newcastle
23	Blanche	Bamborough	Singapore	Sunderland
24	Kingsbridge	Keer	Galle	London
24	Hans	Quedens	Manila	Hamburg
24	Anna Dorothea	Schutt	Shanghai	Do.
26	Advancement	Jones	Bangkok	London
26	Deli	Hill	Penang, via S.C.	Do.
	Honigby	Dill	Singapore	Rotterdam
May21	Providencia	Vidurozaga	China	Callao
	Ortelius	Schol	Batavia	Amsterdam
	Gysbertus Hermanus	Nietfeldt	Do.	Do.
	Batavia	—	Do.	Rotterdam
Jne.20	Hugh Bourne	Falconer	Galle	Shields
26	St. Louis	—	Batavia	Newcastle
May25	Diadem	Powell	Do.	Rio de Janeiro
	Neptunus	Duinker	Macassar	Harlingen
27	Lennatar	—	Batavia & Sourabaya	Liverpool

(*See Commercial Postcript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Atholl. For Galle, &c.: Durley. For Colombo, &c.: Olga.

SAILING VESSELS.—For Hiogo and Nagasaki: Carnarvonshire. For Yokohama: Ada, John Milton, Coulnakyle. For Shanghai: Albert Victor, Omba, Portland, James Shepherd, Laurel. For Hong Kong: Bombay, Isles of the South. For Port Darwin and Batavia: Edinburgh (str.), Hibernia (str.). For Penang: Bristow. For Bangkok: Mary Evans. For Batavia, Samarang, and Sourabaya: Juanpore. For Colombo: Rosy Morn, Scawfell, Ocean Beauty, Macedon.

At LIVERPOOL.—For Yokohama and Hiogo: Nourmahal, Birmah. For Manila: Olaquivel, Maria Fidela. For Hong Kong: Mongol. For Singapore, Hong Kong, Shanghai, and Yokohama (via S.C.): Alex. Lavally (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Menelaus (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Singapore: River Eden, Nyassa.

At GLASGOW.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Singapore and Penang: Nola. For Batavia and Samarang: County of Ayr, County of Lanark. For Colombo: Marchioness of Londonderry. For Colombo, &c. (via S.C.): Penguin (str.).

SPOKEN.

TONBRIDGE, London to Shanghai, May 25, 7 N., 22 W.
FRANCIS MILLY, for Penang, April 29, 25 S., 31 W.
CONCEPTION (Spanish ship), Cadiz to Manila, April 27, 28 W.
ALCYON, Philippines to Falmouth, April 26, 32 N., 32 W.
AUGUSTE, Hamburg to Shanghai, May 11, 5 N., 27 W.

FREIGHTS AND CHARTERS.

Outward freights remain without animation, but some tonnage is required for the China berths.

Coal freights are but little altered, quotations being as noted below.

In homeward business there is an opening for one or two vessels from Colombo, at 62s. 6d. per ton.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £23. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 25s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

The Hunsinga, Woldringh, from Hamburg for Nicolajefsk, which put into Harwich for repairs, and sailed thence for her destination, 15th inst., put into Havre, June 28, with part of crew mutinous; three men had been landed.

Advices from Lisbon, dated June 21, state that the Sedan (str.), Winter, from Hamburg for Shanghai, put in there on the 20th, reported with damage to machinery.

The steamer Sun Foo, London to China, which broke her screw in the Canal, repaired, and proceeded on the 22nd.

MISCELLANEOUS.

The Mercara (brq.), of Liverpool (Off. No. 45,364), Jeffery, which sailed from Liverpool Oct. 10 last, with coals, for Singapore, has been posted by the Committee of Lloyd's as a missing vessel, not having since been heard of.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS,
AMSTERDAM.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economical stock for Soups, Sauces, &c.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.

CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

HOLLOWAY'S PILLS

STRONG AND HEARTY.—Every man, whatever his circumstances, station, or occupation, aims at attaining health at any price, though unfortunately many are too careless, or too confident in the strength of their constitutions, to bestow a thought on this all-important subject till sickness fairly sets in. Holloway's Pills now stand so very high in public estimation for purifying the blood and promoting the appetite and digestion that it is unnecessary to do more than name them as the surest and safest means of retaining or regaining robust health and corresponding strength. They act as purifiers, tonics, diuretics, and aperients, and they exercise over every organ the most wholesome influence.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE and HONG KONG having been successfully laid, IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to HONG KONG	... ...	£7 0 0
" " " SHANGHAI	... ...	8 5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, June 8, 1871.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron hips and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; ron and brass foundries, boiler-makers' shop, a large mithy and carpenters and boat-builders' sheds All perintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. — —
LEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, July 8, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, July 18, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, July 8, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, July 18, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LESEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight,
WHICH HAVE BEEN MUCH REDUCED,
and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9 July 23 Aug. 6 Aug. 20 September 3 Sept. 17	For Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
July 9 August 6 Septmber 17	For Pondicherry, Madras, Calcutta.

July 9, and every fourth Sunday rom that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.
16, Cornhill, London, May 5, 1871.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

NOTICE.

RUSSIAN CORDAGE, &c., of a superior quality and manufactured on an extensive scale for EXPORT via the SUEZ CANAL.

Apply to E. A. CAZALET, Odessa, Russia.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

T. W. JACKSON,
COMMISSION AGENT.
SAN FRANCISCO.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CAUTION.

STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words "John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM.)

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class STEAM and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sngpr, Chna, and Japan	Athol (str.), via S.C....	A1 95	SWID	July 12
Yokohama ...	Ada.....	A1 17 yr.	SWID	With des.
Yokohama ...	Coulnakyle .	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D.	With des.
Shanghai ...	Eithopean ...	A1	E.I.D.	With des.
Hong Kong	Isles of the South	A1 18 yr.	E.I.D.	With des.
Yokohama...	John Milton	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

STEAM FROM LONDON to GALLE, SINGAPORE, HONG KONG, SHANGHAI, TIENTSIN, CHEFOO, JAVA, and JAPAN.—The celebrated Clyde-built clipper steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-horse power nominal, 1,350 h.p. effective, now on her way from Hankow to London, with the first teas of the present season; will be despatched about the 5th of August, her positive date being shortly named and rigidly adhered to. This beautiful vessel has unequalled accommodation for a number of first and second-class passengers, being provided with bath rooms, piano, punkas, icehouse, &c., and every comfort that can be desired. Will carry a surgeon and stewardess. She will call at Galle to land passengers only, and reserves liberty to tranship her cargo for Tientsin, Chefoo, Java, and Japan.

For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, and 109, Leadenhall-street, London, E.C.

MESSAGERIES MARITIMES de FRANCE.—ADEN, GALLE, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and other customary ports of call.—The well-known steamship COPERNIC, one of the Company's Fleet, 1,800 tons burden, 200-horse power nominal, Captain RICOUX, will leave East India Dock at daybreak on Saturday, the 22nd July, for Marseilles, as an extra steamer, for the conveyance and transhipment of passengers, specie, and merchandise into the Company's regular mail steamer MEIKONG, for the above-mentioned ports. All goods sent by this route will be delivered at their destinations with that certainty and precision which belong to a regular mail service.

For general information and passage, apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, 123, Fenchurch-street; and for freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 109, Leadenhall-street, London.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Shanghai ..	Portland ...	AA1	872	E.I.D.	Wth des.
Hiogo and Nagasaki	Carnarvnshire ...	A1 14 yr.		E.I.D.	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR SHANGHAI, DIRECT.—The Clipper Ship PORTLAND, AA1, 872 tons register; C. H. COSTER, Commander; loads in the East India Docks. This splendid clipper is well-known in the China trade for her fast passages and sound delivery of cargo, and has excellent accommodation for first-class passengers.

For Freight or Passage apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill; or to NORRIS and JOYNER, 60, Cornhill, E.C.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Countess Russell	A1 8 yr.	965	SWID	July 25

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yoko.& Higo	Nourmahal...	A1 13 yr.	Prnce's	Wth des.
Bat., Sour ,& Samarang	Rance	3-3rds L. 11 9 yr.	Prnce's	Wth des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

With despatch.

FOR SHANGHAI, the splendid clipper ship ALBERT VICTOR, A1 13 years (built by Messrs. Robert Steele and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI DIRECT.—With quick despatch, the well-known China clipper-ship LAUREL, A1 13 years (owned by Messrs. John Willis and Son), 638 tons register, JAS. WATT, Commander; East India Docks. This fine vessel has just been remetalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the fine clipper ship BOMBAY, A1 13 years; 937 tons register, newly metalled, F. H. RICKABY, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. G. D. TYSER and Co., 3, Crosby-square; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR SHANGHAI DIRECT.—To follow the "Laurel"—The splendid clipper ship LAMMERMUIR, AA, 1,050 tons register (owned by Messrs. John Willis and Son). This fine vessel, so well-known in the trade, is strongly recommended to shippers, and has excellent accommodation for passengers.

For freight or passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

To follow the "Ocean Rover," and will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid Regular Trader, SCAWFELL, AA 1, 489 tons register, J. M. LAWSON, Commander; South West India Dock. This fine high-classed Vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her Cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Scawfell," and will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE, A 1 14 years 534 tons register; PETER JONES, Commander; West India Docks.—This fine, high-classed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Second Season Ship, will meet with the usual quick despatch.

FOR COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid Regular Trader MACEDON, A 1, 13 years; 496 tons register; J. SUMMERFIELD, Commander, West India Docks. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail positively July 31st, following the "Ocean"

FOR BANGKOK (SIAM) DIRECT.—The splendid Clipper Vessel MARY EVANS, A 1 12 years, 258 tons register, J. JENKINS Commander; loading in the West India Docks.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Freight payable on receipt of bill of lading.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Wednesday, July 5, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 410.] LONDON, MONDAY, JULY 10, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	March 24	May 12	May 22*
Yedo			
Osaka and Hiogo	" 24	" 15	" 17*
Hakodadi			
Nagasaki	" 24	" 14	" 15*
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	" 17	" 7	" 12
Kiu-kiang			
Chin-kiang			
Shanghai	" 24	" 9	" 20
Ningpo			
Foochow	" 24	" 12	" 20
Formosa			
Amoy			
Swatow			
Hong Kong	April 14	" 25	" 26
Canton			
Macao			
PHILIPPINES— Manila	March 14	" 9	" 18
COCHIN-CHINA— Saigon	April 14	" 17	" 24
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak	—	—	" 12
JAVA — Batavia	—	—	" 27
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	" 21	" 24	June 3
Penang			
CEYLON—Galle			
Colombo			

* Received 1st inst., via San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing advices as above, was delivered this day. The next inward mail (P. and O.), with dates, Yokohama May 30, Shanghai June 3, Hong Kong June 9, Singapore June 17, is due on the 22nd inst., *via* Brindisi.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer, *Nyanza*, arrived July 5.—From Shanghai: Mr. Rainbow. From Hong Kong: Mr. Suenson. From Singapore: Mr. Henderson. From Galle: Mr. Smith.

To Southampton, per P. and O. steamer *Poonah*, expected to arrive July 15.—From Yokohama: Mr. Urquhart. From Shanghai: Mr. and Mrs. Scheibler, child, and servant. From Hong Kong: Mr. Trautmann, Mr. A. C. Loggin, Mr. Batchelor, Mr. Creey. From Singapore: Capt. and Mrs. Kat, four children, and servant, Lieut. van Mulken, Control. Commissary Thompson, and two second-class passengers. From Penang: Mr. and Mrs. Magalhaens. From Galle: Mr. H. Pole, Mr. Forbes, Dr. Jackson.

To Gibraltar.—From Hong Kong: Mr. Jimema. From Galle: The Rev. Mr. Page.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, July 8.—To Yokohama: Mr. Hallifax, Mr. Teale. To Hong Kong: Mr. R. Marshall. To Singapore: Mr. H. L. Smith. To Ceylon: Mr. J. Laing, Captain Hogge, R.E., Mr. R. Townshend, Mr. Starey.

Per P. and O. steamer *Candia*, from Brindisi, July 18.—To Hong Kong: Mr. E. George, Mr. G. Tomlin. To Singapore: Mr. H. Bulwer.

Per P. and O. steamer *Delta*, from Southampton, July 22.—To Shanghai: Mr. and Mrs. Goldesmink. To Singapore: Mr. R. G. Stiven. To Samarang: Mr. and Mrs. evering, Miss Wymstroom.

Per P. and O. steamer, from Southampton, Aug. 5.—To Ceylon: Mr. S. G. D. Skrine.

Per P. and O. steamer, from Brindisi, Aug. 15.—To Hong Kong: Mr. and Mrs. J. airbairne.

Per steamer *Menelaus* (Holt's Line), Captain Wolfe, from Liverpool, July 4.—To Singapore: Miss A. Gilmour, the Rev. S. R. Dingley, Mr. R. C. Woods, Mr. G. W. Brown. To Hong Kong: Mr. A. Grundy, Mr. J. G. C. Beattie. To Shanghai: Mr. and Mrs. H. S. Gill.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan ports have been anticipated by those which reached us *via* San Francisco, on the 1st inst., and were published in our last issue. The present mail brings dates from Yokohama to the 16th May.

CHINA.

SHANGHAI.

Dates extend to the 20th May; there had been no mail arrival since the 9th May, the English mail of the 7th April not being due until May 23. Telegrams from London had been received up to May 9.

Considerable excitement had been caused by reports from Tientsin of a *fracas* having taken place there between the *suite* of a Chinese official and a party of foreigners. The correct statement of the facts shows this report to have been exaggerated. It appears that while some gentlemen from H.M.S. *Salamis* were riding through the native city one of them flourishing his whip rather carelessly as he went along; the lash struck the Chentai—who chanced to be coming out of his yamen to get into his chair, as they passed—on the side of the face. No one of the party could speak Chinese to explain the accident, the guards made demonstrations of battle and murder, but the Chentai checked their excitement, and sent an escort with the officers back to the settlement, asking who they were and stating what happened. Of course an explanation and expression of regret for the accident were at once conveyed to him, whereupon he expressed himself quite satisfied; he had assumed that it was an accident, and only wished to be assured of the fact. If it had happened in the case of some petty ill-tempered mandarin, very likely he would have allowed his men rein. The Chentai acted properly and calmly, and the matter was explained and settled at once.

An unlooked for catastrophe had occurred to the new iron bridge over the Soochow Creek. While a number of people were assembled in the Gardens, listening to the *Hertha's* band, attention was attracted to the bridge by a somewhat prolonged crashing sound, and the first two sections of the structure, at the Hong-qew side, were seen to have fallen from their proper position. The cause of their fall was easily discovered, the two screw piles upon which they depended for support having, from some cause which is still matter of conjecture, given way about six or eight feet. The end of the section uniting with the shore portion was thereby displaced, the roadway had fallen into the creek, the girder on the north side was left pendant, threatening to follow the centre portion, while the girder on the south side was only saved by butting up against the point of the corresponding girder of the shore section and maintaining a slight hold on the pile. The shore section fortunately went down even with the piles and did not swerve in the slightest, though it descended so quickly and from so considerable a height. The most probable reason which can be assigned for the accident is that the solidified mud yielded suddenly to the pressure of the structure, and that the piles then entered a soft treacherous bed, into which they were driven some distance before the weight became partly thrown off, or some harder bottom being reached, they stopped, on as good a level each with the other as when they started. The flanges may have given way, but that is less probable, because they form almost an integral part of the piles. The damaged sections are being taken to pieces, and the girder in danger is meanwhile supported by chains to the sound portions of the bridge. The next couple of piles, nearer the centre, have been slightly displaced on the north side, no doubt by the jerk.

The following items are from the *North China Herald*:—

The first meeting of the new Municipal Council for the F ench

Digitized by Google

Concession was held on the 9th inst. Mr. Morel was elected President, and Mr. Forbes vice-President. *Le Nouvelliste* suggests planting the French Bund with trees, and improving various roads, as among the works which claim the new Council's attention.

The Shanghai Yacht Club has held a regatta, at which three races were sailed—the Falls' Cup open to all yachts, won by the *Charm*; a House-boat race, open to all except centreboard boats—did not fill; and a Scurry race for houseboats, open to all comers except centreboards, won by the *Pangofflin*.

A general parade of the Volunteer Corps was also held, to witness the distribution of prizes to the successful competitors at the rifle meeting. The prizes were delivered by John Dent, Esq.

The Shanghai officials had been excited by the prospect of a visit from the Futai. Rooms were prepared for him at the Arsenal, and for a week the Taoutai and his subordinates were daily in attendance expecting the Governor's arrival. One day they even took a steamer and went up the river to meet and bring him down; but, though report says they met him, he disappointed them after all.

The Chinese have a report that a steamer is being built at the Arsenal, to ply between Shanghai and Soochow, at $1 for the return trip. We fear that they are mistaken; a small steamer yacht is being built which is to take mandarins between Shanghai and Soochow, but steam carriage for the people is yet distant.

Another compradore case has come up at the Mixed Court. The culprit was one Wong-yet-san, who entered the service of Messrs. Oliveira and Co., French Concession, in November last. On the 12th of February he absconded, being at the time in possession of over Tls. 1,700 of his employers' money. He had also, it was found, failed to cash certain drawbacks allowed to constituents of the firm, thereby doing its credit serious injury; while he had, it was alleged, disposed of 18 piculs of lotus-nuts out of 150 piculs under his control, in order to meet a request for a portion of the money which should have been in his hands available on demand. The deficiency in the lotus-nuts was made up by putting in a corresponding weight of beans, the latter being worth Tls. 2 a picul against Tls. 12 for the other; and the deception was not discovered till the goods had been sold and delivered. After keeping out of sight for a month or two, the compradore came forward to relieve his relatives from pressure, and offered to pay two instalments of Tls. 100 a month, to be followed by payments Tls. 25 a month. Seeing that this would barely pay interest on the defalcations, the arrangement was declined, and the case brought before Chen. After much investigation the magistrate found the compradore liable for Tls. 1,100 of the whole amount of about Tls. 2,000, as some transactions by which the compradore lost were on joint account, and with this finding the plaintiffs were fain to be satisfied. The compradore was ordered to be locked up till the money was paid.

An interesting case has been decided before H.B.M. Supreme Court. Some years ago Mr. Jose Loureiro confided certain valuable documents to the care of Mr. H. P. Hanssen. After the latter became a partner in Dent and Co., he detained these as set off against an alleged claim by Dent and Co. The question of his right to do so was submitted to arbitration, and decided against Dent and Co. The present action was to recover damages for the detention. It was given against the plaintiff, on the ground that the question came within the scope of the reference to arbitration, and could not again be raised.

A form of census return has been circulated among those who have had the privilege of paying $5 to qualify themselves as British subjects—to be filled up with reference to the census taken in Great Britain in April last.

Ningpo has been busy "speeding the parting" British Consul, Mr. W. H. Fittoch, who has gone home on leave, most probably for good, after twenty-five years' residence in China. Addresses have been presented to him both by the foreign and native communities.

A number of steamers have gone up to Hankow to load the new season's tea. One of them, the *Lord of the Isles*, got ashore on a sandbank called the Dove's-nest, but floated again with the night's tide.

The Peking *Gazette* announces a glorious victory over the Mahomedans, in which one of their chief leaders was captured, with a number of his followers, and, of course, beheaded. Terms seem to have been subsequently made with the remainder, and quiet to be temporarily restored in Kansuh.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, May 12, 1871.

Before this reaches you it is not improbable that the telegraph will have conveyed to you the news of the success or failure of the United States Expedition to Korea. The early-expected completion of the telegraph from Singapore to Hong Kong will facilitate such a communication from this port to London; but it may not be altogether uninteresting to offer one or two brief observations on the expedition, which will be carried out by nearly all the American vessels of war on this station, under the direction of Mr. Low, the United States Minister, and Admiral Rodgers. The flagship, with the Admiral and Minister on board, is to sail for Nagasaki, the place of rendezvous, and it is certain that little time will be lost in starting for Korea. Before leaving Peking Mr. Low addressed a letter to the Korean Government explanatory of the peaceful objects of his contemplated visit to Korean waters; but it was with considerable difficulty that he succeeded in inducing the Tsung-li-yamen to undertake to forward it, although Korea is one of the tribute-bearing principalities of the Chinese Empire. This does not, in my opinion, augur either well or ill for the result of the attempt to enter into relations with the Koreans; it is rather a marked indication of the Chinese habit of exclusiveness, a proof of the fact that no sincere co-operation is possible on the Chinese side with ourselves, and a manifestation of that profound indifference which ignores us and knows us not, except in so far as we have compelled our existence and our wishes to be acknowledged and respected. I presume there was no precedent for such a humiliating act as that of the great Chinese Emperor condescending to become the intermediary between two of his tributory States, and it was only when Mr. Low insisted that they were refusing the most reasonable request, and rose and left in displeasure, that they followed him to the gate and agreed to forward the letter. Too crafty and obstructive to yield with a good grace, too weak and vacillating to persist in refusal when a firm attitude is maintained, such has been the invariable character of Chinese policy.

The objects of the expedition are pacific, namely, to enquire into the fate of the persons who were on board the American schooner *General Sherman*, to secure protection for shipwrecked mariners, and to try to establish some means of intercourse with the Koreans; and as the American Government do not intend that hostilities should be resorted to unless the fleet should find itself in such peculiar circumstances as to render fighting inevitable, we may infer that the expedition will succeed or fail according to the goodwill or otherwise of the Korean Government. However much we should desire success, unfortunately we can scarcely hope for it. There is no faith to be placed in the spontaneous tendencies of semi-civilised races towards free intercourse or international relations, and I cannot but feel that the United States Minister does not possess the discretionary power by which alone the expedition could be made successful. If the United States Government had instructed their Minister to assume a resolute attitude towards the Korean authorities, and to insist on their entering into engagements as to the treatment of shipwrecked sailors, we can hardly doubt that this could have been accomplished without any resort to force. But without such authority and such pressure in reserve we may be certain that the Koreans will offer such objections and obstacles as will throw upon the Minister and Admiral the *onus* of deciding whether they will risk a forward movement in which they may have to resort to force, or retire from Korean waters, the object of their visit remaining unaccomplished. In such circumstances the latter alternative will be the only one that they can fairly adopt, and thus if such should prove to be the upshot one more failure to open up relations with Korea will have to be recorded. Five or six shipwrecked Koreans who had been blown off their own coast and picked up and brought to Chefoo go back with the expedition, but I doubt if even this peace-offering will be of any service in breaking down the exclusiveness from which no Oriental nation seems to be able voluntarily to emancipate itself. One thing, however, will be set at rest by the expedition. If success attends it an important beginning will be made; if it fails, the foreign Governments will have the clearest demonstration as to the conditions on which success *cannot* be obtained.

REPORT OF THE MUNICIPAL COUNCIL.

The report of the Municipal Council for the year ended 31st March, with appendices and estimates for the current year, have been published. The cost of the erection of waterworks sufficient for the daily supply of a million and a-half of gallons is estimated at about Tls. 300,000. The affairs of the municipality are in a prosperous state. The expenditure is Tls. 11,120 in excess of the receipts; but this was to be expected from the unlooked-for burden falling on the funds during the year just concluded.

The proposed disbursements for the current year are estimated at Tls. 211,836, or about Tls. 22,000 less than in 1870-1. The most important variations are the increase of the police establishment from Tls. 40,707 to 45,170; and the reduction of public works from Tls. 80,894 to 72,563; the fire department from Tls. 11,746 to 2,000; and the Volunteers from Tls. 14,930 to 3120.

The health officer's report describes the persistence of the small-pox epidemic, which first manifested itself among foreigners, in November, 1869, as the leading feature of disease during the past year. The death-rate is, however, believed to be lower than in foreign populations in most other Eastern towns, and it is suggested that on this account the extra premia demanded by life assurance offices should be reduced. The foreign population in Shanghai seems to have considerably diminished since 1865. In the English and Hong-qew Settlements there were in the former year 2,297 individuals; last year there were only 1,666. In the French Concession the number had also fallen from 460 to 316; and, in the navy and merchant shipping, from 1,513 to 1,101. It is satisfactory to observe, however, that the death rate had fallen from 58·5 per 1,000 in 1865 to 33·4 per 1,000 in 1870; but it must be remembered that the mortality in 1865 was exceptionally high. From 1866 to the present year the average death rate may be estimated at 34 per 1,000. The

Digitized by Google

drainage of the settlement has engaged much attention, and an account of all the works executed from the year 1862, when regular drainage operations were commenced in Shanghai, was compiled by Mr. Johnston, and published in September last. It appears to require great improvement in order to discharge the sewage directly into the river.

The health officer has also published "A Report on Prostitution in Shanghai," in which he has dealt with a difficult and repugnant task with the skill and tact which might be expected from him. The result of Dr. Henderson's observation is to convince him of the advisability of founding a lock hospital, and introducing into Shanghai an ordinance similar to our Contagious Diseases Act.

HONG KONG.

We have advices from this port to the 26th May. The outward mail—P. and O. of the 7th April was received on the 17th May, and the following French mail of April 14 on the 25th May. The latest telegrams were dated May 16.

Kwok Asing, the coolie formerly charged with the murder of the captain of the *Novelle Penelope*, coolie ship, has been again discharged by Chief Justice Smale. Having narrated how prisoner was arrested immediately on his discharge by this Court, the Chief Justice remarked that it was open to the prisoner to contend that such arrest vitiated all subsequent proceedings. His Lordship then set forth, clearly, the exact sameness of the charges upon which (1) prisoner was first committed, (2) on which he was committed the second time, and (3) on which the information against him was founded. As he was deprived of assistance from any precedent, his Lordship had to give his own construction to Section 6; and from this construction, as given at length in the judgment, the prisoner is freed from the commitment and the information. He was discharged, and effect was ordered to be given to the decision at the risk of a contempt of Court in case of noncompliance. His Lordship remarked strongly on the case of the *Dolores Ugarte*, and said that the inquiry into its circumstances ought not to be left entirely to the conductors of newspapers. Touching upon the other points relating to the *Ugarte* case, his Lordship said—"It would be useful to know what ship, and flying what flag it was, that towed the *Dolores Ugarte* out of the Macao road, and whether any and what insurers, and of what nationality secured as a debt of honour to the slavers the value of the living cargo in the event that has happened." His Lordship concluded by again laying down the general legal principle that if a number of the men are not in lawful custody they are not guilty of the murder of those *de facto* in authority over them; being prisoners they have a right to regain their freedom by any means in their power. The man was discharged.

The junkman, who acted so laudably in rescuing the unfortunate coolies of the *Dolores Ugarte*, is to be rewarded by the Government with a gratuity of $100.

Another victim has been added to the list of mortalities from small-pox—Inspector W. L. Auningson, senior inspector in charge of Showkewan village.

The Chinese in the Holy City are on the tapis of preparing a grand procession on the occasion of presenting a farewell address to Lieut.-Col. Leite, the superintendent of police there. The address is to be richly embroidered on satin, and is sentimentally expressive of the gratitude of the people for the efforts Lieut.-Col. Leite has been making to promote their interest. The whole affair is likely to cost some 3,000 or 4,000 taels, and the money is raised by voluntary subscriptions.

There has been a meeting at Canton of those interested in the Silk trade. The first resolution, proposed by Mr. Crace, and seconded by Mr. Nye, was as follows:—"That the Foreign Consuls be applied to in order to induce the Viceroy of the two Kwangs to issue a proclamation, recommending the country dealers to send none but good conditioned silk to market." This resolution being put to the vote, there were 14 ayes and 6 noes. The second resolution was proposed by Mr. Mestern, and seconded by Mr. Hulse:—"That all foreign buyers shall conform to an old-established custom, partially fallen into disuse, that is, of claiming compensation of the native seller for any loss in weight on fine raw silk, sold in Europe or America, in excess of 3 per cent. on the net weight, previous to shipment, and on waste in excess of 5 per cent. This resolution was carried *nem. con.* The third resolution, moved by Mr. Crace, and seconded by Mr. Smith, was to this effect:—"That the silk dealers be invited to consider that contracts duly entered by a foreign firm in its books in presence of the dealer, shall be binding not only as to the amount of the article, but also as to the quality to be delivered, and that, should they fail in the latter particular, the matter to be arbitrated in such a way as shall, hereafter, be agreed upon." Carried *nem. con.* Mr. Thomas then proposed:—"That a committee of three silk-inspectors, with power to add to their number, be formed, to take the foregoing resolutions into consideration, and to report progress at a future time." This was unanimously carried. After a vote of thanks to the Chairman, the meeting separated. The subject of robberies of silk-packages, when on transit, both to Europe and America, also came before the meeting. This matter, —a very grave one in its nature—was referred to the Committee.

COCHIN CHINA.

—o—

SAIGON.

Dates from this port are to the 24th May; the London mail of April 14 arrived out on the 17th May.

The only item of news we can collect from the *Courier* is that the Colonial Secretary, having been compelled to resign from ill-health, was replaced by a gentleman under whose management the books have become embarrassed to twenty million francs.

SIAM.

—o—

BANGKOK.

An American circus has been opened and patronised by both the Supreme and the Second King.

On the 6th May a steamer, belonging to H.M. the Second King, was sent to the German Consulate, to convey an autograph letter from H.I. Majesty the Emperor of Germany to H.M. the Second King. The letter, resting upon a gold vase, which was double, was very reverently placed by the Siamese conductor upon a round table in the audience hall, and four iron guns, which were dexterously served by sprightly Siamese gunners, vociferated twenty-one loud shouts of welcome. The audience was short and interesting. His Majesty rose, bowed, and, pacing backwards, returning the bows of the Consular party, disappeared. At the same time all the prostrate princes and nobles of the Second King's court, who were present, each with his palm-joined hands, raised his body resting on his knees, lowered it again to a resting position upon the knees and elbows, and abjectly touched his forehead to the carpeted floor of the hall; this prostration was performed thrice at the opening and the close of the audience.

Commercial Report.

(For dates see first page.)

—o—

IMPORTS.

HANKOW.—Grey Shirtings: Little demand for 7 lb., and prices again slightly lower. With less pressure by importers, ordinary 8¼ lbs. improved to Tls. 1.80 to 1.83 per piece, at which considerable sales were made, but the advance was subsequently lost. Heavy makes quoted a mace lower, closing at Tls. 1.58 to 1.63 for 7 lbs., Tls. 1.78 to 1.90 for 8¼ lbs., and Tls. 2.20 to 2.42 for 9¾ lbs. T-Cloths: A good quantity forced off at a decline of a mace per piece, and lower offers made. Good Mexican 7 lbs. quoted Tls. 1.40 to 1.45, 8 lbs. sold at Tls. 1.80 to 1.85 per piece. Drills: Previous rates no longer obtainable; only small sales made. Fancy Cottons: All descriptions are out of demand; quotations nominal. Woollens and Worsteds: No inquiry. Figured Orleans: Large supplies; prices declined about two mace per piece, at which sales were difficult to effect. Metals: Lead weaker, without any inquiry. Quicksilver nominally quoted Tls. 80 per picul.

SHANGHAI.—Since the departure of the last (French) mail there had been considerable activity in the Import market, especially for Shirtings, very large transactions had been entered into, and a fair advance in rates had resulted. The upward turn the market had taken was chiefly due to a private telegram dated London, May 3, to the effect that Shirting shipments had almost stopped. Grey Shirtings: The telegram just alluded to had caused considerable excitement amongst foreign and native speculators, and had led to the settlement of upwards of 100,000 pieces, chiefly of 8¼ lbs., at an advance of 5 to 6 candareens per piece. Common chops 8¼ lbs. sold at Tls. 1.7.8 to 1.8.0 per piece, good at Tls. 1.8.1 to 1.8.5 per piece, and best Eagles at Tls. 1.9.0 per piece; 7 lbs. had not received much notice, and there had been comparatively little done in them, but the market was firmer; heavy weights were unsaleable. White Shirtings: At from Tls. 2.00 to 2.05 per piece fair settlements of 64-reeds had been made; for other counts little inquiry existed, and prices were nominal. T-Cloths: The market had shown great irregularity; best kinds of Mexicans both of 6 lb. and 7 lb. weights had been most wanted; but a fair business had also been done in the commoner descriptions at about former prices; 8 lbs. lower; best quality offering at Tls. 1.8.0 per piece, without attracting notice. Drills had likewise shown great irregularity, prices fluctuating between Tls. 2.5.5 to Tls. 2.6.5 per piece for English, of which the bulk of the settlements consisted. Dutch had also found buyers to some extent at Tls. 2.4.5 to 2.6.0. More enquiry manifested for Jeans, sales of about 10,000 pieces reported at Tls. 2.08 to 2.10 per piece for common to good. Sheetings: A small parcel of English sold at Tls. 3.95 per piece, other sales at Tls. 3.80 to 3.85, and "to arrive" at Tls. 3.70 per piece. Fancy Goods: Great quietness had pervaded the market, and quotations were nominal. The same may be said of the Woollen market; small sales of Camlets, Long Ells, Figured Lustres and Spanish Stripes had been made, but rates had favoured buyers in every instance, and the tendency was still downward. Lead: Total stagnation prevailed; Chinese brokers holding speculative purchases offered to sell L. B. at Tls. 4.30 for cash. Quotations nominal. Coals: Without improvement; Cardiff, from absence of demand, easier; Newcastle has declined, sales at Tls. 7.30 per ton.

HONG KONG.—The market, although without actual improvement, had shown more steadiness, owing to importers having shown less anxiety to effect sales. Business had been extremely limited, dealers holding off in anticipation of a further decline. Cotton Yarn: Quite neglected and prices nominal. Grey Shirtings: 7 lbs., trifling demand; 8¼ lbs., weak; sales as low as $2.25 of inferior chops; most importers

Digitized by Google

decline selling at quotations; heavy goods, little doing. White Shirtings: Nothing doing, prices nominal. T-Cloths: Little doing, and prices slightly lower. Other Cotton goods unsaleable. Woollens: Nothing doing. Metals: Iron Nail Rod: Forced sales and large stocks had caused a decline of 20c; market closed weak. Lead: Little or nothing doing. Coals: Of Cardiff coals 4 cargoes had come to hand, 2 for consumers, 1 sold previously at $12, and the other for sale. Owing to sales for distant arrival of about 2,000 tons at the low price of $10½, quotations were with difficulty maintained for supplies on the spot. Quotations—Grey Shirtings: 7 lbs., $2 to 2.05 per piece; 8.4 lbs., $2.27½ to 2.32½; 9.12 to 10 lbs., $3.20 to 3.35. White Shirtings, $1.90 to 2.80 per piece; fine, $3.10 to 4.70 per piece. T-Cloths: 6 lbs. ordinary, $1.40 to 1.42½ per piece; Mexicans, $1.60 to 1.65 per piece; 7 lbs. ordinary, $1.62½ to 1.67½ per piece; Mexicans, $1.85 to 2 per piece; 8 to 8.4 lbs., $2.30 to 2.45 per piece. Iron Nail Rod, $2.20 to 2.35 per picul; Lead, $5.60 to 5.80 per picul.

BATAVIA.—Maddapollams: Dutch White: Little doing; narrow widths neglected. Grey: Stocks reduced, moderate enquiry. English white 31 inch 48 reed overstocked; Grey 32 inch 3, slight demand. Shirtings: Dutch White 6/4 in little demand; prices lower: English White 45-inch in little demand; 36-inch fine, sales at very low rates; Grey: Large stocks. Cambrics: Little doing; No. 15/16 offered at low rates. Drills: Both Dutch and English neglected; large stocks. Jaconets: Without transactions. T. R. Cloth: Almost without any demand. Dyed Cloth: Only Orange in some request. Prints: Stocks, large, sales at lower prices. Mule Twist: Small sales, prices weak. T. R. Twist: Some enquiry. Sewing Thread: Saleable to a small extent. Batticks: Without any improvement. Wove Goods: Still dull. Blankets: Woollen, little doing; Molton, trifling sales.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—The market has continued very dull during the fortnight, and though prices generally show little change, still in some staples a further slight decline has taken place. Grey Shirtings: 8½ lb. only in moderate demand; but there has been more firmness amongst holders, and rates show a slight advance; small transactions at $2.30 to $2.35; stocks large; 7 lb. in little enquiry at $2; 6 lb. in no demand, and quoted $1.70; 45 inch: 9 lb., moderate sales at $2.67½ to $2.75; 8 lb., very dull at $2.30; other weights quite neglected. White Shirtings: Stocks of all descriptions heavy. For common and medium hardly any demand; fine, of favourite makes, saleable at about last rates, but demand not brisk; 45 inch, 64 reed, nominal at $3.45 to $3.50. White Spots: To effect sales lower prices have been accepted, transactions at $2.37½ to $2.40 for 14 by 15; for 16 by 16 there is no enquiry. White Brocades: unsaleable and nominal; White Cambrics: 15-16s limited demand at lower rates transactions at $26½ per corge; low and medium continue excessively dull; stocks heavy. White Maddapollams unsaleable; no business reported. Imitation Irishes dull; at $1.50 to $1.60. T. Cloths: Inquiry moderate without any change in prices. 5 lb $1.17½ to $1.22½. 6lb. $1.42½ to $1.45. 7lb. very dull at $1.65 to $1.70. Light weight are in no request and nominal at $1 for 4 lb. and $1.10 for 4½ lb. Maddapollans: A trifling demand for 2¾ lb. at $16¾. 3 lb. quoted nominally $17¾ to $18 per corge. Grey Yarn: Moderate demand for 40s at a reduction in price, sales made at $107. 30s nominal at $100 to $101. 18-24s nominal at $85 to $86. 24s saleable to a small extent at $92 to $95. Coloured Yarns: Turkey Red, Glasgow dye; 12 lb. in fair demand at $135 to $137½. 10 lb. quiet at $128 to $129. German dye in no demand. Other colours are dull. Woolens of all description continue excessively dull, and small sales are reported at lower rates.

EXPORTS.

TEA.

HANKOW.—Rain with but occasional fine weather had prevailed for some weeks, and by last accounts seems to have been general in the neighbouring districts, thereby delaying the picking and firing of the new Teas: musters (exclusive of Ningchows) were not expected to be shown before the 22nd to 24th May. Regarding price there was no reliable information, but in most of the Oopack districts high rates are reported as being paid.

SHANGHAI.—With the exception of one small settlement of common Green there had been nothing done during the fortnight.

FOOCHOW.—Information had been received through the teamen of the commencement of business in new Congous in all the country markets. Prices had, on the whole, been about the same as those of last year for all qualities excepting the finest, for which latter from one to two taels more had been realised. At first it had been believed that the new season would be a much earlier one, so far at least as regarded the receipt of new teas from the country, the favourable reports sent in by the growers from time to time having induced that anticipation. This, however, had not been borne out, as thus far only four musters of Congou and one of Oolong had been shown, and the total stock of new tea at this port did not amount to 2,000 chests. Under these circumstances no idea could be formed of the crop, and the teamen's reports were conflicting. There appears to have been some excitement at the opening of the Oolong market, the result being an advance of two taels on the prices paid last year. Later news, however, reported a much quieter feeling, and a consequent decline of from two to three taels from early values. It was said that this season's supply would probably be much heavier than that of last. Considerable quantities of Scented teas were being packed, and would shortly be placed on the market.

CANTON.—The arrivals of New Season's Leaf, from the near districts had been on a much smaller scale than in former seasons, and this, combined with an absence of any inclination on the part of foreigners to enter the market, and the exorbitant prices demanded by holders for their scanty stocks, had prevented anything like a commencement of business. The Scenting Flower still remained very cheap. The only transactions reported during the fortnight had been 270 half-chests District Congou, at Tls. 20 to 26, and 1,000 half-chests Pouchong at Tls. 14; the former, it was reported, for the London market, and the latter for Australia.

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—There has been only a small business doing in the article during the past fortnight, as most of the dealers have been away up-country; some few have returned and report very favourably of the progress of the worms. In some districts spinning has already commenced, while in others they are in their fourth stage. Small musters are expected in about a week, and some few bales will in all probability be down in time for the first mail in June. Buyers, both foreign and native, are not at all anxious to make contracts; on the contrary, much coldness is exhibited on both sides, and the latter affirm if foreigners will only have patience and not buy for the first month we may see a reduction of 20 per cent. or perhaps 30 on last season's opening prices. This under ordinary circumstances might appear favourable, but as most of the men estimate the yield at from 45 to 50,000 bales, and there is every prospect of an exceedingly large crop in Europe, it is highly improbable that prices, even with the above reduction, can prove remunerative, especially in the unsettled state of political affairs on the Continent.

CANTON.—About 300 bales of the first crop have been placed on the market. Heavy rains, which had fallen during the fortnight, were considered favourable to the development of the second crop, but rather unfavourable for the purchases of the first, which was offering. The latest news from France also had a tendency to check buying, and this, with the heavy stock in the London market, would tend, it was considered, to lower the prices demanded.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: f.88 to f.90 per leaguer; small sales; stock reduced. Cloves: f.25 per picul, nominal. Coffee: Nominal. Cubebs: f.15 per picul; offered at quotation. Gutta-percha: f.100 to f.150 per picul; in less request. Gum Damar: f.34 per picul; limited arrivals. Hides: Cow, f.0.30 to f.0.40; Buffalo, f.0.21 to f.0.27 per lb.; sales. India-rubber: f.100 to f.110 per picul; only small quantities come to market. Indigo: First quality wanted; nominal. Mace: f.225 to f.250 per picul; first quality scarce. Nutmegs: f.155 to f.160; in good demand. Pepper: Black, f.26 to f.27 per picul; scarce. Rice: Table no stocks; first quality Batavia, f.150 to f.165 per coyang, scarce; second do., f.140 to f.145, small stocks; cargo do., f.100 to f.110, without stocks.

SINGAPORE.—Tin: About 2,500 piculs taken since last mail, chiefly for America, at $31.62½ to 31.32½, and only a small quantity remained, for which $31.50 was asked. Gambier sold to a fair extent at $2.91¼ and 2.90, the latter being closing quotation. Black Pepper scarce, but less inquiry; dealers are willing to contract for small quantities at $9.62½ per picul. White also scarce; last arrivals taken at $15.25 to 15,37½ per picul. Pearl Sago: About 6,000 piculs small grain contracted for at $2.92½ to 2.95. Flour: Singapore, 2.52½; Borneo, $2.55 to 2.57½. Coffee: Bontyne taken at $13, quality inferior. Buffalo Hides without change. Cow Hides scarce and worth $13.75 to 14 per picul. India-rubber in demand for Europe at $44 per picul; Borneo scarce and worth about $35. Gutta-percha: Sales of No. 1 at $62; best picked is worth $75.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to April 30, 1871	10826	71079427	47262939	349447	13050828	131753467	40204
Corresponding period last season	74573	71540556	50285884	1349918	16208234	139040188	44410

Shipments Since:

Apr. 28 per Ellora (mail str.)	From Canton	...	90,000	1,088*
May 12 ... Orissa (mail str.)	... Shanghai, &c.	...	—	962
— 13 ... Cella (str.)	... Canton	...	30,000	71
— 19 ... Provence (str.)	... Do.	...	86,996	19

* Included in above total.

TO THE CONTINENT.

							Bales
From June 1 to April 30, 1871	...	...	...	...	...	2386282	8563
Corresponding period last season	...	...	...	...	...	4114550	16620

Shipments Since:

Apr. 28 ... Ellora (mail str.)	... Shanghai, &c.	...	—	49*

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to April 30, 1871	...	...	...	...	...	48029184	2862
Corresponding period last season	...	...	...	...	...	39836324	1001

Shipments Since:

Apr. 11 ... New York (str.)	... Yokohama	...	—	87*
— 12 ... Great Republic	... Do.	...	—	100*
— 19 ... Mongolia (str.)	... Do.	...	—	10*
— 25 ... Eastern Chief	... Do.	...	333,821	
May 12 ... China (str.)	... —	...	—	25

* Included in above total.

TO AUSTRALIA.

From June 1 to April 30, 1871	11,305,598 lbs.
Corresponding period last year	13,587,861

Shipments Since: None.

May 3 .. Golden Sea	... Canton	...	37,383
— 6 ... Lady Belmore	... —	...	260,110

Digitized by Google

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1861 to 1862.....	109,854,040	79,199
1845 to 1846.....	57,334,200	18,600	1862 to 1863.....	121,273,580	72,887
1850 to 1851.....	63,972,000	22,144	1863 to 1864.....	117,463,586	46,603
1853 to 1854.....	77,327,800	61,283	1864 to 1865.....	121,236,870	32,313
1855 to 1856.....	92,240,300	50,481	1865 to 1866.....	118,333,042	62,890
1857 to 1858.....	76,990,255	68,315	1866 to 1867.....	118,423,290	50,052
1858 to 1859.....	65,789,792	83,134	1867 to 1868.....	116,890,430	57,449
1859 to 1860.....	85,560,452	64,169	1868 to 1869.....	142,789,804	70,917
1860 to 1861.....	90,066,160	70,644	1869 to 1870.....	139,740,193	63,807

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5¼d.	4s. 5⅝d.	4s. 5⅝d.
Shanghai ,, ,, ...	5s. 11½d.	5s. 11⅝d.	6s. 0½d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4⅞d.	4s. 5⅛d.	4s. 5¼d.
Singapore ,, ,, ...	4s. 5⅛d.	4s. 5¼d.	4s. 5⅜d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	309 to 310	229
,, Hong Kong	26½ to 26¾ dis.	—
Bar silver	111.5.0	8½ prem.
Mexican dollars	74.9.5	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 32; Old, 37 per cent. prem.
Hong Kong Gas Company, 57 dols. per share.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance, 2,400 dols. premium.
Hotel shares, 62½ per cent. discount.
Hong Kong and Macao Steamboat Company, 29½ dols. premium.
Hong Kong Fire Insurance Company, 275 dols. dols. premium.
Union Insurance Company, New, 1,500 dols; Old, 1,000 dols. premium.
China and Japan Marine Insurance Company, Tls. 54 premium.
China Fire Insurance Company, 50 dols. premium.
Victoria Fire Insurance Company, 40 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $20 dis.
Indo-Chinese Sugar Company, $8 dis.
North China Insurance Company, Tls. 395 premium.
Shanghai Steam Navigation Company, Tls. 32 premium.

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From Liverpool, May 13, Grenadier.

At SHANGHAI.—From London, May 13, Craigforth (str.); from Cardiff, J. L. Hale.

At HONG KONG and CANTON.—From London, May 13, Ambassador; 14, Glensannox (str.); 19, Hopewell, Ninchuang; from Liverpool, 21, Emblehope (str.); 24, Achilles (str.); from Cardiff, 19, Webfoot, Maitland, Ocean; 21, Canadienne.

At MANILA.—From Cardiff, May 6, Seringapatam.

At SINGAPORE.—From Liverpool, July 3, Buena Ventura (str.); from Cardiff, June 23, Charger (reported by telegram); from France, June 1, Japan (French war str.).

At SAIGON.—From Marseilles, May 10, Blanche.

At PENANG.—From Liverpool, May 31, Bernhard (str.).

At ADEN.—From Hankow, July 9, Erl King, and left for London on following day (reported by telegram).

DEPARTURES.

From SHANGHAI.—For London, July 4, Ziba (reported by telegram).

From FOOCHOW.—None.

From HONG KONG & CANTON.—For England, May 15, H.M.S. Icarus.

From MANILA.—For London, May 14, Agnes Banfield, Thomas Bele, Marlborough; for Liverpool, 17, Palawan; for Copenhagen, 11, George Sholton; for New York, 12, Velocity, 13, Nimrod.

From SINGAPORE.—For London, Hector (str.) (reported by telegram); for London, May 24, Dorothea, 29, Albatross (str.), 30, Cella (str.); for Liverpool and Glasgow, 31, Norham Castle; for Liverpool, 19, Paine; for Falmouth, 19, Drache.

From SAIGON.—For Falmouth, May 9, Holmestrand.

VESSELS LOADING.

At YOKOHAMA.—To New York, Oslo.

At HANKOW.—Erl King (str.), Ulysses (str.), Lord of the Isles (str.), Cheops (str.), Agamemnon (str.), Enterprise (str.), Craigforth (str.), Forward Ho, Oberon (str.).

At SHANGHAI.—For London, Hector (str.), Vanguard, Cutty Sark.

At FOOCHOW.—(Expected) Glendarroch (str.), Diomed (str.).

At HONG KONG and CANTON.—For London, Danube (str.) Tweed (str.) Clan-Alpine (str.) Norman Court.

At MANILA.—For London, G. F. Handel, for Liverpool, Cicero, Antipodes; for Cadiz, Elisa, Reina de bos Angeles; for Boston, George Treat, for New York, Malay, Sacramento, Samuel G. Glover, Surprise.

At SINGAPORE.—For London, J. C. Potter; for Channel, John Fougt; for New York Ferdinand.

FREIGHTS AND CHARTERS.

At HANKOW. / At SHANGHAI. / At FOOCHOW. / At CANTON. } No rate fixed yet for New Teas to England.

At MANILA.—To Liverpool, wet sugar, £2 15s.; to Boston $13.50 gold.

At SINGAPORE.—To London, £2 7s. 6d. deadweight, £2 17s. 6d. light cargo. The Cella and Albatross (strs.) have taken cargo at 2s. 6d. per ton advance on these rates.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
May 11	Adelia Cashton	Hong Kong	New York
,, 12	Vanguard	Shanghai	London
,, —	Batavia	Macassar	Amsterdam
,, —	Susanna	Macassar	Rotterdam
,, 13	Elizabeth Ann	Singapore	London
,, —	Great Admiral	Manila	New York
,, —	Mary Tatham	Singapore	London
,, —	Racehorse	Singapore	London
,, —	Sonora	Ilo Ilo	New York
,, 14	Melania	Saigon	Havana
,, —	Clytie	Cardiff	Manila
,, 18	Lorton	Nagasaki	London
,, 21	Stevers	Probolingo	Channel
,, —	Isusgenza	Manila	Europe
,, —	Lahloo	Cardiff	Hong Kong
,, —	Formosa	Manila	Boston
,, 22	Windhover	London	Hong Kong.
,, —	Beatrice	Newcastle	Singapore
,, —	Ironside	Cardiff	Singapore
,, 26	Cornelia	Liverpool	Batavia

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—July 2, off Beachy Head, from Akyab, for Bremen, E. F. Gabain; 6, at Queenstown, from Rangoon, Lady Bird; 4, at Texel, from Batavia, Aristos; at Brouwershaven, from Pasaroeang, Maria; from Sourabaya, Julie; at Queenstown, from Akyab, Hawarden Castle; 9, at London, from Colombo, Bessie Morris; 10, at Queenstown, from Maulmain, Inkerman.

DEPARTURES.—July 6, from London, for Galle, &c. (via S.C.), Durley (str.); from Rotterdam, for Samarang, Helena; 6, from Dartmouth, for Batavia, Maibit; 4, from Hamburg, for Hong Kong, Canton; from Rotterdam, for Sourabaya, Nieuwe Waterweg; 7, from Clyde, for Singapore, Nola; 8, from London, for Yokohama, Hiogo, and Nagasaki (via Suez Canal), Washi (str.)

LAID ON.—At Glasgow, for Batavia, &c., Alps (str.).

SPOKEN.—Palestine (barq.), London to Colombo, May 22, 1 N., 26 W.; Isurium (barq.), Cardiff to Galle, June 7, 9 N., 25 W.; Maria, Probolingo to Boston, May 22, 23 S., 60 W.; Virgil (ship), Hiogo to New York, April 23, 37 S., 22 E.; Jeane Geary (?), Clyde to Manila, 23 days out, 10 N., 26 W.; City of Amoy (ship), Colombo to London, May 30, 11 S., 13 W.; Hedwig (Norway barque), Sourabaya to Rotterdam, May 31, 8 S., 16 W.; Deux Freres, Colombo to Philadelphia, May 12, 22 S., 2 E.; Maria Elisa, Amsterdam to Batavia, June 4, 1 N., 25 W.; Aboukir, London to Batavia, June 5, 3 N., 25 W.; Ariel, for Shanghai, May 27, 6 S., 31 W.; Yangtsze, for Hong Kong, May 29, 3 S., 31 W.; Silver Eagle, Plymouth to Japan, May 11, 12 N., 112 E.; Lauderdale, Cardiff to Shanghai, May 6, 1 S., 108 E.; Polly Hopkins, Cardiff to Shanghai, May 10, 11 N., 110 E.

CASUALTIES.—Advices from Fayab, dated June 24, state that the White Swallow (Amer. ship), from Boston to Hong Kong, with ice, was abandoned in a sinking condition, June 17, 180 miles S.W. of Fayab; the crew arrived there on the 20th in their own boats. A cutter left on the 21st to look for the ship but returned the next day without success. The Maibit (iron ship), Popken, which is reported as having sailed, July 6, for Batavia, has merely been temporarily repaired for the voyage; she will require an extensive overhauling, as many of the plates and frames are broken and otherwise damaged.

MISCELLANEOUS.—Passed the Suez Canal, Atalanta (str.), from Liverpool, for Colombo, &c. About 1,000 tons of coal had been discharged, and would be sold ex Willem III. (str.), from Amsterdam to Batavia, which took fire in the Channel May 19. The cargo saved (about (1,000 packages) had been sent to London; that stowed below the water line had suffered but little from fire.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

DICKINSON—On the 5th July, at Dover Lodge, Penge, the wife of Chas. A. Dickinson, Esq., of a son.

LEECHMAN—On the 23rd May, at the Pansala, Colombo, Ceylon, the wife of C. A. Leechman, Esq., of a son.

PARTRIDGE—On the 9th May, at the American Baptist Mission premises, Bangkok, the wife of Rev. S. B. Partridge, of a son.

PAYN—On the 16th May, at Shanghai, the wife of Thomas Payn, Esq., of a daughter.

SHEPPARD—On the 12th May, at Chinkiang, the wife of Eli T. Sheppard, Esq., United States Consul, of a daughter.

MARRIAGES.

FAIRBAIRN—TAYLOR.—On the 4th July, at St. Andrew's English Presbyterian Church, Birkenhead, by the Rev. John Fairbairn, of Greenlaw, Berwickshire, father of the bridegroom, assisted by the Rev. John Mackenzie, D.D., Birmingham, John Fairbairn, Hong Kong, to Jessie, third daughter of James Taylor, Birkenhead.

DEATHS.

COLLINSEN—On the 9th May, at Bangkok, Capt. Collinsen, of the British barque *New York*, of "coup de soleil."

OZORIO—On the 18th May, at Hong Kong, Guilhermina Francisca Roza, the youngest daughter of Mr. C. A. Ozorio, jun., aged fourteen months.

Digitized by Google

LATEST TELEGRAMS.

—o—

COMMERCIAL.

(REUTER'S TELEGRAM, RECEIVED JULY 7.)

CHINA.

HONG KONG, JULY 6.—Manchester goods active and advancing. Cotton, Bengal fair medium, $14. Exchange on London, six months' bank bills, 4s. 4¾d.

SHANGHAI, JULY 6.—Piece goods firm. Tea quiet. Silk quieter; No. 3 Tsatlee, Tls. 560. Exchange on London, six months' bank bills, 5s. 11¾d.

NEW SEASON TEA.

The only information which the telegrams have brought us since we last published is that the *Ziba* sailed from Shanghai on the 4th inst., and that the *Erl King*, which was one of the first steamers to leave Hankow, reached Aden on the 9th inst. (yesterday), and resumed her homeward voyage this day.

A private telegram reports the following as the ruling rates of freight:—Foochow—steamers and sailing vessels—£2 10s. to £3; Shanghai—steamers—£2 15s. to £3.

GOVERNMENT ADMINISTRATION IN THE STRAITS.

(To the Editor of the *London and China Telegraph.*)

SIR,—The Straits newspapers mention that the Colonial Office has disallowed a vote of 1,680 dollars, or about £400, which was granted last year by the Legislative Council, for the supply of gas to the new Government House, and the Colonists will not fail to appreciate an act which shows that their interests are more considered by Lord Kimberley than the interests of the Governor. But his Lordship would render the Colony a still more important service if he would ascertain how the gas was paid for in former years. Certainly no vote for it appeared in black and white on the Estimates, but it is generally believed in Singapore that it was charged to the Colony under the head of *unforeseen charges*. If this be true, it would remain for Lord Kimberley to determine whether such a payment could be properly charged to such a vote, and indeed whether such a vote ought ever to be allowed.—Your obedient servant,

July 10, 1871. A.

LITERATURE.

—o—

The Rev. Ernest J. Eitel, whose exhaustive treatise, the "Handbook for the Student of Chinese Buddhism," attracted so much attention at the time of its publication by Messrs. Trubner last year, has just published three introductory Essays on the same highly interesting and popularly educational subject. The Essays before us, also published by Messrs. Trubner and Co., appear to have been first given in the form of lectures in Hong Kong in the course of last winter. The style of the author is pure and eminently suggestive. Most of our readers will no doubt procure the little volume for themselves. We will not therefore spoil their perusal of it by the extracts which we should willingly make if we were addressing a community less informed on the subject. We cannot, however, lay down the pamphlet without congratulating Mr. Eitel on the service that he has rendered to the causes of religion, religious toleration and literature, by the pains he has bestowed on a subject which, though evidently congenial to his own intellectual perceptions, is as yet, we are sorry to say, "caviare to the multitude" of English readers at home. But Mr. Eitel may comfort himself with the reflection that his "Handbook of Buddhism" has made its mark on the minds of the educated few, and that his present production is a most welcome and useful complement to it.

We have received the report of the Oriental College of Paris, containing an interesting introductory lecture on the Japanese, by Professor Leon de Rosny, with a note explanatory of the derivation of Japanese words, by M. Charles de Labarthe. We also perceive the announcement of a new German-Tibetan dictionary, by M. H. A. Yaeschke. This will be the fourth work of the kind compiled by an European. From Japan *La France en Orient* reports movements so threatening on the part of the Buddhists to the foreigners that, unless checked, it may lead to a revolution.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

THE BISHOP OF VICTORIA ON MISSIONARIES IN CHINA.

Bishop Alford arrived in San Francisco on the 13th ult., and, on the invitation of his clergy, he delivered an address in the Church of the Advent, San Francisco. His subject was "Position and Prospects of Christian Missions in China and Japan."

The Right Rev. Prelate said:—"As regards China, I think it right to tell you that the Chinese Imperial Government is at this time making a very serious and determined effort to rid the country of Christian missionaries. In view of the manner in which the Tientsin massacre and the Yangchow riot have been apparently regarded by Great Britain and the United States the Chinese Government has become emboldened to make demands of Europe and America in reference to missionaries and their converts, which, if acceded to, must greatly curtail mission work in China, if not eventually expel all missionaries from the country. I am informed by those who have seen the despatch (for the document has not been made public, though it has already been forwarded by the representatives of the Great Powers, European and American, residing at Peking, to their respective Governments) that it is drawn up in a way eminently calculated to attract attention, and that it is in some respects as directed against Roman Catholic missions in China (apparently so reasonable, that—especially in the estimation of those, and they are not a few—who fail to recognise the distinctive principles and practice of the Roman Catholic propaganda and of the Episcopal Church in America and England in reference to missions) it is greatly calculated to prejudice the credit and therein the stability and extension of all Christian missions in China, Protestant as well as Roman Catholic.

The Bishop next gave a statement of the demands made by Prince Kung. It was while the Foreign-office had in course of final settlement the Tientsin affair, and when all demands of the Catholic Bishop, including the erection of a monument to mark the reprobation of the assassins, that the unexpected manifesto was launched forth. The French Government, the Chinese well knew, were unable to obtain redress by force, and agents in Europe furnished information as to the distractions existing among the great Powers. England would not act; Mr. Low, the United States Minister, was, to say the least, neutral, and the German representative could not be expected to enter warmly into a defence of French rights. Prince Kung found the time favourable, and gave expression to the real sentiments of the mandarins respecting Christian missionaries. The Tientsin treaties were in full force; but the treaties negotiated by Mr. Burlingame were never ratified, and remain unratified unto the present day. The demands are briefly to the following effect:—Missionaries residing beyond the limits of a consular port shall be subject to the judicial decision and treatment of the local mandarin instead of the nearest consul. All mission establishments shall be supervised by Chinese officers appointed for that purpose. In case of a riot by a Chinese mob no compensation for ruined property shall be demanded of the place where the riot occurred. All foreign ladies shall be sent home, such teachers being injurious to the peace and retirement of Chinese female society, and no native woman shall be allowed to attend meetings for Christian worship. No missionary shall receive more than forty-five converts. No native children shall attend Christian schools. A public registration office shall be established, in which all baptisms shall be noted, and the history, residence, and condition of the applicants recorded.

Such are the leading features of Prince Kung's despatch, and which in a few words wipes out of existence all the treaties concluded with China since 1844. There are a few more provisions of a similar character, to grant which, in whole or in part, would be to expel the missionary from China and close the door for ever against him in the discharge of his office. The amount of property, consisting of churches, schools, asylums, cemeteries, &c., belonging to the missionaries reaches millions of dollars. This money was invested on the strength of treaties, and, of course, if the new policy of exclusion be carried out, this property becomes almost a total loss.

His lordship next alluded to the condition of Christian missionaries in Japan. In that country the hostility of the Government to Christianity is more marked and offensively declared than in China. At this time, said the Bishop, not only is Christianity forbidden in Japan, but a baptised Japanese is held by Japanese law to be a rebel against his sovereign, the Mikado. Christians are now deported by hundreds. A few years since several thousand Christian families were seized and scattered among the provinces. They were condemned to work in mines, and, were it not for the active interference of the representatives of the Treaty Powers, these poor people would undoubtedly have suffered death. The mines are now manned by Roman Catholic Christians, where they are held in a kind of bondage. The narrative of the *Sir Harry Parkes* (steamship) at Nagasaki, in 1869, which was to have taken a crowd of Christians out to sea to drown them, will be remembered in confirmation of the bloodthirsty designs of the Mikado's officers against Christian converts; nor are the Roman Catholic missionaries and their converts the only objects of such barbarous practices. Our Protestant missions are almost rendered nugatory by the jealous espionage of the Japanese authorities. At Nagasaki I saw a guardhouse erected opposite our English missionary's residence, so that all who entered might be noted and reported. The missionaries may not preach to the people. A missionary attempting to preach in Japan would be immediately proceeded against for disturbing the peace.

The Bishop concluded by hoping that America and Great Britain would ere long "teach China and Japan better." In this view the speaker held the views entertained by all enlightened foreigners. The Celestials only understood force, and the arguments that could be used most effectively should be backed by force.

Digitized by Google

THE RISE AND PROGRESS OF HONG KONG.

FIRST TAKEN POSSESSION OF ON 1ST MAY, 1841, WITH A VIEW TO PERMANENT OCCUPATION, AND CEDED TO THE CROWN ON 1ST JULY, 1843.

Periods.	Revenue.	Parliamentary Grants.	Total Receipts.	Expenditure. Total.	Expenditure. Public Works.	Shipping. Nos.	Shipping. Tonnage.	Population.	Remarks.
	£.	£.	£.	£.	£.				
1st May, 1841, to 30th June, 1843 ...	2,236	36,577	38,813	38,813	26,145	—	—	7,500	The difference between Revenue and Expenditure has been paid from the Canton Ransom Fund; also £50,000 for Military Works.
1st July, 1843, to 31st March, 1844 ...	1,216	30,000	22,353	22,353	5,736	—	—	12,361	
Year ... ... 1844 ...	9,534		48,850	48,850	20,884	—	—	19,000	Before 1848 the Chinese population was estimated.
" ... ... 1845 ...	22,242	49,000	71,242	66,727	26,937	334	117,210	20,000	
" ... ... 1846 ...	27,049	36,900	63,947	60,351	17,575	387	130,199	22,453	
" ... ... 1847 ...	31,079	31,000	62,079	50,960	14,830	—	233,881	23,872	
" ... ... 1848 ...	25,092	25,000	50,092	62,659	22,601	—	—	21,514	
" ... ... 1849 ...	23,617	25,000	48,617	38,986	4,350	902	293,465	29,507	
" ... ... 1850 ...	23,527	20,000	43,527	34,314	1,289	883	299,009	33,143	
" ... ... 1851 ...	23,721	15,500	39,721	34,115	1,611	1,082	377,084	32,983	
" ... ... 1852 ...	21,331	12,000	33,331	34,766	4,937	1,097	443,383	37,058	
" ... ... 1853 ...	24,700	9,200	33,900	36,419	5,873	1,103	447,053	39,017	
" ... ... 1854 ...	27,045	4,400	31,445	34,635	5,238	1,100	443,354	56,011	
" ... ... 1855 ...	47,973	—	47,973	40,815	9,891	1,736	604,570	72,925	
" ... ... 1856 ...	35,500	—	35,500	42,426	8,611	2,091	811,307	71,730	
" ... ... 1857 ...	58,842	10,000	68,842	65,498	18,993	1,070	541,063	77,094	
" ... ... 1858 ...	63,721	10,000	73,721	63,582	18,450	1,007	716,476	75,503	
" ... ... 1859 ...	65,225	—	65,225	66,109	17,108	2,179	1,164,640	86,941	From 1859 the shipping is the amount entered and cleared; previous to that year the numbers are only those entered, men-of-war and native craft not included.
" ... ... 1860 ...	94,182	—	94,182	72,390	19,783	—	1,555,645	94,917	
" ... ... 1861 ...	127,241	—	127,241	109,632	41,217	2,545	1,310,383	119,321	
" ... ... 1862 ...	131,512	—	131,512	122,424	—	2,720	1,344,110	—	
" ... ... 1863 ...	120,078	—	120,078	122,201	—	—	1,806,881	—	
" ... ... 1864 ...	132,885	—	132,885	159,022	—	—	2,046,382	—	
" ... ... 1865 ...	175,717	—	175,717	195,376	13,021	—	2,134,164	—	
" ... ... 1866 ...	160,226	—	160,226	196,009	41,875	—	1,891,281	115,098	
" ... ... 1867 ...	179,043	—	179,043	152,780	—	—	2,376,320	117,471	
" ... ... 1868 ...	180,613	—	180,613	207,356	34,298	—	—	—	
" ... ... 1869 ...	192,428	—	192,428	190,178	39,809	4,426	2,256,049	121,979	
Twenty-five years last	2,014,587	248,000	2,262,587	2,259,730	414,922				

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JULY 10, 1871.

NEW CLAUSES IN BILLS OF LADING.

WE beg to call the attention of our readers to the announcement in another column of some resolutions to be proposed at a meeting of merchants interested in the Far East, which will be held at the London Tavern to-morrow morning for the purpose of protesting against the insidious clauses now sought to be introduced into the bills of lading of a certain *clique* of steamship owners. It is quite unnecessary to dwell on the importance of the question, or to point out the unfairness of the proposed clauses. We may, however, be permitted to remind our readers of the necessity of taking action promptly to repel the attempted abuse, which, we may be sure, will be turned into a "precedent" at the very first opportunity with the sharpest possible practice, unless immediately repudiated by those whose interests it is designed to sacrifice. The movement being supported by such names as those of Messrs. MATHESON, Messrs. BARING, Messrs. GREGSON, Messrs. GIBB, Messrs. FORBES, Messrs. DENT, and Messrs. HUTH, there can be little doubt of a large attendance and complete unanimity at the meeting.

THE "MALOO MIXTURE" SCANDAL.

THANKS to the perseverance of Mr. MAGNIAC, Mr. PEEK, Mr. W. LAWRENCE, Mr. J. C. BETTS, and other honourable representatives of the China trade, there is at length some probability that the dangerous nuisance of spurious tea will some day be removed. It certainly seems discouraging to find Mr. CHICHESTER FORTESCUE informing the deputation which waited on him, and told him that Dr. LETHEBY had found twenty-five per cent. of iron filings in this sort of "tea," that the Government have no power to prevent the circulation of such poison after the duty has been paid on it. But, on the other hand, there is hope—though rather dim and roundabout, seeing that the question has been bandied about from Circumlocution-office to Circumlocution-office from the Commissioners of Sewers to the Board of Trade —that "the subject should receive the earnest consideration of Government," and that, in the meantime, he "would be glad if the deputation would supply him with additional facts and information." Seeing that the deputation had already mentioned the startling fact that Dr. LETHEBY had detected iron filings in about the proportion of a moderate-sized crowbar to every chest of "Maloo Mixture;" and that other authorities equally reliable had drawn attention to the circumstance that the great bulk of the remainder of this "tea" consists of willow-leaves, spent tea-leaves, and animalculæ (which last probably assist the general adulteration on the voyage, from the inevitable fermentation of the hateful stuff, and are certainly the only blameless parties engaged in the transaction), we are somewhat at a loss to understand what more "information" Mr. FORTESCUE wants. Surely he did not expect the deputation to *drink* any of the decoction, and tell him how ill they were afterwards? Were not the facts brought under the notice of the President of the Board of Trade sufficient to engage him to promise without more ado that he would put an end to a shameful—or shameless—system which is corroding the stomachs of young and old, for no better excuse than that "duty" has been paid on an article with the distinct representation that it was what it was not? We remember very well that Mr. BRIGHT, on the accession of the present Government to power, declared that "adulteration was only a form of competition." But, if adulteration is to be carried on with impunity in the ratio of the "Maloo Mixture," it seems to us that poisoning will soon become only "a form of competition" too. In the meantime the deputation will scarcely be satisfied with the assurance that our just and comprehensive legal system condemns the ignorant retail vendor of an ounce of this abomination to heavy fine if as much iron as would make a shot is detected in it, while it protects the "merchant" who consigns us the same article five thousand cases at a time from any penal consequences so long as "duty" is paid on it.

THE "BURMESE ENVOYS."

A LETTER has appeared in the *Standard* under the above title, and with the signature of "SCRUTATOR," who dates from 14, St. James's-square, in which the writer refers to "certain Burmese gentlemen at present in England, who are definitely, or rather indefinitely, described as 'our guests—the Burmese,' or 'The Burmese Mission,' or 'The Burmese Envoys.'" He proceeds:—

It ought not to surprise us to find that, with the object of entering upon direct diplomatic relations with the Foreign-office in this country, certain Burmese gentlemen of the King's household (whatever that means) should have arrived, as it were, in a private capacity and on a private visit, without being officially accredited to any Government, but bearing with them certain instructions and a letter or letters from the native Government to our Prime Minister, and something in the shape of a present or decoration (?) from his Majesty the King of Burmah to Mr. W. H. Gladstone. But it is matter for surprise to find that the letters and presents so insidiously designed should have been received, accepted, and duly acknowledged on the part of Her Majesty's Government. Let us not shirk the conclusion to which such courteous imbecility on the part of our home Government by undue interference with Eastern affairs (which they cannot reasonably hope to understand) inevitably points. It simply means mischief and danger to the efficiency of our local administration within and beyond British India. The so-called "Burmese mission," or Burmese envoys, must be pronounced an illusion, for the following reasons:—1. Because it is a sham to call the Burmese gentlemen "our guests," when they are not so, or describe them as "envoys" as long as they are not officially accredited to our Government. 2. Because it is a sham, and an affront to our hospitality towards foreign visitors, that the Burmese gentlemen referred to should be represented to be what they really know they are not. 3. Because it is a sham on the part of these Burmese gentlemen, in their intercourse with public bodies in this country, to pretend to an influence and authority at the Court of Burmah, which they know very well that even the ministers themselves do not possess. 4. It is a sham to call the King of Burmah's present to Mr. Gladstone a decoration, when we know it to be a mere bauble, without any signification at all, which the King lately amused his courtiers by telling them he copied from a portrait of one of our ministers, arrayed in stars and decorations, as pictured in a late number of the *Illustrated London News*.

We have given this lengthy extract because our readers will remember that we were the first to draw attention to the composition of the "mission" a few weeks ago. That it will appear in its true colours is merely a question of time; but, even if our Government are content to bear with such idle displays as the present is supposed to be, the following words of SCRUTATOR deserve to be closely weighed, for they apply to China more than Burmah, in the same ratio that China exceeds Burmah in relative importance to Great Britain.

It is the greatest sham of all to assume in our arrogance that our civilisation and power, though they are so superior to that of Burmah, justify us in displaying an unusual magnanimity towards those (who in ignorance be it supposed) come to us with unclean hands—whilst we blind ourselves to the fact that this very magnanimity in matters of political etiquette is not only laughed at by our friends as a sign of imbecility, but is positively mischievous in its results, by inducing acts of outrage and aggression, similar to those which necessarily lead to hostilities, and which have (little as we are inclined to acknowledge the fact, mainly contributed, within a century of our Indian history, to add nearly the whole of Hindostan to our eastern dominions. Do we intend that history should repeat itself, with reference to Burmah, and, probably also, the great Chinese Empire?

THE QUEEN has appointed Admiral Sir HENRY KEPPEL a Knight Grand Cross of the Order of the Bath, and has invested M. De LESSEPS with the insignia of a Knight Grand Commander of the Star of India.

No further progress has been made in the negotiations between CHUNG HOW and the French Government. The Embassy is still in Paris, and its future movements have not yet been decided on.

Digitized by Google

CHINA TRADE RETURNS.

The "Returns of Trade at the Treaty Ports of China for 1870" appear most opportunely at the time when the Treaty rights of foreigners are menaced, though only indirectly, by the recent circular of the Chinese Government. It may be reasonably hoped that the English public will be awakened to a sense of the great value of our trade with China when they read the *résumé* of the figures before us. The first table shows us that the imports into what we may fairly term "Free China" have risen from fifty-one million taels in 1864 to sixty-nine million taels in 1870. In the same six years the exports advanced from fifty-four million to sixty-one million taels. The Customs revenue has risen from eight and a-half millions in 1866 to nine and a-half in 1870. The table of the annual value of the trade with each country speaks even more eloquently of the growing importance of our commerce in the Far East. English imports are here shown to have more than doubled themselves in value in six years; while exports have fallen off nearly 20 per cent. in the same time. The Chinese are therefore twice as good customers to us as they were six years ago, and we are considerably less good customers than we were to them at that time. Can anything speak more forcibly in favour of our maintaining our Treaty rights inviolate than such figures as these, which prove that the advantages of communication and trade with us is more appreciated by the Chinese than by ourselves? All the animosity and special pleading of the Mandarians cannot get over the hard dry facts of the statistics before us. We hope the lesson they read will not be lost on the Government, and that they will not fail to see that any concession of our Treaty rights would not only inevitably plunge us into war, and exercise a prejudicial influence on trade, but that it would be absolutely totally opposed to the wishes of the Chinese people themselves, who are most anxious and ready to encourage the import of our manufactures.

Passing down the list we find the value of imports from India has declined in the six years under review from twenty-six to twenty million taels—an item which forcibly corroborates the view taken in these columns of the present transition state of our Opium trade.

In the course of the same six years the United States have failed to increase their exports to China from less than half a million taels value to that modest sum; on the contrary, they have allowed their exports to fall off, though they have increased their imports of Chinese produce from six million taels to eight and a half millions. The Australian trade, never very considerable, also shows a marked falling-off.

The gross trade with Singapore and the Straits, we are sorry to see, has been reduced in the same time from three million taels to one million; we hope, however, that the last year was an exceptionally bad one. The trade with the Philippines, Java, Cochin China, and Canada, has also declined; that with the Amoor Provinces and South America shows a considerable increase.

The gross import of opium for local consumption in Shanghai shows a reduction from 19,709 piculs in 1864 to 11,641 piculs in 1870. In Canton the quantity fell in the same time from 2,490 to 754 piculs; in Amoy from 4,037 to 3,098; in Foochow from 6,246 to 4,256. On the other hand it rose in Swatow from 4,712 to 4,840 piculs; in Ningpo from 3,305 to 5,024; in Hankow from 1,999 to 3,678; in Chinkiang from 1,693 to 6,943; in Chefoo from 1,314 to 3,914: In Tientsin from 2,875 to 7,161; and in Niuchiang from 504 to 2,445. The total amount imported in 1870, of all sorts, seems to be about the average value of the previous six years.

Turning to exports we find the quantity of black tea sent to Great Britain was 821,856 piculs; of green tea 71,498 piculs. The United States took 77,389 piculs of black, and 159,455 of green tea. The most noticeable of the other places of export are Australia, which took 83,194 piculs; Siberia and Russia, which took 83,355; and Hong Kong and other ports, which appear for 57,659 piculs —all black.

The number of vessels entered and cleared in 1870 stands at 14,136, against 14,802 in 1869, 14,075 in 1868, 14,704 in 1867, and 15,612 in 1866. The Customs Revenue, which was, in 1869, Tls. 9,880,189, was, in 1870, Tls. 9,545,847.

The approximation to the value of the whole trade is stated to be Tls. 26,306,295, or a little above the average of the preceding three years.

The pamphlet closes with a special table for Shanghai, from which it appears that the gross value of the trade of that port was, last year, 106 million taels, against 110 millions in 1869, 112 in 1868, 97 in 1867, and 91 in 1866.

HONG KONG CUSTOMS.

(To the Editor of *The London and China Telegraph*.)

SIR,—Sir Rutherford Alcock, in his despatch to the Earl of Clarendon, dated 28th October, 1869, whilst arguing, on the one hand, the advantages gained by him by the new Convention he had concluded, concludes by saying. "Finally, these three concessions constituted the price demanded for all the Chinese were willing or could be induced to grant in the interests of foreign trade. Have we paid too dear? I think the advantages we have gained so far preponderate over the little that has been yielded as to leave no doubt on the subject." The three concessions made were an increase of duty on opium and silk, and last, the appointment of a Chinese Consul to Hong Kong, "controlling the smuggling propensities of his own countrymen in league with the foreign merchant."

The community of Hong Kong, in a memorial presented to Earl Granville in March, 1870, protested against the admission of such an official to reside among them.

The influential deputation which waited on Lord Clarendon in the previous February had already explained the law as regards Hong Kong, and showed how to reduce smuggling, to foster an increased trade yielding more revenue to China without such an objectionable appointment. Ultimately the Convention was rejected, and thus the threatened evil avoided.

The *Overland China Mail* of May 12 last had an article headed "The Blockade of Hong Kong." It says, "The practical question, what is to be done in regard to the ruinous proceedings adopted by the Chinese Provincial Government towards this port is deserving of the attention of every person who has any stake in the prosperity of Hong Kong, and we are not wholly without hope that members of the Government or the Chamber of Commerce may be led to see its importance." Would the authorities in Gibraltar permit the Spanish navy to blockade the port?

Mr. Hamilton Fish wrote to Mr. E. B. Washburne in despatch No. 182 of Oct. 4, 1870, thus:—"This Government desires and intends to maintain a perfect and strict neutrality between the two Powers now unfortunately engaged in war. It desires also to extend to both the manifestation of its friendly feeling in every possible way, and will allow to the vessels of war of each Power equally the hospitality of its ports and harbours for all proper and friendly purposes. But this hospitality is liable to abuse, and circumstances have arisen to give rise in the minds of some persons to the apprehension that attempts at such abuse have taken place.

And after saying that he had called the attention of M. Berthemy, the French representative at Washington, to the current rumours, sustained as they are by the presence of a number of French vessels upon the coast of the United States, and as to their appearance near some of the harbours and entrances of Chesapeake Bay, &c., he continues to say:—

"The appearance of French vessels in these immediate neighbourhoods in such numbers and force does not fail to excite the alarm of these vessels (Germans), and must have the effect, to a greater or less degree, to diminish that trade.

"The United States are not prepared at present to say that any actual violation of international law has been committed, or that the hospitality of these waters has been positively abused. But the hovering of the vessels of war of a belligerent on the coasts near the entrance of the principal ports of a friendly Power does interfere with the trade of the friendly Power.

. . . . . .

"Although the vessels of either belligerents may not actually shelter within the jurisdiction of the United States, and proceed thence against the vessels of its enemy, this Government would regard as an unfriendly act the hovering of such vessels upon the coast of the United States, near its shores, in the neighbourhood of its ports, and in the track of the ordinary commerce of these ports, with intent to intercept the vessels of trade of its enemy."

To the latter part of this despatch I would, through the medium of your journal, call the attention of the residents of Hong Kong and others.

The *China Mail* says any hope of a rough and ready solution of the difficulty must be laid aside with an unavailing sigh, and then, in short, advocates the ingenious suggestion of Mr. Dick, Commissioner of Customs at Shanghai, "who proposes that a branch of the Foreign Customs should be established at Hong Kong, for the purpose of taking an account of, and a bond for, all opium imported, of passing under certificate all opium re-exported in foreign vessels to treaty ports, and of collecting duty only on opium taken over by Chinese purchasers for shipment in junks, whether to treaty or non-treaty ports."

Of course this offer is made palatable by the offer of a percentage of the duty ($1,000,000) thus collected to the Hong Kong Government. Of course Mr. Dick seems not to wish to interfere with opium landed in Hong Kong, but collecting duty only on such opium as should be shipped in Chinese junks, and further temptation is held out by the suggestion that the opium trade might be transferred to foreign bottoms at the expense of junks.

The number of Chinese junks (Government *Gazette* of March 12, 1870) which entered and cleared the port of Victoria in 1869 was 45,968, of 2,767,684 tons burden, with a crew of 602,203 men. Does the *China Mail* believe that by having a Chinese Customhouse in Hong Kong it would solely transfer the trade in opium to foreign bottoms? Does it not strike the editor that by advocating what Macao strove so hard to get rid of, it would inflict the greatest injury imaginable to Hong Kong, whose *prestige* rests on its being a British colony (not leased Chinese territory as Macao used to be)—and a free port? I cannot for a moment believe that any person, only a little acquainted with China, can for a moment entertain such a preposterous proposal as to lower a British possession to a Chinese dependency.

It is perhaps natural that Mr. Dick should advocate the interest of his service, but how the *China Mail* could now advocate

Digitized by Google

a proposed measure which, if carried into effect, would be ten times more injurious to Hong Kong than the proposal of the appointment of Chinese Consul repudiated at the time by the people and the press of Hong Kong, is inexplicable to me, and all who take an interest in Hong Kong should unite to oppose such a proposition.—Your obedient servant, R.

"MALOO MIXTURE."

(To the Editor of the *London and China Telegraph.*)

SIR,—In answer to some inquiries of a friend in Shanghai on the subject of the spurious tea yclept "Maloo Mixture," I have received the following information. Writing on the 21st April last he says:—"No doubt the Maloo trade existed for some time, but now, I think, has ceased, simply because the great outcry in England made it unprofitable. Tea leaves that had been once used were collected in Shanghai, under our very noses—from tea shops, theatres, brothels, &c., and, no doubt, from the cooks and cooks' mates in European houses. The leaves were spread out to dry on plots of waste ground round the settlement, and particularly on that very dirty spot on the old race course bounded on the west by the defence ditch, and on the north (south?) by the Maloo, where pigs and mangy dogs most do congregate. The new trade was, as far as I could make out, confined to two or three German houses. I have heard no talk about the 'mixture' lately, but I will try to find out before I write you again whether the tea-shopkeepers still find a market for their used leaves. The trade may to some extent be conducted less openly, more prudently than before—a smaller per centage of bad mixed with good."

On the 5th May, a fortnight later, he writes thus:—"The Maloo tea trade is still carried on. The 'heathen Chinee' collects, mixes, scents, doctors, and packs the article. The 'heir of all the ages' for a commission, acts as agent in forwarding it to London for sale to Englishmen. A parcel went home in the . . . . . I believe."

Identically with the receipt of this I read your remarks of the 28th ult., anent the cargo of the *Sydenham*, and rejoice with you that the Commissioner of Sewers has taken up the matter vigorously. I also hope that detection of the offenders will be followed up by the prosecution of both shippers and consignees; but while rejoicing and hoping, I can but fear that all which the commissioner can do will be of little avail, nor can I see how we are to prove guilty complicity in the *nominal* shippers and consignees. That something should be done to "repress a dangerous nuisance and a great scandal to British commerce," all will admit—but how shall we go about it—that is the question. Taking my friend's letters as texts, we learn that, with Chinese as tools, *two or three German houses* are the Shanghai originators of the fraud, and what will astonish some people is the circumstance of the China press being so silent in regard to their names. It does not astonish me, because I know that in China and Hong Kong Germans are so clannish that if an editor offends one he offends all—this being specially marked towards the *China Evening Mail* a short time ago. The editor had spoken freely of the way the war was going on, and as a reward for his temerity every subscription the Germans could influence was at once withdrawn; and a similar thing occurred at Shanghai. The *Friend of China* had passed some satirical remarks on German clipper ships, and every German in the settlement was induced to withdraw his support; the skipper of the ship ridiculed going to the publishing office with a whip to punish the offender, but when there thinking better of it. And so of Shanghai municipal matters. Germans were perfect dogs in the manger, and would help in nothing for the good of all, until absolutely forced into it by Consular dictation.

On one occasion a perfect cargo of spurious "Schellings" was placed on the market, and for months it was hardly possible to change a dollar without getting a false coin. But like to the Maloo Mixture import—who could prove the identity of shipper or consignee? With these facts before us, the only remedy I can suggest is this—Let such respectable German houses in China as Pustau and Co., Trautmann and Co., Scheibler, Matthei and others make common cause, and denounce publicly the known shippers (preparers) of Maloo tea. If that is not sufficient to stop the game, let Berlin be asked to do a little legislation. No doubt but Bismark's Government is willing to punish swindlers with promptitude, this being exhibited the other day in the case of a Mr. Oppert, who was sentenced to a year's imprisonment for having, with some Americans, landed from a Prussian-flagged steamer on Korea, and despoiled a royal tomb. An attempt by the United States Consul-General to punish his countryman (son of his colleague the Vice-Consul) failed—Not so in the North German Court; and the audacious adventurer obtained such deserts as would well befit our Maloo Mixture compounders.—I am, Sir, yours, &c., TAU.

London, July 4, 1871.

SPURIOUS TEA.

The *Standard* says:—Englishmen are not very eager to experience the blessings of "paternal government," but they certainly regard it as the function of the Executive to protect them from abominations of this kind. Alum in bread, horsebeans in coffee, and sand in sugar are bad enough; but what are these to iron filings in one's tea and the horrible mess called "Maloo Mixture?" It is the poor who suffer from these infamous practices, and common humanity demands that something should be done to save them from being poisoned in their daily food. Mr. Chichester Fortescue, however, does not see the matter in this light. It is pointed out to him that the City authorities have already done their utmost, and have effected large seizures, but that a considerable amount has escaped out of their hands pending judicial proceedings, and that the only sure way of putting a stop to the traffic is by instructing the Customs officers to refuse to receive the duty upon any tea which shall be authoritatively certified to be unfit for human food. But the official mind is aghast at such a proposal. It contemplates a reduction in the revenue proportioned to the vigilance with which it is carried into effect, and Mr. Fortescue really does not see how he can "take action in the matter." It must be confessed that the influences which surround the President of the Board of Trade are not of a character to inspire him with a genial or humane sense of his duty. He succeeds to a post which was recently filled by Mr. Bright, and he has taken counsel in this matter with the Chancellor of the Exchequer. We are all familiar with Mr. Bright's views upon this and cognate questions. He takes what is called the large-hearted statesmanlike view of adulteration. It is "merely a form of competition," and to repress it by pains and penalties would be a cruel interference with the liberty of trade. Moreover, are we not told, on the same authority, that articles of food are sometimes the better for being adulterated, and it is not within the region of possibility that there may be wholesomeness disguised under the repulsive ingredients of "Maloo Mixture," and much hidden virtue in steel filings? Such might quite possibly be the view commended to Mr. Fortescue, by the traditions of the Board of Trade, and the corrective could hardly be looked for at the hands of the Chancellor of the Exchequer. All is fish that comes into Mr. Lowe's net. There is no taint of adulteration, no reek of the "filth and dirt of the Maloo Mixture" upon the sterling coin which is paid as duty into the Exchequer. What matters it if people are poisoned so that the bane brings its quota to the Customs treasury? "Maloo Mixture" is as the choicest Bohea to the practical mind of our Finance Minister, so long as it contributes to swell the revenue, and the proposal to employ the Customs officials to detect and reject the delectable stuff, which pays the duty on tea as if it were really tea instead of a diabolical concoction of filth, would shock him as an affront to his moral sense. No wonder, with such counsellers to guide him, that Mr. Fortescue is unable to see his way to do anything in the matter. But we take comfort from his promise that he will give it his "earnest consideration." The assurance which has been so fruitful in the case of the Home Secretary should hardly be of less worth when tendered by the Minister for Trade. We trust that the tea merchants will pay another visit to Mr. Fortescue.

VICE-CHANCELLOR'S COURT.

DE MONTIGNY V. SCHMIDT.

These two suits have occupied the Court for three entire days; the evidence was voluminous, but the following is an outline of the facts.

The plaintiff, Dominique Remi de Montigny, whose original name was Pauvrehomme, in early life followed the occupation of a working watchmaker. In the year 1843 he went out to China, and established himself as a general merchant at Macao and afterwards at Shanghai. His business was very successful, and in course of time he established branches in Japan, Siam, and elsewhere, carrying on business under the firm of Remi, Schmidt, and Co. The profits of the business were so large as to have amounted in one particular year (according to his statement in cross-examination) to £20,000 by the export of silk to Europe.

From the outset the principal defendant, Henry Schmidt, who is a tailor in Clifford-street, and the brother-in-law of the plaintiff, bought and sent out to him goods of various kinds, and in 1847 these consignments assumed large proportions, and comprised, among other things, wines, arms, soft goods, hardware, and coals, and amounted between the years 1847 and 1856 to about £50,000. In 1856 the plaintiff executed a deed whereby, after reciting that the defendant had for several years acted as the agent in Europe for the plaintiff's business without receiving any remuneration, whereby large sums were saved to the business, the plaintiff covenanted to pay to the defendant an annuity of £1,000 during the continuance of the business, and an annuity of £350 to his wife in case he died during the continuance of the business. In the years 1856 and 1857 the business sustained heavy losses, in consequence of which no payment was made of the annuity, except some small sums for interest. The plaintiff in 1861 married a French lady, and adopted her surname of De Montigny. In 1868 the defendant brought an action upon the annuity deed, claiming arrears to the amount of about £11,000. The plaintiff then filed his first bill to restrain that action, alleging that the deed was intended to have effect only in case of the business continuing to make profits, and that the defendant had been remunerated by the discount he had received. In the course of that suit it appeared that the defendant had not, in fact, been acting without profit, but that upon many of the transactions he had charged a considerable increase of price, averaging on the whole about £20 per cent. The plaintiff then filed another bill to open the settled accounts between him and the defendant from 1847 to 1858, when the plaintiff returned to Europe, and to take account of all the dealings of the defendant as his agent.

The Vice-Chancellor, after minutely commenting upon the evidence, said it was proved that, instead of acting gratuitously, the defendant had charged a profit price, and, as the annuity was granted on the assumption that the defendant's services had been gratuitous, the deed must be set aside. The settled accounts must be opened, and an account taken of all dealings and transactions, the defendant to pay the costs of the first suit and of the evidence, and the costs of the second suit to be reserved.

IN our report of the deputation to Mr. Chichester Fortescue on the subject of spurious tea, in our last issue, it is stated to have been from the wholesale and retail tea-dealers. We are informed that the deputation represented the retail trade only.

Digitized by Google

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 5.

The members of the Second Chamber have again discussed the East India Railway Bill (the Samarang Principalities line). The principal purpose of the Bill was to release the company from its obligation to construct a communication line between the railway at Souracarta and the Solo river. A long debate ensued upon the question whether this was necessary, and of course some members made use of the occasion to repeat the story of the company's misfortunes. The Chamber was not, on the whole, inclined to release the company, according to the proposal of the Government, from its obligations, and without doubt the Bill would have been thrown out, if Mr. van de Putte had not brought forward an amendment to give the company a delay of ten years to construct the line, which amendment was carried by a very large majority (40 to 16). The whole Bill was afterwards approved of by 54 against 2 votes.

A discussion ensued on the treaties with England for the transfer of our settlements on the West Coast of Africa and that of Siak. The debate had been postponed till to-day, in order that the Minister should lay before the members the diplomatic correspondence with England on the subject. You will remember that the Government at first declined to produce the papers, but there was evidence that the treaties would not be ratified if the Ministry persisted; they gave way, and produced the correspondence, with a proviso, however, that its tenour should be kept secret. How this will be possible I do not know. The debate being public some particulars must transpire. The opposition is still increasing, but Mr. Cremers stated that there is no doubt that the treaties will be ratified when the members have read the correspondence; he indeed urged the necessity that they should be approved of, because he otherwise feared difficulties would arise with England if the majority should follow the advice given by the leading Liberal papers and refuse to ratify the treaties. The newspapers not only object to the principle of parting with our settlements, but they also disapprove of the concessions made to England with regard to the settlements in Sumatra, and demonstrate that there is no equivalent for the transfer, as the minister stated. On the contrary, they maintain that the treaty of Siak is injurious to our interests, and only promotes those of England and the English residents in Sumatra, who, year after year, complain without just reason. Of the debate on the subject I will send you a full report.

An election is pending in the district of Haarlem, Mr. Fock being duly elected both in that district and in Amsterdam, having accepted a seat for the capital. The Liberal candidate for this election is Mr. J. Kappeyne van de Coppello.

The statement of the *Vaderland* about the *Oost Indische Maatschappy van Lytrenten* has proved correct. The Amsterdam Court has declared this company insolvent, according to the demand of Mr. Abo, a lawyer in Java, and Messrs. Philips, J. A. Molster, A. S. van Nierop, P. A. van Berensteyn and Colonel J. Seelig are appointed liquidators. The result of the liquidation is expected to be most unfavourable.

The troops which were on board the steamer *Willem III.* have sailed by the *Noach III.* for Batavia. They were received here with great honour by our population, in consequence of their gallant behaviour on board of the burning vessel. Military honours were given by his Majesty to the officers of the detachment, whilst, as I stated before, the commander was decorated.

H.M. the Emperor of Austria has conferred the Order of the Star on the well known *peintre-artist* Radin Saleh.

Some disturbances have taken place amongst the lower classes of the population of Haarlem, because the annual fair is prohibited, owing to the prevalence of small pox, which, however, is gradually disappearing.

The Japanese Government has charged Dr. A. Bauduin to engage two engineers for service in Japan, to superintend the construction of some important works.

H. M. has approved of the appointment of Mr. P. M. Nickerson as consul of America at Batavia.

PRODUCE MARKETS.

In accordance with general anticipation, the Trading Company's Coffee sale held last Wednesday went off with a good result, the prices realised being on an average of 1c. to 2c. above the brokers' valuations. This may be partly attributed to the good assortment of suitable qualities put up, and also to the interval of about two months, which will elapse before the next auction, no sale being held in July as usual. Spices, and more especially Nutmegs, have been in brisk demand, at rapidly advancing rates. Black Pepper has also been in better request, under the influence of reports from London. The late advance in Tin continues to be fully supported, and has even made some further progress. The position of Sugar has further weakened, prices ranging in favour of buyers, say in the proportion of f.¼ to f.¾ below the currency of the May sale.

COFFEE.—As shown by the comparative monthly settlement, the deliveries from the stores of the Trading Company last month have reached nearly 95/m bags, being about 30/m bags in excess of those in the corresponding month last year. The following shipments of private importation have been sold, viz.:—1,000 bags Java Preanger, ex P. A. J.; 3,200 do., ex Maarten van Rossem; 1,000 bags do., ex Jason; 580 bags do., ex Henriette; 484 bags do., ex Sattara; 2,456 bags Java, ex Nagasaki. Total stock of coffee, 803,700 bags.

SUGAR.—No business has been doing from first hands. The Trading Company's July sale has been advertised to day to take place at Amsterdam on the 25th inst. The same will comprise about 57,600 baskets Java stored in our different ports. Stock of the Trading Company 68,816 baskets.

TEA.—No change has occurred in the market, which looks quiet since the late public sale. Stock at Rotterdam 2,700 ¼-chests.

SPICES.—Prices of Nutmegs and Mace have materially improved. A brisk demand has prevailed on [speculation and for export to England and America, and a large business has been doing at almost daily advancing rates; present quotations are for Nutmegs No. 1, 150c.; No. 2, 140c.; No. 3, almost out of stock; No 4, 80c.; Mace D, 240c., and E 235c. No confirmation of the disaster in Banda, lately reported, has yet come to hand. Cloves remain quiet at former rates. Black Pepper has been in better request, under the influence of an improvement in London, and no sellers are to be met with of Lampong under 31c. Cassia Lignea is offered at 65c., whithout meeting buyers. Cassia Vera unaltered; Padang of good quality is held for 48 to 50c., but the article is in but little demand. Aggregate 1st and 2nd handstocks (unsold and on warrants), Nutmegs 3,450 casks, Mace 615 casks, Cloves 2,880 casks.

TOBACCO (JAVA).—There are no transactions to report. On the 6th some parcels will be offered by private tender. Rotterdam stock of Java 2,432 packages.

RICE.—Prices are tending downward, as the demand remains dormant under the influence of the improved prospects of the grain crops. A shipment of 3,763 bags Java, ex Carlisto, has been disposed of at Amsterdam, besides here 2,425 bags, ex Obey, at prices not named.

TIN continues in a firm position, and prices are creeping up. Sales have been closed of Banca, usual prompt, at f.79 to f.79¼, and for delivery, ex the coming autumn sale, at f.77¼, whilst Billiton has been sold for early delivery, ex quay, at f.78. Stock unsold, Banca 66,002 slabs; Billiton, 2,051 slabs; on warrants, Banca, 64,242. Private stock of Billiton, 4,100 slabs.

RATTANS.—I have to report the sale of 153 piculs, ex Somerset; 147 piculs, ex Obey; 48 piculs, ex Les Deux Soeurs.

HIDES continue in good request, but the business done only includes some lots, ex Le Tacite and ex Samarang.

DRUGS.—Some improvement is to be reported for Camphor, in which business has been doing; Japan has sold at 46 cents, at which price there are sellers; China is held for 43 to 44 cents. Cubebs unaltered, and quoted 10 to 11 cents. Long Pepper is worth 27 cents. Cassia Fistula would meet buyers at f.6½. Vanilla without anything doing, for want of stock of fine long sorts. Preserved Ginger is offered at 70 cents. Cassia Oil is nominally quoted f.2¾ to f.3. Gum Benjamin is in request; 85 to 100 cents would be obtained, according to quality.

JAPAN WAX has materially risen in value, in consequence of the scantiness of the available stock. Assortment A is worth f.48 to f.50, and Assortment B f.46 to f.48.

SAGO.—Siam is quoted f.10 to f.10½. Sago Flour is scarce in first hands, and would be saleable at f.8¼ to f.8½.

GUTTA PERCHA remains depressed. About 500 kilos, ex Samarang, have changed hands on secret terms.

SHIPPING.

ARRIVALS.—June 29, at Texel, from Sourabaya, Chateaubriand; 30, at Zierikzee, from Probolingo, Nation's Hope; July 4, at Brouwershaven, from Passaroeang, Maria; from Sourabaya, Julie; at Texel, from Samarang, Picard; from Batavia, Aristos.

DEPARTURES.—June 30, from Zierikzee, for Singapore, Honigby; July 2, from Brouwershaven, for Samarang, Helena; for Sourabaya, Nieuwe Waterweg; from Hellevoet, for Batavia, Noach III., Laurens Coster.

PASSENGERS OUTWARD.—For Java, per Marie, Messrs. C. Beynon and family, L. Klaas.

Monetary and Commercial.

In our last issue we had occasion to remark upon a system which has prevailed of late among steamship owners of printing special forms of bills of lading for the Far East, containing clauses which would have the effect of annulling their liability as common carriers of goods. We announced that the Salvage Committee had taken up the question, and that agitation was going forward in other quarters. It has been decided to hold a meeting at the London Tavern of those interested in the trade with the Far East to-morrow, when the following resolutions will be proposed:—

"That a committee of merchants be appointed to consider all the special stipulations that have been introduced into bills of lading for steam vessels, and to confer thereon with representatives of the steamship owners and underwriters, with the view of drawing up a general form of bill of lading, which shall be equitable in its conditions to all parties, and of arranging such a method of settling the freight as may remedy existing irregularities.

"That a small subscription be entered into by the mercantile firms interested to procure the requisite legal advice, and to defray other incidental expenses."

Tenders for £400,000 in bills on India were received on the 5th inst. at the Bank of England, when the amounts allotted were—to Calcutta, £300,000; and to Bombay, £100,000. The minimum price was fixed, as before, at 1s. 10½d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 10¾d. will receive about 12 per cent., and on Bombay at that price about 45 per cent.; those above in full. These results show a slight further increase in the demand for means of remittance to the East.

A meeting of the shareholders in the Messageries Maritime of France will be held on the 1st August.

The following circular, having reference to the present position of the Tea market has, been issued by Messrs. James Steains and Co.:—

The China trade is passing through such varied and rapid changes as to render the custom of addressing you through the medium of a

Digitized by Google

periodical circular of little or no advantage. Nevertheless, we feel that the coming season presents phases which it may be well to bring to your notice. First of all is the important and interesting event of daily telegraphic communication with China having been at length accomplished, by which means importers can regulate their operations strictly in accordance with the requirements of dealers here, and thus obviate the necessity for keeping a large stock in bond in this country. Secondly, the class of importers has undergone a gradual change, until it is now mainly by foreign houses, and those who adopt the wise and economical principle of selling on arrival. Thirdly, Continental buyers, who have hitherto largely supplied their wants from this market, are now, by the aid of steam, and the expeditious route of the Suez Canal, enabled to import direct; and this is most important for home dealers to bear in mind, as it does away with the very uncertain range of value for those kinds which for the time are in demand for foreign markets. Fourthly, is the growing importance of Indian Teas, which are increasing in quantity every year, and from their pungent character are becoming very popular, and largely superseding the hitherto favourite Kaisow, now deservedly getting into disrepute—one of the fruits of sending out inexperienced persons as buyers to China; for at length the Chinese have become utterly careless as to those essential points, *quality, preparation,* and *freedom from dust.*

These facts form a strong argument against the custom of some London houses, who go into stock out of the first arrivals, at prices very largely in excess of what is necessary; a course more than ever to be deprecated by the provincial houses, seeing that the hurried way in which all China Tea is now got up for this market makes it a perishable article. Dealers would, therefore, do well to follow the modern wise custom of importers, and not hold stock beyond actual requirements, unless under exceptional circumstances; and if the leading buyers will only act upon this principle during the coming season, we shall enjoy a strictly healthy and legitimate range of prices; a course which will react upon buyers in China, and conduce to a general reduction in the scale of value, on a par with former years, when the rush of inexperienced excitable buyers was unknown, for it has long been an enigma to merchants in every other branch of commerce why Tea should be the only article in which reckless buying, and equally reckless haste in bringing it to this country exists, to the detriment of that careful preparation which this article beyond all others requires. Up to the latest advices, about twenty steamers have left China with 35,000,000 lbs. of New Season's Teas, all of which are due here during the first fortnight in August; and not content with this expedition, so great is the anxiety on the part of some importers to catch the first eager London buyers, that 20,000 chests have been sent by the more costly Overland Route—the P. and O. steamers.

BULLION AND SPECIE.

GOLD.—The recent demand has quite subsided, and all arrivals are now purchased by the Bank, the amount sent in since the 29th ult. being £351,000; on the other hand, Sovereigns to the value of about £90,000 have been withdrawn for transmission to the Cape and Brazils. Some very large arrivals are expected within the next fortnight from Australia and New York.

SILVER.—Owing to the fulfilment of orders the market is now not quite so firm, and the price may be quoted as 60½d. per oz. standard. The demand is entirely for the Continent. We have received about £133,500 from New York during the week, and further amounts are expected. The Tasmanian has taken £3,980 to the West Indies.

MEXICAN DOLLARS continue in good demand for China and the Straits. The amounts to hand during the week make up a total of about £35,000, and the prices remain at present as last quoted, 58¾d. for new, and 60¼d. for old coinage.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE and PENANG, via Suez Canal, to LONDON, per Said (str.), entered July 3.—From Singapore: 1 case plants, 82 cases indigo, 8 packages merchandise, 74 bags coffee, 5974 bags pepper, 590 bags pearl sago, 43 baskets india-rubber, 4465 bundles rattans, 157 baskets gutta-percha—Order; 2 cases plants—S. Mendel; 14 cases plants—J. Veitch and Son; 1 case merchandise—Munt, Brown, and Co.; 1 case merchandise—C. J. Hambro and Son. From Penang: 4038 slabs tin, 57 cases fish maws, 8 cases nutmegs, 7 cases mace, 11 cases nutmeg oil, 189 bags sugar, 26 cases gum benjamin, 9 cases spices, &c., 121 bales tobacco, 3233 bags pepper, 45 baskets india-rubber, 81 baskets gutta-percha, 5 packages sundries, 1 case plants—Order; 8 cases spices—T. Salter and Co.; 1658 bags sugar—E. Boustead; 3056 bags sugar, 357 bags rice—Baring Bros. and Co.; 27 packages sundries—H. S. King and Co. Remainder of cargo from Galle and Malta.

ARTICLES OF IMPORT.

TEA.

There has been little or no change in the market since our report of last week; the demand has continued quiet, without alteration in prices.

Public sales of China took place on the 4th and 5th inst.; the catalogues contained 16,580 packages, and on the first day 13,417 packages were offered without reserve; about 7,000 packages found buyers; about 1,100 packages fine Moning sold at 1s. 8½d. to 1s. 9½d., including a chop of 400 chests at 1s. 8½d. to 1s. 9d., prices about equal to those recently obtainable; several breaks of Red-leaf Congou of old import realised 9½d. to 1s. 1d.; old season's Canton Congou of inferior quality sold heavily at 6½d. to 6¾d.; Canton Gunpowder, also of old import, brought the low price of 5¾d. to 6d., and young Hyson 6¾d. to 7d. per lb.; several breaks of Souchong, of old import, sold at 11½d. to 1s. 0½d., Oolong brought 1s. 0½d. to 1s. 1½d., and 500 boxes ordinary Scented Caper at 10½d. per lb. On the 5th the sale concluded; 7,480 packages were offered, and about 6,700 packages sold, all being without reserve; several breaks of fine Moning Congou realised the same quotations as on the first day; a few small parcels of Kaisow siftings sold at 4½d. to 5½d.; a chop of very low Canton Congou of old import realised 5¾d. per lb.

SILK.

The month has opened with a buoyant market, large business, enormous deliveries, and prices generally advancing. It must not however be forgotten that these deliveries owe their extent almost entirely to the large quantity sent to France with the intention of saving the contemplated duty on importation. As regards the altered state of the market, too, it must be recollected that the present movement and rise in prices is as much speculative as was the previous depression and inaction. At that time all parties, both buyers and sellers, were under the influence of political and financial difficulties on the Continent and the expectation of large crops in all quarters. Now these political and financial difficulties seem to have vanished for the present, and the expectations of large crops have become materially modified. It is said that Europe will produce 10 per cent. less than last year, and that China will not send more than 45,000, some say 42,000 bales. The result is that best No. 3 Tsatlees are again 28s., and Red Peacock 25s. to 25s. 6d., at which some considerable sales have been made for arrival from early shipments. All classes of silk have shared more or less in the general movement and increased deliveries, but not all classes to the full extent in the advance of price. In Japan silk the advance has been rather more than in China silk, but this class was previously more depressed. In Canton silk the market is materially relieved by the enormous clearances and sales, but the stock was so overwhelming that prices show comparatively small improvement.

The following is from Messrs. Kilburn, Kershaw and Co.'s Circular:—An entire change has occurred in the position of our silk market; the extreme depression of many weeks gave place about a fortnight ago to a suddenly active demand for Lyons, and business on a very large scale has since continued; these operations being intended to secure the admission of silk into France before the proposed duty could be levied, there have been, in consequence, daily clearances of considerable magnitude, resulting in total deliveries last month quite unprecedented—say 8,654 bales of Asiatic silk. Prices have naturally improved under this altered state of things, but hardly to the extent which might have been expected, and this is mainly owing to the readiness with which importers and holders generally have met the demand, showing every willingness to sell, and glad to have the opportunity of lightening their stock on the eve of a new campaign. The home demand has not shown any activity during the month, still a fair daily business has been doing, the mills being everywhere fully occupied. The improvement in prices, from the most depressed moment in June, is a good 1s. on China silk, 9d. to 1s. on Canton Tsatlees, 1s. 6d. to 2s. 6d. on Japans, the chief demand being for Chinas, Cantons, and Japans, especially the latter silks, the current rates for which evidently tempting buyers by their comparative cheapness. The present position of the market generally is that of extreme firmness, with an upward tendency in prices, quotations being for Chinas, 25s. to 25s. 6d. for "Red Peacocks,"—28s. for best chop 3rds,—and 24s. for good common Tsatlees. For Cantons 16s. 6d. for good market Tsatlee, and 17s. to 19s. for superior. For Japans 23s. to 24s. for fair all round Mybash, and for Bengals 25s. to 26s. for best bright first class fiatures. There has been an active speculative business in this market during the last four or five days, and probably 2,000 bales of the new Chinas have been sold to arrive; the crop of North China Silk for the Season 1871-2 is estimated not to exceed 45,000 bales. With regard to the European crops, the result is less favourable than had been looked for, and it is doubtful whether the total yield is equal to that of last year. The prices of Italian and other European Silks have moved in unison with Asiatic, and are fully 10 per cent. higher than a month ago.

COFFEE.

During the earlier part of the week large supplies of Ceylon brought to auction met less demand than of late, and the bulk, consisting of plantation, was sold at a decline of 6d. to 1s. per cwt., and coloury quantities rather more. During the past two days, however, although the supply of plantation has continued, a better demand has prevailed, and the decline submitted has been partly recovered, especially for coloury, which showed the greater depression. The latest prices paid have been plantation, triage and ordinary 48s. to 55s., small grey and dull 57s. to 58s., low middling ditto 61s. to 64s. 6d., bold 64s. to 70s. 6d., small coloury 59s. to 61s. 6d., middling 65s. to 70s. 6d., good middling to fine middling 71s. to 78s. 6d., good to fine bold bright 79s. 6d. to 84s., pea-berry 79s. to 83s. Native, small 51s. 6d., good ordinary 55s., bold 58s., pea-berry 57s. 6d. Of 1,105 bags Bonthyne Singapore offered 500 bags sea-damaged sold, fourth to second-class 49s. 6d. to 52s. 6d., the remainder being bought in, sound 58s.

SUGAR.

The market has continued dull, although there has been some increase in the demand privately, and the following sales have been effected:—1,820 bags low Taal unclayed Manila at 20s. 6d., 38,000 bags Zebu ditto at 22s. to 22s. 6d., chiefly the latter price, 240 baskets fine Java at 38s., 23,000 bags Java syrups on private terms; and for arrival a cargo of about 700 tons (20,500 bags) Ilo Ilo unclayed distant shipment per Luzom at 20s. in bond ex quay terms for Liverpool.

COCOA-NUT OIL.—The market for Ceylon is quiet, at £39 10s. to £40.

HEMP.—The demand is still very limited; of 2,186 bales Manila the sound portion was all bought in, good fair at £48, but 430 bales sea damaged sold, first class good fair at £47 to £47 5s., good £49 5s., fair £45 10s., second and third class £42 to £45 15s.

PEPPER.—Black: Extreme rates have again been paid both on the spot and for arrival. In the former position Singapore has been sold at 5¾d., damaged at 5¾d., and Penang at 5¾d. For arrival sales of Singapore have been made at 5¾d. Privately Penang has been sold at 5⅞d. cash, and Singapore at 5⅞d. cash. White: Without transactions

Digitized by Google

RICE.—The market is very dull, except for floating cargoes. On the spot the only sale has been 1,700 bags Ballam, ordinary to fine, at 9s. 6d. to 10s. 6d. The floating cargo of Java per Sjofroken, 460 tons, March sailing, has been sold at 13s., ex quay, for London; the cargo per Tanjore, 1,370 tons new Rangoon, arrived off coast, at 9s. 9d., ex ship, for London; the cargo per Queen of Australia, 1,400 tons new Bassein, early April sailing, at 9s. 6d., ex ship, for London; the cargo per St. Paul's, 1,530 tons Rangoon, March sailing, at 9s. 10½d., Continental terms; and the cargo per Black Prince, 1,050 tons Rangoon, April sailing, at 9s. 10½d., Continental terms.

SHELLS.—The periodical sales took place on the 4th inst., and went off with fair activity, and for the most part at advanced prices. Mother-o'-Pearl: There was a good demand, and the bulk of the quantity offered was taken off at an advance of 10s. to 15s. per cwt. Of 194 cases Manila offered, 80 cases sold; good bold clean at £8 to £8 2s. 6d.; bold, with part medium and wormy, £7 10s. to £7 12s. 6d.; wormy, £7 7s. 6d.; 17 cases Macassar bought in at £12 10s. Tortoise also met a good competition, and 4,507 lbs. offered were chiefly sold at about 1s. per lb. advance. Of 5 cases (536 lbs.) Singapore 1 case sold at 9s., the remainder, good fair, being bought in at 15s. Ear Shells: Of 284 cases Japan offered 110 cases sold at 18s. to 18s. 6d., the remainder being bought in at 20s. to 22s.; also 35 tons at 18s. to 22s. per cwt. Green Snail Shells: 17,000 Penang sold; large, 4¼d. to 4¾d.; medium, 3¾d.; small, 2¼d. to 2½d.

TIN.—The activity in the market continues, and prices again show an advance, being £1 to £2 higher than last week's quotations. The current rates are Straits on the spot, and afloat, £133 Banca, £134 10s. to £135 per ton.

MANCHESTER GOODS.

Increased business in Liverpool at advancing prices has compelled spinners and manufacturers to further raise their quotations, and few sales are reported either for Yarns or Goods. The market closes firm without any activity in sales, buyers being indisposed to follow the advance to the extent demanded.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	13	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	6s. 1½d.	6s. 10½d.	7s. 6d.	7s. 10½d.	8s. 3d.	8s. 7½d.	9s. 0d.	9s. 4½d.

Width ...	39 in	...	...	...	...	...	44/45 in.	
Quality...	No. 21	22	24	26	25	28	31	
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	—
Price	9s. 9d.	10s. 0d.	11s. 3d.	11s. 9d.	10s. 9d.	12s. 3d.	7s. 0d.	

Width ..	44/45 in.	...	...	...	...	49/50 in.	...	
Quality...	No. 33	35	36	39	—	46	49	
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0	
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	—
Price	8s. 1½d.	8s. 0d.	9s. 3d.	10s. 6d.	12s. 4½d	10s. 6d.	11s 10½d	

T-CLOTHS.

Width	32 in.	...	..	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 9d.	6s. 0d.	6s. 9d.	7s. 3d.	8s. 0d.	9s. 0d.	9s. 4½d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop ...	9 9 to	10 0
Maddapollams	3 6	—
Long Cloths	9 1½	—
White Spot Shirtings ... (nominal)	11 3	—
,, Brocade... ... do.	11 6	—
,, Damasks ... do.	20 0	—
Cotton Yarn, Nos. 16-24 China	0 12½ to	1 1½
Nos. 28-32 do.	1 1½ to	1 2½
No. 40 do.	1 1½ to	1 3
No. 40 Mule Twist	1 1 to	1 3

Shipping Intelligence.

—o—

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Maria A. Cath. E'bth.	Reeders	Macassar	Amsterdam
Jne.29	Cecrops	Brulin	Hong Kong	Cardiff
29	Prins V. Orange (str.)	—	Java	Glasgow
30	Sardis	—	Galle, via Cardiff	Liverpool
	Taffarette	Rocher	Hong Kong	Havre
	Johanna & Willem	Bakker	Do.	Amsterdam
29	Nestor	—	Batavia	Penarth Dock
July 2	Maassluis	Kuchler	Do.	Sunderland
Jne.30	Grenada	M'Fadyen	Do.	Greenock
July 4	Omba	Thompson	Shanghai	London
4	Sydenham	Bristow	Cardiff and Galle	Do.
1	Penguin (str.)	Ridge	Colombo, via L'pool.	Glasgow
Jne.27	Lennatar	—	Batavia & Sourabaya	Liverpool*
July 3	Coimbatore	Houston	Galle	Cardiff
4	Menelaus	—	Sing., China, &c., S.C.	Liverpool
5	Juanpore	Jones	Bat., Sama, & Sour.	London
	Noach III.	—	Batavia	Rotterdam
5	Alexdre. Lavalley (st.)	—	Shanghai, &c., via S.C.	Liverpool
1	Indian	—	Galle	Newcastle
2	Aline	Kier	Hong Kong	Hamburg

* Not May 27, as before reported.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
July 3	Sarpedon	Liverpool	Singapore, China, &c.
,, 3	Scotland	London	Colombo, &c.

ARRIVALS.

Date.	Ship	Captain.	From	At
Jne.29	Madeline	Pateaux	Rangoon	Falmouth
30	Lumley Castle (str.)	Liston	Sing., China, &c., S.C.	London
July 1	Said (str.)	Laws	Singapore, via S.C.	Prawle Point
Jne.29	Chateaubriand	Rollier	Sourabaya	Texel
30	Picard	Girault	Java, for Amsterdam	Off Swanage
July 2	Sir John Lawrence	Stabb	Rangoon	Liverpool
3	Hippolyta	Hudson	Do.	Do.
2	Genil	Irvine	Do.	Do.
4	Hollinside	Havelock	Ceylon	Deal
1	Nation's Hope	Blix	Java, for Rotterdam.	Off Shanklin, I.W.
3	Isaure	Bolido	Singapore	Marseilles

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Yokohama, Hiogo, and Nagasaki: Washi. For Singapore, Hong Kong, and Shanghai: Atholl. For Galle, &c.: Durley. For Colombo, &c.: Olga.

SAILING VESSELS.—For Hiogo and Nagasaki: Carnarvonshire. For Yokohama: Ada, John Milton, Coulnakyle. For Shanghai: Albert Victor, Portland, James Shepherd, Laurel, Ethiopian. For Hong Kong: Bombay, Isles of the South. For Port Darwin and Batavia: Edinburgh (str.), Hibernia (str.). For Penang: Bristow. For Bangkok: Mary Evans. For Colombo: Rosy Morn, Scawfell, Ocean Beauty.

At LIVERPOOL.—For Yokohama and Hiogo: Nourmahal, Birmah. For Manila: Olaquivel, Maria Fidela. For Hong Kong: Mongol. For Singapore, Hong Kong, Shanghai, and Yokohama (via S.C.): Alex. Lavally (str.). For Singapore, Hong Kong, and Shanghai (via S.C.): Lorne (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Singapore: River Eden, Nyassa. For Galle: Denmark. For Colombo, &c. (via S.C.): Penguin (str.).

At GLASGOW.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Singapore and Penang: Nola. For Batavia and Samarang: County of Ayr. For Colombo: Marchioness of Londonderry.

SPOKEN.

KOBE, Amsterdam to Padang, May 26, 8 S., 31 W.
MARIA, Banjoewangie to Rotterdam, June 11, 32 N., 42 W.
CHRISTINA, Amsterdam to Batavia, May 27, 7 N., 25 W.
VALPARAISO (ship). China to Liverpool, May 14, 16 S., 25 W.
CHANNEL QUEEN, Cardiff to Hong Kong, May 20, 15 N., 26 W.
ARIOSTO (Norw. barque), Samarang to Amstrdm., June 4, 25 N., 38 W.
WILHELMINE FREDERICKA (Dutch barque), Rotterdam to Batavia.
MARIA (N.G. barque), Java to Boston, 31 days out, May 22, 23 S., 60 E.
GIULIA (brig), of Havre, New Orleans to Singapore, June 5, 29 N., 79 W.
MARIA (Dutch ship), Bali to Rotterdam, June 11, 32 N., 42 W.
ROBIN HOOD, London to Batavia, June 26, 47 N., 8 W.
DORDRECHT II., Rotterdam to Batavia, June 14, 49 N., 12 W.
MIKADO, Cardiff to Hong Kong, May 24, 5 N., 25 W.
CATALINA (Spanish barque), Manila to London, April 22, 35 S., 20 W.
TRINIDAD, Clyde to Batavia, May 30, on the line, 24 W.
MINDORO (Amer. ship), Boston to Batavia, June 12, 26 N., 29 W.
YANG TSZE (brig), London to Hong Kong, May 19, 8 N., 28 W.
PEVERIL OF THE PEAK (ship), London to Colombo, May 30, 2 N., 24 W.
A NORWEGIAN SHIP, Java to Rtdm., 124 days out, June 23, 44 N., 27 W.
BESSIE, Colombo to London, May 19, 18 S., 3 (!) W.

FREIGHTS AND CHARTERS.

There is no alteration to report in outward berth freights, expert business being still very dull, and but few goods offering. In coal freight there is but little doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £23. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

The Da Capo (barque), Oncken, of and from Hamburg, for the Amoor River, with a general cargo, was abandoned, May 18, in lon. 20 W., off Madeira, having struck on what was supposed to be a wreck, and sunk almost immediately. The crew were picked up by the Ocean Belle (barq.), bound to Baltimore, and the master and three men were transferred to the Loango (schooner), which arrived, July 2, at Liverpool.

MISCELLANEOUS.

At Reunion, May 31, Madone, Iagoret, from Saigon, for Belle Isle.

At Mauritius, May 31, John Brightman, Lorenzen, sailed for Singapore.

The Committee of Lloyd's have issued a notice asking for information respecting the Ternate, Cars Tzoon, which vessel is reported to have sailed from Batavia for Holland on the 9th Nov. last.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE and HONG KONG having been successfully laid, IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to HONG KONG	... ...	**£7 0 0**
" " " SHANGHAI	... ...	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, June 8, 1871.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H SMITH, UNITED CLUB,
YOKOHAMA.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.
16, Cornhill, London, May 5, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

HOLLOWAY'S PILLS

FOR THE CURE OF BILIOUS COMPLAINTS, Indigestion, and Affections of the Liver. Symptoms indicative of these disorders are a feeling of nausea, distension, and spasmodic pains in the stomach, sense of oppression and sinking after eating, want of appetite, languor, dejection of spirits, and general debility. The removal of the cause is the most important step, for which have recourse to Holloway's Pills, as they possess such cleansing properties that the action of the liver is speedily corrected, the redundancy of bile carried off, the stomach strengthened, the spirits revived, and patient restored. These excellent Pills keep all the natural functions so fairly balanced that they prevent or speedily subdue headache, dizziness, bilious attacks, and similar maladies.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economical stock for Soups, Sauces. &c.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Gaile	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS, BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL,
(Over the JERUSALEM.)

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	,, ,,	Every Tuesday, at 2 A.M.
ADEN	,, ,,	
BOMBAY	,, ,,	
GALLE	Saturday, July 8, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, July 18, at 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, July 8, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, July 18, at 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London

---

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9, July 23, Aug. 6, Aug. 20, September 3, Sept. 17	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
July 9, August 6, Septmber 17	For	Pondicherry, Madras, Calcutta.

July 9, and every fourth Sunday rom that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class STEAM and clipper SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Sngpr, Chna. and Japan	Athol (str.), via S.C....	A1 95	SWID	July 12
Yokohama ...	Ada	A1 17 yr.	SWID	With des.
Yokohama ...	Coulnakyle .	A1 13 yr	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

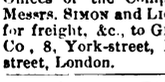
CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D.	With des.
Shanghai ...	Ethiopian ...	A1	E.I.D.	With des.
Hong Kong	Isles of the South	A1 13 yr	E.I.D.	With des.
Yokohama...	John Milton	A1 14 yr.	E.I.D.	With des.
Yokohama...	John Nicholson	A1 14 yr	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

MESSAGERIES MARITIMES de FRANCE.—ADEN, GALLE, SINGAPORE, HONG KONG, SHANGHAI YOKOHAMA, and other customary ports of call.—The well-known steamship COPERNIC, one of the Company's Fleet, 1,809 tons burden, 200-horse power nominal, Captain RICOUX, will leave East India Dock at daybreak on Saturday, the 22nd July, for Marseilles, as an extra steamer, for the conveyance and transhipment of passengers, specie, and merchandise into the Company's regular mail steamer MEIKONG, for the above-mentioned ports. All goods sent by this route will be delivered at their destinations with that certainty and precision which belong to a regular mail service.

For general information and passage, apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, 123, Fenchurch-street; and for freight, &c., to GELLATIT, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 109, Leadenhall-street, London.



STEAM FROM LONDON to GALLE, SINGAPORE, HONG KONG, SHANGHAI, TIENTSIN, CHEFOO, JAVA, and JAPAN.—The celebrated Clyde-built clipper steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-horse power nominal, 1,350 h.p. effective, now on her way from Hankow to London, with the first teas of the present season; will be despatched about the 5th of August, her positive date being shortly named and rigidly adhered to. This beautiful vessel has unequalled accommodation for a number of first and second-class passengers, being provided with bath rooms, piano, punkas, icehouse, &c., and every comfort that can be desired. Will carry a surgeon and stewardess. She will call at Galle to land passengers only, and reserves liberty to tranship her cargo for Tientsin, Chefoo, Java, and Japan.

For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, and 109, Leadenhall-street, London, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shipping Day
Shanghai .	Portland ...	AA1	872	E.I.D.	Wth des.
Hiogo and Nagasaki	Carnarvnshire ...	A1 14 yr.		E.I.D.	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the fine clipper ship BOMBAY, A1 13 years; 937 tons register, newly metalled, ISAAC HEIGHO, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. G. D. TYSER and Co., 3, Crosby-square; or to SHAW MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Countess Russell	A1 8 yr.	965	SWID	July 25

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yoko. & Higo	Nourmahal...	A1 13 yr.	Prnce's	Wth des.
Bat., Sour., & Samarang	Ranee	3-3rds L. 11 9 yr.	Prnce's	Wth des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

FOR SHANGHAI DIRECT.—With quick despatch, the well-known China clipper-ship LAUREL, A1 13 years (owned by Messrs. John Willis and Son), 638 tons register, JAS. WATT, Commander; East India Docks. This fine vessel has just been remetalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C,

---

FOR SHANGHAI DIRECT.—To follow the "Laurel"—The splendid clipper ship LAMMERMUIR, AA, 1,050 tons register (owned by Messrs. John Willis and Son). This fine vessel, so well-known in the trade, is strongly recommended to shippers, and has excellent accommodation for passengers.

For freight or passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

With immediate despatch.

FOR SHANGHAI, DIRECT.—The Clipper Ship PORTLAND, A A1, 872 tons register; C. H. COSTER, Commander; loads in the East India Docks. This splendid clipper is well-known in the China trade for her fast passages and sound delivery of cargo, and has excellent accommodation for first-class passengers.

For Freight, or Passage apply to TEMPERLETS, CARTER, and DARKE, 3, White Lion-court, Cornhill; or to NORRIS and JOYNER, 60, Cornhill, E.C.

To follow the "Ocean Rover," and will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid Regular Trader, SCAWFELL, AA 1, 489 tons register, J. M. LAWSON, Commander; South West India Dock. This fine high-classed Vessel is well-known in the Ceylon trade for her rapid passages, and the good order in which she invariably delivers her Cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Scawfell," and will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE, A 1 14 years 534 tons register; PETER JONES, Commander; West India Docks.—This fine, high-classed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Second Season Ship, will meet with the usual quick despatch.

FOR COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid Regular Trader MACEDON, A 1, 13 years; 496 tons register; J. SUMMERFIELD, Commander, West India Docks. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail positively July 31st, following the "Ocean"

FOR BANGKOK (SIAM) DIRECT.—The splendid Clipper Vessel MARY EVANS, A 1 12 years, 258 tons register, J. JENKINS Commander; loading in the West India Docks.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Freight payable on receipt of bill of lading.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, July 10, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 411.] LONDON, MONDAY, JULY 17, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

LATEST TELEGRAMS.

COMMERCIAL.

STRAITS SETTLEMENTS.

(RECEIVED JULY 13.)

SINGAPORE, JULY 12.—Grey Shirtings, 8¼ lbs., $2.40; T-Cloths, 6 lbs. $1.55; Mule Twist, 40's, $108; Gambier, $2.85; Pepper, Black $10⅝; White do., $17½; Tin, $33¾. Exchange on London: Bank bills, six m.s., 4s. 4½d.

THE MAILS.

The next inward mail (P. and O.), with dates—Shanghai, June 3; Hong Kong, June 9; Singapore, June 17, is due on the 22nd inst., *via* Brindisi. The following French mail, due here on the 29th, left Galle on the 5th inst.

Shipping Intelligence.

(By Telegraph.)

ARRIVALS.

At HONG KONG.—From London, Melbourne.

At SINGAPORE.—From Longon, July 7, Avon (str.); 12, Priam.

At BATAVIA.—From Liverpool, July 12, Merse; from Cardiff, Fair Wind; from Rotterdam, 7, Noach II.

DEPARTURES.

FROM SINGAPORE.—For London, June 25, Ulysses (str.); 30, Diomed (str.); July 1, Hector (str.); 6, Agamemnon (str.); 12, Achilles (str.).

VESSELS PASSED STRAITS OF SUNDA.

The Arracan, Weymouth, Summercloud, Allendale, from London; Lutterworth, from Shields; Adam Sedgewick, from Liverpool; Gem, from Cardiff; Lochawe, from Clyde.

CASUALTIES.

HIOGO.—The Pride of the Thames has been totally wrecked; master and officers drowned.

SHANGHAI.—The Chusan and Volador have been lost on the coast of Korea; crew saved.

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, July 8.—To Yokohama: Mr. Hallifax, Mr. Teale, Mr. S. Otomi, and one second-class passenger. To Shanghai: Mr. Wheeler. To Hong Kong: Mr. R. Marshall, Mr. G. Tomlin, and four second-class passengers. To Singapore: Three second-class passengers. To Penang: Mr. H. L. Smith. To Ceylon: Mr. J. Laing, Captain Hogge, R.E., Mr. R. Townshend, Mr. Starey.

Per P. and O. steamer *Candia*, from Brindisi, July 18.—To Singapore: Mr. H. Bulwer.

Per P. and O. steamer *Delta*, from Southampton, July 22.—To Yokohama: J. Vooyeno Okura Daijo, Mayesimo, Yashikawa. To Shanghai: Mr. and Mrs. Goldespink, Mr. J. McRitchie, Mr. G. Brown, Mr. R. Bryson. To Singapore: Mr. R. G. Stiven. To Samarang: Mr. and Mrs. Severing, Miss Wymstroom.

Per P. and O. steamer, from Brindisi, Aug. 1.—To Hong Kong: Mr. E. George.

Per P. and O. steamer, from Suez, Aug. 6.—To Ceylon: Dr. Anthoniez.

Per P. and O. steamer, from Southamnton, Aug. 5.—To Singapore: Mr. P. Gowan. To Ceylon: Mr. S. G. D. Skrine, D.I. of Hospital Guy. M.D.

Per P. and O. steamer, from Brindisi, Aug. 15.—To Hong Kong: Mr. and Mrs. J. Fairbairne.

THE PRESENT PHASE OF THE CHINA QUESTION.

CONSIDERABLE excitement has been caused during the last few days by the rumour, which reaches us from several well-informed sources, that the Chinese Government have resolved to repudiate all their Treaties with foreign Powers on the pretext that the stipulations in them for the protection of churches and missionaries constitute an injurious interference with the internal affairs of the Empire. Without placing implicit reliance on the truth of the rumour referred to, we cannot but perceive that the Chinese note to the Swedish Commissioner, which will be found in another column, justifies some apprehension. The unaccountable delay in the publication of the *Correspondence on the Revision of the Treaty of Tientsin*, and the total absence of any official communication from Mr. WADE on the subject of the recent Circular to the foreign Ministers, have no doubt contributed to the present general uneasiness. Within the last two days, however, the Blue-book containing this *Correspondence* has been laid before the House of Commons, and a *résumé* of its contents will be found in our present issue. This publication is, unfortunately, unaccompanied by any explanation of the cause of Mr. WADE's protracted silence; and the embarrassment of the situation is increased by the facts that no progress has been made in the negotiations between CHUNG HOW and the French Government, and that no steps are ascertained to have been taken on the part of our own Government to hasten the solution of the questions at issue. There is no doubt that all these causes combined have brought our relations with the Chinese Government into a state of difficulty which may well justify anxiety, but which may easily be cleared away by the enunciation of such decided views as Her MAJESTY'S representatives and other British subjects interested can agree upon, and which Her MAJESTY'S Government may be persuaded to pledge themselves to support.

BILLS OF LADING FOR THE FAR EAST.

IN another column we publish a verbatim report of the meeting of merchants and others interested in the Far East, which was held on Tuesday last, for the purpose of considering the best course to adopt in regard to the unfair stipulations introduced into bills of lading, to which we have referred on previous occasions. We are happy to say that the meeting was largely and influentially attended, and it resulted in the appointment of a committee of gentlemen, whose names are a guarantee that the object they have in view will be accomplished with as little delay as possible. The arguments against the obnoxious clauses were so ably set forth by the chairman, by Mr. MAGNIAC, and the other speakers, that it would be idle for us, who have already expressed our opinion on the subject, to attempt to add anything to them now. We would however suggest the advisability of the Hon. Secretary of the Committee addressing a circular letter to the most important shipowning firms, inquiring whether it is their intention to insist on the retention of these clauses, or whether they disclaim them and abide by the regulations which have been found to work to the mutual advantage of shipper and merchant as long as marine insurance has been established. This step would clear the way for future action, and might, in fact, greatly in-

Digitized by Google

fluence the form of a Parliamentary Bill of Lading, framed with due regard to the interests of all concerned, and made the law of the land.

OUR BURMESE VISITORS.

IN our last issue we gave some extracts from SCRUTATOR's letter in the *Standard* on the character of the so-called Burmese Mission. SCRUTATOR appeared to have fallen into the error, of which we could hardly have expected a member of the East India United Service Club to be capable, that the real status of the PADEN WOON and his friends was for a moment misunderstood by anybody, except, perhaps, the Liverpool Chamber and one or two persons at the Foreign-office. The whole affair was put into its right place immediately after the Liverpool festival drew attention to it; and the only good that SCRUTATOR has done by his letter has been to elicit a reply, signed by the PADEN WOON, which is about as handsome a corroboration of SCRUTATOR's allegations as the writer himself could expect, but which nobody else required. In this communication the PADEN WOON expressly states that he has never in any way, either "by letter or speech, de-"scribed himself, or assumed to be, an ambassador or envoy "accredited by his sovereign in European diplomatic form, "the rules of which are unknown at his Court." This sentence, short as it is, comprises the whole gist of the PADEN WOON's lengthy but unsatisfactory letter. The remainder is filled with maudlin thanks for the warmth of "his reception," and saccharine compliments on the "wonderful manufactures of every variety," which are encouraged in our great country, including, no doubt, the encouragement of the manufacture of "missions." The letter of the PADEN WOON reads more like the claptrap appeal of a spry American than of the dignified and experienced representative of an Asiatic Court, educated in European diplomatic forms so recently, and by so great an authority as Lord DALHOUSIE. We hope our friends in Liverpool will not feel aggrieved at the present "lame and impotent conclusion" of their somewhat precocious hospitality, for we can assure them it has had no worse effect than to excite a smile. The PADEN WOON, now that he has been informed of "the rules of European diplomatic form," of which he professes his previous ignorance, will no doubt feel it due to himself to write home to his Sovereign for the credentials—which he appears so unaccountably to have thought unnecessary, but the nature of which some at least of his *suite* are quite able to inform him of—before he avails himself of any more of the "traditional English hospitality to strangers," which was initiated at Liverpool. In the meantime other less "gushing" constituencies may possibly see the common sense of postponing the "proverbial hospitality, &c.," until the KING's diploma comes to hand. And, lastly, the King of BURMAH, if he be well advised, will lose no time in removing any misunderstanding that may exist with reference to the authority of those of his subjects who have come amongst us, and whom, when our Government is quite satisfied of their position and object, it will be able to receive with the courtesy due to the representative of a friendly Sovereign, and without danger of provoking the resentment or ridicule of his Court.

THE BLUE-BOOK ON THE REVISION OF THE CHINA TREATIES.

The "Correspondence respecting the Revision of the Treaty of Tientsin," which has just been presented to the House of Commons, is a Blue-book of no less than 466 pages. It opens with copies of the addresses presented by British merchants to Sir Rutherford Alcock, on his visit to the ports in 1867, and the circular addressed by Sir Rutherford Alcock to the Consuls in China, requesting them to put themselves in communication with the mercantile communities within their jurisdiction, with a view to the revision of the Treaty for which an opportunity presented itself, by lapse of time, in June 1868. At the same time Lord Stanley, then Foreign Secretary, addressed a similar circular to the Secretaries of Chambers of Commerce in the United Kingdom inviting suggestions from them.

In the following September Mr. Consul Robertson forwarded to Sir Rutherford Alcock translated copies of a circular despatch from the Chinese Board of Foreign Affairs, forwarded through the Acting Imperial Commissioner, Tseng-kwo-Fan, to the superintendent of Customs at Canton, together with that officer's reply. Mr. Robertson on this occasion remarked that the despatch of the Foreign Board was "reasonable enough," but the Haekwan's reply was "an anomaly, and proved either obtuseness or inability to learn anything." The despatch, it should be mentioned, merely requested information and suggestions with a view to the contemplated revision. In his reply the Haekwan suggested that increased restrictions should be placed on foreign vessels engaged in the coasting trade on penalty of confiscation, and that the Governor of Hong Kong should be requested to give instructions to the Consul there to take stringent measures for preventing the smuggling of opium and foreign merchandise. Mr. Robertson explained that this apparent ignorance was the more remarkable because if one question had been debated more than another, it was smuggling, and Mr. Robertson had repeatedly explained that, the colony being a British settlement, Chinese jurisdiction could not prevail there, and that, being a free port, the Governor neither knows nor has anything to say to what either comes in or goes out of it. This being so well known, it is impossible that the Haekwan could have been acting candidly in endeavouring to throw the *onus* of smuggling, which undoubtedly exists, on the Hong Kong Government as the author of it.

The Memorial of the Shanghai Chamber of Commerce explaining the views of that body with reference to the principal points in the contemplated revision—the right of residence in the interior, the satisfaction of unredressed claims on the Chinese Government, the suppression of illegal exactions, the proper application of tonnage dues, the improvement in the constitution of the Mixed Court, and the privilege of inland navigation—must be so fresh in the recollection of our readers as to require no more than the mere recapitulation of the heads of the suggestions contained in it. This memorial showed conclusively that the Treaty had failed, not from its nature, but from its interpretation; not from defects inherent in its provisions, but from the mode in which those provisions had been carried out. It proved the necessity that the principles enunciated in the treaty should be embodied in action; that any attempt on the part of the Chinese Government to evade its stipulations should be speedily checked; that subtle arguments for curtailing its stipulations should be rebutted; that illegal levies should be suppressed; and that the securities for the administration of justice should be held with a tight hand.

Mr. Consul Winchester, in his comments on this memorial, (November 7, 1867) described it as the temperate expression of the views of the mercantile community, with which he sympathised, though he felt bound to differ with some part of it. He proposed that foreigners should have the right of inland navigation, but that the issue of transit passes should be confined entirely to goods and produce conveyed in licensed boats. He expressed his opinion that it was not desirable that the ports formally opened to foreign trade on the seaboard should be multiplied either in China or Japan because of the waste of mercantile capital exhibited in the British concessions at Chin-kiang, Kew-kiang, and Hankow. He proposed that, at the various points along the river which are centres of trade and population, there should be established Customs warehouses and landing-places, which would involve the residence of foreign agents in other places than the open ports, and that the right of inland residence and travel, under passport regulations, should be therefore required. With regard to tonnage dues, Mr. Winchester agreed with the suggestions of the Chamber, and advocated the establishment of a harbour police as a necessary part of the contemplated revision. He also agreed with the suggestion of the Chamber for the revision of the Tariff, except so far as concerned salt, on which he proposed an inland duty of one dollar per picul, payable to the salt department of the province where the foreign article is landed. In conclusion Mr. Winchester deprecated the expression of the Chamber's opinion that the occasional display of something more than moral force would tend to the restoration of the prestige of Her Majesty's Consuls, but acknowledged the advantage and security to the Chinese Government which would result from the establishment of railways and telegraphs.

In a memorial from the Hong Kong Chamber of Commerce the same views as those of the Shanghai Chamber were generally advocated with the addition of the claim of the Protestant missionaries to the same immunities as had been granted to the Roman Catholics, the right to live in the interior, to hold property for mission purposes, and to pursue their ordinary avocations without limit of distance and without hindrance. This memorial also urged the necessity for insisting on the rendition of absconding debtors, the reduction of the tariff on imports, the abolition of all dues on coals, the permission to work mines, and some other matters of less striking importance. The mercantile communities at various other ports expressed views similar, in the main, to those of the Chambers of Shanghai and Hong Kong.

In November, 1867, Mr. Acting Vice-Consul Forrest, the Assessor of the Mixed Court, furnished a valuable report of the working of that tribunal. Mr. Forrest expressed his opinion that its powers to punish criminals were not sufficient, and that the punishments actually awarded were often not carried out; and added the stronger the foreign element becomes in the Court, the greater will be the security of the public that substantial justice will be administered.

In the same month Sir Rutherford Alcock pointed out to the Prince of Kung that it was important that the denial of the consideration to which foreign Ministers were by treaty entitled should cease; and that they should be admitted to palaces, gardens, &c., at Peking, from which they had been systematically excluded, notwithstanding the stipulations of the Treaty. Several of the British Consuls, in reply to Sir R. Alcock's circular, ex-

Digitized by Google

pressed their opinion of the importance of obtaining increased privileges in the navigation of inland waters, &c.

In April, 1868, Sir Rutherford Alcock, in a despatch to Lord Stanley, expressed his opinion that it was not desirable to insert a clause in any new treaty to compel the Chinese Government to construct and work railways themselves, or to give the power to foreigners to do so; and he added that, according to his experience, we do not advance but retard great innovations by seeking to deprive the Chinese Government of all free will and spontaneity.

All this time the progress of the Conference for the revision of the Treaty was unsatisfactory; and so lately as the 10th November, 1868, Sir R. Alcock wrote to Lord Stanley that there was scarcely any alternative between weakly yielding to a persistent policy of negation ruinous to our commerce, or firmly and unhesitatingly asserting our Treaty rights, adding, "If I might venture to put in words my present feeling, it is that the Prince and Wen and the Yamen generally perhaps will be chiefly guided in the course they follow by their convictions as to the probability of Her Majesty's Government adopting the views of their Minister, and being willing, in the event of his failure to obtain their acceptance here, to take all the risks and responsibility of resorting to coercive means, and, if need be, actual war, to enforce compliance." Writing to Lord Stanley in the following month, Sir R. Alcock said, "The exaggerated courtesy of the Prince's tone, and the profuseness of his thanks to the American Minister, Mr. Ross Browne, who concurred with Sir R. Alcock for his suggestions and reasonings in every way so good and worthy of consideration, coupled with his refusal to be in any way influenced by them, might seem to have a touch of irony in it. However, the Prince, no doubt, meant to send a civil answer conveying an absolute an refusal."

In March, 1869, the Earl of Clarendon informed Sir R. Alcock that Lord Granville approved of his suggestion that a Chinese Consul should be appointed in Hong Kong.

In the previous January Sir R. Alcock had sent to the Foreign Secretary an explanation of his views of the principal point on which the whole question turned. He then said—"The emancipation of foreign trade from arbitrary and unlimited taxation by the provisional authorities *in transitu* is the first and most essential condition of any free development or large extension. Railroads, telegraphs, and the working of mines by foreign capital and skill, are not in the same degree essential to the extension of trade; and, looking to the resistance their adoption meets with in the minds of all the ruling class in China, these are all objects presenting primary difficulties which render them for the present unattainable. As to inland residence and steam navigation, the same remark equally applies to any progress beyond what has been conceded. These are the three great points of attack and defence round which the whole stress of battle has been from the beginning. But the first was the key of the position, and that gained, the rest must follow sooner or later. There is this distinction, however, to be borne in mind; the first proved to be practicable, and the others not by any forces at my disposal, or which Her Majesty's Government were willing to employ."

In due course the Foreign Secretary (the Earl of Clarendon) wrote to Sir R. Alcock that, while in the hope that the Chinese Government would adhere to what they have already conceded, and record it in some document or convention, Her Majesty's Government were willing to wait for a more favourable and complete revision of Treaties, until all the Powers could act together to procure it. But, if the Chinese would not do this, and should declare that their present concessions constituted the whole of the revision they could submit to, in that case, Her Majesty's Government were content to accept what could be obtained at once, and not wait for "eventualities."

At the same time Count Bismark sent a note to Lord A. Loftus, stating that the representative of the North German Confederation at Peking would be instructed to support Sir R. Alcock. Mr. Fish made a similar communication, promising the co-operation of the United States Minister in China. M. de Lavalette, on the part of the French Government, concurred in the recommendation of the Board of Trade that the revision should be adjourned till the Emperor of China should attain his majority (in 1872 or 1873), and added, "From now to that date the existing treaties, well observed, suffice to our wants." Senor Silvala, Foreign Minister of Spain, also wrote to say, that he had instructed the representatives of his Government in Peking to support the British Government in their propositions. The Belgian Minister expressed similiar views in what will probably be considered the most thoughtful, exhaustive, and well-expressed despatch in the huge volume before us.

On the 30th September, 1869, Sir R. Alcock wrote to the Earl of Clarendon that he had come to an understanding with the Chinese Government that the revision should proceed at once on the basis agreed to the previous year by the Commission, and that such modifications as might be finally agreed upon should be embodied in a formal Convention in which no time should be specified on either side defining a period of duration, and that there seemed a prospect that such a revision as Her Majesty's Government contemplated would be carried through in the course of the next month. A supplementary Convention was consequently signed on the 23rd October, and immediately became the object of such opposition that Her Majesty's Government refused to ratify it on the 25th July last year. The circumstances of the opposition, and the clauses which were the source of it, must be too fresh in the recollection of our readers to need recapitulation. It should, however, be mentioned that, while declining to ratify the Convention, in deference to the representations of the China merchants in London, and various associations in the country, Earl Granville stated that "nothing could be further from the intention of Her Majesty's Government than to impute blame to Sir Rutherford Alcock. On the contrary, they highly approved and appreciated his zealous and indefatigable exertions throughout their long and difficult negociations."

COOLIE TRAFFIC IN DEMERARA.

"The Report of the Commissioners Appointed to Inquire into the Treatment of Immigrants in British Guiana" has just been issued in the form of a Blue-book. It will be remembered that the Commission was ordered in consequence of a despatch which Mr. G. W. Des Vœux, Administrator of the Government of St. Lucia, addressed to Earl Granville in 1869. Mr. Des Vœux, recognising the wide-spread discontent and disaffection throughout the immigrant population, both Indian and Chinese, especially the latter, and believing that these ill-feelings, which have already vented themselves in disturbances, will ere long, unless checked by remedial measures, result in far more serious calamities, and also relying on five years' experience of the colony, addressed a strong appeal to the Government in order to protect the "immigrants," as they are euphuistically called, from the tyranny of the planters. We are bound to say that Mr. Des Vœux has not only fully made out his case, but that, unless some remedy be immediately applied, it is difficult to understand how the authority of the British Government—to say nothing of the respect which it ought to command—can be maintained in the face of the mercantile coalition in Demerara and Berbice. Mr. Des Vœux states frankly that he "did not please the planters" when he endeavoured to do his duty by protecting Her Majesty's coloured subjects against the merciless usage of a body of planters, who seem to have regarded these poor people simply as so many cattle, or, to borrow a term from a vocabulary now happily exploded, "chattels." Owing to the impossibility of obtaining impartiality from magistrates in Demerara, Mr. Des Vœux suggested the creation of a new and superior class, with jurisdiction in all cases, both civil and criminal, between employers and employed, whether the latter are indentured or free. These magistrates should be required to reside in town, and to hold a Court at each police station once a month. They should, moreover, be invested with the power of summarily punishing illegal stoppage of wages, false arrests and imprisonment, and other abominations which appear to have been not only carried on, but encouraged in British Guiana in a manner which would make the recently-disclosed transactions at Macao and the Fiji Islands comparatively venial, if the abuses at either place could be permitted to continue—which they cannot. Mr. Des Vœux recommends that these magistrates should be selected from persons who have no pecuniary interests involved in the estates on which the "immigrants"—which means coolies, *ni plus ni moins*—are engaged, and on which the present report leaves no doubt that they are subject to such ill-usage that the mere dry legal account of it cannot be read without emotion, and, we must add, shame, by any loyal Englishman. The great majority of the houses in the "nigger yards" (as these receptacles of animated misery are commonly called among the "gentry" of Demerara) are so intolerably uncomfortable that great numbers of coolies prefer to erect for themselves "huts of mud" rather than avail themselves of the "accommodation" of the "niggar yard"—feeling certain that in the miserable sties they build for themselves, and house themselves in, "they are more secure from attempts on the chastity of their wives." Can anything be more saddening than the suggestion implied in these few words from so high an authority as Mr. Des Vœux? It is painful to reflect that a year and a half has elapsed since the time when he drew attention to the extent of this evil and the publication of the evidence which shows him to have been only too correct. The cruelties and the frauds practised on the coolies entrapped into Demerara are, however, by no means confined to the indulgence of the licentious propensities of the planters. The latter are merely the lever on which the former are raised. Coolies who "disoblige" their masters are frequently kept without water, or, rather, they are made to go a distance of a mile before they can slake their thirst, after a hard day's work, with water which is described as "putrid"—a phrase which all who have resided in the tropics will readily comprehend. And this is in a place where there is no excuse for a want of water, the average rainfall in Demerara being 100 inches, amply sufficient to supply the wants of all the estates if the commonest precautions were taken to preserve it. But the Inspectors of Immigrants who are bound to visit all estates at certain periods, on the part of the coolies, "invariably accept the hospitality" of the planters who are charged with these abuses, and, as Mr. Des Vœux mildly puts it, "they can hardly be expected to perform their duties strictly, regularly, or impartially." Unhappy coolies, whose *protectors* are under such influences! *Quis custodiet custodes?* The complaisant gentlemen who now walk through the *role* of inspectors openly permit the most flagrant abuses. Under the present law an employer is bound to pay to his indentured labourers the same price

Digitized by Google

for his work that is paid to free labourers. It is, however, notorious that this obligation is, as a rule, evaded, and sometimes openly broken. The former is easily done where all field labour, as in Demerara, is done by tasks, by allotting to both indentured and free an equal area for weeding, ploughing, or cane-cutting, at the same price, but selecting the most distant fields—sometimes three and five miles from the buildings—for the indentured "immigrant." The inevitable consequence of these and other abuses is an immense amount of litigation, wherever they do not lead to actual violence; but the result of appeals to the law are most unsatisfactory to the "immigrant." Mr. Des Vœux says it is quite imposssible even for the most impartial magistrate, under the present system, to do justice in cases, in which immigrants are aggrieved. The manager can always produce a number of overseers, drivers, and others dependent on him, to make an overwhelming weight of testimony in his favour, while the immigrant has not the intelligence, and cannot produce witnesses to present his case clearly. He has thus a direct inducement to supplement his ignorance by falsehood and suborned perjury, which, being usually transparent, of course invalidates other very possibly truthful testimony on the same side. On the other hand, falsehood in court is by no means confined to the coloured races, and the whites connected with estates, whether managers, overseers, or engineers, are often by no means scrupulous about the truth when their interests or their fears enter into the question at issue; and this class of falsehood, as proceeding from greater intelligence, is of course the more difficult of detection. As the result of all these difficulties in the path of a most conscientious magistrate, an immigrant but rarely wins a case against his estate, either civil or criminal, either as prosecutor, plaintiff, or defendant. The magistrates' returns would indeed indicate otherwise from the large number of cases which appear there as dismissed. But of these but a very small portion have been really pressed by the managers. For it is notorious that very many informations are most improperly compromised by money payments, and in these cases but a slight show of resistance, if any, is maintained in court. These evils and many others like them can only be remedied by the appointment of government officers, whose duty it would be to make unexpected visits to estates, and whenever occasion might require, for the purpose of personally inspecting work assigned and the payment offered to immigrants, and of ascertaining the true facts in any doubtful case where these labourers were concerned, so that there might be always forthcoming when necessary independent and disinterested evidence as a guide to the magistrate in his decisions.

Such is Mr. Des Vœux's opinion, based on long experience and sympathy, and we think few of our readers will dissent from it. The evidence with which it is supported must, however, be reserved till next week.

BILLS OF LADING FOR THE FAR EAST.

On Tuesday, the 11th inst., an influential meeting of merchants and others interested in the trade with the Far East was held at the London Tavern, for the purpose of taking into consideration the practice among steamship owners, since the opening of the Suez Canal route, of printing special forms of bills of lading, containing clauses which would have the effect of annulling their previously existing liability as common carriers of goods, and throwing every possible kind of risk upon the shipper.

Mr. R. W. CRAWFORD, M.P. (of the firm of Crawford, Colvin, and Co.), was voted to the chair, and in opening the proceedings said:—You are aware that our purpose in meeting to-day is with the object of considering a subject of great importance to us, and to every person connected with the India and China trade, as shippers of goods from this country. You will recollect that in former times we had only to deal with the trade round the Cape, and that we had then no difficulty in settling matters with the owners of ships engaged in this trade. But, as you are well aware, great changes have lately been introduced into our trade, and amongst others the practice, since the opening of the Suez Canal, of sending goods to and fro by that route. As you know, the opening of this Canal has not only introduced a different class of ships into the Eastern trade, but also a different class of shipowners, who send their vessels into the Eastern seas, and who are importing methods of doing business which, though they may be familiar with them in their own trade and elsewhere, are certainly not in accordance with our practice, and introduce novelties to which, if we accede, will be found must become very burdensome to us. I may observe that circulars have been sent out to the mercantile firms interested, and if the circular has not been received by any firms who should have been represented at this meeting, I am sure they will readily believe me when I say that the omission has been purely accidental. I have now stated the cause of this meeting, and I presume that you are, of course, familiar with the paper which has been circulated by the Salvage Association at Lloyds, which states the various changes which have lately been introduced into bills of lading, particularly of goods carried by steam vessels. But I will not take up your time in going over the statements contained in this paper. As you know, there are new conditions as to freight; the conduct of the voyage; stipulations touching the carriage of goods and the discretion of the master of the vessel, and other stipulations to which we are quite unaccustomed, and to which we must address ourselves with a view to placing the whole question on a permanently satisfactory footing. And in this question we have not only our own interests to consider, but also the interests of the shipowners and underwriters. Fo this purpose we propose that a committee be appointed to confer with the shipowners, if they will meet us; and I have no doubt that if this course be taken we shall find them ready to confer with us, and discuss the question with as strong a desire as our own to settle the points under dispute at once and for ever. There is also the new practice which has been introduced, of requiring payment of freight—in some cases—before the goods are examined, landed or weighed. These conditions are quite new to us engaged in the Eastern trade, and we must give the whole subject connected with them most careful consideration. Mr. Magniac has taken a great deal of interest in the matter under consideration, and he will submit to you the first resolution.

Mr. MAGNIAC, M.P., said:—It will not be necessary for me to go into details with which you are as well acquainted as I am. I may briefly state that we have met here to appoint a committee of merchants interested in the Eastern trade to meet the shipowners, and it is my duty to propose the following resolution:—

"That a committee of merchants be appointed to consider all the special stipulations that have been introduced into bills of lading for steam vessels, and to confer thereon with the representatives of the steamship owners and underwriters, with the view of drawing up a general form of bill of lading which shall be equitable in its conditions to all parties, and to arrange such a method of settling the freight as may remedy existing irregularities."

I ought to have referred to the underwriters, a very important body, who should have been consulted, and without whom we cannot carry on operations, but some gentleman will no doubt be found to represent their views. It is unnecessary for me to tell you what a bill of lading is, beyond simply stating that it is a formal receipt, on presentation of which the shipowner is bound to deliver the goods it represents; such is the law on the subject as it at present stands. By custom and practice certain exceptions have been provided for in our bills of lading, but these exceptions, if examined, will be found to arise on the occurrence of accident or danger altogether beyond control. When communication by steam was opened with the East the Peninsular and Oriental Steam Navigation Company took the service, and inserted in their bills of lading such stipulations as were necessary, arising from the transhipment of goods at Suez and Alexandria. But a French company, as you are aware, subsequently imported new conditions into the bills of lading, and it is their pernicious example of which we have now to complain. I do not know whether any gentlemen here are aware of it, but a case before the French courts arising out of the special exemptions in a bill of lading was carried on for some six years, and was only at length settled by effecting a compromise. In fact, they were given to understand that, should any further difficulty arise, other means of transporting our goods to the East would be found; and we have reason to believe that this threat had more weight than all the arguments which we had urged in the law courts. But I am happy to say that we have not arrived at that point with our friends at home, and I trust it will be shown that we shall not have to employ any arguments but those of right and persuasion. What first called our attention to this subject was the shipment of a parcel of tea which had been transferred to another steamer; and when we came to investigate the case we found that the conditions in the bill of lading were so numerous and extensive that, as you will have observed from the Salvage Association's report, they required to be tabulated. Another important clause we shall have to refer to is that which states that the master shall have liberty to call and stay at any ports out of the customary route—that is to say, if you ship goods for one port, you may hear of them at any other, wherever the master may have thought fit to take the vessel. Another important exception is that the master shall be at liberty to tow and assist vessels in all situations—that is to say, the shipowner may be allowed to earn a large sum in salvage; so you see that the shipper is to have all the risk, and the owner all the profit. Then, again, you will observe in the exceptions relating to damage that the shipper has to bear all the risks arising from the negligence or default of pilot, master, mariners, engineer, or other persons in the service of the ship, whether in navigating the ship or otherwise, and so forth. In other words, the servants of the shipowner are at liberty to put the goods intrusted to their charge to any use, without affording the shipper any redress whatever. Another clause states that goods may be transhipped by any other steamer. What could be a more effectual obstacle to the motives which guide shippers in sending goods by specific routes than such a clause as this? Many vessels at present engaged in the Eastern trade, and using the Suez Canal are, as is well known, among the best appointed ships afloat; but the time may come when such will not be the case, and shippers will then be at the mercy of any ill-found, ill-manned miserable craft which it may please the owner to place their goods in. Then, with regard to the carriage of combustible goods; here is a clause which permits the owners, if they think fit, to ship goods which may at any time send ship and cargo to the bottom. As to the payment of freight, this is a question of vital importance to the shipper, as under the bill of lading he is perfectly helpless, and having paid his freight, he is left without redress. Under circumstances as they at present stand, with every tittle of liability removed from the shipowner, it will be utterly impossible to conduct business; and if any shipowners are present they will see that what we desire is as much for their good as for our own. What can a good shipowner gain by being placed on the same footing in the commercial world with one who is known to run unsafe and worthless ships? I will not trouble you with any further remarks, but simply propose the resolution to which I have drawn your attention.

Mr. TOZER, secretary of the Universal Marine Insurance Company, as representative of the underwriters, stated that he had much pleasure in seconding the resolution, because he knew the difficulties which arise in consequence of the clauses in the bills of lading referred to. Under an ordinary policy of insurance many of the risks mentioned cannot be insured against; and even were they imported into a policy, the legal technicalities would claim from the underwriter more

Digitized by Google

time than in the ordinary course of business he could spare. Of course, underwriters wish that the insurance business should run smoothly, but these clauses are a great obstacle to them in this respect. To show how completely adverse to the interests of all parties such clauses are, Mr. Tozer mentioned the cases of two steamers, the masters of which, in accordance with these clauses in the bill of lading, exercised their right of towing vessels in distress, during which service both steamers were wrecked. In the one case the claims were repudiated by the underwriters, and in the other, which was reported only a few days ago, the insurers, under an ordinary policy, were entirely at the mercy of their underwriters. Of course such a condition of things tended largely to impede business, and, as a matter of common sense, the policy of insurance ought to express on the face of it all risks which the merchant wished to be insured against; but, under the present mode of wording bills of lading, this was impossible. He therefore readily seconded the resolution, because he hoped thereby such action would be taken as would result in the effectual protection of the interests of insurers, and enable the underwriters to conduct their business without exposing them to the trouble and annoyance to which, under the system at present in operation, they are liable. The resolution was then put to the meeting, and carried unanimously.

Mr. ASHTON moved, and Mr. REISS seconded, the next resolution, which was also unanimously passed:—

"That the following gentlemen, with power to add to their number, be nominated a committee to carry out the objects of this meeting:—One of the firm of Messrs. Baring Bros., Mr. W. H. Crake (Messrs. Crawford, Colvin, and Co.), Mr. Farquhar (Messrs. Forbes, Forbes, and Co.), Mr. Alexander Kleinwort (Messrs. Drake, Kleinwort, and Cohen), Mr. E. J. Halton (Messrs. T. A. Gibb and Co.), Mr. G. Arbuthnot (Messrs. Arbuthnot, Latham, and Co.), Mr. James Macandrew (Messrs. Matheson and Co.), Mr. Wm. Broughall (Messrs. Broughall and Co.), and Mr. John Fleming (Messrs. Smith, Fleming and Co.)."

Mr. BROUGHALL, as one of the committee, moved the next resolution, seconded by Mr. ARTHUR SMITH:—

"That a small subscription be entered into by the mercantile firms interested, to procure the requisite legal advice, and to defray other incidental expenses."

This resolution was also carried.

Mr. C. B. SKINNER moved, seconded by Mr. FARQUHAR, "That the best thanks of the meeting be presented to Mr. Crawford for his conduct in the chair."

Mr. CRAWFORD replied, and after referring to the necessity which he thought existed for an opportunity of their coming together and discussing matters referring to their common interest, spoke of the East India and China Association, a society for their protection which had formerly existed, but was now defunct, and suggested that steps should be taken with a view to its resuscitation.

The proceedings then terminated.

The following gentlemen were present, amongst others, at the meeting:—

ALFRED TOZER
ANTHONY THOMPSON (East and West India Dock Company)
ARTHUR SMITH
ASHTON AND CO.
A. H. MATURIN
A. CARNEGIE
ARTHUR MAGNIAC
BROUGHALL AND CO.
CHAS. J. LAWRANCE
CHAS. MAGNIAC, M.P. (Matheson and Co.)
C. B. SKINNER
DALE, KENT, AND CO.
DANIELL AND CO.
EDWARD F. GEDGE
E. L. HAWSEGOOD AND CO.
F. RICHARDSON.
FREDK. BOWER AND CO.
F. W. LAWRENCE (London, Asiatic, and American Company)
GREGSON AND CO.
GOSMAN AND SMITH.
GEO. DENT
H. DOUGLAS (Heenkell, Dickenson, and Co.)
H. GOUGH ARBUTHNOT (Arbuthnot, Latham, and Co.)
HOW BROS. AND CO.
H. VON RONN AND CO.
H. W. CAREY (Adamson and Co.)
HARVEY, BRAND AND CO.
H. FARQUHAR (Forbes, Forbes, & Co.)
HEWETT AND WISE
J. B. HENTY
J. S. MACKINTOSH
JAMIESON ELLES
J. C. FOWLIE
J. MITCHELL
JOSEPH ANGUS
JAS. MACANDREW (Matheson & Co.)
JOHN HARVEY (Borneo Co., Limited)
KER TOD
LANCELOT WM. DENT
LENOX, NEPHEW, AND CO.
MARCUS, SAMUEL, AND SONS
MONTAGU C. WILKINSON
MACTAGGART, TIDMAN, AND CO.
MALBRO, MARCH, AND CO.
PERCY BROWN (Davis Wharff)
RICHD. LAMING
SAM. JEPPS
SMITH, FLEMING, AND CO.
T. SUTTON
T. A. GIBB AND CO.
WALTER ORMISTON
W. BRANDT, SON, AND CO.
WM. POTTER
W. H. CRAIKE
W. H. CARTER
W. T. MARTEN
WM. TYNDALL (J. D. Crum-Ewing)
W. CLARKE

THE STATE AND CLAIMS OF HONG KONG.

(To the Editor of *The London and China Telegraph.*)

SIR,—The writer of two articles in your paper, entitled "State and Claims of Hong Kong," deserves the thanks of the public for the pains he has taken to collate a series of important facts. In brief, he shows us that though during the first eighteen years of Hong Kong's establishment under the British flag as much as a quarter of a million sterling was required from Parliament to get the island into working order as a colony, not only has the place during the last dozen years been self-supporting, but it has returned to the mother country over £100,000 in the shape of contribution towards paying soldiery, as necessary for the protection of China trade generally as of Hong Kong in particular; the burden of the claim put forward by the writer being an exemption henceforth from further forced contribution of £20,000 a-year garrison.

But, with my thankfulness to your contributor for the pains he has taken to collate interesting facts, there I must stop. I cannot go with him in urging an exemption from further contribution in support of a garrison, and this for the following reasons:—The Government of Hong Kong is costly, and is costly not more for the benefit of English than of many other residents. To wit—According to a census reported by last mail, of a total of European residents of 2,736, only 684, or a fourth, were British, the rest being—Portuguese, 914; German, 166; French, 57; Danish, 23; Italian, 14; Spanish, 3; other countries, 51; the total number of Chinese, including prisoners, being 115,444; grand total, 118,180.

Now, Sir, all these people benefit by the presence of a strong garrison, and all are assumed to contribute towards it. If they pay rateably, the sum amounts to two shillings a head a-year; frightful to make a row about! Your correspondent may say—but they do not pay rateably. It is the trading houses that pay—not the masses. But this will bear argument. If he be right, we have the following:—In 1870 there were six banks at Victoria (5 English, 1 French), merchants, brokers and professionals, 147, viz., 50 British, 49 British Indo, 20 German, 10 American, 9 Portuguese, 7 French, 1 Russian, and 1 Danish; auctioneers, storekeepers, druggists, &c., 76, viz., 39 British, 11 German, 11 Portuguese, 9 American, and 6 French; and of hotels and taverns 27, kept by British, Chinese, Americans, Germans, French, and Portuguese. To assume that these, and these only, pay rateably, the contribution figures at £78 per house, which is undoubtedly high.

But I repeat, I cannot assent to this as a statistic, and would rather take the contribution as paid by Europeans over all in the proportion of fifteen shillings a-head.

In thus pointing out Hong Kong's actual position in its relation to a contribution calculated to relieve the mother country, I by no means ignore the circumstance that if Chinese were poll-taxed, and foreign shipping entering the port made to pay tonnage dues, English and other legitimate traders might be relieved of such obnoxious taxes as those on stamps, and a good revenue might be created without such factitious aid as the Government now get by licensing gambling, opium smoking, and brothel keeping.—I am, Sir, yours, &c., TAU.

London, July, 1871.

MISSIONARIES IN CHINA.

The following is a translation of a memorandum enclosed in a note from the Ministers of the Chinese Board of Foreign Affairs at Peking to the Swedish Royal Commissioner:—

"Some time ago, for mutual advantage, so that neither party might be harmed, treaties were signed between China and foreign nations, to be handed down to posterity. However, in subsequent years, circumstances have arisen which not only prevent their being permanent, but which render them useless, even now, in certain cases. As regards trade there is no probability of Chinese and foreigners quarrelling, but as regards missions there is a great deal of ill-feeling.

"Although the object of missionaries from the first has been to teach the people what is right, yet, from the defective mode of procedure, the Roman Catholic religion (*Tien chu chiao*) has met with dislike from the common people, and it is, therefore, necessary to decide at once upon some plan to put a stop to this, as it is most important in regard to good feeling and mercantile relations between the nations.

"Your Excellency cannot but be aware that the missionaries, no matter where they have been, have invariably been hated by the people, in consequence of which there have been so many outbreaks that it is impossible to quiet the country.

"From the first introduction of the Roman Catholic (*Tien chu*) religion into China the missionaries have always been well educated, and the converts have, for the most part, been known as very peaceable; but ever since the treaties were signed the converts have almost invariably been vicious and malevolent. The people, therefore, regard the religion for making men good with anything but satisfaction.

"Again, the converts take advantage of the influence of the missionaries to do harm to and oppress the common people, which they will not submit to.

"Moreover, when any litigation or case arises between the people and the converts which the local authorities proceed to deal with, the missionaries follow after and support the converts, thus obstructing the authorities, which the people strongly object to.

"Besides, when turbulent or lawless persons of any kind enter the religion, they use the influence thus acquired to foment disturbances, and this stirs up deep resentment in the people, which gathers until it becomes hatred, and hatred revenge.

"The people do not know that the Protestant and the Roman Catholic sects are separate, and call both the '*Tien chu*' religion; nor do they know the difference between the several nations of the West, but consider all as 'foreigners;' so when a disturbance arises, all persons, of whatever nationality they may be, that are residing in China are equally in great danger. Even in the provinces that are quiet the greater part of the inhabitants are full of ill-feeling. Under such circumstances, how can excitement and riot be avoided? Although the differences between each separate religion and each separate nation have repeatedly been explained, yet it is impossible for every house and family to know them.

"During the ten years the Prince has been in office he has been in suspense night and day, and last year there was an affair at Tientsin. All of a sudden a riot broke out, and, although the local authorities have been tried and punished, the ringleaders executed, compensation made, and everything possible done in dealing with the case, thus closing it, still the Prince cannot help being very anxious, because though on the occasion of this collision between the people and the converts there was only this course to be followed, yet hereafter such outbreaks may become more and more difficult to be dealt with, and each time

Digitized by Google

the excitement will be greater. Considering the circumstances, how are order and mutual good feeling to be obtained, and disturbance prevented?

"But this hatred of the common people has arisen from long-cherished resentment, and because the converts and people are excited against each other. In each province, wherever anything has occurred, the local officials have been unable to restore order. But all this is simply because the high representatives of both China and foreign nations, though perfectly aware that there is a great deal relating to the missionaries, the converts, and the masses, which is not as it ought to be, still did not choose to decide upon a plan for allaying bad feeling. If anything happens [the Ministers of] foreign nations only plan is to settle that one case quickly, never caring whether men's hearts are satisfied or not, but do all in their power forcibly to effect a settlement, and the Chinese local authorities simply endeavour by conciliation to end the affair. They have no alternative, so they merely attend to what is passing under their eyes, never thinking of what will follow hereafter. On former occasions when foreign nations had arranged conferences in order to find out what was wrong, so as to try and decide upon [some way of preserving] mutual good feeling for ever, [from some] unknown [cause] they would not carry on the conference with an even mind, but make use of these mutual meetings to propose utterly impracticable measures, and use all their exertions to recommend them, thus putting a stop to all [proceedings]. This is not at all the right spirit for two nations to carry on relations.

"The Prince and the Ministers have now investigated the whole question, for they greatly desire friendly relations between China and foreign countries, so that they may be on good terms for ever. They cannot possibly help deciding well upon some course of action.

"But still the Western nations have missionaries living in one another's countries, and there has always been good feeling. The cause must be good regulation, whereby neither missionaries nor converts can foment disturbances. Now the Prince and the Ministers hear that when missionaries of no matter what nationality go and live in another country, the practice is for them to submit to the laws of that country—they are not allowed to be ruled by their own. Should they disregard the laws or the orders of the officials of that country, and overstep their proper spheres, or damage men's reputations, or in any way injure or harm persons so that good feeling is destroyed and resentment and hatred called forth, or if they offend against the laws in any way, there are severe penalties to punish them by.

"Now, order would be preserved and good feeling would last for ever, there would be no pulling down of chapels or driving away of religions in China, if when about to build a chapel or teach religion it was first ascertained that the local officials and people were not opposed, and that there was unanimity between the two parties; and if the missionaries would let every one see clearly what they do, and that it is not at variance with the religion [they teach]; also, if they would not do just as their converts direct them, meddling with the official business of the local authorities, and making use of their influence forcibly to harm [the people], thus calling down the hatred of the gentry and common people. If the missionaries would act in this way, as mentioned, the people would be friendly with them, and the officials would be able to protect them.

"From what the Prince and the Ministers hear, the manner in which [missionaries] come into China to teach religion is not the same as that in other countries. When it happens that in one country there are a number of people of different nationalities, who take upon themselves to be their own masters, can mutual good feeling be expected to last, and the officials and people not feel enmity towards them?

"It is the duty of the Prince and the Ministers to guard against [any future] calamity. For since the settlement of the affair at Tientsin [the pride of] the ignorant converts in every place will rise like smoke, and they will boast of their influence, which the people will deeply resent, and this resentment will increase, and is sure to break out into a very serious affair, which [first] the local authorities will not be able to control, and then the Governor-Generals and Governors, and eventually the Tsung-li Yamen will be powerless; and if all China rise together, even though the Emperor should select and depute high officers and order out many soldiers, the people are numerous and cannot all be put to death; besides, when they are all angry they would not bow their heads quietly to be executed. If this happened, no matter how willing the officials of both parties might be to deal with the affair, both would be equally unable to do anything, and neither the Chinese nor foreign Ministers would be able to shift their responsibility.

"The Governments of both Chinese and foreign countries must consider the dispositions of their subjects; if they do not, but forcibly oppress the people, the latter will inevitably turn round, and although the nation has its laws there will be a time when these will be useless.

"If the Chinese and foreign Ministers whose duty it is do nothing whatever to stop it, but sit still and look on while the Chinese and foreigners are getting excessively dangerous, and are unable to devise any plan for quieting them, they will be unfit to do any other official business properly that may hereafter come to them.

"This memorandum has been drawn up in consequence, and, besides being forwarded to all the other Ministers, this copy is now sent to your Excellency for your consideration."

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

NEW SEASON'S TEA.

The following are the vessels reported as having sailed from the China ports with new season's Tea:—

From HANKOW.—Australia, Erl King, Ulysses, Enterprise, Craigforth, Cheops, Lord of the Isles, Mongolia.

From SHANGHAI.—Hector, Ziba.

From FOOCHOW.—Abbotsford, Diomed, Glendarroch.

From CANTON.—Canton, Danube.

The P. and O. steamer Australia, which is noticed above as having sailed from Hankow, was at Port Said on the 14th inst., and will probably arrive at Southampton on the 19th; she will be followed by the Mongolia, another P. and O. steamer, which left Galle on the 12th inst., and may be expected early in August. The Enterprise, steamer, from Hankow, reached Aden on the 8th, and Suez on the 15th inst.; the Ulysses, from the same port, arrived at Singapore on the 25th ult.

AT the moment of going to press we hear rumours of a typhoon at Shanghai, by which a considerable portion of the Foreign Settlement has been destroyed. Other accounts are said to report the occurrence of a similar disaster at Hiogo, resulting in the loss of seven steamers. We have not been able to trace either of these rumours to an authentic source.

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN TABLES.—July 10, at Hensburg, from Moulmein, Octavia; 14, at Falmouth, from Rangoon, for Hamburg, Hydra; May 28, at Callao, from Batavia, Bernica; June 2, at Callao, from Macao, Neva; 6, Casti; May 30, Cecilia; July 1, at New York, from Yokohama, Lothair; 16, at Liverpool, from Akyab, Antiope; 17, at Deal, from Ceylon, City of Amoy; from Singapore, Kinfauns Castle; at Plymouth, from Akyab, Nydia; 16, at Deal, from Singapore, Havelock.

DEPARTURES.—July 13, from London, for Singapore, China, &c. (via S.C.), Atholl (str.); from Amsterdam, for Batavia, Ocean; 11, from Hamburg, for Macassar, Louise; May 28, from Callao, for Macao, Hong Kong; June 3, Callao; 2, Peru, 4, for China, Lola; July 14, from London, for Newport and Galle, Walmer Castle; 15, from Liverpool, for Colombo, &c. (via S. C.), Penguin (str.).

LAID ON.—At Liverpool, for Singapore, Mongol; at London, for Colombo, &c. (via S. C.), Corinna (str.), Vixen (str.); for Callao and China, Alsager.

MISCELLANEOUS.—The Oceanus (Germ. brig.), bound to Bangkok, put into Bahia, 20th June, with master ill; at Port Said, Australia (str.), from China; at Ascension, June 6, Electric, Payn, from Probolingo, and sailed for Holland.

CASUALTIES.—Advices from Surinam, dated 20th June, state that the Vrede, van der Plas, from Panaroekan to Amsterdam, which put in there leaky, Feb. 7, and was afterwards repaired, was reloading for her destination. Advices from Amsterdam, dated July 13, state that the St. Antoine, Corfmat, bound to Singapore, was in Collision in the Great North Holland Canal and received damage.

SPOKEN.—Milka, Cardiff to Hong Kong, May 31, 2 S., 28 W.; Sourabaya Packet, Amsterdam to Java, June 23, 33 N., 17 W.; Adolph, Cardiff to Singapore, June 10, 3 N., 23 W.; Tiberas, Cardiff to Singapore, May 26, 16 S., 26 W.; Rainbow (Amer. ship), Padang to Boston, May 15, 25 S., 9 E.; City of Amoy (ship), Colombo to London, June 11, 6 N., 24 W.; Jannetje, Brouwershaven to Batavia, July 11, on West Hinder; John Lidgett, London to Batavia, 18 days out, June 3, 28 N., 21 W.; No. 0784, 1st d.p., Swansea to Singapore, 40 days out, May 10, 18 S., 32 W.; Chanaup (?) (Eng. ship), Cardiff to Hong Kong, 40 days out, May 16, 10 S., 32 W.; Hosiah Rich, Batavia to Amsterdam, May 16, 35 S., 17 E.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

A BECKETT—On the 10th July, at 4, Onslow-villas, South Kensington, the wife of Gilbert A Beckett, Esq., of a son.

COTTER—On the 24th May, at James Town Barracks, St. Helena, the wife of Staff.-Assist.-Surgeon L. K. Cotter, M.B., of a daughter.

GRAHAM—On the 29th May, at Galle, Ceylon, the wife of Capt. Donald D. Graham, of a son.

QUINTON—On the 10th July, at Bayswater, the wife of D. Quinton, Esq., of Singapore, of a daughter, stillborn.

MARRIAGES.

GOLDSPINK—RANDALL.—On the 4th July, at the Lower Clapton Congregational Church, by the Rev. J. Thomas, M.A., R. J. Goldspink, of H.I.M. Customs China, to Alice Mary, youngest daughter of John Randall, Esq., Sandringham-road, Hackney.

HALL—ELY.—On the 6th July, at St. Mary's, Stoke Newington, by the Rev. Edward Vine Hall, vicar of St. Mary's, Spring-grove, W., brother of the bridegroom, Charles Frederick Hall, B.A., Oxon, Bengal Civil Service, to Caroline, sixth daughter of the late George E. Ely, M.D., Rochester.

MACCOLL—KEUCHENIUS.—On the 18th May, at the Stad House, Batavia, and afterwards by the Rev. J. M. Arnold, B.D., in the British Consular Chapel, Archibald MacColl, Sourabaya, Java, to Hermina Josephina Alexandria, second daughter of L. W. C. Keuchenius, Esq., of Batavia, late Member of the Council of Netherlands India. No cards.

TAPP—HUDSON.—On the 12th July, at Llandugwudd Church, Cardiganshire, by the Rev. David Lewis, M.A., the vicar, William Handyside Tapp, of Her Majesty's Consular Service, Shanghai, grandson of the late Major-General Tapp, Political Agent, Simla, India, to Elisabeth Ranson, second daughter of the late John Hudson, Esq., of Hull.

DEATHS.

QUILTY—On the 9th July, at her residence, No. 11, Lyndhurst-square, S.E., Catherine, widow of the late W. F. Quilty, Esq., formerly of Lewisham, Kent, in her 81st year.

Digitized by Google

MISCELLANEOUS.

—o—

MISSIONARIES IN CHINA.

Mr. Carstairs Douglas has published a letter in the *Scotsman* in defence of missionaries in China. Mr. Douglas agrees with the editor that "the selection of Catholic missions for particular notice is rather a diplomatic move;" and, "if the Catholic missions be crippled, there will not be much trouble with those of Protestant direction." And he adds:—"For the oppressive, unjust, and illegal rules against which we protest are bad in their very nature, whether applied to the one or to the other; and we feel certain that, if enforced against them, we cannot escape." The writer proceeds:—"Protestant missionaries have never claimed for their converts exemption from Chinese law, and would not accept such a privilege if offered them." In conclusion he repeats the warning that this is not a mere missionary question. The attack, while apparently directed against missions, is really against all foreign interests. If our Government could be so careless and short-sighted as to allow the Treaty to be nullified in regard to the clauses in question, as the result (be it observed) of systematic misrepresentation and organised opposition on the part of the Chinese governing classes, this would certainly encourage them to use the same policy to nullify the other clauses of the Treaty. The success of the circular would and could have but one interpretation in China—namely, "England is weak, and is afraid of China."

WE have reason to believe that either the Repulse or the Iron Duke will shortly be commissioned to take the place of the Ocean as flag ship of the China Squadron.

AMONG the recent appointments to the Order of the Bath were three officers who have distinguished themselves in China. Dr. Charles Abercrombie Anderson, C.B., Inspector-General of Hospitals and Fleets, entered the service in 1841. His services during the engagements at Fatshan and Canton were very favourably mentioned in a despatch from Admiral Sir Michael Seymour, K.C.B. For his services in China he was promoted in 1858 to the rank of Deputy Inspector-General, and was subsequently in charge of Hong Kong Hospital. Richard Denton Mason, C.B., Deputy Inspector-General of Hospitals and Fleets, was gazetted in 1853 for his services at Canton. Dr. David Lloyd Morgan, C.B., Deputy Inspector-General of Hospitals and Fleets was present with the 2nd battalion of Marines at the operations before and in Canton, and was mentioned in the *London Gazette*, as were also his services in the Euryalus at the engagement at Kagosima, when the ship suffered severely.

TELEGRAPHIC intelligence has been received from Singapore under date of the 10th inst., by which we learn that H.M.S. *Rinaldo* has made an attack on the strongholds of the pirates in the Straits of Malacca, and succeeded in most effectually destroying them. The casualties among the crew of the *Rinaldo* were slight.

ADVICES from the Cape of Good Hope state that Her Majesty's screw troopship Tamar, Captain Hickley, arrived at Table-bay on the 21st of May, and, after having disembarked several officers and men of the 86th Regiment, proceeded on the 22nd to Simon's-bay. On June 2 she left for China and Japan, all well on board.

Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, July 11.

In my last letter I gave your readers some account of the preparations making for the forced introduction of the French Decimal system of weights and measures, which is to come into operation throughout all Germany on the 1st of January next. Alsace and Lorraine are of course included, but as they were French provinces when the system was first introduced in that country, the inhabitants have the advantage over their new fellow-countrymen in the other parts of Germany of being thoroughly conversant, both by theory and practice, with the system in all its details; so that, there at least, there will be no complaints heard nor any confusion and misapprehension on the subject to be expected. On the contrary, they cannot but rejoice to see the beneficent system extended to Germany on the other side of the Rhine, as it will not fail to facilitate their commercial intercourse and promote their mutual interests. Our neighbours at Altona have also taken a step in the right direction by opening an Exhibition of the new weights and measures, where the objects on show not only bear the official stamp or brand—and are thus suited for immediate use—but are saleable in any quantities; and being made of various substances—brass, iron, pewter, tin, and wood—the prices can be regulated to suit any purchaser's pocket.

There is another subject of equal, if not greater importance for the consolidation and unification of Germany that I wish to lay before your readers, as it is of a kindred character to the foregoing, and is at this moment exciting a great deal of interest in this country. I allude to the reform of the monetary system, and the introduction of one uniform coinage for the whole Empire. It is true that of late years a great improvement has taken place by the goodwill and voluntary exertions of the different Governments; but still it is a melancholy fact that at the present moment there are no less than seven different systems of money existing in different parts of Germany, which may be classified as follows:—The Prussian system, with its thalers, groschens, and pfennings. In the south of Germany and on the Rhine they have their guldens (or florins) at 60 kreutzers. At Bremen they buy and sell by gold thalers (about 11 per cent. better than Prussian currency), each divided into 72 grotes. Here at Hamburg we are blessed with two exclusive systems, viz., banco and currency, each consisting of marks, schillings, and pfennings. The former is the money for accounts, but is not coined, and represents the value of the silver bars deposited in the cellars of the Bank, whilst the latter is the money that circulates for the purchase and sale of articles of daily consumption, and is about 25 per cent. less valuable than banco money; but the coins have now become so scarce, having been melted down from time to time, that we are fain to make use of any other country's moneys, which nobody refuses, and which circulate, not by law but by custom, at certain fixed prices, whilst the coin in most general use is the Prussian thaler. Thus, in making a small purchase at a shop and tendering a thaler, the chances are that among the change he receives back the purchaser will find an American quarter-dollar, an English shilling or sixpence, a Danish mark (which passes here for five schillings currency), a six-kruitzer piece, a five-groschen piece, or one of 2½ groschens, which makes it the more confusing, some Mecklenburg or Lubeck small coins, and perhaps one or two schillings in Hamburg money—enough to bewilder any foreigner who drops in from a distant country. And, lastly, there is the new province of Alsace-Lorraine, where they have the French system of francs and centimes. Besides these there are other parts of Germany where they enjoy a separate subdivision of their currency;—thus in Mecklenburg the Prussian thaler is divided into 48 schillings, in Saxony the groschen contains ten pfennings, and in some parts of Hanover the old "guter groschen" is still current as the twenty-fourth part of the thaler.

All this is a serious drawback to wholesale commerce and even retail trade, and it has not escaped the attention of the different Governments as well as thinking men among the financial and mercantile community. Innumerable plans have been suggested and thrown aside in consequence of the opposition they met with from adherents of a different system. But now at length that the unity of Germany is happily accomplished, every one feels that the present insupportable state of things can no longer be endured, and that some remedy must be found without further loss of time.

Last summer it was the intention of the Governments to appoint a special commission to investigate the subject in all its details and draw up a report accompanied by definite proposals of some plan that would be found practicable; but as the declaration of war precluded the execution, it was necessarily postponed till more quiet times, and now on the restoration of peace the idea has been abandoned altogether, and it seems now intended to draw up a system of their own and lay it before the German Parliament at their next session, which will be in October next; so that, if it meets their approval, the Bill may be passed immediately and its provisions come into operation on New Year's Day. Though nothing official has transpired with regard to the details of the new project it has leaked out that the unit of the German currency will be the present Prussian thaler, which is to be divided into three marks of ten groschens each, with decimal sub-divisions, and all the smaller coins of less than a mark to be considered as change (*Scheidemuenze*) and not admissible for the payment of any sum exceeding one thaler. At the same time gold coins of five and ten thalers will be struck and put in circulation, which will be based on the proportion of 1 of gold to 15½ of silver, so that the lb. (half-kilogramme) of gold will contain 465 (155 by 30) thalers; and all public offices are to be authorised and bound to take them at their full nominal value. This plan has at all events the merit of being very simple and easy to understand, whilst it abstains from any sudden and arbitrary encroachment on the systems now in use, and to which the people are accustomed, and at the same time it will teach them to appreciate the advantages of a gold currency. As a necessary consequence, the further coinage of silver dollars would be suspended, and those now in circulation withdrawn by degrees and successively. If the relative value of gold and silver remain in the same proportion to each other as at present, the substitution of a gold currency for the present silver coinage can easily be effected without any great expense. This project has also the additional advantage that it requires no special legal enactment to alter existing contracts for money payments, which will all remain undisturbed, or can easily be brought into harmony with the new system.

Shortly before the close of last session the subject attracted the attention of many members of the German Parliament—among whom were several well-known political economists and financial and mercantile capacities, including the representatives of Hamburg, Bremen, Altona, and Frankfort—who formed themselves into a "Free Committee" to the exclusion of politics, and they held their first meeting under the chairmanship of Herr Miquel. After a sitting of three hours they came to the resolution not to bring the subject before the House, as there was no time to carry any measure, since the prorogation was to take place in a few days, but rather to make their wishes known to the Chancellor of the Empire, with the request to obtain the consent of the Federal Council during the recess to a Bill to be brought in in the October session of the German Parliament. The Free Committee declared themselves (1) opposed to any measure of a temporary or provisional character, or that did not bear the stamp of expressing some fixed principle or system (consequently against the projected coinage of gold five and ten dollar pieces); (2) in favour of the immediate introduction of one uniform monetary system for the whole of the German Empire; (3) in favour of a gold currency; (4) in favour of a double (gold and silver) currency for a certain period of transition; and (5) in favour of a centesimal division exclusively for the new unit of currency.

All this is no doubt very satisfactory and encouraging as far as it goes, showing, as it does, the *animus* that pervades the minds of the Germans at home, and the general wish of the nation for one uniform monetary system. But, in my humble opinion, it does not go far enough, and I foresee that fierce debates will take place in Parliament in the coming autumnal session on any such half-measure as the one described above; and I firmly believe that nothing will satisfy the nation short of the adoption in all its entirety of the beautifully easy and simple French system of francs and centimes, with a gold currency, which is also founded on the metrical decimal system, and after all only forms the complement of the new system of weights and measures about to be introduced in a few months. Besides, it will facilitate to an amazing extent the commercial relations of Germany with nearly all the adjoining countries, as well as several in other quarters; for it should not be

Digitized by Google

lost sight of that there is now only one currency of francs and centimes used in Belgium, France, Switzerland, and Italy, as well as in Roumania, Greece, and other smaller states, with a total population of a hundred millions of inhabitants; and that, by mutual agreement and international State treaties, the gold and silver coins of one country pass current at their full home value in all the others respectively. I cannot conceive the possibility of any one practically acquainted with the facilities and advantages of the franc-and-centime system voting in favour of the adoption of any other.

COMMERCIAL.

The Tea market is steady, and 2,000 chests of Congou and Souchong were sold by importers at previous rates. The quality of the new Rice is considered satisfactory, and important sales have been effected at rather higher prices. The imports of the first six months of this year were 86,000 bags, against 63,000 ditto in the corresponding period of 1870. There is a brisk demand for Cassia Lignea, for which 11¾ to 11½ sch. bco. has been paid, and none is to be had now under 12. Flores commands more speculative attention, the present price of 14½ to 15 sch. bco. being very low. Nearly all the stock of Pepper has been cleared off at rising prices, 6¼ sch. bco. being paid for Singapore, and 5⅞ for Penang. Large deliveries of Star Annis have tended to strengthen the market and increase the demand. There being no stocks of refined Camphor in the market, purchasers are content to wait, and have made contracts for later delivery. No more sales of Spelter are reported, but the article is firm at 12⅛ marks bco.

SHIPPING.

SAILED.—Canton to Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 12.

Before separating for the recess the Second Chamber has given a most important decision. The treaty between the Governments of Holland and England, for the transfer of our settlements at the West Coast of Africa to England, was passed, but by a very small majority, viz., 34 to 30, sixteen members being absent. The Treaty of Siak, however, regarding our settlements on Sumatra was rejected by 36 against 28. In my last letter I told you that the Minister had been obliged to lay before the members the diplomatic correspondence regarding this matter, and subsequently, at the request of Mr. Fransen van de Putte, the Minister granted the members permission to make a *discreet* use of this correspondence during the debate. Messrs. van Sypesteyn, Gratama, Nierstrasz and Mirandolle opened the battle with a vehement attack on the treaties. Mr. van Sypesteyn reminded the House that he had protested three years ago against the transfer, and he deeply regretted that the former Minister of the Colonial Department had been weak enough to yield so easily to the demands of England. The Treaty of Sink was in his eyes nothing better than a humiliation; our rights fixed by the treaty of 1824 would be completely annulled by it. Mr. Gratama demonstrated that the transfer was unnecessary, that we should not obtain any equivalent by the Siak treaty; Holland, as a colonial Power, would be humiliated, and its prestige abandoned. Messrs. Nierstrasz and Mirandolle indicated, in very able speeches, that the rights which were granted by England in return for the transfer were of no importance, and that the difficulties in which we were periodically involved in Sumatra would still obtain. The fears evinced by England of injury to the interests of British traders (residents in Sumatra) could have been removed by the positive engagement of our Government to introduce free-trade principles in our colonies, and probably England would then have supported the extension of our authority in Sumatra. The Government had tried to hush discontented traders by making inexcusable concessions to English subjects. The connection between the treaties was also a point of much complaint. Messrs. Rombach, Cremers, Breduis, and 'sJacob defended the treaties. The transfer was not at all. it was said. derogatory to our honour; we lived under circumstances which were wholly changed; the slave trade was abolished, which rendered it unnecessary for us to maintain our position on the Gold Coast; the policy of trade was altered, and free-trade principles enabled Dutch merchants to trade as well in the English as in the Dutch settlements. To establish undertakings of agriculture at the Coast was not thought advisable; a million of guilders would be required, and even this sum would not be sufficient for the purpose. A war with Ashantee would probably ensue if we did not transfer our settlements. It was stated, they further said, that the negroes wished to live under our authority, and they had addressed the Chamber to that effect. But what did addresses signify from natives who do not understand one word of the Dutch language? It is true that they wished most eagerly to be protected by our military force when they returned from their pillaging expeditions; but was that sympathy? Even England had at one time entertained the project to abandon the Gold Coast; why should we not do it now that these settlements are of no use to us? We do not sell them, we only sell our fortresses and other property. It is a beautiful argument that we should keep what our forefathers conquered; but do not bark if you cannot bite. The defenders of the treaties then proceeded to demonstrate that the Siak Treaty did contain an equivalent—namely, the stipulation that England should not oppose the extension of our authority in the States of Siak, Sree-Indrapoura, and Atsjeen.

In the third sitting, Messrs. Hasselman and de Casembroot attacked the treaties, but not so vehemently as did Mr. Fransen van de Putte, who, in the strongest possible language, condemned the behaviour of Mr. de Waal. The transfer of the African settlements he approved of; according to his opinion it was impossible to do the natives a greater service, but the Treaty of Siak he condemned. He demonstrated that we had an indisputable right to establish our authority in Siak. But, notwithstanding his opposition, Mr. Van de Putte feared for difficulties with England, and, after having protested against the expression "Perfide Albion," used by one of the speakers, advised the ratification of both the treaties. Mr. Gericke, Minister of Foreign Affairs, defended the treaties, and the Minister of the Colonial Department said that in 1867 th Chamber had demonstrated the necessity for the transfer, with which advice he was now acting in accordance; he called the African possessions *articles de luxe*, meaning that we are not able to defend the native population without a vast expenditure. The Siak Treaty he defended by the argument that it should be ratified *tout serait pour le meilleur du monde* between the Dutch authority and the English residents. The fate of the Ministerial proposals I have already stated.

In the last sitting of this Session the Minister for Foreign Affairs announced that, in consequence of the rejection of the Siak Treaty (the *Dagblad* mentions that negotiations for another one will be opened at the Court of St. James's), the consideration of the Treaty with Great Britain concerning immigration into the Dutch possessions is provisionally postponed. Mr. Fransen van de Putte inquired when the Minister of the Colonial Department will introduce his proposals for the revision of the East India tariff; Mr. van Bosse stated that probably it will be laid before the members in September next. The members of the First Chamber will meet on the 18th inst., but of course they will not be a long time together in the Royal residency, which is gradually being filled with princely guests in attendance on the marriage of Princess Marie with the German Prince Zu Wied.

The election in Haarlem of a member for the Second Chamber has proved a success for the Liberal party, Mr. Kappeyne van de Coppello being returned by 894 votes. The Conservative candidate, Mr. W. Baron van Goltstein, formerly a member for Hoorn, only polled 483 votes. To-day the elections took place for members of the First Chamber. Up to this moment the following gentlemen have been returned: —Messrs. G. A. de Raadt, J. W. Hein (South Holland), H. Rahusen, D. C. de Dieu Fontein (North Holland), G. R. G. van Swinderez (Friesland), C. Geertsema (Groningen), W. H. Cost Jordens (Overyssel), Van Pallandt (Gelderland), W. C. Borsuis (Zeeland), C. J. A. van Ryckevorsel and G. A. Vos de Wael (North Brabant), L. L. G. M. de Villers de Pité (Limburg).

The first seagoing vessels passed yesterday through the new canal from Rotterdam to the North Sea; they drew twenty-eight decimeters of water. If this Canal proves a success, it will greatly promote the welfare of our town. At every point workmen are busy demolishing houses, to make room for the railway, which is destined to cross right through Rotterdam.

Rumours have been spread that the *Prins van Oranje*, a steamer built for account of the Nederlands Company, was more or less seriously damaged while being launched on the Clyde. These *on dits* are quite unfounded. This ship arrived at Texel to-day, and in a few weeks will start for Batavia.

From a good source I hear that the fortress of Bois-le-Duc is to be dismantled.

Some days since an examination took place at Delfs of functionaries for the civil service of Netherlands India. Amongst the successful candidates was Mr. Radhen Mas Ismangoen, a grandson of the Emperor of Djocjocarta.

According to official returns of our trade in 1870 the total of our exports during that year amounted to f.938,740,070, and our imports to f.1,162,353,098.

PRODUCE MARKETS.

Not much activity has been manifested in our produce market, except in Spices, Cotton and Tin, which articles have been in brisk demand, and pretty large transactions have been concluded at further advanced rates. Parcels of Java Tobacco have also met ready buyers at full prices, whilst Coffee has continued in good request at the late currency; in other articles there has been comparatively but little stirring.

COFFEE.—A firm tone has continued to pervade the market, and pale Java, for which a partial advance has occasionally been paid, has in particular met with a good demand. Sales have been closed since my last of the following shipments of private importations, viz., 2,456 bags Java, ex Nagasaki, 849 bags Bali and Timor, ex Vice Admiral May and Obey; 828 bags Maccassar, ex Maarten van Rossem, 1,126 bags Java, ex Hollandia, 154 do., ex Annie Fleming.

SUGAR without alteration; but little on offer.

TEA exhibits a quiet appearance.

SPICES.—An animated demand has continued to prevail for Nutmegs and Mace, at further advanced rates, and large sales have been making. The present quotations are as follows:—Nutmegs, No. 1, 158c. to 160c.; No. 2, 148c. to 150c.; No. 4, 90c.; Mace, D, 250c. to 255c.; do., E, 245c. to 250c.

RICE looks dull, in accordance with the slackness of the corn trade, and under the influence of the abundance and cheapness of potatoes and vegetables. The weather has continued most propitious for growing crops.

TOBACCO (JAVA).—The sales include 946 bales Java Blitar, 431 bales without headmark, 455 bales Kendal Malang, and 221 bales F. J.

BLACK PEPPER.—2,770 bags, ex Alblasserwaard, St. Louis, and Schiedam, changed hands.

RATTANS.—Only one transaction is to be reported from first hands since my last report, namely, the sale of 97 piculs, ex Wemyss Castle.

MOTHER-O'-PEARL SHELLS in good demand. Within some days eight tons will be offered.

TIN.—Increased firmness has been shown, and sales have been making at gradually advancing rates, viz., Banca Spot, f.79 to f.80; do., for delivery ex the next autumn sale, f.77½ to f.78; Billiton, for delivery ex quay, at f.78 to f.78½.

SHIPPING.

ARRIVALS.—July 5, at Texel, from Samarang, Aristos; from Rangoon, Madeleine; 8, at Zierikzee, from Batavia, Noach I.

DEPARTURES.—July 10, from Brouwershaven, for Batavia, Marie; for Sourabaya, Constantia; for Macassar, Vrachtzoeker; from Texel, for Batavia, Ocean.

PASSENGERS INWARD.—From Java, per Noach I.: Mr. C. Kater and family, Mr. P. Stam and family, Mr. Kol and family, Mr. Bloem and family, Mrs. Belle and family, Mrs. de Groof, Mr. Meyer, and Mr. Hooghwinckel.

Digitized by Google

Monetary and Commercial.

—o—

The meeting to which reference was made in our last issue, for the purpose of taking into consideration the system adopted by steamship owners, of printing bills of lading for the Far East containing clauses which practically annul their liability, was held on the 11th inst., under the presidency of Mr. R. W. Crawford, M.P. Mr. Magniac, M.P., moved a resolution appointing a committee of merchants to consider the special stipulations introduced into bills of lading for steam vessels, and to confer thereon with the representatives of steamship owners and underwriters with the view of drawing up a general bill of lading, which shall be equitable in its conditions to all parties, and of arranging such a method of settling the freight as may remedy existing irregularities. This resolution was unanimously agreed to, and a subscription entered into to defray any expenses that might be incurred. The proceedings at the meeting are fully reported in another column.

It is announced that the half-yearly interest due on the 1st August, on the Imperial Government of Japan Customs Loan for £1,000,000 sterling, will be paid by Messrs. J. Henry Schroder and Co. on and after that date.

The report of the directors of the British Indian Extension Telegraph Company, to be presented at the meeting on the 21st inst., has been issued. The report says :—

The traffic receipts show a satisfactory result. From the opening of the line in January last up to 30th June, the receipts of the company, in excess of its expenses, have amounted approximately to £19,500, which enable the directors to declare an interim dividend, free of income-tax, for the half-year at the rate of 6 per cent. per annum. The traffic has increased since the recent opening of the China line on the 8th of June, and the anticipated completion of the Australian line at the end of the present year gives promise of a large increase of traffic over this company's cable.

In accordance with the resolution passed at an extraordinary general meeting of the company on June 26, 1870, the terminus of the line was changed from Point de Galle to Madras, from which latter place the cable has accordingly been laid to Singapore, touching at Penang; the additional cost of this change was met by the issue of debentures to the amount of £14,500. The line was opened for through traffic on Jan. 4 last. Owing to the unexpectedly high temperature of the sea in the Penang-Singapore section, the insulation, which varies very rapidly with temperature, did not in that section strictly comply with the contract standard. The company's engineers advised, however, that the cable was substantially perfect in every respect. The directors have arranged to deduct £7,500 from the shares due to the contractors as a compromise of all questions arising upon the contract by reason of the technical non-compliance with the conditions of specification. An arrangement has been made with the China Submarine Telegraph Company for the joint purchase of the steamship *Agnes*, which is fully fitted as a cable ship; the vessel is stationed at Singapore, and is available for executing repairs to the cable should they at any time be required. The purchase has been arranged for the sum of £19,300, of which this company's share has been paid by the issue of debentures to the amount of £9,500, bearing interest at the rate of 6 per cent. per annum, the balance of £150 being paid in cash. Since the laying of the cable a slight fault developed itself in the Straits of Malacca, about half-way between Singapore and Penang, which did not interfere with the working of the line; and it was repaired in the course of a few hours on the 7th June.

The Telegraph Construction Company has declared a dividend of 12s. per share for the half-year, being at the rate of 10 per cent. per annum.

At the meeting of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited), held on the 11th inst., a dividend was declared for the half-year at the rate of 5 per cent. per annum.

It is proposed to reduce the shares of the Union Marine Insurance Company from £50 to the nominal value of £20 per share.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 8th inst., was, in gold, to Ceylon, £5,000; to Madras, £15,664—in silver, to Penang, £15,170; to Singapore, £23,500; to Hong Kong, £34,850; to Shanghai, £1,650; to Sydney, £1,000; total in gold, £20,664; in silver, £76,170.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for June indicate a continuance of the recent strong revival in nearly every department of business, the declared value of our exportations having amounted to £19,258,233, which is £1,950,309, more than 11 per cent., in excess of the total for the corresponding month of last year, and 15 per cent. above that of June, 1869. This increase has again been distributed over nearly all the principal articles of our produce or manufacture. In cotton yarn it is 14 per cent. in value and 20 per cent. in quantity, in cotton manufactures 1 per cent. in value and 7 per cent. in quantity, in earthenware 19 per cent. in value, in haberdashery 38 per cent., in hardware 12 per cent., in machinery 10 per cent., in linen manufactures 21 per cent., in silk manufactures 32 per cent., in woollen manufactures 46 per cent., and in miscellaneous 11 per cent Iron figures for a reduction of 3 per cent., and coal 5 per cent. Much of the prevailing activity has evidently been due to the improved character of our colonial trade. The importations of the month have comprised 2,453,851 cwt. of which, valued at £1,468,647, against 1,944,299 cwt., valued at £1,068,864, in the corresponding month of last year. Of cotton the importations have been 1,016,717 cwt., valued at £3,426,732, against 895,702 cwt., valued at £4,268,871, in the corresponding month of last year. The total declared value of our exportations for the first half of the present year has been £101,637,970, showing an increase of nearly 5 per cent. over the corresponding half of 1870, and about 11 per cent. over that of 1869.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 30th June.		
China and Hong Kong	lbs.	842,610	1,245,550	986,980
Japan	,,	665,100	406,400	1,529,500
Straits Settlements	,,	152,400	217,940	220,910
Ceylon	,,	6,500	21,600	16,300
		For the Six Months ended 30th June.		
China and Hong Kong	lbs.	2,089,830	4,813,679	4,657,410
Japan	,,	2,826,422	4,963,680	5,313,830
Straits Settlements	,,	508,015	1,411,690	1,515,040
Ceylon	,,	70,922	104,756	128,950

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 30th June.		
China and Hong Kong	yds.	32,062,017	30,029,478	40,934,876
Japan	,,	1,088,730	1,395,160	3,846,400
Philippine Islands	,,	3,066,500	2,512,700	3,331,000
Java	,,	2,000,400	2,762,600	2,554,200
Straits Settlements	,,	6,939,860	12,155,531	7,108,790
Ceylon	,,	1,254,754	2,992,536	2,728,300
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	161,225,301	167,755,543	273,457,966
Japan	,,	10,095,752	14,492,372	26,553,464
Philippine Islands	,,	12,992,539	14,615,540	5,793,616
Java	,,	10,181,570	14,515,654	19,772,080
Straits Settlements	,,	30,962,284	47,479,905	39,457,696
Ceylon	,,	8,353,168	13,792,902	14,770,30[illegible]

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 30th June.		
China and Hong Kong	yds.	1,861,785	1,625,381	2,271,040
Japan	,,	248,109	68,134	148,540
		For the Six Months ended 30th June.		
China and Hong Kong	yds.	10,709,208	9,671,694	7,863,951
Japan	,,	2,188,132	766,153	1,048,604

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	yds.	151,760	104,568	136,813
For the six months	,,	1,188,817	1,168,093	931,805

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	tons	844	611	407
For the six months	,,	6,974	8,759	4,168

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From MANILA and CEBU to LONDON, per St. Peter, entered July 13.—400 bales hemp—Drake and Co.; 109 bales mother-o'-pearl shells—Borneo Company; 450 cases gum copal—Order. From Cebu: 1500 bales hemp—Baring Bros. and Co.; 1052 bales hemp—Borneo Company; 2848 bales hemp, 12,756 bags sugar—Peele, Hubbell, and Co.; 25,701 bags sugar, 186 bags coffee, 414 bales hemp—Order.

ARTICLES OF IMPORT.

—o—

TEA.

No change of any importance has taken place in the market during the past fortnight, and the only feature of interest has been the public sales, without reserve, noticed in our last report. The stock in the United Kingdom up to the 30th ult. is estimated at 80,100,000 lbs., against 92,300,000 in 1870, and the quantity afloat at 759,960 lbs., against 2,930,000 lbs. in 1870.

Red-leaf Congous: Siftings and broken-leaf kinds continue difficult of sale. Fair common are unchanged. Good common must be quoted rather lower, sales having been made at 10¾d. to 11¼d. per lb. Fair qualities have been steady at 1s. to 1s. 2d. In good to fine and finest

Digitized by Google

transactions have been unimportant. Paklins are firm. Black-leaf kinds: all low qualities are much depressed in value, and almost unsaleable. Fair common are neglected at lower rates. For good common there is no demand. Fair to good medium are wanted, and no doubt first arrivals of New Teas will command competition. Good to fine and finest have been forced off, at auction, at low rates; but the finest new Teas, if they arrive in moderate quantities next month, and prove of satisfactory quality, will probably meet with ready sale at fair prices. Amoy kinds are altogether neglected. In new-make Canton Congous further supplies, received overland, have sold at 1s. 4d. to 1s. 5d. for fair, and 1s. 9d. to 1s. 11d. for good to fine quality, being a decline on last quotations. The fair qualities are difficult of sale, and would recede in value on further additions to stock. Oolongs are unchanged. In Souchongs and Flowery Pekoes there is no business. Scented Teas: Canton Capers have been sold on easier terms, and are difficult of sale. Foochow kinds are steady. Canton Orange Pekoes have been a little more in request, and are firm at last quotations. Foochow kinds are unaltered. In uncoloured Japans there is nothing doing. Green Teas: There has been no business of any importance since our last report. Canton Gunpowders of the lower qualities are most difficult of sale.

SILK.

Business continues on a large scale, and prices have still a decided improved tendency. For Chinas the demand has been very active, and the market is now pretty well cleared of all available descriptions, Tsatlees being particularly scarce; the advance in prices during the past fortnight is 6d. to 1s. per lb. Japan Silk still sells freely at improving prices, the advance from the recent lowest point being 2s. to 2s. 6d. per lb.

Deliveries, 1st to 12th inst. inclusive: China, 1,609 bales; Canton, 690 bales; Japan, 377 bales; total, 2,676 bales.

LONDON QUOTATIONS, JULY 14.

CHINA.	
Tsatlee, No. 1	29s. 6d. to 30s. 6d.
,, ,, 2	28s. 6d. to 29s. 0d.
,, ,, 3	27s. 6d. to 28s. 3d.
,, Red Peacock	25s. 6d.
Ynenfau, Nos. 1, 2, and 3	22s. 6d. to 25s. 6d.
Taysaam Keying, Nos. 1, 2, and 3	22s. 0d to 26s. 0d.
Long Reel	18s. 0d. to 20s. 0d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 27s. 6d.
Idah, Nos. 1 and 2	26s. 0d to 28s. 0d.
Sodai, Nos. 1 and 2	23s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	24s. 6d. to 29s. 0d.
Koshiu, Nos. 1 and 2	23s. 6d. to 25s. 6d.
Eichizen	21s. 0d. to 24s. 0d.
Mashta	21s. 0d to 23s. 0d.
Hatchojl	None.

COFFEE.

The market for Ceylon is quiet, and although only moderate supplies have been offered the demand has not been equal, and prices of Plantation have been irregular and occasionally lower; Native has been but sparingly offered. Plantation has sold, triage and ordinary 47s. to 56s., small coloury 57s. 6d. to 61s., fine ordinary 58s. 6d., low middling 61s. to 64s., middling 64s. 6d. to 70s., good middling to fine middling 70s. 6d. to 77s. 6d., good to fine bold 80s. to 83s., pea-berry 79s. 6d. to 88s.; bold native Ceylon has sold at 55s. Of 1,539 bags Bonthyne Singapore offered 1,050 bags sold, good pale to brownish at 60s. to 63s., mostly sea damaged at 51s. to 53s. 6d.

SUGAR.

The market is again extremely dull, there being scarcely any demand, and it is difficult to make sales on previously ruling terms. Holders, however, do not press sales, and there is no actual depreciation in prices to record. Early last week at auction offers of 3,236 baskets good to fine grainy Java, per Chetah, were nearly all bought in, only 62 baskets being sold, fine grey (duty 5s. 8d.) at 38s. 6d., privately 2,000 bags Penang were quitted at 26s. to 27s., and 900 baskets low date at 20s. There were no further transactions until the 13th, when 675 bags Penang in auction sold, coloury grey at 33s. 6d. to 34s. 6d., middling soft grey at 32s. 6d.; privately 650 baskets date sort sold at 20s., including a small portion washed; also 500 bags fine Ilo Ilo Manila at 24s. to 25s. 6d.

CAMPHOR.—Up to within the last few days a fair business has been done in China at 71s. per cwt., chiefly for shipment for France, but at the moment the demand from that quarter appears satisfied, and there is not much doing. Japan has not moved during the fortnight.

COCOA NUT OIL.—The demand is dull, and prices of Ceylon have a downward tendency; at auction 325 casks Ceylon partly sold at 39s. to 40s. Privately small sales of Cochin on the spot are reported at 50s. 6d. for fine; for arrival, business has been done in Ceylon at 40s. per cwt. Stock 5,263 tons, against 7,075 tons. Afloat, about 2,153 tons Cochin and Ceylon, against 2,620 tons Cochin and Ceylon same time last year.

COIR GOODS.—The market continues steady. Public sales have been small, embracing only, of Yarn, 12 bales and 18 tons Cochin sold, fair common to good 27s. to 37s. per ton, and 62 bales and 33 tons Ceylon chiefly retired; of Fibre, 322 bales Cochin retired, and 6 tons Ceylon sold at £15 to £23 5s. for low to middling.

COPRA.—Market firm; no Penang in stock.

CUBEBS.—There is still a steady market at the quotation lately current, viz., 30s. for good quality.

CARDAMOMS.—A high range of prices checks business; of 29 packages Ceylon offered at public sale, about half were placed at 3s. 1d. for good long plump quality.

CUTCH.—The market is still quiet, and we have no transactions to report; at public sale 612 bags were offered and retired.

CHINA GRASS.—There has been no business done; the nominal quotation is £50 for good white.

DRAGON'S BLOOD.—The market is steady; at public sale 22 cases lump brought £5 2s. 6d. to £5 17s. 6d. per cwt. for fair, and 3 cases reed were retired.

ESSENTIAL OILS.—Cinnamon very scarce and wanted. Citronelle dull, moderate private trade at 1⅓d.; 223 cases at auction, partly sold at 1⅓d.; sellers now at a fraction under. Lemon Grass quiet; 4 cases at sale retired. Aniseed has been in steady demand, with fair private transactions at 8s. 9d. to 8s. 10d. Cassia has improved in value, and 10 cases brought 4s. 2d., 1 lot 4s. 3d. per lb. Nutmeg steady; 5 cases offered and sold at 6¼d. to 6½d. per oz. for good.

EBONY.—Fine quality commands a high price; 70 tons sold at auction at £11 to £12 12s. 6d. per ton.

GALLS.—Market steady; of 720 cases China offered, 500 sold, at 49s. 6d. to 52s. 6d. per cwt. for fair to good. No transactions in Japan.

GUMS.—Benjamin: Sumatra, seconds, firm, good quality scarce, and small retail trade up to £10 per cwt.; of 90 cases at auction, half sold at £8 5s. to £8 15s. per cwt. for fair seconds, and 80s. to 85s. good thirds. Manila Copal is steady; of 835 cases at public sale, about one-third placed at 30s. to 39s. 6d. for fair, slightly drossy to good bold fairly cleaned hard, and 31s. soft good yellow. Damar firm; 100 cases good Batavian at auction retired at higher prices. Gamboge steady; and at public sale three-fourths of 39 cases offered brought £14 to £14 2s. 6d. per cwt. for good, a little mixed with softish; £11 15s. to £11 17s. 6d. middling, rather mixed and drossy; and £11 damaged.

GUTTA-PERCHA continues dull.

GAMBIER.—Market firm: at public sale, 3,572 packages were mostly sold: Cubes at 19s. 6d.; Block, mostly damaged at full previous value. Sales of 350 tons to arrive at 16s., and 16s. 1½d. more distant parcels, all faults ex-ship are also reported.

HEMP.—Manila has been in rather better request, especially the superior descriptions, over £40 per ton; about 2,500 bales have been sold privately; good brown at £40, fair roping £46; at public sale, of 2,190 bales offered, only the damaged portion was sold at relatively fair value.

HIDES.—At the public sales held on the 13th a good supply of East India Kips was brought forward, and there being a fair demand the bulk was taken off without any alteration in prices. Tanned and Buffalo sold at previous rates. KIPS: 13,989 Singapore and Penang sold, light 6¾ to 7¼ lbs. at 9d. to 9½d., heavy 8⅞ to 9¾ lbs. at 8½d. to 8½d., extra 12½ to 14½ lbs. at 7⅞d. to 8¾d., thirds 7 to 8⅞ lbs. at 6½d. to 6¾d., second small 4½ lbs. at 9d. to 9¼d., third 3⅞ to 4⅞ lbs. at 7½d. to 7¾d. Brined, light 10d. to 10½d., heavy 9d., extra 8¾d. to 9d. 3,030 Ceylon sold, light 7½ lbs. at 6¾d., heavy 9⅜ lbs. at 6d., extra 12⅞ lbs. at 6¾d., small 5⅜ lbs. at 5½d., thirds 7⅞ lbs. at 5d. BUFFALO: Of 3,190 Singapore and Penang offered, 1,480 sold, best light 11⅛ to 15¾ lbs. at 6d. to 6½d., second 12 lbs. at 5¾d., first heavy 33¾ lbs. at 5½d., second 23½ to 38⅝ lbs. at 4½d. to 4½d.

INDIA-RUBBER.—Market unchanged, 29 packages Java at sale retired; sales of Borneo at 1s. 8d. to 1s. 8½d.; good E. I. of all sorts in request at high rates.

ISINGLASS.—Market dull, especially for common; 90 packages Penang at auction mostly bought in.

JAPAN WAX.—There is no change; the bulk of the stock very firmly held; transactions privately at extreme rates; new arrivals, chiefly low descriptions, will shortly be placed on the market.

MUSK.—As the supplies increase the market is barely so active; 79 caddies at auction mostly sold at 34s. to 35s. 6d. per oz. for good and fine selected well-shaped pods, 16s. to 18s. rough and bally ordinary to middling, and 20s. 6d. to 25s. fair to good wet pickings.

PLUMBAGO.—There has been a good demand, and the bulk of a large quantity offered at public sale was taken off; 1,672 barrels mostly sold; ordinary to very good bright lump 15s. 6d. to 25s., chips, low to fine 7s. to 16s. 6d., dust 6s. 9d. to 11s. 6d. per cwt.

PEPPER.—Black has been again largely taken for France, and a considerable business has been done on the spot, and to arrive, at further advancing figures, 5⅞d. being paid for Penang; and privately 5 15-16d. for Singapore; large parcels to arrive have been quitted within ⅛d. of these figures, but at the close the market is rather quieter. At auction, of 3,703 bags Singapore, a small proportion only sold, fine (a few lots) at 6d.; good, 5⅞d.; 447 Penang sold at 5⅞d. for Acheen. White has been steady, but only moderate transactions have taken place, owing to the holders of the bulk of the stock asking higher rates. At auction part of 177 bags dull Singapore sold at 9⅛d. to 9⅝d.

RHUBARB.—The market for China continues quiet, but of 139 cases brought to the hammer, the bulk was sold; fair coat middling pale and good fracture at 2s. 1d.; rather more rough 1s. 9d. to 1s. 10d.; high dried middling rough fair coat 1s. 4d. to 1s. 6d.; low 5d.

RICE.—There is still but little disposition to buy, except on easier terms, and sales continue small. On the spot 700 bags fine white Bengal have been sold at 12s., 800 bags Dacca at 9s. to 9s. 3d. ex quay, 1,000 bags Madras at 9s. 6d., and 2,000 bags Rangoon at 9s. 3d. The following floating cargoes have found a market:—The cargo, per Lady Bird, 500 tons Rangoon, February sailing, at 10s. 3d. for the continent; the cargo per Miralla, 1,080 tons Rangoon, at 10s. continental terms; the arrived cargo per Hope, 600 tons Chittagong at 8s. 4½d. ex quay, and the cargo per Osmo, 1,050 tons Rangoon, at 10s. for the Continent.

ROOTS.—Market quiet; 56 packages China at public sale retired.

SAGO.—Market steady at low prices; at auction, of 3,075 boxes and bags offered, about half sold, good medium 19s. to 19s. 6d., middling large 17s. 6d., good small 16s. Flour cheaper; part of 703 bags Singapore brought 15s. per cwt.; 1,869 bags Borneo retired at 16s.

SAPANWOOD.—Fine Ceylon is still scarce, and would realise high prices. Siam and Manila are firm, but there is little offering.

SHELLS.—No transactions since the periodical sales noticed in our last report.

SOY.—Scarcely anything doing.

STAR ANISEEDS.—Have been in more request, and private trade has been done up to £6 5s. per cwt.; however, fresh arrivals are now offering more freely.

STICKLAC.—Siam is still scarce and firm, and there are no transactions to report.

SPICES.—CASSIA LIGNEA, &c.: Prices higher, a large business having been done chiefly for immediate shipment to France, up to 115s. per cwt. for 2nd pile, and 110s. unworked; parcels offering to arrive shortly. Buds steady, 30 boxes in sale retired at high prices.

Digitized by Google

CLOVES.—Penang very firmly held, and in few hands, high figures demanded. 1 case at auction brought 1s. 4½d. for middling. Amboyna dull and stocks heavy. Mace continues very firm, with very little offering; 6 cases at auction brought for fine bright red 3s. 9d.; ordinary mouldy small 3s. 1d. to 3s. 2d. Nutmegs in further request, and a fair trade done privately, some 150 cases 80's to 78's at 2s. 7d. to 2s. 8d.; 105's to 117's 2s. 4d. to 2s. 3d.; 25 cases Penang at auction half sold early in the fortnight 70's at 3s.; 82's to 84's 2s. 6d. to 2s. 5d.; 100's to 90's 2s. 4d. to 2s. 5d.

TAPIOCA.—The recent demand for this article has abated, and transactions privately have been restricted in consequence. Public sales have embraced 1,843 bags, of which only a small part sold—Penang, fine, 2⅜d. to 2½d.; Singapore, very good small, 2½d.; bold hard, good colour, 2¼d. Pearl is also quiet; 70 bags large bullets sold at 10s. per cwt. Flour is still very dull; 375 bags offered and retired.

TURMERIC.—Market dull, and nothing doing.

TIN.—There has again been an active market during the week, prices remain as last quoted, viz., Straits on the spot and afloat, £133; Banca, £135; Billiton, £133 per ton.

TOBACCO.—The sales have included 34 bales Japan at 9¾d. to 10¾d., and 30 bales ditto, damaged, at 7d. to 7½d.

VERMILLION.—The market for China continues steady; a small business is doing privately at 3s. 3d. per lb.

NEW YORK MARKET REPORT.—JUNE 28.

TEA.

The market is almost at a standstill, the demand for the moment being quite light and confined to small parcels for immediate use.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no change from those ruling for some time past. The market for Brazil is inactive, but is gathering strength, the views of holders being confirmed by the successive favourable telegrams from Rio Janeiro, advising continued light shipments to United States ports. There are now no sellers except at advanced prices. For the other kinds there is some inquiry from the trade at present low prices, but holders evince more firmness than for some time past, and their views are now generally above those of buyers. The sales include 524 mats Java, ex Louise, and 5,140 mats, ex Agincourt, on private terms. The dealers are jobbing Java at 18¾c. to 19c. for pale, 19½c. for medium brown, 20¼c. to 20¾c. for brown, and 22c. to 23½c. for extreme brown.

CORDAGE.—There is a fair demand for Manila at previous rates.

CAMPHOR.—China is quoted 17c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.05; Cassia, $1 gold (in bond.)

FIRE CRACKERS.—The market has become very quiet, but as the stock is found to be small, and but few on the way to arrive here before the season for the sale of stock for the Christmas holidays, prices are quite firm at $2.40 for extra No. 1 full count, and about 3,000 boxes have been sold at that price.

GAMBIER.—The current quotation is $4 gold (duty free).

HEMP.—The demand for Manila is not active, and the market is consequently quiet, but prices are firm at 11c. to 11½c. gold on the spot, according to quality, and 11c. gold for floating parcels. The sales are reported of 800 bales, ex Horatio Harris, at 11½c., 1,000 bales, ex Bunker Hill (at Boston) at 11½c., 60 days, and 1,000 bales, ex Mariano (at Boston) at 10¾c., 60 days; also to arrive 1,500 bales per Canaan, 1,000 bales per Golden Hind, and 400 bales per Isolina, all at 11c. gold.

INDIGO.—the demand is confined to small lots of East India descriptions at previous rates. Sales have been made of 18 cases Manila at $1.05 to $1.15.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 80c. to $1 currency (duty free).

RICE.—Carolina is dull and 25 cents lower, receipts from Philadelphia and Baltimore, in addition to the regular supply from the South, having depressed the market. Foreign, on the other hand, growing in favour with consumers, sells freely at previous rates. The transactions have been 2,150 bags Rangoon at $7 to 7.50 currency (duty paid), and 1,400 bags in bond at $3.25 to 3.50 gold.

SUGAR.—The demand is without activity, but steady and uniform from refiners, and there is no perceptible change in values. The only sale of East India to report is 10,536 bags Manila, ex Kildonan, at 7⅜c.

SPICES.—The market for Mace and Nutmegs is excited and unsettled, owing to the advices relative to the hurricane, which is said to have destroyed the crop of these spices in the Banda Islands, from whence the larger part of the supply of Government Nutmegs is received. To these accounts there have also come to hand telegrams from Singapore, noting an advance there on Mace to $96 per picul, and on Nutmegs to $70 per picul, with light supplies. Considerable sales of Nutmegs have been made at 92½c. for English cases, and 95 for Penang, and of Mace of $1.50 for prime, with more disposition to buy at these figures than to sell. Stocks are held with much confidence, based upon the fact that, owing to the low prices that ruled for Nutmegs in the primary markets previous to 1868, when, for several years the quotation at Singapore stood at from $28 to 40 per picul, growers became discouraged, and, to a great extent, abandoned the culture of the plantations. More recently, when remunerative prices have been obtained, new plantations have been set out; but, inasmuch as the trees do not bear under from five to seven years, supplies cannot be augmented for some time to come. The consumption for the past two or three years has been largely made up of the old stock that had accumulated in the markets of Europe, but as these have now run down pretty low, it would seem that the expectation of full, if not advanced prices in the immediate future are not without foundation. The other descriptions are steady at our quoted rates, without special movement. Cassia, 31½; Wild Cinnamon, 33; Pepper, 16 for Sumatra, and 16⅜ to 16¾ for Singapore; White Pepper, 22; Cloves, 10¾ to 11.

TIN.—The market has become very quiet, and prices have not been sustained; quotations are, for Straits, 33½c.; English, 33¼c.; and Banca, 38c., all gold.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
July 2	E. F. Gabain	Klencke	Akyab, for Bremen	Off Beachy Head
6	Lady Bird	—	Rangoon	Queenstown
4	Aristos	Kildahl	Batavia	Texel*
4	Maria	Tofield	Pasaroeang	Brouwershaven
4	Julie	Cherpion	Sourabaya	Do.
	Hawarden Castle	Jones	Akyab	Queenstown
9	Bessie Morris	Gardiner	Colombo	London
8	Noach I.	van Schelven	Batavia	Zierikzee
10	Gazelle	Worms	Rangoon	Falmouth
11	Osmo	Soderholm	Do.	Do.
11	Ensign	Duncan	Do.	Do.
11	Batavia	Hertsen	Batavia, for Livrpool	Off do.
11	Zelica	Stevens	Akyab	Queenstown
10	Inkerman	Kirk	Maulmain	Off do.
10	Eurynome	—	Rangoon	Off Kinsale
12	St. Peter	—	Manila	Deal
11	Spirit of the Day (bq)	—	Rangoon, for Rotdm.	St. Catherines IW

With loss of foretopgallant mast.

DEPARTURES.

Date.	Ship.	Captain.	For	From
July 6	Durley (str.)	Lunham	Galle, &c., via S.C.	London
	Helena	van Leeuwan	Samarang	Rotterdam
4	Canton	Deneken	Hong Kong	Hamburg
	Niewe Waterweg	[illegible]	[illegible]	[illegible]
7	Nola	—	Singapore	Clyde
8	Washi (str.)	Reeve	Yok., Hiog., &c., S.C.	London
	Honigby	—	Singapore	Rotterdam
10	Nyassa	—	Do.	Liverpool
10	Denmark	—	Galle	Do.
3	Caprera	Crombie	Singapore	Shields
10	Alice	Pounder	Penang	Sunderland
3	Sedan (str.)	Wente	Macao	Lisbon*
12	Albert Victor	Mitchell	Shanghai	London
12	John Milton	Bichard	Yokohama	Do

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
July 4 to 11	Hong Kong	London	Singapore, China, &c.
,,	Serenbid	,,	Ceylon

LOADING.

At LONDON.—STEAMER VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Atholl.

SAILING VESSELS.—For Hiogo and Nagasaki: Carnarvonshire. For Yokohama: Ada, Coulnakyle, John Nicholson. For Shanghai: Portland, James Shepherd, Laurel, Ethiopian. For Hong Kong: Bombay, Isles of the South. For Port Darwin and Batavia: Edinburgh (str.), Hibernia (str.). For Singapore: Peterborough. For Penang: Bristow. For Bangkok: Mary Evans. For Colombo: Rosy Morn, Scawfell, Ocean Beauty, W. E. Gladstone.

At LIVERPOOL.—For Yokohama and Hiogo: Nourmahal, Birmah. For Manila: Olaquivel, Maria Fidela. For Hong Kong: Mongol. For Singapore, Hong Kong, and Shanghai (via S.C.): Lorne (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Singapore: River Eden. For Colombo, &c. (via S.C.): Penguin (str.).

At GLASGOW.—For Penang, Singapore, and Manila (via S.C.) Albay (str.). For Batavia and Samarang: County of Ayr. For Colombo: Marchioness of Londonderry.

SPOKEN.

CANNING (ship), Colombo to London, June 9, 2 S., 20 W.
R.A.F.J. (barq.), Hamburg to Hong Kong, June 11, 3 N., 26 W.
ANNA LUCRETIA, Amsterdam to Sourabaya, May 17, 5 N., 25 W.
NESTOR, Cardiff to Batavia, July 3, 49 N., 9 W.
MARIA DIEDERICA, Batavia to Rotterdam, May 29, 21 S., 1 E.
ST. JAN (Dutch barq.), Padang to Rotterdam, May 19, 30 S., 13 E.
MARY E. RAY, Colombo to London, May 14, 35 S., 19 E.
STATA (N.G. barq.), Batavia to Amsterdom, May 12, 35 S., 21 E.
WILLIAM RITSON, Singapore te Liverpool, May 28, 22 S., 4 E.
DANUBE (barq.), Ceylon to London, May 4, off the Cape of Good Hope.
ALIDA (Norw.), Batavia to Amsterdam, 46 days out, April 26, 35 S., 20 E.
CHARLES RICH (Amer.), Batavia to Amsterdam, May 16, 35 S., 17 E.
CYCLONE, Penang to Boston, May 21, 31 S.
TOPGALLANT, Sourabaya to Rotterdam, June 2, 18 S., 4 W.
TREVANION, Ceylon to London, May 21, 29 S., 11 E.
MARIA AND SARAH, Batavia to Rotterdam, May 30, 19 S., 1 W.
COLDSTREAM, Singapore to Liverpool, May 18, 29 S., 11 E.
VALIDA, Ceylon to Hamburg, May 27.
KINFAUNS CASTLE, Singapore to London, May 22, 30 S., 11 E.
BATAVIER, Sourabaya to Falmouth, May 3, 27 S., 18 E.
RAINBOW, Padang to Boston, May 14, 27 S., 8 E.
PAULINE (Germ.), Batavia to Amsterdam, May 19, 25 S., 11 E.
COUNTY OF ARGYLE, Sourabaya to Rotterdam, May 19, 28 S., 10 E.
MARTABAN (ship), Clyde to Colombo, May 30.
REGINA MARIO (Dutch barque), Newcastle to Batavia May 30.

Digitized by Google

NYVERHEID, Batavia to Rotterdam, May 24, 35 S., 17 E.
RICHARD BELL (ship), Manila to New York, May 14, 35 S., 20 E.
RIVER AVON, Liverpool to Japan, 106 days out, March 30, 8 S., 117 E.
WATERVILLE (barque), Colombo to London, May 12, 20 S., 1 W.
BLANCHE, for Singapore, July 5, 44 N., 9 W.
AILSA (ship), London to Shanghai, June 29, 40 N., 14 W.
MEINAM (barque), Bangkok to Marseilles, May 9, 29 S., 15 E.
MEDEA (Dutch ship), Rotterdam to Batavia, June 12, 9 N., 27 W.
P.L.R.V. (Dutch ship), Rotterdam to Sourabaya, June 11, 7 S., 25 W.
LAURENS KOSTER, Rotterdam to Java, July 7, off the Goodwin.
STERLINGSHIRE (ship), Canton to New York, May 14, 35 S., 20 E.
ELIZABETH (Dutch ship), Amsterdam to Batavia, June 11, 17 N., 35 W.
VIGIL (ship), Hiogo to New York, April 23, 37 S., 22 E.
JEANE GEARY (?), Clyde to Manila, 23 days out, 10 N., 26 W.
CITY OF AMOY (ship), Colombo to London, May 30, 11 S., 13 W.
HEDWIG (Norway barq.), Sourabaya to Rotterdam, May 31, 8 S., 16 W
DEUX FRERES, Colombo to Philadelphia, May 12, 22 S., 2 E.
MARIA ELISA, Amsterdam to Batavia, June 4, 1 N., 25 W.
ABOUKIR, London to Batavia, June 5, 3 N., 25 W.
ARIEL, for Shanghai, May 27, 6 S., 31 W.
YANGTSZE, for Hong Kong, May 29, 3 S., 31 W.
SILVER EAGLE, Plymouth to Japan, May 11, 12 N., 112 E.
LAUDERDALE, Cardiff to Shanghai, May 6, 1 S., 108 E.
POLLY HOPKINS, Cardiff to Shanghai, May 10, 11 N., 110 E.
MARIANO, Boston to Yokohama, April 12, 21 S., 28 W.
LORD MACAULAY (ship), Cardiff to Hong Kong, June 14, 7 N., 25 W.
Q.B.C.F. (German), Newcastle to Batavia, June 20, 3 S., 29 W.
MENAM, Bangkok to Marseilles, June 3, 5 S., 17 W.
SUOMALAINEN (Rus. brq.), Batavia to Liverpool, June 25, 34 W., 40 W.

FREIGHTS AND CHARTERS.

Outward freights remain dull, and no alteration in the rates has taken place. In coal freights there is but little doing.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £23. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Malta, dated June 15, state that the Una (s.s.), Smith, from London to Singapore, &c., via Suez Canal, which arrived there June 13, had carried away head of mainmast during a squall, the previous day, off Pantellaria.

The Rapido, Dougall, from Ceylon to London, which arrived at St. Helena June 11, experienced a hurricane, off Cape Agulhas, May 19, veering from E.N.E. to W.S.W., but she did not receive any particular damage.

Advices from Cape Town, dated June 5, state that the Konigin Augusta (N.G. barque), Pritzkow, from Java to Falmouth, put into Simon's Bay, May 21, in a leaky state, with cutwater started, rudder-head and fore and mainmast heads sprung, several sails blown away, and 4,000 bags of sugar thrown overboard, having encountered very bad weather S. of Madagascar on May 1, and a gale at N.W., May 19, off Cape L'Agulhas; she was discharging.

The Speedwell, Williams, from Bangkok to Marseilles, put into Simon's Bay, May 28, with deck, bulwarks, and rudder injured, and cargo seriously damaged, having shipped much water in a gale off Madagascar, May 1; she would discharge the whole of her cargo.

The Admiral Gourbayre, Viaud, from Saigon to Belle Isle, which went on shore at Cape Town during the night of March 30, but was towed off the next morning, afterwards discharged her cargo in order to go on the patent slip for repairs.

Advices from Fayal, dated June 24, state that the White Swallow (Amer. ship), from Boston to Hong Kong, with ice, was abandoned in a sinking condition, June 17, 180 miles S.W. of Fayal; the crew arrived there on the 20th in their own boats. A cutter left on the 21st to look for the ship, but returned the next day without success.

The Maibit (iron ship), Popken, which sailed from Dartmouth, July 6, for Batavia, has merely been temporarily repaired for the voyage; she will require an extensive overhauling, as many of the plates and frames are broken and otherwise damaged.

A telegram received from Galle, dated July 11, states that the Louisa, from Singapore to Boston, had put into Algoa Bay, leaky; cargo damaged.

A telegram received from Singapore dated July 12 states that the Glenavon, Henderson, from Cardiff to Shanghai, was totally lost in Gaspar Straits on June 23; crew saved.

MISCELLANEOUS.

At ST. HELENA.—May 19, Catalina, Ansoatequi, from Manila, and sailed 20 for London; 21, Deux Freres, Gillard, from Colombo, and sailed 22 for Philadelphia; 23, Hedvig, Landsten, from Sourabaya, and sailed 25 for Rotterdam; 26, Havelock, Madden, from Singapore, and sailed 27 for London; 28, Ayr, Good, from Batavia, and sailed for New York; Encarnacion, Gadaqui, from Macao, and sailed 29 for Havana; Pegasus, Mackey, from Hiogo, and sailed 29 for Bordeaux; 29, Eastern Star, Simpson, from Penang, and sailed for Queenstown; 30, Vigil, Gilpin, from Hiogo, and sailed 31 for New York; Canning, Emmett, from Colombo, St. Peter, Fullerton, from Zebu, and both sailed for London; Satsuma, Kinmond, from Shanghai, and sailed for Montreal; Pauline Constance Eleonore, Kuyper, from Batavia, and sailed 31 for Amsterdam; 31, Baron v. Pallandt v. Rosendaal, Dietz, from Banjoewangie, and sailed June 2 for Amsterdam; June 1, Laura, Horn, from Hong Kong, and sailed for Hamburg; Nederland, van Ingen, from Batavia, and sailed 2 for Amsterdam; Melbourne, Russell, from Colombo, and sailed for London; 2, Lichtstraal, Jansen, from Batavia, and sailed 3 for Rotterdam; Jacoba and Christina, Stewart, from Banjoewangie, and sailed 3 for Amsterdam; Alcyone, Patterson, from Padang, and sailed 3 for New York; Graafstroom, Leclercq, from Banjoewangie, and sailed 3 for Rotterdam; 4, Cornelis Warnard Eduard, Swart, from Batavia, and sailed 5 for Rotterdam; Caroline Coventry, Ellery, from Manila, and sailed 5 for London; 6, Kathleen, Cottle, from Singapore, and sailed 10 for New Bedford; 7, Nehemiah Gibson, Smalley from Colombo, and sailed 8 for London; 9, Alcyone, Kruisinga, from Tjilatjap, and sailed 10 for Amsterdam; 10, Malabar, Douglas, from Colombo, and sailed for London; 11, Rapido, Dougall, from Ceylon, and sailed 12 for London; Kebroyd, Bedford, from Ceylon, and sailed for London; Pandora Carruthers, from Ceylon, and sailed 12 for London; 12, George Peabody, Jenkins, from Java, and sailed for Falmouth.

At ST. HELENA.—June 12, Erasmus, Hulshoff, from Java, and sailed, 13, for Rotterdam; Pepita, from Manila, for London; 5, Alaveza, from Manila.

About 1,000 tons of coal had been discharged, and would be sold ex Willem III. (str.), from Amsterdam to Batavia, which took fire in the Channel May 19. The cargo saved (about 1,000 packages) had been sent to London; that stowed below the water line had suffered but little from fire.

The Ternate, of Rotterdam, Cars Tzoon, which sailed from Batavia on the 9th November last, with produce for Holland, has been posted by the Committee of Lloyd's as a missing vessel, not having since been heard of.

NOTICE TO MARINERS.

The following notice has been issued from the Hydrographic office of the Admiralty.

With reference to Notice to Mariners No. 104, dated 10th December, 1869, respecting the Suez Canal and directions for its pilotage, the following additional information, chiefly from Captain Nares, of H.M. surveying ship Newport, is issued for the guidance of mariners using the canal:—

PORT SAID.—No material change affecting navigation has taken place in the approach since the survey made in 1870, with the exception that the detached bank lying 1½ miles to the eastward of the entrance has almost disappeared, the depth over it having increased from 12 and 14 to 20 feet; the buoy marking it has in consequence been removed. At Port Ibrahim the main entrance of the docks and a considerable portion of the north basin has been dredged to 24 feet.

SUEZ CANAL.—By the regulations of the Canal Company all vessels are required to have a head and stern anchor ready for letting go, also hawsers for warps; and all vessels measuring over 100 tons are bound to take a pilot. The deepest water is, in all cases, in the centre of the canal; in passing through, it is therefore more a question of careful steerage to keep the ship exactly in the centre, than of pilotage, and it is probable that the commander will be better acquainted with the behaviour of his own vessel than the pilot, who is a stranger to her. In the broad portions, particularly in the south part of the Bitter Lake, where the shallow water bears a large proportion to the deeper channel, great care is required in the navigation. Between Port Said and Kantara the depth of water that can be relied on at present is 23 and 24 feet, and patches of the same depth are found in other parts of the canal, but wherever these patches occur a dredge is always at work in the vicinity. The channel through Lake Timsah is completed to 27 and 28 feet, and the dredging of the anchorage space on the lake will shortly be commenced. Mooring bollards at a cable apart are fixed in the banks; they will bear sufficient strain to cant the largest ship. In the event of getting hard aground, the best shore anchor is found to be a spar buried horizontally on the inner side of the bank with perpendicular planks in front, the hawser being led through a cutting. The iron beacons on the several lakes are placed 136 feet on either side of the centre of the deep water in the channel. In passing round a curve in the canal, the bow of the vessel should be kept as near the inner, or convex, side as possible, and previous to rounding, the engines of steam vessels should be stopped, that she may pass it at the slowest speed. The only serious damage which vessels are liable to sustain in passing through the canal is from the propeller coming in contact with the bank; it is necessary, therefore, in any class of vessel, to proceed at slow speed, and large ships may find it advantageous to avail themselves of the services of the company's tugs in preference to using their own screws. When the wind blows across the canal care must be taken to prevent the ship drifting to leeward, and all unavailable top gear that will hold wind should be sent down. It would be preferable to stop and secure to the bollards rather than to risk damaging the screw by using it near the lee bank.

SUEZ.— At the mouth of Suez creek allowance should be made for the strong tidal current which sets across the canal, and frequently in the contrary direction of the current in the canal. The tidal stream between Suez and Chalouf turns to the northward two hours before high water at Suez, and runs for seven hours. It commences to run south one hour before low water at Suez, and continues 5½ hours. At full and change of moon the tidal stream runs north from 9h. 30m. to 4h 30m., and south from 4h. 30m. to 10h. 0m. It has been recommende that this portion of the canal should be navigated with an opposin tide.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	Britis Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Cwt.	Cwt.	£	£	£
Seafield	Colombo	London.	June 20	6	25	...	¼	½	218	2668	86900	4916	80	...	100	67	...	11025	...	756	24	3400	160	1220	1416	...	186	1910	74	856	40¼	9¼	137	374	605
Robin Hood	Batavia and Sourabaya	,,	,, 20	109	35	2	...	9	485	775	692534	...	...	...	...	...	...	8736	21	64	...	...	39	...	...	...	...	454	...	2061	400	...	...	...	...
Rollo	Hong Kong	,,	,, 21	267	50	21	...	...	12	1142	1381255	12500	...	...	...	550	1789	110000	...	153	59	299	1747	882	1112	1729	375	443	...	381	78½	68½	37	404	...
Eleanor	Penang	,,	,, 22	...	...	...	5	...	...	222	39000	17620	...	...	...	370	...	4400	...	51	44	502	12	604	278	384	52	51	..	586	10	...	54	34	...
Kate Carnie	Singapore and Manila	,,	,, 23	16	...	58	...	50	150	1337	572062	45905	...	...	...	393	1383	15200	...	45	75	87	717	1718	1074	2750	570	257	510	1245	102	66	171	208	...
Hong Kong, str, via S.C	Singapore and Penang	,,	,, 23	2	...	1	...	...	...	512	60000	26995	...	1210	30	2193	...	8630	20	...	...	...	6	...	55	...	...	282	34	80	...	...	136	64	296
Do. do.	Hong Kong	,,	,, 23	6	...	16	...	...	450	366	400545	158547	425	235	68	5520	175	80000	90	...	...	22	202	150	534	...	65	1745	180	175	315¼	125½	34	142	680
Do. do.	Shanghai	,,	,, 23	...	...	8	...	...	...	637	3628445	127970	1989	300	147	36894	30	...	1cs.	...	...	9	41	86	487	...	80	2033	102	3946	...	21	...	89	87
Do. do.	Japan	,,	,, 23	23	...	...	...	...	...	...	102736	11940	600	230	...	4555	...	10000	...	...	...	...	12	...	...	...	...	20	...	...	65½	...	70	...	...
Advancement	Bangkok	,,	,, 26	232	...	½	...	2	195	596	...	...	...	...	...	...	...	...	55	...	...	...	...	8	5	...	150	20	...	...	...	...	..	25	...
Menelaus, str., via S.C.	Singapore and Penang	Livrpool	July 2	...	...	...	...	...	80	555	519394	216767	...	460	511	860	...	...	40	...	...	5	...	...	55	...	...	608	...	15	...	...	100	40	...
Do. do.	Hong Kong	,,	,, 2	...	...	21	...	...	...	97	1892002	179095	...	...	397	4011	...	142000	...	...	...	...	...	...	324	...	70	30	...	60	3½	15¼	20	...	70
Do. do.	Shanghai	,,	,, 2	...	...	4	...	...	...	250	5978372	570740	...	...	...	15498	...	72714	25	...	...	...	84	...	...	...	...	75	...	...	...	11	100	...	20
Do. do.	Japan	,,	,, 2	...	...	...	...	...	...	157	133075	...	...	...	...	8113	...	1600	...	...	...	...	...	...	...	...	...	53	...	...	1cs.	...	...	...	...
Nola	Singapore	Glasgow	,, 5	251	36	...	...	...	...	340	366700	90910	...	...	...	...	...	45000	...	...	...	...	...	...	...	...	293	...	...	1125	£33	...	...	...	...
Alex. Lavelley, str., (v. S. C.)	Do.	Livrpool	,, 2	4	...	12	...	...	...	898	741442	308718	...	...	...	961	195	73400	...	...	...	...	...	...	116	500	...	314	...	...	...	...	...	...	...
Do do.	Hong Kong	,,	,, 2	...	...	15	...	...	...	...	544200	22200	...	...	...	40	...	152500	...	...	...	...	...	...	...	...	...	541	...	...	43	...	...	...	...
Do. do.	Shanghai	,,	,, 2	100	...	...	...	...	...	140	1452185	31453	...	...	...	15165	1320	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.
		£	£	£	£	£	£	£	£	£	£	£	lbs.
Seafield	Colombo	74	150 gls	1333	190	35	...	21	26	569	40	389	...
Robin Hood	Batavia and Sourabaya	...	63	8	12	71	22	...	61	...	35	90	...
Rollo	Hong Kong	...	77	80	61	...	...	...	...	...	...	...	...
Eleanor	Penang	11	2gls.	8	12	10	140	...	...	7	463	...	...
Kate Carnie	Singapore & Manila	361	130	159	132	42	207	20	...	538	850	615	...
Hong Kong, str., via S.C.	Singapore & Penang	255	...	73	449	217	50	390	12	31	...	...	82
Do. do.	Hong Kong	411	219	5584	473	244	26	208	...	32	416	367	...
Do. do.	Shanghai	139	1cs	207	1198	145	86	...	846	156	15	...	...
Do. do.	Japan	108	...	1266	365	...	...	10	160	...	...	...	...
Advancement	Bangkok	152	9	...	...	...	180	...	2625	...	...	...	...
Menelaus, str., via S.C.	Singapore & Penang	1cs.	...	...	72	98	1cs.	...	...	...	20	...	609
Do. do.	Hong Kong	112	...	790	...	...	...	1cs.	...	...	...	...	...
Do. do.	Shanghai	47	91	50	20	...	...	...	...	...	5	...	...
Do. do.	Japan	97	...	8cs.	1cs.	...	...	...	...	...	...	...	...
Nola	Singapore	...	...	...	113	...	...	...	...	...	...	270	...
Alex Lavelley, str, (v. S C.)	Do.	40	...	...	...	...	...	45	...	...	...	39	321
Do. do.	Hong Kong	...	...	479	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per SEAFIELD.—Refined sugar, 5 cwt.; corks, £40; clocks, £75; effects, £12; goods, manufactured, £4; bags, £180; chalk. £3; asphalte, 6 tons; manure, 48 tons; life buoys, £26; matches, £310; cement, £80; cotton manufactures, £240; slates, £30; tombstone, £6; zinc, ½ ton; geneva, 2,199 gallons; tar and pitch, 41 barrels; gunpowder, 6,200 lbs.; pianos, &c., £6.

Per ROBIN HOOD.—Carriages, £130; cement, £92; effects, £20; matches, £90; clocks, £55; fuel, 222 tons; collodion, 1 case; photographic materials, £48; coals and coke, 840 tons; gunpowder, 5,000 lbs.; beef and pork, £50.

Per ROLLO.—Refined sugar, 1 ton; yarn, £78; geneva, 1,718 gallons; tar and pitch, 15 barrels; pianos, &c., £50.

Per ELEANOR.—Playing cards, 21 cases; perambulators, £19; effects, £57; asphalte, £47; cotton manufactures, £65; zinc, 5 tons; rope, &c., £450; gunpowder, 11,666 lbs.; pianos, &c., £48.

Per KATE CARNIE.—Paper, 96 cwt.; sugar, 30 cwt.; clay manufactures, 8 tons; goods, manufactured, £20; matches, £2,788; cotton manufactures, £1,420; perfumed spirits, 37 gallons; coals and coke, 100 tons; zinc, 8 tons; rope, &c., £30; fruits, £14.

Per HONG KONG (str.).—To Singapore and Penang: Playing cards, 11 cases; goods, manufactured, 21 packages; effects, £470; telegraph materials, £115; caoutchouc manufactures, £27; goods, manufactured, £20; cotton manufactures, £1,575; rope, &c., £33; pianos, &c., £33. To Java: Coloured cottons, 4,775 yards; haberdashery, £134; fancy goods, £144; leather, £130; woollens, £98; goods, manufactured, £20. To Hong Kong: Confectionery, 2 cwt.; refined sugar, 22 cwt.; pictures, £40; parts of a steamboat, £2,000; emerald green, £431; seeds, £6; cotton manufactures, £6,815; geneva, 500 gallons; rope, &c., £70; pianos, &c., £70. To Shanghai: Chocolate, 63 lbs.; playing cards, 1 case; effects, £557; steamer, 228 tons, £6,000; iron barge, £2,000; oats, £80; scientific instruments, £20; goods, manufactured, £71; sacks, £13; butter, £10; carriage, £250; pictures, £70; iron hulks, &c., £8,700; cotton manufactures, £11,500; shot, 2 tons. To Japan: Condensed milk, 13 cases; goods, manufactured, £76; effects, £50; mineral water, £10; cotton manufactures, £63; rope, &c., £14.

Per ADVANCEMENT.—Shells, £58; tiles, £54; boat and tackle, £50; iron rod valves, £25; ships' tackle, £2,400; live stock, £38; marine engine, £400; parts of steamers, £5,400; gunpowder, 133 lbs.

Per MENELAUS (str.).—To Singapore and Penang: Machinery, 2 cases; woollens, 1 case; hardware, 1 case; iron rod manufactures, £31; cotton manufactures, £50 and 2 cases. To Java: Hardware, £375; machinery, £50; coloured cottons, 57,475 yards; woollens, £256; stationery, £40; maizena, £5; plain cottons, 77,435 yards and £338. To Hong Kong: Leather, 1 case; smallwares, 2 cases; woollens, 39 cases; apparel, 3 cases; umbrellas, 5 cases; effects, £17; cotton manufactures, £700. To Manila: Apparel, £186; haberdashery £704; plain cottons, 6,486 yards and £130; coloured cottons, 45,367 yards; stationery, £21; hardware, £30; woollens, £1,150; drugs, £200; provisions, £75. To Foochow: Paper, £25. To Amoy: Flannel, £50. To Shanghai: Sewing cotton, £255; cotton manufactures, £681. To Japan: Woollens, 20 packages; books, 1 case; cottons, 1 case; hardware, 4 cases.

Per NOLA.—Plumbago, £3; iron rod manufactures, £64 cotton wick, £1; cotton manufactures, £541; roofing felt, £30; coals and coke, 195 tons; rope, &c., £120; gunpowder, £50,000 lbs.

Per ALEXANDER LAVELLEY (str.).—To Singapore: Cotton manufactures, 9 cases; glassware, 1 case; woollens, 4 cases; cotton manufactures, £718; belts, £26. To Hong Kong: Cotton manufactures, £190. To Shanghai: Cement, £6. To Batavia and Sourabaya: Plain cottons, 166,800 yards; coloured cottons, 333,240 yards; yarn, 1,000 lbs.; bar iron, 13 tons. To Japan: Blankets, £2,117; white wine, 52 gallons; woollens, £2,756; plain cottons, 22,100 yards; coloured cottons, 48,000 yards; yarn, 1,200 lbs.; apparel, £50; hardware, £11; stationery, £138; boots, £70; glass, £24; guns, £2; gloves, £38. To Manila: Plain cottons, 10,810 yards; coloured cottons, 123,860 yards; umbrellas, £450; woollens, £475; haberdashery, £213; hats, £480; linens, £180; butter, 39 cwt.

Per AILSA, to Shanghai.—Perfumery, £10; hardware, £212; goods, manufactured, £14; leather goods, £39; furniture, £24; cottons and woollens, £257 (short shipped); plain cottons, 154,000 yards.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE and HONG KONG having been successfully laid, IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS :—

From LONDON to HONG KONG £7 0 0
" " SHANGHAI 8 5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, June 8, 1871.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and C Agents. 22, Moorgate-street, London

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.
16, Cornhill, London, May 5, 1871.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three: Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

HOLLOWAY'S PILLS.

COUNSEL AND COMFORT.—A disordered stomach throws the whole system out of gear, and renders us unfitted both for work and amusement. A few doses of these strengthening and purifying Pills, taken according to the accompanying directions, will, however, speedily restore order, and re-enable the stomach to digest its food without difficulty. These excellent Pills are suitable alike for the peer as the peasant, the soldier and the sailor, and particularly for home and foreign colonists. Holloway's Pills are very useful in checking feverish attacks, bilious complaints, and inflammations. They have also made the most signal cures in cases of dropsy and diseases of the kidneys, heart, and lungs, when the sufferers seemed past the aid of medicine.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economical stock for Soups, Sauces, &c.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINRÖTER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Gaile	FREDK. PITERS
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY & CO.
Batavia	HOUGHTON & CO
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	R. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL,
(Over the JERUSALEM.)

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
MALTA		—
ALEXANDRIA.	" "	Every Tuesday at 2 A.M.
ADEN	" "	
BOMBAY	" "	
GALLE	Saturday, July 8, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, July 18, at 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, July 8, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, July 18, at 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9, July 23, Aug. 6, Aug. 20, September 3, Sept. 17	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
July 9, August 6, Septmber 17	For	Pondicherry, Madras, Calcutta.

July 9, and every fourth Sunday rom that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

App'y to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Yokohama ...	Ada	A1 17 yr.	SWID	With des.
Yokohama ...	Coulnakyle	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D	With des.
Shanghai ...	Ethiopian ...	A1	E.I.D.	With des.
Hong Kong	Isles of the South	A1 13 yr.	E.I.D.	With des.
Yokohama...	John Nicholson	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Shanghai ..	Portland ...	AA1	872	E.I.D.	Wth des.
Hiogo and Nagasaki	Carnarvnshire ...	A1 14 yr.		E.I.D.	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR SHANGHAI, DIRECT.—The Clipper Ship PORTLAND, AA1, 872 tons register; C. H. COSTER, Commander; loads in the East India Docks. This splendid clipper is well-known in the China trade for her fast passages and sound delivery of cargo, and has excellent accommodation for first-class passengers.

For Freight or Passage apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill; or to NORRIS and JOYNER, 60, Cornhill, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Singapore. Hg. Kg., Shanghi, Tientsin, & Japan.	Entrprise Messrgrs.	100 A1	1521	E.I.D.	Aug. 5
China Prts & Japan.	Co.'s s.s. Messrgrs.	—	—	E.I.D.	July 22
	Co.'s s.s.	—	—	E.I.D.	Aug. 4

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

MESSAGERIES MARITIMES de FRANCE.—STEAM from LONDON to ADEN, MAURITIUS, GALLE, SINGAPORE, SAIGON, BATAVIA, HONG KONG, SHANGHAI, YOKOHAMA, NAGASAKI, and HIOGO (via Suez Canal). See advertisements of the MESSAGERIES Co.'s STEAM SERVICE, leaving London on the 22nd inst. and 4th August, offering unusual advantages to merchants and passengers for all the above ports.

For general information and passage, apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, 123, Fenchurch-street; and for freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 109, Leadenhall-street, London.

STEAM FROM LONDON to GALLE, SINGAPORE, HONG KONG, SHANGHAI, TIENTSIN, CHEFOO, JAVA, and JAPAN.—The celebrated Clyde-built clipper steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-horse power nominal, 1,350 h.p. effective, now on her way from Hankow to London, with the first teas of the present season; will be despatched about the 5th of August, her positive date being shortly named and rigidly adhered to. This beautiful vessel has unequalled accommodation for a number of first and second-class passengers, being provided with bath rooms, piano, punkas, icehouse, &c., and every comfort that can be desired. Will carry a surgeon and stewardess She will call at Galle to land passengers only, and reserves liberty to tranship her cargo for Tientsin, Chefoo, Java, and Japan.

For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, and 109, Leadenhall-street, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under;—

Name.	Tonnage.	To sail.
**Virago	1,800	July 20
**Xantho	1,800	Aug. 15
**Rollo	1,437	To follow
**Yorkshire.....	2,273	To follow
**Red Gauntlet.....	1,450	To follow
**Hindoo	1,800	To follow
**Urbino.....	1,800	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York, Manchester; or, 109, Leadenhall-street, E.C.

Steam via the Suez Canal. To sail on the 18th August.

FOR YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered Screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; Victoria (London) Docks.

For Freight, apply to the Owner, DONALD R. Mc GREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

With despatch. Regular Line of Packet Ship.

FOR HONG KONG, the fine clipper ship BOMBAY, A1 13 years; 937 tons register, newly metalled. ISAAC HEIGHO, Commander; East India Docks.

Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. G. D. TYSER and Co., 3, Crosby-square; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Countess Russell	A1 8 yr.	965	SWID	July 25

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yoko.& Higo	Nourmahal...	A1 13 yr.	Prnce's	Wth des.
Bat., Sour.,& Samarang	Rance	3-3rds L. 11 9 yr.	Prnce's	Wth des.

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

FOR SHANGHAI DIRECT.—With quick despatch, the well-known China clipper-ship LAUREL, A1 13 years (owned by Messrs. John Willis and Son), 638 tons register, JAS. WATT, Commander; East India Docks. This fine vessel has just been rometalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

FOR SHANGHAI DIRECT.—To follow the "Laurel."—The splendid clipper ship LAMMERMUIR, AA, 1,050 tons register (owned by Messrs. John Willis and Son). This fine vessel, so well-known in the trade, is strongly recommended to shippers, and has excellent accommodation for passengers.

For freight or passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE. A 1 14 years; 534 tons register; PETER JONES, Commander; South India Docks.—This fine, high-classed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Guaranteed first ship.

FOR COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid Regular Trader MACEDON, A 1, 13 years; 496 tons register; J. SUMMERFIELD, Commander, West India Docks. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail positively July 31st, following the "Ocean."

FOR BANGKOK (SIAM) DIRECT.—The splendid Clipper Vessel MARY EVANS. A 1 12 years, 258 tons register, J. JENKINS Commander; loading in the West India Docks.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Freight payable on receipt of bill of lading.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Monday, July 17, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 412.] LONDON, MONDAY, JULY 24, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	April 7	May 26	May 30
Yedo			
Osaka and Hiogo	March 24	„ 15	„ 22
Hakodadi			
Nagasaki	„ 24	„ 14	„ 20
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	„ 24	„ 15	„ 27
Kiu-kiang	—	—	„ 27
Chin-kiang			
Shanghai	April 14	„ 29	June 3
Ningpo			
Foochow	„ 21	June 2	„ 5
Formosa			
Amoy			
Swatow			
Hong Kong	„ 21	„ 31	June 9
Canton			
Macao			
PHILIPPINES— Manila	April 7	„ 26	„ 1
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	„ 8
BORNEO—Labuan			
Sarawak	—	—	May 31
JAVA — Batavia	—	—	June 8
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	May 12	„ 12	„ 17
Penang			„ 18
CEYLON—Galle			„ 27
Colombo			„ 24

THE MAILS, &c.

The next inward mail (French), with dates, Shanghai June 9, Hong Kong June 16, Singapore June 24, is due on the 29th inst., *via* Marseilles.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Nyanza*, arrived July 18.—From Shanghai: Baron von Rehfues, Madame Comillot, Mr. Wright. From Hong Kong: Capt. Ragouly and one second-class passenger.

To Southampton, per P. and O. steamer *Australia*, expected to arrive July 28.—From Shanghai: Lieut. H. L. Ryder, R.N., Mr. Geo. Deans, Mrs. C. Snowden. From Hong Kong; Major Suttie, Mr. S. G. Bird, Mr. J. S. Lapraik, Mr. J. C. Wardlaw, Mr. J. J. Conway, and two second-class passengers. From Singapore: Assistant Controller Lieutenant Blacker, Mr. Geo. Harrison, Mrs. Baumgarten, three children, and servant, Mr. A. Lumsden, Mr. W. Webster, Mr. John Neave, and two second-class passengers. From Galle: Mr. Dobree, Captain Helsham, three children, and servant, Mr. Spooner, Mrs. Christopher and child, Mr. Atkinson, Mr. and Mrs. Pilkington, four children, and servant.

PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, July 22.—To Shanghai: Mr. and Mrs. Goldesphink, Mr. J. McRitchie, Mr. G. Brown, Mr. R. Bryson. To Singapore: Mr. R. G. Stiven. To Samarang: Mr. and Mrs. Severing, Miss Wymstroom.

Per P. and O. steamer, from Brindisi, Aug. 1.—To Hong Kong: Mr. E. George.

Per P. and O. steamer, from Suez, Aug. 6.—To Ceylon: Dr. Anthonies.

Per P. and O. steamer, from Southampton, Aug. 5.—To Singapore: Mr. P. Gowan. To Ceylon: Mr. S. G. D. Skrine, D.I. of Hospital Guy, M.D.

Per P. and O. steamer, from Brindisi, Aug. 15.—To Hong Kong: Mr. and Mrs. J. Fairbairne. To Singapore: Mr. H. Bulwer,

Summary of News from the Far East.

JAPAN.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, May 25.

Since my letter of the 15th inst., sent *via* San Francisco, no mails from Europe have been received here, the Pacific mail steam ship *Golden Age* having left Shanghai a day or so previous to the expected arrival of the English mail of April 7.

During the interval the chief event has been the departure of the United States squadron for Korea, on the morning of the 16th inst. The movements of the fleet were kept very quiet until the last moment, and the first intimation the residents had respecting it was by the *Colorado* going down the harbour, followed by the *Alaska*, *Benicia*, *Monocacy*, and *Palos*. Previous to their departure overtures were made to Baron von Richtoven to induce him to accompany the expedition, but he declined to do so on the conditions offered by the American Admiral, viz., to report solely for the information of the Americans. Newspaper correspondents were all refused permission to accompany it, with the exception of Signor Beato.

The movements of the vessels of war in addition to those recorded above have been :—Sailing : the French gunboat *Cœtlogon*, for Saigon on the 16th.—Arrivals : British, *Adventure*, from Hong Kong, 18th, with marines. French gunboat *Lamothe Piquet* from Saigon on the 16th ; ironclad frigate *Alma* from Yokohama on the 19th, having on board Rear Admiral Gisholme, whose flag was saluted by the *Ocean* and *Tordenskjold*. The arrival of the latter vessel from Wladiwostock on the 18th completes the list. Remaining in port: British, *Adventure*, *Juno* and *Ocean*. French, *Alma* and *Lamothe Piquet*, both detained for want of coals it is reported. Danish, *Tordenskjold*. Yesterday being the anniversary of the birthday of H.B.M. Queen Victoria, the day was observed in the customary manner, with the exception of firing the salute at noon, which was omitted this year, owing to the Staff Commander of the *Ocean* being on his death-bed. His complaint is either dropsy or gout, and is such that two doctors have pronounced his case hopeless.

The following properties situated at this port, which formerly belonged to the estate of Glover and Co., in liquidation, but foreclosed a short time since by the mortgagees, in conformity with the terms of the mortgage deeds, were offered for resale yesterday by public auction. by the China and Japan Trading Company, viz. :—

Reare lot 12, Owra settlement, with the buildings thereon, ground rent $117.32 per year, sold for $280 ; Reare Lot 16, Owra settlement, with the buildings thereon, ground rent $171.92 per year, sold for $580 ; Hill lot 16, Namenohira, with the buildings thereon, ground rent $175.20 per year, bought in for $225.

The only remaining subject I have to dwell upon is the revival of the jetty question by the Japanese. On this subject I wrote to you some sixteen months ago, when it was before discussed. Ultimately it was abandoned by the native authorities, and, as the residents thought for ever—but it does not seem so, as it has again been brought forward by the new Governor. On its becoming known that the local authorities contemplated reactionary movements ; some of the residents who would be the greatest sufferers by the change placed their Consul in possession of ample materials to check the local authorities, and I hear that despatches will be sent to Yedo, which will give but little chance of the annoying changes being carried out. It is most surprising that the Nagasaki authorities persist in periodically raising the same question over and over again, and in the face of such enlightened progress which is being made by the higher officers, it is difficult to believe that the latter know anything about the measures in force here, controlling all classes, from coolies upwards. It is much to be

Digitized by Google

hoped that the despatches sent by the Consuls at this port to their chiefs at Yedo will be such as will lead to investigations being made by the Yedo authorities into the numerous abuses existing here.

Exchange on London stands at 45½, and a small demand exists. Nebus are quoted 400 bus per Mexican $100. Freight to London is £3 5s. per ton of 50 ft. tea; £3 10s. do. sundries.

CHINA.

—o—

SHANGHAI.

Dates from this port extend to June 3; the London mail of the 7th April, arrived out on the 23rd May, and the following French mail of April 14, on the 29th May.

The following items are from the *North China Herald*:—

The Chihsien has issued a long proclamation giving notice that, henceforth, the law requiring "Bankers to be secured by four of their neighbours and to be properly registered in the Yamen of their district," which has long been in force in the capital, will be carried out in Shanghai, and will be extended to every kind of hong, store and shop. The Chihsien says that this step has become necessary on account of the extensive frauds which have been committed by various tradesmen. The high provincial authorities have approved of the proposed step, and a despatch has been sent to the foreign Consuls, asking them to notify the change to their nationals.

The new Supreme Court premises have been opened to public business.

It is purposed to have a moonlight parade of the volunteer corps, when the several companies will assemble to defend the different approaches to the settlement. It is suggested that the several commanders of vessels in port should land detachments of seamen and marines to co-operate in repelling the supposed enemy.

The annual meeting of the members of the Shanghai Club was held on the 29th May. The accounts show a profit on the year's working of $5,000. It was agreed to lease the club from the Recreation Fund trustees at an annual rental of $11,000, and to endeavour to raise money to buy the furniture. Messrs. Rennie, Blydenburgh, Hancock, Higson, J. A. Maitland, John Thorne, Jellicoe, Wheeler, Miller, R. Fergusson, Westall, and Ashton were elected a committee for the current year.

A public meeting of the French Municipal Council was held on the 27th May, to discuss the budget for 1871-2. The proceedings were purely conversational, as the electors have no vote on the subject, and are only summoned to give them an opportunity of expressing opinions. The only important matter touched was the discovery of a system of "squeezing" by tax collectors, which is under investigation.

At a meeting of members of the Debating Society, held on the 23rd inst., it was decided to hand over the balance of the society's funds to the promoters of the new public library and museum, on condition that, in the event of the society being reconstituted, it shall have the privilege of meeting in the library building. The stipulated time is now within two months of expiry; but we are glad to learn that a struggle is being made at the last moment to raise the necessary funds, and that there is every chance of a house being built.

A final report has been published of the working of the Sinza Refuge during the past year. The expenditure has equalled the income within Tls. 4. The total sum available, including a balance of Tls. 28 from last year, was Tls. 2,930, of this Tls. 2,898 have been expended, leaving Tls. 32 to go forward.

In view of the dilapidated condition of the old gaol, H.M.'s Consul has decided to open the new establishment on the Soochow Creek on the 1st of June.

A meeting of scrip-holders in the Lyceum Theatre was held on the 26th May. Nine shares were redeemed in full, and the balance in hand, Tls. 1,269, was divided among 196 shares remaining unpaid.

The Pacific Mail Company advertise that they will issue tickets to Nagasaki and back, during the summer, at $50 for the return journey.

Many of the ships in harbour were decorated on the 24th May, in honour of the Queen's birthday. A Royal salute was fired at noon by the Prussian corvette *Hertha*; the clipper *Thermopylæ* also fired twenty-one guns very regularly, although at rather long intervals. The Yacht Club took advantage of the holiday to hold a race for a cup, value $75, presented by a member. But the day turned out almost dead calm, and the race was another drift, even worse than on the last occasion. The *Phantom*, by a combination of good luck and good management, succeeded in getting home a winner.

A meeting of the Hongkew Wharf Company was called on the 25th May, but was adjourned until the 5th June, in consequence of an insufficient attendance of shareholders.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, JUNE 2, 1871.

The plot in China seems to thicken. While our Minister here, and Government at home, cry "Peace, peace," the wily Chinese prepare continuously for war. A German brig in the harbour of Shanghai is now taking on board for the Taku Forts two six-hundred-pounder guns, and a number of soldiers for the same destination. The Taoutai of Shanghai has also received orders to send ten thousand soldiers to Tientsin. This looks like business; scarcely a day passes now without a number of Chinese gunboats leaving or entering this harbour; there are ten or twelve constantly here. Admiral Kellet arrived here from the north two days ago, and report says that he expects work for his vessels very shortly. Nagasaki is now the principal naval station, and, in view of disturbances or hostilities with the Chinese, is a more convenient place than Yokohama or Hong Kong, which are too remote. Mr. Wade seems arousing at last to the fact that *material force* is the only thing to impress the Chinese Government, and worth a ream of long-winded despatches. It may be, and is argued that the Chinese are only preparing to resist aggression on the part of the French, but it may be replied that those warlike preparations began long before the Tientsin Massacre.

A communication has lately been addressed by the Taoutai here to the foreign Consuls, informing them that all Chinese trading with foreigners are to be licensed by him, and submit to certain regulations. As far as I can learn, no protest has been made by our Consul or Minister against this barefaced infraction of our Treaty rights, which are allowed to slip away, one after the other, without even a word of remonstrance. With all our treaties there is nothing plainer than that the old ex-Hong system of Canton is in as much force now as it ever was in that place. All Chinese trading with foreigners are compelled to belong to some guild, all of which are licensed by the mandarins, and allowed to make their own regulations, one of which is, that no member can buy or sell except at a fixed price. They have unlimited power to impose their rates by expulsion or imprisonment. The result of all this is, that all Chinese produce, tea and silk especially, are 30 to 50 per cent. dearer than they were ten or fifteen years ago, while all imported goods are selling at or below cost price. Even in chartering vessels for coast voyages no Chinaman will offer more than another on any given day, but if any advance is made it must be by previous concert amongst themselves. The Chinese are, in fact, masters of the situation, with all the boasted knowledge of our merchants.

The P. and O. Company take home the first teas of the season, and the Hankow steamers, *Erl King* and others, will be close at their heels, if they do not outstrip them.

The indemnity paid by the Chinese to the Protestant missionaries at Tientsin for the losses at the time of the massacre has been cut down one-half, partly by Mr. Wade, our own Minister, paid to protect our rights, and partly by the Chinese officials. The whole affair speaks badly for English diplomacy.

The English and French Admirals are both here, also the German frigate *Hertha*. A sailor named William Williams has been tried in the New Court-house, found guilty, and sentenced to death for the murder, by stabbing, of the master of the British schooner *Anne*.

A general muster is called of the Volunteers.

HONG KONG.

Our advices are to the 9th June; the outward mail of April 21 was received on the 31st May.

The Submarine Telegraph Cable, connecting this port with Singapore, was landed here in safety on the 2nd June, and the colony was thus placed in direct communication with London.

The following items are from the *China Mail*:—

An indemnity has been paid to the Protestant missionaries for losses sustained in the Tientsin disturbances. Tls. 8,925 were originally claimed; Mr. Wade allowed Tls. 3,400, and the Chinese have awarded Tls. 2,500. The buildings have been rebuilt, but so badly that they require finishing.

It is stated that Prince Kung's party is again fully reinstated into power at Peking, and good results are therefore looked for.

The presentation of a letter from the German Emperor to the King of Siam has been remarked on in connection with the new Empire's lack of an Eastern colony.

A quantity of opium was thrown over the side of the *Canton* steamer during her upward trip, a few miles from Whampoa; and the tidewaiters having got wind of the transaction determined to intercept the smuggled drug. Having informed themselves of the intended movements of the smugglers, three European tidewaiters, in two gigs, accompanied by say twenty or twenty-five Chinese, laid in wait for their prey in Macao Passage, near the Bird's Nest Fort. The smugglers came in sight about midnight; when the two gigs made a rush, and the smugglers fired. One of the tidewaiters, named Morritz, received a shot through the lungs; but the smugglers were dislodged, five prisoners taken, and the opium was captured.

Mr. Hippolite Nicaise, is gazetted as acting Consul for Siam at this port, in the absence of Mr. Geo. Crichton. In the absence of Mr. G. F. Heard, also, Mr. G. F. Weller will act as acting Vice-Consul for Russia.

The Viceroy of Canton has issued a proclamation urging the people to contribute munificently towards the maintenance of the Benevolent Societies recently established there, and it is said his Excellency's encouragement will take a more substantial form.

It may be remembered that some weeks ago the *Opossum* (H.B.M.'s gunboat) returned from a cruise in search of pirates with a few bales of cotton, the property of a Chinese hong in this colony. The business of punishment and capture of the pirates

Digitized by Google

appears to have been effectually followed up and accomplished by Captain C. de Longueville, of H.I.C.M.'s gunboat *Tienpo*, which vessel arrived here on the 4th June, from Hainan, *via* Macao, with a piratical prize in tow. The junk was manned by seventeen men and a boy, and armed with nine guns, twenty-two muskets, a number of spears, boarding-pikes, swords, and four barrels of gunpowder. It is a new three-masted craft, valued at, say $5,000 or $6,000, and is therefore a valuable prize.

A feeling is gaining ground that the present summer is to be a season of great heat, and the meteorological returns would seem to bear out this idea so far. The Chinese, it may be remembered, predicted a hot summer; we had an unusually lengthened drought; and now we have the thermometer at a disagreeably great elevation. The average temperature for the month of May, 1870, was 79 deg., while the average for last month (May) was 82 deg.

The gratifying progress made by the Surveyor-General in the works connected with the new portion of the Public Gardens is illustrative of the amount of quiet work and labour done by Mr. Moorsom and by his present active assistants. The greater portion of a tortuous road has been constructed, winding up towards Robinson-road and the coffee plantation known as Duddell's House. At this latter spot the outer gate of the new garden is fast getting into form, and though the unevenness of the ground and the recent rains place great obstacles in the way of progress, a very great stride has been made towards bringing former chaos into order.

The death of Lee Fook Tai, the Lieut.-Governor of Canton, has been announced. The deceased mandarin rose from the rank of district magistrate of Toong-koon, and subsequently of Poon-yu districts. He was then promoted to the rank of Chefoo at Canton, from which he was transferred to Fokien, to be Provincial Treasurer there. He again returned some two years ago to Kwang Tung, in the capacity of Lieut.-Governor. He latterly officiated as Lieut.-Governor of Kwang Si also. The age of the deceased mandarin was between fifty and sixty, and he was said to be rather honest, but inert in business.

In consequence of the change of the monsoon, Messrs. Wilson, Nicholls and Co., of Amoy, have been compelled to abandon all operations on the wreck of the *Don*. A claim has been made of damages for loss occasioned by the conduct of the natives, but whether it will be recognised or not is still doubtful.

A meeting of the Hong Kong, Canton, and Macao Steam-boat Company was held on May 29, Mr. E. A. Hitchcock, in the chair. The object of the meeting was to increase the capital of the company for the purpose of purchasing the steamers *Spark* and *Spec*, and the goodwill of the business carried on between Macao and Canton. The result of Captain Sands' examination of both steamboats may be thus briefly stated:—*Spark* is in very good running condition in hull, engine and boilers, and well found. *Spec* is in good order and condition, excepting canvas on promenade deck; the hull, engine and boilers are in good working order, and can be put to work at short notice. It was resolved that the capital should be increased by the sum of fifty thousand dollars of Hong Kong currency ($50,000), making the entire capital of the company eight hundred thousand dollars of the like currency ($800,000). And that such increase of capital be effected by the issue of five hundred shares of one hundred dollars ($100) each.

THE CANTON SILK TRADE.

The majority of the gentlemen who were present at the former meeting "to consider the conditions under which the Canton silk trade is at present conducted," have held another meeting in order to receive and confirm the report of the committee, Mr. F. W. Coare in the chair. The following resolutions were discussed:—First. That all foreign buyers beg to draw the attention of the silk dealers to the old custom of claiming compensation of the native sellers for any loss in weight on silk sold in Europe or America in excess of 3 per cent. on the net weight previous to shipment, and on waste in excess of 5 per cent.—the weights to be taken being the official weights in England, or the official condition weights in France. Claims for compensation must not be made after six months from date of shipment by steamers, and nine months by sailing vessel. Second. The foreign buyers of Canton silk beg to call the attention of native sellers to the fact that the old custom of contracts will not be adhered to as formerly, viz., That not only will the quantity so contracted for be required, but also the quality in particular. In case of any difficulty arising therefrom, the question to be settled by arbitration.

Both these resolutions were carried.

The resolution passed at the first meeting relative to an application being made through the foreign Consuls, "to induce the Viceroy of the two Kwangs to issue proclamation recommending the country dealers to send none but good conditioned silk to market," was, at this meeting, made to read as follows, viz.: "That the foreign Consuls be requested to ask the Provincial Governor to issue a proclamation, urging the country dealers not to send wet silk to Canton unfit for packing."

This resolution, however, remained in abeyance, and so does the subject of robberies of silk packages, when in transit both to Europe and America. It is, nevertheless, to be hoped that both the important questions will receive the earliest attention of the committee, as to the trade they are matters of the greatest moment.

In order to render the above resolution effective, it will be necessary for all foreign silk-dealers at this port to act in combination.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates from this port are to the 17th June; the London mail (P. and O.) of May 5 arrived out on the 7th June, and the following French mail of May 12th on the 12th June.

The following items are from the *Straits Times*:—

There have been three meetings of the Legislative Council, the first on the 5th June, and the other two on the 12th and 13th. Little public business was transacted. The Hon. Thos. Scott drew the attention of the Government to the increase of crimes of violence and gang robberies, and the Colonial Secretary replied that Government had taken certain measures to prevent these crimes, and that leave had been asked from the Secretary of State to thoroughly reorganise the police. Among the measures taken by the Government is the appointment of a new acting commissioner of police in the person of Captain Speedy, a military officer but newly appointed to Penang, and the relegation of Mr. Waller, who has held the post for the last two years, to the duties of his regular appointment as deputy-commissioner of police for Singapore.

The last two meetings were mainly occupied with the hearing of counsel and witnesses on the Railway question. J. S. Atchison, Esq., one of the counsel for the long line, was heard against the Tanjong Pagar line and in favour of the other scheme, and a number of witnesses were called; after hearing their evidence, the matter was postponed until the 19th. The Contagious Diseases Bill, as amended, has passed its second reading, but it is desirable that it should be brought into operation with as little delay as possible, for the purpose of improving the temporal condition of the unfortunate Chinese women who are brought to the colony and kept in a state of the most degrading slavery, and subjected to severe castigations and great privations upon the least show of insubordination or desire to assert their natural rights.

The present voyage of the P. and O. steamer *Australia* inaugurates a new era in the P. and O. mail service between China and Europe, as she goes on direct through the Suez Canal to Southampton, carrying her cargo and passengers without transhipment. She will be followed by the *Mongolia*, and it is believed this system will be adhered to, keeping the large steamers on the China line. Another item of interest in connection with the present voyage of the *Australia* is that she carries a cargo of tea and silk, arrangements having been made in advance of her arrival to get the cargo to Hong Kong ready for her. The race between the tea steamers this year will be an exciting one,—the *Erl King*, *Ulysses* and *Enterprise* being hourly looked for. They were expected to leave Hankow on the 3rd June, and it was believed would have been about off Hong Kong when the *Australia* left.

The only arrival from England *via* the Suez Canal has been the *Nestor*, from Liverpool, on the 13th June, and the only departure has been the *Kangaroo*, for London, on the 9th.

PENANG.

The following items are from the *Penang Argus*:—

We understand that his Honour the Lieut.-Governor has forwarded to the Chamber of Commerce the plans and estimates for the Penang Wharf, which were drawn up by the Colonial Engineer during the stay he made here lately. The Wharf Scheme Committee are of opinion that the site for the wharf should be near Fort Point, stretching towards the jetty, and that on receipt of further plans and estimates which have been applied for to the Colonial Engineer, through his Honour the Lieut. Governor, a general public meeting will be convened.

On dit that Mr. J. B. Peel, the Assistant Surveyor of Penang, is likely to be appointed in the place of Mr. Wienboldt, at Malacca.

The *Pluto*, which arrived from Singapore with Mr. Evans, the newly-appointed deputy-commissioner, Province Wellesley, has brought up the appointment of Captain Speedy to the acting chief commissionership of the Straits Settlements, as well as that of Captain Dunlop to the deputy-commissionership of Penang.

We record with regret the death of Mr. John Hogan, senior, at the age of seventy years. Mr. Hogan, the late collector of land revenue for Province Wellesley, was the oldest Government servant in the settlement, having entered in 1817 the public service, which he resigned on the 1st of April last, after an official career of fifty-four years, for a pension to the amount of two-thirds his salary. Mr. Hogan was much respected by his superiors; he was perhaps the best informed servant in the history of Penang whom the Government had, and during the last Penang riots rendered valuable assistance to Government.

The Prangin police-station has been handed over to the police authorities by the Public Works Department, the building being now completed. We are informed that the contractor has executed his work in a very unsatisfactory manner.

We are pleased to hear that Mr. Donald Glasse has been pardoned and released from confinement.

Digitized by Google

Commercial Report.

(*For dates see first page.*)

IMPORTS.

HANKOW.—With improved advices from Shanghai prices had advanced and large sales were made, but the market closed quiet. Grey Shirtings: 7lbs., Tls.1.58 to 1.65 at fair sales; 8¼lbs. advanced to Tls.1.81 to 1.94 per piece, with good demand, freely met by importers; closing quotations: Tls.1.57 to 1.62 for 7lbs., Tls.1.80 to 1.92 for 8¼lbs., and Tls.2.25 to 3.35 for 9¾lbs. T-Cloths: Active enquiry for 7lbs., and last prices obtainable for good Mexicans. Drills: Little enquiry, at very low rates. Fancy Cottons remain extremely dull. Woollens and Worsteds: Small sales of Camlets reported at declining rates. Long Ells: Unsaleable. Spanish Stripes not enquired for.

SHANGHAI.—The market had exhibited little change during the fortnight. A steady demand had prevailed for some of the principal imports of cotton manufacture, and woollens had been more sought after at improving values. Grey Shirtings: Moderate daily business in 8¼ lbs., and rates fairly maintained, at Tls. 1.78 to 1.90 per piece for the commonest to the best chops; small enquiry for 7 lbs. at Tls. 1.54 to 1.61 per piece for common to best. Heavy Shirtings enquired for at Tls. 2.25 to 2.40. White Shirtings: Demand chiefly for 64 Reeds, but higher counts also asked for. No change in quotations. T-Cloths: 7 lbs. of best quality in good request at an advance; commoner makes also slightly improved in value, but transactions confined to Mexican descriptions. 6 lbs. of the better class and 8 lbs. had attracted more attention; quotation for Dewhursts M. T. 8 lbs. Tls. 1.83 to 1.85 per piece. Drills: Large quantities of English and Dutch Drills had changed hands, but in American very little done; values improved, Tls. 2.8.1½ being refused for good clean 15 lb. English. Fancy Cottons: The position of these had not improved. Woollens: Telegrams of advancing rates at home, and prospect of a more moderate export, had materially strengthened the hands of holders here. Camlets of C.P.H. were again worth Tls. 11.50 to 11.70 per piece; Long Ells, C.P.H., Scarlet, wanted at Tls. 4.90 to 4.95 per piece, and assorted at Tls. 4.65 to 4.70 per piece; Spanish Stripes and Lastings were also in slightly better favour, and Figured Orleans had been rather more inquired for at former rates.

FOOCHOW.—The following sales are reported:—900 pieces 6 lbs. T-Cloths at $1.67½ to 1.70, 1,500 pieces 7 lbs. T-Cloths at $1.92½ to 1.96, 500 pieces 7 lbs. Grey Shirtings at $2.25, 500 piculs Lead at $7¼ to teamen.

HONG KONG.—The market remains in about the same position as last advised; prices appeared to have reached as low a point as they were likely to touch unless in the event of a fresh rush of heavy shipments from England. Cotton Yarn: Moderate business at recent low quotations, viz., $100 to 106 per bale for 16-24's; $108 for 28-32's; and $122 to 127½ for 38-42's. Grey Shirtings 7 lbs., neglected, worth $2 to 2.05 per piece; 8¼ lbs. $2.30; inferior, $2.25. White Shirtings: Hardly any inquiry. T-Cloths, 6 lbs., 32-inch, in rather better request, though at most unsatisfactory prices; the bulk of sales at $1.42 to 1.45.; 7 lbs., small sales at $1.62½ to 1.65. Mexicans continue neglected. Dyed and Fancy Cottons: A few Turkey Red Shirtings and Handkerchiefs changed hands at about previous rates. Medium Cloths and Spanish Stripes quite unsaleable. Long Ells: Transactions confined to one or two sales of Scarlet at $6.20 to 6.30. Camlets: A few pieces of Scarlet placed at $15½. Lastings: A parcel of 200 pieces assorted sold at $12

EXPORTS.

TEA.

HANKOW.—We take the following from Messrs. Drysdale, Ringer and Co.'s report:—Our market was opened on the 20th May by settlement of one chop Oopack at Tls. 30 and two Oonfars at 31½ and 31¾ respectively. Settlements for the first day were 8,590 chests at Tls. 30 to 32¼, all Oonfar tea with the exception of the above mentioned chop, and total settlements now amount to 46,269 chests, 43,901 half-chests, 13,400 boxes. The Oonfars, we consider, are better both in make and cup than last season, and they are generally recognised as the best of the Hankow teas. They have been eagerly competed for, the better parcels realising Tls. 32½ to 33½, one very choice lot selling for Tls. 36½. All the finest chops have now been settled. The Oopacks are fully equal to last year's growth. Ping-Kongs and flavoury Oonams are equal in flavour but not so strong: Cheong-sou-kyes, judging from the few musters shown, we make superior in leaf and quite equal in quality. The Ningchows maintain their supremacy, the finest being the best teas we have seen for some time past. They have been nearly all taken for the Russian market at high rates. Prices paid for the Oonfars are about equal to those current for the best chops last season. Finest are relatively the cheapest, inferior qualities realising almost the same prices, and we consider the latter much dearer than last year. Closing rates for this kind show an advance of Tls. 1 to 1½. Finest Oopacks can now be settled at Tls. 27½ to 28½, a reduction of about Tls. 4 from the first prices paid. Ping Kongs and flavoury Oonams have realised Tls. 23½ to 27, say Tls. 3 to 5 higher than last year. A few favourite chops of Cheong-sou-kye have been sold at Tls 30 to 31½, the same figure at which they opened in the past season. Freights £6.

KIUKIANG.—The market had been opened about Tls. 4 higher than last year, the quality of the leaf being about the same. Owing to the rush of buyers at Hankow all the supply had been sent there, with the exception of a few chops secured at the high rates of Tls. 37 to 38.5.0, but which, however, is Tls. 3 to 4 below the Hankow rates. Quotations were: Ningchows, Tls. 37 to 38 5.0. Hohows, Tls. 28 to 30.

SHANGHAI.—There had been no business at this port during the fortnight.

FOOCHOW.—The New Teas had begun to arrive, and the total of the arrivals was as follows:—Congou, 43,215 chests, principally from the lower districts; total arrivals last year to same date, 100,144 chests. Oolong: 10,000 half-chests, against 7,788 half-chests, and no rates of freight had been fixed. Messrs. Westall, Galton, and Co. offer the following remarks upon the quality of the Teas shown:—The quantity of the crop is, on the whole, an improvement on last year's, although it cannot by any means be pronounced good. Much more care has evidently been bestowed on the packing of the low District Teas, and they are less dusty, and not mixed with old tea. The Paklin Congous are very poor, with the exception of one or two parcels, with which especial care has been taken. The Hap Yongs and Yung Hows are strong flavoury teas rather rough in the leaf, but well suited to the home requirements. The Suey Kuts are not as good as last year, and in many cases have a peculiar tarry, smoky flavour. Saryungs are strong and much cleaner, and preferable to the ill-prepared teas that came from this district last year. A few Tchok-si-Kais have been shown, not so good as last year; while the up-country Teas from Sien Mieu and Kaisow promise to be better: but another week will enable a more correct opinion to be formed. The knowledge of the high prices realised for the early arrivals of Oolong last season in London has stimulated the preparation and supply on this side. The crop will be very large, and the musters at present shown are a decided improvement on last year's.

CANTON.—The market for New Scented Teas was opened on the 30th May by the purchase of 3,000 boxes Scented Caper much mixed with old leaf, at Tls. 24 per picul, which was generally considered, however, too high, and no immediate disposition was shown to follow on a similar basis until the Native Teamen being pressed to meet their momentary engagements gave way, and buying recommenced on the 2nd June. Settlements since the opening had reached about 45,000 boxes, chiefly Scented Capers. Prices had been somewhat irregular in comparison with those of last season, and Scented Capers had been bought at from equal value to Tls. 2 higher. In Scented Orange Pekoe, the settlements had been limited by the extreme rates generally demanded by holders for medium and fine qualities, and buyers were somewhat indifferent, having in view the depressed state of this kind in the home market. Canton Greens were too highly taxed, and no business worthy of note had transpired. The steamer *Danube*, engaged full, was expected to sail about the 15th June.

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—On the 1st June our market was opened by the purchase of a few bales of 4½ to 5 Tsatlee at prices ranging from Tls. 400 to 435 per picul, and further purchases were made at the same price, but later on in the day so eager were buyers to obtain a few bales for the first mail that an advance of Tls. 15 per picul was obtained on some of the common descriptions; this dealers were the more surprised at, as they were fully prepared to accept Tls. 20 to 30 per picul less, had foreigners held off until to-day. The following are a few of the purchases:—Phœnix and Blue Peacock chop, Tls. 400 to 445, equal to 21s. to 23s. 3d.; Qui Sute Fee Lie chop, Tls. 435, equal to 22s. 9d.; Old Black Lion Lie chop, Tls. 430, equal to 22s. 6d.; Ku Kee Chin Hock, Tls. 435, equal to 22s. 9d.; Ting Fong Green Elephant, Tls. 430, equal to 22s. 6d.; Common and 5 Tsatlee, Tls. 400 to 415, equal to 21s. to 21s. 9d. The prices show a drop of about Tls. 100 per picul on last year's opening rates. The yield for season is expected to be from 45,000 to 50,000 bales.

CANTON.—Silk of the first crop had been coming in steadily from the country districts, and a very fair quantity was upon the market, but a greater portion of this being damp, it was hardly probable that the settlements for this mail would reach a high figure. The native holders had been rather firm in their ideas, but with unfavourable telegraphic news to hand, including the opening of the Shanghai market at low rates, it was probable that prices would give way before long. A bulk of the settlements of the present fortnight were for shipment per steamer Danube. For America some large orders were in course of execution.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	—	—	—
Shanghai ,, ,, ...	5s. 11½d.	6s. 10d.	6s. 0½d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4¾d.	4s. 5½d.	4s. 5½d.
Singapore ,, ,, ...	4s. 5½d.	4s. 5¾d.	4s. 5¾d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	310½	230
,, Hong Kong	26 to 26½ dis.	—
Bar silver	111.5.0	8½ prem.
Mexican dollars	74.9.0	¾ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 31; Old, 37 per cent. prem.
Hong Kong Gas Company, 57 dols. per share.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance, 2,300 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 36½ dols. premium.
Hong Kong Fire Insurance Company, 272½ dols. premium
Union Insurance Company, New, 1,500 dols; Old, 1 000 dols. premium.
China and Japan Marine Insurance Company, Tls. 51 premium.
China Fire Insurance Company, 44 dols. premium.
Victoria Fire Insurance Company, 35 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $20 dis.
Indo-Chinese Sugar Company, $10 dis.
North China Insurance Company, Tls. 345 premium, ex div.
Shanghai Steam Navigation Company, Tls. 29 premium.

Digitized by Google

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to April 30, 1871	10836	71079427	47262939	349447	13050828	131753467	40204
Corresponding period last season	74573	71540556	50285884	1349918	16208234	139040188	44410

Shipments Since:

May 26 per Travancore (ml. str.)	From Canton	... 99,387	885

TO THE CONTINENT.

							Bales
From June 1 to April 30, 1871	...	...	...	...	...	2386282	5563
Corresponding period last season	...	...	...	...	...	4114550	16620

Shipments Since:

May 26 per Travancore (ml. str.)	From Shanghai, &c.	... —	36

TO UNITED STATES.

							Pcls.
From June 1 to April 30, 1871	...	...	...	...	...	48029184	2862
Corresponding period last season	...	...	...	...	...	39836324	1001

Shipments Since:

May 8 per Percy Edwards	From Yokohama	... 114,799	
— 20 ... Oslo	... Do.	... 390,447	
— 13 ... New York (str.)	... Do.	... —	39

TO AUSTRALIA.

From June 1 to April 30, 1871	11,305,598 lbs
Corresponding period last year	13,587,861

Shipments Since:

May 15 per Moss Glen	From Hong Kong	...	161,530
— 31 ... Marquis of Argyle	... Do.	...	9,000
Noord Brabant	... Do.	...	3,700
Joshua Bates	... Do.	...	2,200
June 6 ... Lady Turner	... Do.	...	44,600

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1861 to 1862	109,854,040	79,199
1845 to 1846	57,334,200	18,600	1862 to 1863	121,273,580	72,887
1850 to 1851	63,972,000	22,144	1863 to 1864	117,463,586	46,603
1853 to 1854	77,327,800	61,263	1864 to 1865	121,236 870	32,313
1855 to 1856	92,240 300	50 481	1865 to 1866	118,333 042	62,890
1857 to 1858	76,990,255	68,315	1866 to 1867	118,423,290	50,052
1858 to 1859	65,789,792	83,134	1867 to 1868	116 890,430	57,449
1859 to 1860	85,560,452	64,169	1868 to 1869	142 789,804	70 917
1860 to 1861	90,066,160	70,644	1869 to 1870	139,740,193	63,807

* Including the Continent.

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From Glasgow, May 15, Burmah.

At SHANGHAI.—From London, May 18, Duke of Abercorn; 22, Undine; 23, Argonaut; 28, Whinfell; from Cardiff, 19, William Wallace; 24, Eme; 27, Woodlark; 31. Lauderdale.

At HONG KONG and CANTON.—From London, &c., May 28, Canton (str.), Chinaman; 31, Elgin (str.); June 2, William Ritson; 3, Belgian (str.); from Glasgow, 6, Lake Constance; from Shields, May 25, Mic Mac; from Cardiff, Fontenaye; 31, Francis; June 3 Mogul, Araby Maid; from London, Priam (str.) (reported by telegram).

At MANILA.—From Liverpool, May 24, Maria; 27, Gloria.

At SINGAPORE.—From London, June 10, Summer Cloud, Haidee; from Liverpool, 3, Bernard (str.); 5, Adam Sedgwick; 10, Prince Arthur; 13, Nestor (str.); from Cardiff, 5, Ironsides; 7, Huntley Castle; 9, Cynric; 14, Victoria; from Newcastle, 9, Beatrice; from Sunderland, 10, Allendale; from London, Scorpion, Sun Foo (reported by telegram).

At BATAVIA.—From Liverpool, May 31, Cornelia; from Greenock, Loch Awe.

At PENANG.—From London, June 29, Francis Nilly (reported by telegram).

DEPARTURES.

FROM YOKOHAMA.—For New York, May 22, Oslo.

FROM SHANGHAI.—None.

FROM FOOCHOW.—None.

FROM HONG KONG AND CANTON.—None.

FROM MANILA.—For Liverpool, May 31, Antipodes; for New York, 28, Samuel G. Glover; for Boston, June 1, George Treat.

FROM SINGAPORE.—For London, June 9, Kangaroo; 8, John C. Potter; for Channel, for orders, John Fougt; for Cadiz, 16, Florida Blanca; for Boston, 17, Nabob.

FROM BATAVIA.—For Holland, May 19, Aegidin and Pauline; 20, Gravenhage; 29, Krimpen, A. D. Lek; 31, Christina Maria; June 3, Anna Digna; 6, Sumatra; 9, Dunmore.

VESSELS LOADING.

At YOKOHAMA.—None.

At HANKOW.—Erl King (str.), Ulysses (str.), Lord of the Isles (str.), Cheops (str.), Agamemnon (str.), Enterprise (str.), Craigforth (str.), Oberon (str.).

At SHANGHAI.—For London, Hector (str.), Vanguard, Cutty Sark, Thermopylæ; Expected, Undine, Forward Ho, Canton (str.).

At FOOCHOW.—(Expected) Glendarroch (str.), Diomed (str.), Harlaw, Abbotsford (str.), Statesman (str.), Emblehope.

At HONG KONG and CANTON.—For London, Danube (str.), Tweed (str.) Clan-Alpine (str.) Norman Court; for New York, Kati, Cingala.

At MANILA.—For London, G. F. Handel; for Liverpool, Cicero; for Cadiz, Elisa, Reina de bos Angeles; for Boston, John Temperley; for New York, Malay, Sacramento, Surprise, Seringapatam.

At SINGAPORE.—For London, Earl Dalhousie; for Liverpool, Huntley Castle, Prince Arthur; for New York, Ferdinand, Beatrice; for Boston, Agnes, Ironside.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel on the berth for England or United States.

At SHANGHAI.—Rates for the New Teas are not yet fixed, £3 10s. being asked for ships and steamers respectively. The steamers at Hankow are asking £6, one is engaged full at £5.

At FOOCHOW.—No rates fixed yet for New Teas.

At HONG KONG AND CANTON.—To London, per steamer, £4 per ton of 40 cubic feet; per sailing ship, £3 per ton of 50 cubic feet.

At MANILA.—The settlements have been as follows:—Maria, 518 tons, to London, 550 tons Coffee at £3. 10s. per ton, and will fill up with light weight or measurement at about £4 per ton. John Temperley, 996 tons, has been fixed for Boston at $12 gold per ton for Sugar, and $10.50 per ton of 4 bales for Hemp. Cicero, 1,130 tons, is engaging Hemp to fill up at £3. 15s. per ton. Antipodes, 592 tons, chartered in Hong Kong.

At SINGAPORE.—Per telegram of July 19, £2 15s. per ton.

LATEST TELEGRAMS.

—o—

THE AMERICAN EXPEDITION TO KOREA.

WASHINGTON, JUNE 28.—The following was received at the Navy Department this afternoon:—"Korea, June 23.—To the Secretary of the Navy.—The Koreans not apologising for their treacherous attack, on the 10th we landed on Kang Noe, and took and destroyed the lower fort and the munitions. On the 11th we took another fort, and then stormed and captured the stronghold. Five forts have been taken. The troops which defended them are reported as numbering eleven thousand. There was desperate hand-to-hand fighting in the citadel. The ordnance was destroyed. Four hundred and eighty-one pieces (principally small brass pieces), very many small arms, and fifty flags taken. We counted 243 dead Koreans around the citadel. We had three killed. They were the gallant Lieutenant McKee, who was first inside the citadel, killed with bullet and spear; marine Dennis Hanrahan and landsman Seth Allen. Our nine wounded are all out of danger and doing well.—JOHN RODGERS, Rear-Admiral, U.S.N."

TYPHOON AT HIOGO.

HIOGO, JUNE 4.—Heavy typhoon; settlement inundated; *Pride of the Thames* and six other vessels wrecked.

NEW SEASON'S TEA SHIPS.

The following steamers, with the new seasons' Tea, have passed through the Suez Canal:—Australia, Enterprise, Erl King, Craigforth.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAMS, RECEIVED JULY 21.)

HONG KONG, JULY 20.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.55; T-Cloths, 6 lbs., $1.50; Cotton Yarn, 16-24, $116; market for Manchester goods quiet but steady. Cotton, Bengal fair medium, $14¼. Tea: Canton nothing doing; Foochow firm, with active demand; total export (China and Japan), 41,000,000 lbs. Exchange on London, bank bills, six m.s., 4s. 4¾d.

SHANGHAI, JULY 20.—Grey Shirtings, 6¼ catties, 8¼ lbs., firm; T-Cloths, Tls. 1.3; Cotton, Shanghai, Tls. 14. Tea, Hankow, firm; Shanghai, quiet. Silk, firm, Taatlee No. 3, Tls. 575; No. 4, Tls. 510; settlements for the fortnight 4,000 bales; export to date (China and Japan) from commencement of season, 19,625 bales. Freights: Tea, £4 10s. Exchange on London, bank bills, six m.s. 5s. 11¾d.

STRAITS SETTLEMENTS.

(RECEIVED JULY 20.)

SINGAPORE, JULY 19.—Grey Shirtings, 8¼ lbs., $2.40; T-Cloths, 6 lbs. $1.55; Mule Twist, 40's, $108; Gambier, $2.37½; Pepper, Black $10 3-16; White do., $17½; Tin, $33¾. Exchange on London: Bank bills, six m.s., 4s. 4¾d.

The amount of bullion by the P. and O. Company's steamer *Nubia*, from Southampton on the 22nd inst., was, in gold, to Galle, £240; to Bombay £680—in silver, to Bombay, £5,250; to Penang, £1,450; to Hong Kong, £241,000; total in gold, £920; in silver, £247,700.

Digitized by Google

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN TABLES.—July 19, from Akyab, Sophia; 20, from Bassein, for Liverpool, Galloway; 19, at Liverpool, from Rangoon, Helen Burns; 21, at Falmouth, from Akyab, Ocean Chief; at Deal, from Colombo, Melbourne; from Canton, for Hamburg, Stirlingshire; at Falmouth, from Akyab, Albert Wilhelm; at New York, from Singapore and Penang, Rainbow; from Ceylon, Nehemiah Gibson; 10, at Boston, from Manila, Archer; 22, at Falmouth, from Rangoon, Surrey; at Queenstown; from Penang, Eastern Star; at Liverpool, from Sourabaya, A. E. Vidal.

DEPARTURES.—July 20, from London, for Guernsey, Mauritius, and Singapore, Lady M'Donald; 10, from Cardiff, for Galle, Mangalore; 17, from Shields, for Galle, Alaska; 18, from Glasgow, for Colombo, Marchioness of Londonderry; July 21, from London, for Yokohama, Ada; from Rotterdam, for Batavia, Constantia; from Glasgow, for Batavia, County of Ayr; 20, from Newcastle, for Singapore, Amadine.

SPOKEN.—Ellida (Q. B. C. F. Germ. brq.), Shields to Batavia, July 13, 8 N., 24 W.; Enciaranale (?) (Aust. brq.), from Macao, May 31; W. H. Harkess, Ceylon to London, June 4, 35 S., 19 E.; Staffa, Manila to London, June 12, 25 S., 8 E.; Menzies, Singapore to Queenstown, May 14, 25 S., 53 E.; Meinam (barq.), Bangkok to Marseilles, June 29, 36 N., 36 W.; Johannes (North Germ. ship), Amsterdam to Java, June 21, 9 N., 28 W.; Ardgowan, Ceylon to London, May 30, 33 S., 14 E; City of Cashmere, Colombo to London, June 4, 33 S., 15 E.; Patriarch, Batavia to Rotterdam, May 17, 28 S., 49 E.; St. Jan (Dutch), Padang to Rotterdam, June 24, 12 N., 31 W.; Pegasus (barq.), Japan to Bordeaux, May 22, 21 S., 5 E.; Lizzie Iredale (barq), Liverpool to Japan, June 22, 12 N., 28 W.

LAID ON.—At London, for Yokohama and Hiogo, Georgina; for Shanghai, Michael Angelo; for Singapore, Hong Kong, and Shanghai (via S.C.), Odessa (str.).

CASUALTIES.

The Diomed (str.), from Foochow, &c., to London, put into Aden, July 20, to repair damage sustained by collision with the Peiho (French str.), no cargo damaged; injury to hull limited to six plates.

The Bellatrix, Haacke, from Java to Amsterdam, which arrived at St. Helena, June 29, reported, having experienced a very heavy gale. June 16, 35 miles S.W. by W. of the Cape of Good Hope, when a sea struck the vessel, which carried away several stanchions and 40 feet of her port bulwarks.

The Louisa, of London, Lansdown, from Singapore to Boston, with a general cargo, which put in Port Elizabeth leaky, would have to discharge, having experienced very heavy weather off Plettenberg's Bay, June 6, during which she lost bulwarks, boats, sails, had her ports washed in, and was more or less strained. At one time she had six feet of water in her hold, but made no more water after it was pumped out.

The Natal (str.), which arrived at Algoa Bay, July 17, from Table Bay, towed in the Thomas Nickerson (N. G. three masted schnr.), Eberharst, from Cronstadt to Yokohama, with a general cargo, which vessel she had found anchored and abandoned in a very dangerous position, about seven miles to the Eastward of Yzerwark Bay. A survey was held on her June 19, and it was found that several of her stanchions were broken, and that she was seriously injured; a portion of her cargo was also damaged.

MISCELLANEOUS.

At ST. HELENA.—June 15, Noord Brabant, Rovers, from Banjoewangie, and sailed 16 for Nieuwe Diep; Neptunus, Hessels, from Batavia, and sailed 16 for Rotterdam; 16, Osaka, Leslie, from Hong Kong, and sailed for New York; 19, Europa, Reiniersen, from Batavia, and sailed 20 for Flushing; Samhiri, Lion, from Batavia, and sailed 20 for Rotterdam; 22, Corra Linn, Chaut, from Manila, and sailed 23 for Boston; 25, Triton, Oostrum, from Batavia, and sailed 26 for Rotterdam; 27, Willemina and Clara, v. Herwerden, from Batavia, and sailed 28 for Amsterdam; 29, Bellatrix, Haacke, from Java.

At ALGOA BAY.—June 14, Peri, Irving, sailed for Galle.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

BARTON—On the 17th July, at Streatham, Surrey, the wife of the Rev. John Barton, M.A., Secretary to the Church Missionary Society, of a daughter.

EDWARDS—On the 18th July, at Selhurst-road, South Norwood, the wife of James Edwards, of a daughter.

NATHAN—On the 19th July, at 6, Netherwood-road, Hammersmith, the wife of Adolphus Nathan, Esq., of a son.

MARRIAGES.

KERVEL—REDDEN.—On the 18th July, at St. Mary's Catholic Church, Croydon, Surrey, by the Very Rev. Canon Quinlivan, assisted by the Rev. A. David, the Rev. W. Collis, and the Rev. C. van Stalle, Leonard Petre Nicholas Kervel, eldest son of the late P. I. A. Kervel, Consul for Belgium and Vice-Consul for France at Sourabaya, Java, to Marie Elizabeth Ricardo Redden, only daughter of the late John Redden, of Cork, and great niece of the late David Ricardo, M.P.

PETTIT—PULLMAN.—On the 18th July, at the parish church, Chiswick, by the Rev. D. J. Welburn, brother-in-law of the bridegroom, assisted by the Rev. Lawford W. T. Dale, vicar, and the Rev. Nevison Loraine, Edward Pettit, Esq., of Canton, China, youngest son of the late Charles Pettit, Esq., of Leighton Buzzard, to Maria (Bittie), eldest daughter of John Pullman, Esq., of Greek-street, Soho, and Grove End, Chiswick. No cards.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

THE CHINA SUBMARINE TELEGRAPH CABLE.

On the afternoon of Friday, the 2nd of June, there arrived, in a heavy fall of rain and fog, a steamer off the quiet little Bay of Ti'howan, Hong Kong, and, after landing there the end of a cable, left soon after midnight as unnoticed as she had come. The next day, on reaching the neighbourhood of Nut Island, she picked up the end of the cable already laid, and on her completing the junction of the cables Hong Kong was placed at last within speaking distance of London. The wire at the Cable-house, Ti'howan Bay, reaches to Singapore, thence to Penang and Madras; a slighter line still stretches across the continent of India to Bombay, whence, under the sea, there lies a cable to Aden, up the Red Sea to Suez, across to Alexandria, along the whole length of the Mediterranean to Gibraltar, and crossing the Bay of Biscay, lands at last on our own Cornish coast at Falmouth. Another cable connects Hong Kong with Shanghai to the north. We have three cables from England to America, a line to the West Indian Islands from Florida, and shall soon have one to Australia, so that by the end of this year the whole civilised world will be placed in immediate communication. This great work has been, most of it, designed and carried out within the last three years; and we owe the result principally to the perseverance and energy of those, well known by fame to most of our readers, who carried out the first Atlantic cables—that is to say, the first great ocean telegraph lines.

To return to Hong Kong the cable expedition left Singapore on the 19th of April, four ships being in company; two of these returned to Singapore after completing their work, and two continued together to Hong Kong. The expedition met with most favourable weather on the whole, on one occasion only meeting with a gale, which appears to have been a rotating storm, not approaching a typhoon, but strong enough to force them to cut the cable, and fasten the end to a buoy. The next day the end was recovered, and the cable completed without difficulty to Hong Kong. The whole series of cables from China to England has been laid by the Telegraph Construction and Maintenance Company, and this last work has been carried out with the good success which has attended the other undertakings in question. Mr. London as engineer, and Mr. Laws, electrician, with an efficient staff, have conducted the expedition for the contracting company. We congratulate the China Telegraph Company on the successful completion of their line, and look forward to great commercial advantages from the present near connection of England and China.

THE REALM MARINE INSURANCE COMPANY (LIMITED).

The formal meeting of shareholders in this company, required by the articles of association to be held within four months of the registration of the company, was held on the 21st inst., at the offices of the company, 16, Cornhill.

The CHAIRMAN explained to the shareholders present that the meeting was merely formal, and called in accordance with the articles of association, but said he would take the opportunity of assuring the shareholders that the anticipation of the directors as to the progress and prospects of the company were being realised in a manner which must be thoroughly satisfactory, considering that the company had only opened its doors two months ago. The quantity and the character of the business brought to the office were such as to be most assuring as to the ultimate success of the company. The amount of risks taken was regulated with a careful regard to the interests and responsibilities of the shareholders. The premises occupied by the company were most eligibly situated for business, and had been secured at an expenditure considerably below their estimated value. Under the 101st clause of the articles of association the company had power to authorise the distribution of a portion of the company's profits amongst contributors of business, and with a view to securing a portion of the large and remunerative business obtained by the local insurance offices in the East the directors would probably recommend the shareholders at a meeting to be called to consider the question to authorise a scheme of distribution of a certain portion of the profits amongst contributors in a manner assimilated to the constitution of the offices in China and India, which he explained to the meeting. It was comparatively a new idea in this country, and he mentioned it now so that it might be considered and ventilated before the special meeting. The funds of the company were invested partly in Consols and partly upon deposit in banks connected with India, China, and the East upon advantageous terms. He stated that the directors hoped they should be able to give the shareholders interest at the rate of 5 per cent. per annum on the paid up capital, as an interim dividend at the first ordinary meeting.

In answer to questions put by shareholders, the Chairman stated the number of the shareholders and shares, and the amount of business doing, and that the directors did not contemplate calling upon the shareholders at present to pay the third instalment of £2 per share, thus leaving the amount paid up at £3 per share until further notice. He also stated that no settlement had been yet applied for on the Stock Exchange, as it appeared to the directors that the great majority of shareholders had taken their shares with a view to investment, but if they found any number of shareholders were desirous of obtaining a settlement they would take steps to comply with their wishes. He also stated that, though the compulsory qualification of a director was only fifty shares, upwards of a fifth of the shares now subscribed were held by the directors and officials of the company.

Mr. WM. PATERSON (W. W. Ker and Co., London, and Paterson and Simons, Singapore) said they all must feel that the statement made

Digitized by Google

to the shareholders was most satisfactory, considering the very short time which the company had been in work, and he had much pleasure in moving a vote of thanks to the chairman and directors for their services up to this point.

Mr. STANBOROUGH said that as he had asked some questions which had been most satisfactorily answered, he had much pleasure in seconding the resolution, which was carried unanimously.

BRITISH INDIAN EXTENSION TELEGRAPH.

The second half-yearly meeting of this company was held on the 21st inst. at the City Terminus Hotel, Cannon-street; Mr. W. N. MASSEY in the chair. The report was published in our last issue.

The CHAIRMAN, in moving the adoption of the report, said that the whole of the share capital of £460,000 had been fully paid up, and to meet the extra expenses consequent on the change of the terminus of the line from Point de Galle to Madras and the part purchase of the cable ship £24,000 had been raised by debentures. From Madras the cable had been laid to Singapore, touching at Penang, and since the opening of the China line on the 8th June last the traffic had largely increased. For the first few months of the opening of the line the messages had averaged 60 per day, but at the present time the average number was 92 per day. He believed there was no doubt about the company paying a steady 10 or 12 per cent. dividend.

Colonel GLOVER seconded the motion, which was adopted.

Messrs. DELOITTE and STRONG, the retiring auditors, having been re-elected, the proceedings concluded with thanks to the chairman.

THE CHINESE CIRCULARS TO FOREIGN POWERS.

(To the Editor of the *London and China Telegraph.*)

SIR,—The memorandum or circular from the Chinese Foreign office to the Swedish "Royal Commissioner," printed in your issue of the 17th, bears a remarkable similarity in its general features to the well-known one addressed to the French Minister, but is even more plausible and dangerous, as it is more brief, vague, and indefinite. Yet through its vague phraseology all the main features of the French document appear; the same plausible misstatements and sweeping general assertions, the same statement that the Roman Catholics and the Protestants are confounded by the people, coupled with heavy charges against the Roman Catholics, while the language is so vague and the connection so uncertain that it is calculated to produce an unfavourable impression against Protestants as well; though if we were to complain of it, we should probably be told that the grammatical interpretation applies to Roman Catholics alone. Then there is the same appeal to *mob law*—mobs which the mandarins say they cannot control, but which have been clearly proved over and over to have been incited by the mandarins themselves and their satellites. If such an appeal to mob law be admitted, the mobs will soon be directed against merchants and travellers of all classes in China. There appear also in germ several of the French "regulations," especially that which would place all missionaries under the arbitrary rule of the mandarins, from which *all foreigners* are exempt, even those in the employment of the Chinese Government itself. But this document cannot be understood without using as a commentary the French circular, with the explanations that have been given of it; for it is quite impossible to have different codes of regulations for different nationalities or missions in China.

There are, however, some sentences where the language is stronger and more pointed than in the French circular. It is said, for instance, that in the Tientsin affair "the local authorities have been tried and punished, ... and everything possible done in dealing with the case, thus closing it;" statements flatly contradicted by Mr. Wade's published despatches. And in one of the concluding paragraphs it is even implied that too much punishment has been inflicted in the matter, so that the pride of the converts "will rise like smoke, and they will boast of their influence;" while the fact is that the so-called settlement is a mere mockery of justice, which has left a deep feeling of insecurity among the foreign residents and the missions in China, and that the present external quiet is largely due to the widespread impression, shared by Mr. Wade, and which he does not hesitate to publish in his late despatch, that "the penalty may yet be to be inflicted by the Power (France) most outraged."

As the Chinese Foreign-office admits in this document that "from the first introduction of the Roman Catholic religion into China . . . . the converts have for the most part been known as very peaceable," a state of matters that changed, it is added, only "since the Treaties were signed," it is rather singular that for a hundred years before the signing of the Treaties the Chinese Government kept up an unceasing and sanguinary persecution against them.—I remain, yours, &c.,

CARSTAIRS DOUGLAS.

The Iron Duke has been finally selected to take the place of the Ocean as flag-ship on the China station, and is now being fitted for immediate despatch. The Iron Duke is a double screw iron steam vessel, armour plated, of 3,787 tons burthen, and 800-horse power. Her armament consists of 14 guns.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 19.

We are now in the midst of the *saison morte*, and there is not one topic of political interest afloat except that the Royal decree of May 14 was published by the official *Staats Courant* of July 16, by which Mr. A. Loudon is appointed Governor-General of Java, in place of Mr. P. Myer, who will repatriate. It is so long since I stated that this gentleman was appointed to the post that I read already in the Java papers that the fact has made a good impression in our East India colonies. Mr. Loudon will probably sail in October next. Rumours are making the round of the Conservative papers that Jhr. Van Sypestein is to be appointed Governor-General of Surinam, but I do not think this is probable.

Your London contemporaries have stated most incorrectly that, now the Second Chamber of the States General have ratified the treaty with England respecting the transfer of our settlements on the West Coast of Africa, this transfer will take place in a very short time. Nothing can be farther from the fact. The treaty must first be confirmed by the First Chamber, and in political circles rumours circulate that the English Government declines to have the three treaties—those of the transfer, of Siak, and of the immigration into Surinam—disconnected, and that our Ministry, now that the treaty of Siak has miscarried, have asked permission of the King to open negotiations with the Court of St. James's for another treaty. I have reason to believe that this report is correct.

The Belgian paper *Le Peuple Belge* has published an article which has made some sensation. This article says:—"We are informed that an influential association will be formed, having for its object the fusion of Belgium and Holland under the name of the Federal Republic of the Netherlands. It appears that this idea meets with numerous adherents in the two countries. The union of Holland and Belgium under a truly Republican Government would be indeed an immense advantage for their common prosperity. Belgium would bring to the association her flourishing industry, Holland her rich commerce and her colonies. United, they would soon form a powerful Republic, which other nations would be compelled to respect." I need not add that the *Peuple Belge* perhaps states as fact what it wishes may take place. The whole report is pure fantasy; of course there are Flemings who fervently wish that Holland and Belgium should be united, but amongst the Dutch there are none. Our relations are most friendly, so friendly that the band of our civil guard is about to visit Antwerp, to assist in celebrating the fortieth anniversary of the accession to the throne of Leopold I., but notwithstanding we are very content with the actual political state of both countries.

The Trading Company have chartered only two vessels—the *Java* and the *Bato*—to convey produce from Java to Amsterdam. This fact proves once more that our shipping trade is languishing. Our harbours are filled with East Indiamen—no less than forty-three having been offered for this public tender—while nearly all the produce exported on private account from Java is shipped in foreign vessels. It seems that our shipowners cannot compete with foreigners. Instead of something being done to revive the old Dutch enterprising spirit, the shipowners prefer to sell their vessels for trifling amounts, as in a short time they will have still less chance of conveying Government produce and passengers, as the steamers of the Nederland Company will ply regularly between Holland and Java. The *Prins van Oranje* of this Company will start on the 25th inst. with a full cargo and a large number of passengers.

Another fact which has made rather a bad impression in our trading circles is the enterprising spirit of the Russian traders, who have organised steam lines *via* the Suez Canal to India, Japan and China in order to provide Russia with the produce of the Far East *via* Odessa, instead of through England and Holland. Of course, this is one more sign that we must be on the *qui vive*, if we do not wish to lose all. And indeed it would be better if our Government was more inclined to expend the public money in subsidising steam lines, instead of building monitors and fortresses. A subsidy is necessary for a steam line between Holland and America, money is asked for one between Java, Australia, &c., but up to this moment there is a *vox clamans in deserto*, notwithstanding it being clearly proved that they are vital questions. Will it go better now? Java papers state that renewed endeavours are being made to establish steam communication between Java and Australia, and a Bill has been laid before Parliament to grant a subsidy for steamers between Flushing and New York. But opposition comes from all sides, especially against the last plan. So, for instance, the principal Amsterdam traders have addressed a petition to the Second Chamber not to grant the subsidy if only Flushing Harbour was to be used for the line. Such a petty opposition is the less justifiable in times when we hear that the Spanish Government has offered a subsidy of £100,000 for a line of steamers between Barcelona and Manila, *via* the Suez Canal.

Although operations at the Bourse have not presented any symptom of activity—the principal dealers are enjoying their holidays in the crowded German watering-places—a firm tone is nevertheless the prevailing characteristic of the leading kinds of public securities. A favourable impression has been produced by the continued favourable weather and the consequent improvement of the crops.

The public health is very good. In some places the small-pox still prevails; but the fatal cases are comparatively small.

The *Kosmopoliet* II. has been chartered to convey 120 soldiers to reinforce the East India Army.

Mr. Josua Van Eyke., has been re-elected commissary of the Trading Company.

H. M. has conferred the Knighthood of the Netherland Lion on Messrs. P. W. A. van Spall at Passaroean, J. C. Bernelot Moens, and F. C. Willeniz at Ternate.

Princess Marie was married yesterday to the Prince of Wied.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, JULY 24, 1871.

THE REVISION OF THE CHINESE TREATY.

WHEN we closed the *Correspondence on the Treaty of Tientsin*, the *resumé* of which has occupied so large a space in our last and present issues, we were forcibly impressed by these considerations—first, that the correspondence was drawn out to an unaccountable and unreasonable length; secondly, that it was protracted over an unreasonably long time, in itself a sign of weakness; thirdly, that it led to nothing, more by reason of disunion in the foreign camp than because of any confirmed basis of resistance on the part of the Chinese; and, lastly, that its utter failure (for postponement means nothing but failure in the vocabularly of Eastern nations) had been taken advantage of by the mandarins, who relied on our weakness more than on their own strength, to get up the revulsionary agitation, which culminated in the massacre of Tientsin, and then encouraged the red-handed Literati to take the initiative in a new movement, and to dictate far harder terms now than they had acceded to three years ago. What will be the issue of the present dead-lock in China it would be idle for any one to attempt to predict. It would be even more frivolous to endeavour to trace the cause of our present predicament to a political source; for it cannot be denied that, with the solitary exception of the present Earl of DERBY, not one of our recent Foreign Secretaries has regarded the Far East—to say nothing of our Eastern Empire—as so important as the vast and complicated interests involved in its maintenance and prosperity have conduced to make it. Notwithstanding the gravity of the present situation in China, which has now remained *in statu quo* for three months of unaccounted time, it is probable that, at this moment, the suggested transfer of Heligoland, or the proposed new Royal residence in Ireland, occupy more of the atttention of the Government than all the interests of Great Britain in Asia put together. Now, then, is a time for those whose families, property, and prospects, are at stake to be "up and doing." It is hardly necessary for us to beg our readers to peruse the imperfect *resumé* of the *Correspondence* which will be found in another column. We describe it as "imperfect," simply because the extraordinary bulk of the Blue-book before us has prevented us from touching (for the present at least) on many circumstances of collateral, though subservient, importance to those which we have selected. But the result of the reading of the epitome which we have given, combined with the experiences of our readers (whom it would be impertinent on our part to remind of the causes of the nullification of the Convention) must, we think, conclusively prove two things—First, that the reason why we did not get all that we could fairly demand in our views of the revision of the Treaty was that there was disunion and indecision in our camp. Our ministers, our merchants, and our missionaries, were all at issue regarding the terms of the revision; and, there having been no general meeting of all three interests, as there should have been, the project which satisfied the first was thrown out by the protests of the other two. This is the pith of our view of the subject. If, instead of a Convention being arranged between the English and Chinese ministers, on *ex parte* representations by their several clients, a preliminary Convention had been held of delegates from all foreign nations and interests concerned in China, Sir RUTHERFORD ALCOCK would have been able to have secured all that he could have been persuaded to demand. As a nation, we have only ourselves to blame for the stoppage of the new Treaty. We were dissatisfied with the terms agreed to by our Minister, simply because that Minister had agreed to them alone, and without personal conference with the other parties to the transaction. Thus the question, from being national, commercial, or religious, became simply political; and, a change in the Ministry occurring in its very orgasm, the contemplated revised Treaty, which had received the approval of Lord STANLEY, was negatived by Lord GRANVILLE. As for the suggestion that the ratification of the new Treaty (whatever that might be) should be deferred until the majority of the Emperor, it was *apropos des bottes*—it meant nothing. Not only was the Emperor at that time very far from being seated firmly on his throne, but he absolutely owed much of his chance of being so placed to the influence and aid of the Power which was then seeking to renew and revise its treaty with him. It was an opportunity not to be lost, because such a combination of advantages could scarcely be expected to occur again in the present generation. It was thrown away, however, and merely, as we believe, through disunion among our representatives in China, and want of faith in the representations of any single party of them by the Home Government. The postponement of the revision of the Treaty was an error which was due entirely to the want of accord between our diplomatists, our merchants, and our missionaries. This disunion was hailed as a sign of weakness by the Chinese; and it produced the inevitable result of disunion on the Oriental mind. "Divide and conquer" became the maxim of the mandarins, as soon as the postponement (which they regarded as a triumph) was achieved. They immediately set to work to attack the weakest of the three—the weakest, not only by reason of their unprotectedness, but also because of their influence being the most open to misrepresentation. Our ministers represented our Power; they consequently could not be disregarded nor impugned. Our merchants represented their commerce—were, in a manner, the very life-blood of their national prosperity;—consequently they could not be openly attacked, though it might be convenient to limit their privileges as far as possible in order to make the greatest amount of profit out of the extortion to be derived from the goods imported by their enterprise. But the missionaries? There was the vulnerable point; and so religion was made the stalking-horse of the new agitation, exactly, as, when the Treaty itself was concluded, commerce had been before. The reason is plain. Foreign commerce had outlived the obloquy they had formerly cast upon it. Its vast imports of goods, and the native demand for them, spoke trumpet-tongued of the good-will of the people to the foreigner who brought them woollens and cottons and cutlery in exchange for their silk and tea. There remained but one way through which our procrastination and indicision, in the terms of the new Treaty, could be turned to account against ourselves. This was to get up an agitation against our missionaries. No sooner said than done. The most wild and wicked charges were invented and secretly circulated against a religion which (in different forms, but the same in substance) had been, not only permitted but welcomed in China for a thousand years, and which now numbers not less than half a million of Chinese believers in its ranks. In the very nick of time, while this fire of the Literati was smouldering, the European war disabled France, the parent and protector (by Treaty) of the only form of Christianity whose priests were allowed to possess property and travel where they liked. The moment of the collapse of France was seized by the Chinese, not to atone for the injuries that had been inflicted on the French Catholics, but to make capital out of their own outrages. Primed and loaded by the arch assassin of Tientsin, the Imperial Government ventured on a declaration (the "Missing Despatch") which would utterly nullify the suspended Treaty by depriving one class of foreigners of the privileges which were meant to include all. The French Government were reported powerless; the British Government made no sign; and the next step was to declare that *all* the Treaties with Foreign Powers would be

Digitized by Google

abrogated forthwith. This we have but too much reason to believe has been done; and this, if it is, or is to be done, we must repeat, is the consequence of our own disunion and indecision. Affairs are hurrying to a crisis. Our only remedy for the ill-effects of former disputes and vacillation lies in present union and determination. It will cost us ten times as much to regain what we seem likely to be deprived of, as it would to retain, and even improve, the advantages we are entitled to. If a Conference were held between duly-constituted representatives of the Foreign Office, the mercantile interest, and the Missionary Societies, with the view of arriving at an ultimatum to be proposed to the Chinese, on pain of war, at the time to which the revision of the Treaty is postponed—next year or the year after—no doubt such a beneficial result would be easily gained. Meanwhile, appearances are so menacing, in spite of Mr. WADE'S silence, that it is not a day too soon to commence some such organisation now.

IT is necessary to call the attention of all passengers to India and the Far East who may have occasion to pass through France and Belgium to Brindisi that a passport, duly *visé* by the French and Belgian Consuls, is absolutely indispensable. Without such a document and the *visas* such passengers will have to return to London, and thus lose their passage.

THE rumour to which we alluded in our last issue, of a typhoon at Shanghai and Hiogo, has only been partially confirmed. No such disaster has occurred at the first-named port, but telegrams from Hiogo report that seven steamers have been destroyed and other mischief done.

THE MACAO COOLIE TRAFFIC.

The "Correspondence respecting the Emigration of Chinese Coolies from Macao," just presented to Parliament, opens with a despatch from Mr. JERNINGHAM, Her Majesty's Chargé d'Affaires in Peru, to Lord CLARENDON, stating that a practice existed of branding with a hot iron certain "contract Chinamen," as if they were slaves, at Lima. Mr. JERNINGHAM proceeds:—

"When Peru was a colony of Spain, of course African slaves were imported hither as into most Spanish colonies, and in considerable numbers. In general they were, I believe, well treated. Since the manumission of blacks, during General Castilla's Presidency, in 1855, thoughts were naturally turned towards where to obtain supplies of agricultural labourers, and, after the practice of other nations, Chinese coolies were brought into Peru, where at present, between those working out their contracts and those who are perfectly free, there must be several thousand—say 10,000."

The difference between the black and the Chinaman is enormous. Mr. Jerningham says:—The blacks came to this country a raw material; soon picked up the language, and easily became initiated in the religion, customs, and ideas of their masters; but the coolie, on the contrary, has remained in general pre-eminently Chinese in almost every respect, except that of learning easily to speak the language, and making himself handy in general pursuits; the blacks soon became nationalised, but as a race of slaves; the Chinese never lose their national predilections; and although members of an inferior class in their own country, and possessing more intelligence than the blacks or the native Indians, are therefore more keenly sensitive regarding their position, as many cases of suicide and desperation manifestly evince. The coolie trade, under its best aspect, can hardly be looked upon as much other than a kind of white Slave Trade, legalised by certain laws and regulations which there is too much reason to fear are not always conscientiously complied with, especially, it may perhaps be conjectured in the operations of obtaining the emigrants. There may be very good people engaged in it, and there may be others who are sufficiently hardened to consider it nothing more than a commercial speculation, such as importing dry goods or cattle; their chief object being to get the cargo into port in an undamaged state. Of late years, according to reports which are in the papers, the coolie voyages to Callao being in general successful, have not called for much remark or observation. These emigrants chiefly come hither in Italian or native vessels.

On the receipt of the communication which Mr. Jerningham and the Portuguese Consul-General felt bound to make to him, the Governor of Macao issued the following proclamation:—

1. Until further notice the permission granted by this Government to open establishments of emigration for Callao is suspended.

2. In the same manner there shall not be matriculated any Asiatic emigrant or colonist destined for the above port at the Superintendent's office of Chinese emigration; nor shall there be any contracts signed in the Chinese "procuracion" office.

This was dated February 27, 1869. In the following May Mr. Murdoch wrote from the Emigration Board, in reference to Mr. Jerningham's despatch, that that gentleman's conclusion agreed with all they had heard from other quarters, but that it "required no action on the part of Earl Granville." From this time till the end of 1870 the matter seems to have slumbered. It should, however, be mentioned that the Portuguese Minister denied that the special case of branding brought under his notice was founded on fact.

In November, 1870, Mr. Consul Robertson reported to Mr. Wade another of those coolie tragedies which had then become so frequent, in the capture of the French ship *Nouvelle Penelope*, with the murder of the master and several of the crew, and the pillage and stranding of the vessel, by Chinese coolies shipped at Macao for the west coast of America.

The *Nouvelle Penelope*, Levigoureux master, left Macao on the 1st of October, bound to Callao, with 300 coolies on board. All went on well for a day or two; when, suddenly, a rush on deck was made by a body of Chinese, armed with belaying pins, billets of wood, &c.; the master was knocked down, and his throat cut, the crew overpowered, several of them taking to the rigging, and the ship was in possession of the assailants. Those of the Europeans who were aloft, and the mate, and two or three who were forward—eight in all, seven having been killed—were assured they would not be hurt, but must navigate the ship to the land. This they did, and made the Bay of Tienpak, some 180 miles on the coast below Macao. M. Dabry, the French Consul at Canton, demanded the rendition of eighty-three of the coolies as having committed piracy and murder upon French territory, but the Portuguese authories at first demurred to this. Subsequently, however, they consented to send them on board a French ship in the harbour. M. Dabry then sent the interpreter and the chief in custody on board the gunboat to Canton, with a request to the Viceroy to arrest some ten more who were known to be at Canton, and could be identified by these two prisoners, and required him to send an officer to Macao to examine the men he had in custody; but the Viceroy positively refused, saying he would have nothing to say to Macao coolie affairs, and M. Dabry might do what he liked with his prisoners. Mr. Robertson advised the Viceroy to arrest these men; but he adds, "It is evident, however well the Macao Government regulations may look upon paper, that coolie emigration is simply a slave trade, and a disgrace to any Christian Government that permits its perpetration within its jurisdiction. It is well known how these barracoons at Macao are supplied, and instances are not unfrequent at Canton of the disappearance of people, and that a regular traffic is carried on in human beings for the supply of these establishments. There can be no doubt the Macao Government is honest in its intentions to protect the coolies and put down kidnapping, but there is something more than that required to stop the evil, and, indeed, it may safely be said that nothing short of closing the barracoons and forbidding the shipment of coolies will do so. As regards the surrender to the French Consul by the Macao Government of these eighty-three coolies who were arrested, it is difficult to see on what grounds this was done. The men were arrested within Portuguese jurisdiction, and ought therefore to have been tried in Portuguese Courts of Justice. Perhaps, however, the revelations which must have resulted would have been so damaging, that it was thought better to get rid of them." Most of the coolie ships from Macao assume the San Salvador flag, whether rightly or wrongly, there is no means of ascertaining, and it is not likely the Macao authorities make strict or any inquiries in the matter.

We now enter on a new phase of this traffic. The Honolulu *Commercial Advertiser* noticed the fact that a San Salvador ship, the *Dolores Ugarte Henry VII.*, which touched a short time before, lost 270 of her chattels between that port and Callao. The captain of the *Ugarte*, desiring to deliver his cargo in better condition, had applied for leave to land them in squads of fifty for an airing. The ship had all the appurtenances of an old time slaver—barricades, sentinels, &c. The *Advertiser* objects to making the Hawaiian Islands the half-way house of the slave trade. But the Hawaiian Government has encouraged this very business, only in a milder form. It has introduced coolie labour in the islands, and, while these coolies may have been treated humanely, the precedent was a bad one. These men are brought here bound by a certain contract made abroad, and which is enforced on the Islands. The slave trade is rife in the Pacific. All the atrocities of the African slave trade and the horrors of the middle passage may be found in these coolie ships. The sufferings of the miserable crowd shipped on the *Dolores Ugarte* must be too fresh in the memory of our readers to need recapitulation. This *Dolores Ugarte* must not, however, be confounded with the one on which the latest coolie tragedy was perpetrated, and 500 men left to be suffocated or burned alive under hatches. The *Dolores Ugarte* under notice was infested with contagious disease, and, to add to the misery of the coolies, the ship's stores fell short, and they were put upon an allowance of 1lb. of boiled rice and less than a pint of water per diem. This very insufficient quantity of water, coupled with the crowded state of the hold, produced among them intense thirst, and they eagerly thrust their dollars through the gratings of the hatches in exchange for the cups of water which were given by the crew only in return for these equivalents. As may easily be imagined, disease soon made its appearance among them, and twenty-five died before the vessel reached Honolulu. The condition of the ship on arriving at that port is spoken of as indescribable. The mate himself confessed that the stench from

Digitized by Google

the main hatch was so overpowering that it was impossible to hold one's head over it "one minute with vomiting." Forty-three of those too ill to proceed were landed at Honolulu, where, by the exertions of a kindly resident, they were permanently detained. Their plight was most pitiable. Twelve were in the last stages of decay—some with ship-fever, and others with diarrhœa; two were rendered blind for life by ulcers which had formed in the corners of their eyes, and all were in a dreadfully emaciated condition. If this account be not exaggerated—and we have no reason, judging from somewhat similar cases which have from time to time been made public, to believe that it is—it reflects infinite discredit on the Portuguese Colonial Government at Macao. But further, it is of great importance to the other European States which have treaties with China that the iniquities of this traffic should be put an end to. What account will the wretched survivors of the ship-load send back to China of their treatment by the foreigners? With regard to this ship the Portuguese Minister informed our Government that "nothing whatever was known in the Department of Marine and Colonies in Lisbon." With regard to the capture of the *Nouvelle Penelope*, the Portuguese Minister at Macao wrote that the fact of the eighty-three criminals presenting themselves afresh for the purpose of emigrating, fully proved that the crime was not committed because they found themselves cheated or forced, but simply and solely through perversity; but proceedings should be instituted against those accused, in order that they might be delivered afterwards to the Viceroy of Canton, or to the French Consul, as the crime was committed on board a vessel of that nation on the high seas. The Governor of Macao, however, stated that the Sixth Article of the Treaty did not allow this, because it requires the previous assent of the Viceroy of Canton. Subsequently, however, all the Chinese ex-passengers in the abovementioned ship were delivered to the Viceroy of Canton with the assent of the French Consul.

Mr. ROBERTSON concludes thus:—

"If the Portuguese Government could be induced to adopt similar rules for regulating emigration as those in force for British emigration, and which have, I see from your enclosure, been communicated to it by Her Majesty's Minister at Lisbon, much would be done to correct many of the existing evils, provided they were faithfully carried out. I trust, however, that the representations made to that Government of the cruelties these unhappy coolies were subjected to on board the *Dolores Ugarte* will move it to take some steps for the prevention of such atrocities for the future. I must say, however, that the French and Italian Governments are highly to blame for allowing their flag to cover such proceedings, or sanctioning the masters and owners of such vessels adopting the San Salvador flag for the voyage only, as there is reason to believe is too often the case.

"But these countries are not alone to blame. The paper called the *Java Handelsblad* gives an account of the treatment and disposal of certain Chinese coolies who were landed at Java from shipwrecked or burnt vessels from Macao, and, if true, the same disregard for human sufferings appears to prevail in the Dutch colony of Batavia as it does in the Portuguese one of Macao."

THE BLUE-BOOK ON THE REVISION OF THE CHINA TREATIES.

MR. WADE'S MEMORANDUM.

The correspondence which we summarised in our last issue closes with an appendix, which consists of a lengthy and exhaustive memorandum by Mr. WADE, of which our limits will only enable us to notice the salient points. Mr. WADE says the views of the mercantile communities, which were asked to make suggestions as to the terms of the revision of the Treaty of Tientsin, seemed to be in pretty general accord, save where the interests of Amoy clashed with those of Hong Kong. The changes proposed in the tariff and commercial articles are comparatively few. The bulk of the observations take the form either of complaints of the non-fulfilment of the Treaty provisions by the Chinese in defiance of the remonstrances of British authority; complaints, consequently, of the insufficiency of the powers vested in the British authority; complaints of the misconstruction of certain parts of the Treaty by the British authority to the prejudice of British interests; and suggestions regarding the introduction of many and vast improvements, moral and material, the adoption of which, beyond all doubt, would be as beneficial to China herself as to any foreigner concerned in her trade, but of which the majority could scarcely be brought within the limits of any imaginable treaty. They are consequently the last of the matters under consideration to be noticed. Mr. WADE proceeds:—"The Treaty of Nanking concluded in 1842, which is renewed and confirmed by Article I., is not referred to by any of the memorialists. I think it is desirable that some of the terms under which it is provided by Article XI. of that Treaty that British authorities shall correspond with the Chinese should be changed. The form rendered 'statement,' which is that which subordinate British officers are to use to Chinese officers being their superiors in rank, is unobjectionable; but the term rendered 'declaration,' by which the Chinese officer, superior in rank, is to address the subordinate British officer, should more properly be translated 'orders' or 'instructions;' and used as the Chinese use it to their own subordinates it is of a more peremptory character than befits the relation of the British official to any Chinese functionary, however exalted his position. That the term was left unnoticed by Lord Elgin is the fault of no one but myself. I entirely overlooked the matter until it was too late. I should now suggest that, where a Chinese commences an official correspondence with a British subordinate, he should employ the words, 'ch'en ming,' in lieu of the 'ch'a hsing' now used; and that, when he is replying he should use 'ch'en fu.' But the Chinese Ministers with whom the British Legation is in correspondence at Peking may very possibly propose some other combinations as little objectionable as these, and more in accordance with the requirements of Chinese composition; and the decision can be left to whatever interpreter may be charged with the preparation of the revised Chinese text."

Articles II. to VI. inclusive of the Treaty of Tientsin define the position and privileges of the British Minister in China. It is implied by Article III. that the Minister shall have access to the Emperor. No audience has, as yet, been conceded to the British Minister. The communities are generally agreed that their interests will be advantaged by frequent, some even urge a periodical, repetition of the Ministerial visit of this year to the ports. I do not go this length. An occasional visit of the Minister to this port or that may, no doubt, be useful in more ways than one. In my opinion the Minister's visit to the ports should be a rare occurrence, and his communications with local authorities, no matter how high their grade, confined to an interchange of courtesies, or, at the most, to conversation on general policy. I believe that this would at the same time be found the course best calculated to give weight to the position of the Consul himself.

Under Article VIII. it is engaged that teachers or professors of Christianity are to be protected. To the pursuit of their avocations at or near the ports, or their journeying into the interior with a passport, there has not been, so far as I am aware, any opposition to Protestant missions; but residence is a very different question. I believe their cause will, for a time, be better without it, and I am entirely opposed to any privilege being conceded distinctively to the missionary body. Lord Elgin had serious doubts about the expediency of inserting an Article upon the subject of the Christian religion at all in the Treaty; his belief, if I am not mistaken, being that while the enforcement of Treaty stipulations affecting the propagation of Christianity was offensive to our own feelings, and outraging to the feelings of any nation which might be compelled to accept such conditions, the cause of Christianity itself could be advanced by nothing so little as political support.

It is in reality, to the fear of force alone, that we are indebted for the safety we enjoy at certain points accessible to our force. When our recollection of this condition is awakened by strong startling evidence of hostile feeling, there is a loud clamour for measures of coercion, the end of which no man can see, and almost before action is taken, certainly before it can have borne fruit, it is as loudly asserted that with a little more patience there need have been no resort to coercion at all. I am not reflecting upon Romish missions in a sectarian spirit. I am simply stating what I know to be a grievous burden laid upon the French Government by its acceptance of the responsibility of upholding them in what I conceive a false position for any teachers of religion. And I would speak of Protestant missionaries with all the respect they deserve. I sincerely believe that they do their best; and that amongst the lower orders, the only class to which they have a chance of preaching, their efforts are attended with a certain success; they do not, as a rule, lay claim to a large number of proselytes. But to accomplish what I presume the mission-supporting public of England and America propose, as the ultimate object of their operations, the civilisation which is to me synonymous with the Christianisation of China, their ranks must, in my opinion, be more ably manned, and they must adopt another plan of campaign. The educated class must be taken in reverse. The foreign preacher, though he speak like a native, as yet the gift of few, if of any, will for long have no chance of impressing the lettered men, as a class, from his pulpit; for they will never enter his chapel; nor will they be interested by his works upon spiritual subjects, even when written in a far better Chinese than we can now command; for, except so far as their hostility is provoked by the rival pretensions of the stranger's doctrine, they are indifferent to spiritual questions. But the distribution of useful knowledge, especially in the departments of commerce and politics, if discreetly conducted, would go far towards breaking through the academical conceit in which their minds are now entrenched; and this once even partially broken through, a hearing would be obtained on other matters, and in a few years a new school of thought would be created.

Article X. relates to the three new ports on the river Yang-tsze-kiang. It is proposed by some of the Memorialists that the whole shore of this river, from its mouth to Hankow, should be opened to steamers, and that for the more speedy carriage of produce from the tea-grounds near the Poyang Lake to the port of Kiukiang it should be lawful for steam tugs to ply to certain points upon the shores of that lake. The Hong Kong community desire to see the Canton river similarly opened, I presume in the direction of Kwang Si. I am of opinion that we may fairly urge the Chinese to allow us to trade with steamers to any point

Digitized by Google

or points along these waters at which we are prepared to station a *bona fide* Consular authority.

The Hong Kong community complain that the ports of Chaochow and Kiung-chow, the latter being the capital of the Island of Hainan, are still closed; and that the Hong Kong trade with Hainan is blighted because the Custom-house of Canton obliges vessels bound to Hainan to clear at Canton. "The west coast of the Canton Province," observes the memorial, "extending from Macao to Hainan, affords promise of being connected with the colony of Hong Kong by a traffic which, if fostered, may, in course of time, attain to considerable proportions." It also suggests the appointment of a Consular Agent at Hainan. I am strongly in favour of this proposition.

The Amoy community would open Wenchow, a port lying about midway between Foochow and Ningpo; they complain that at present their trade is interfered with by native-owned lorchas from Hong Kong, which, under the native system, bring little or nothing to the Imperial revenue. They go further and extend this proposition to all ports on the Chinese coast as subsidiary to the Treaty Ports now open; they would have ships proceeding to such new ports deposit their papers at the Treaty Ports, give bonds, take out special permits, and effect their clearances at the Treaty Port of entry, and then proceed to the port of debarcation. Here again I am entirely in favour of opening ports to shipping at any points at which we are prepared to place a *bona fide* Consular authority.

The Shanghai community contend, that without the right to reside in the interior there can be no protection against excessive taxation of imports and exports *in transitu*. The Hankow memorial insists on the advantages enjoyed by Russian firms from their position in the interior; and Messrs. Jardine, Matheson and Co. would have foreigners open "hongs," but not shops. I am satisfied, as I have stated, that we do not possess the privilege here claimed by treaty, and I am decidedly against any sweeping demand with reference to it; I cannot certainly go the length of the Shanghai community, who have requested concession within a fixed radius of perhaps 200 miles, from some or all of the treaty ports. The addition such appointments would occasion to our already large Consular establishment in China may appear at first sight to Her Majesty's Government a sufficient reason for declining to entertain the proposition, but it is unquestionable that our trade increases with the multiplication of commercial centres. The Treaty of 1858 has in reality been in operation only since the close of the year 1860; yet it is shown by the Hong Kong Chamber of Commerce that in the ten years ending with 1866 trade has increased at Hong Kong from less than a million sterling to two and a half millions, and at Shanghai from less than a million to four and a quarter millions, making a total increase of five and a half millions; and this, notwithstanding the deplorable condition of the country. I attribute this vast increase to the fact that we have now more than twice the number of points of access for our steamers than formerly; and it will not, I think, be disputed that the improvement of our trade is a fair set-off against the augmentation of our Consular establishment, the estimate for which, under the new *regime*, was, if I remember rightly, but £14,000 a-year in excess of the old. I should prefer, however, that, in the first instance, the inland centres selected as Consular stations should, if any, be few; and that the Chinese Government should rather be pressed to open its coast than to make concessions touching residence in the interior.

The Tien-tsin Memorial would open to foreign intercourse not only China Proper but all that part of the Empire which is described as extra-provincial, including Eastern Turkestan, Mongolia, and Kirin. In such portion of Kirin as the Russian Treaty of 1860 left to China, we find, I believe, no difficulty in travelling under passport; but I know nothing in the state of the country or the prospects of its trade that would justify us in pressing for a right to reside in it, or in Mongolia. East Turkestan is scarcely at this moment in the hands of the Chinese Government; a Mahometan insurrection has disturbed it and the North-West Provinces of China for at least the last four years. In the year 1865 there was a massacre of the Chinese authorities in that region; a Mahometan chief now rules there, and it will be long ere it reverts to China again. The same memorial would open Peking to foreign trade. The proposal would be an unquestionably offensive one to the Chinese Government, and, if agreed to, of no value to the foreigner. The foreign community is gradually diminishing even at the port of import.

I think the suggestions of the Shanghai Chamber regarding the constitution of a separate Mixed Court at the larger ports, its division into an upper and lower jurisdiction, and the limitation of the powers of the latter, deserving of attention; but it will be, in my judgment, most desirable that the British community should understand thoughout China that however unsatisfactory we may deem the Chinese rules of commercial usage which we are perhaps right in refusing to designate law, the plan that the British subject, if a defendant, is bound to stand or fall by British law will not be held to justify us in demanding a decision in accordance with British law where a Chinese is the defendant.

It is provided by Article XLVI. that the Chinese authorities at each port shall adopt the means they may judge most proper to prevent the revenue suffering from fraud or smuggling. The Shanghai Chamber complains that a too harsh construction is occasionally put on the word "smuggling," and it may be allowed that in ordinary parlance we are disposed to connect the term with clandestine or dishonest proceedings. But it will hardly be disputed that no Customs service could protect a revenue if its action were to be barred, even occasionally, by the plea of an absence of all criminal intention. The rules agreed to by the Prince of Kung and myself, in the first place, protect the goods seized against summary confiscation, and their proprietor is, through his Consul, insured, if he wishes it, a full and fair inquiry into the causes of their detention; but, as a Chinese official agent is the party accused, it is, I think, plain that the inquiry could not be conducted anywhere but in a Chinese Court, and through the competent Chinese authority. The Consul or a Consular officer attends in the interest of the British complainant, and I deny that his position in the Court would be inferior to that which the Chinese authority must occupy were it possible for him to take his seat in a Consular Court, to assist at a similar investigation.

Article XVIII. pledges the Chinese authorities to afford the fullest protection to the persons and property of British subjects, and to take all necessary steps for the recovery of stolen goods, suppression of disorders, and arrest of the guilty parties concerned. It is observed that these stipulations are in many instances set at nought, and that the Consuls are powerless to obtain redress. In regard to the protection we are entitled to, I go, in some respects, farther than the memorialists. I think that the whole of the police required for the security of the foreign community at any port should be paid for by the Chinese. In the present condition of China none but a foreign police would be effective. I would have the Chinese Government support one just as it now supports a revenue establishment formed of foreigners; with this difference—that, while it is essential that the revenue force continue as it now is, subordinate only to the superintendent of customs, who is by treaty exclusively responsible for the protection of the revenue, the police force should be made, by a common understanding, as much the constabulary of the foreign Consuls as of the Chinese Government which pays it. It would be, in short, precisely what the so-called municipal police of Shanghai is at this moment, but paid by the Chinese Government instead of by the foreign merchant, and referring itself primarily to the Consuls or the Chinese officials, instead of to a committee of land-renters, or any other non-official or quasi-municipal body. On the other hand, I do not think that the Chinese Government should contribute, or be called on to oblige its subjects to contribute, to the making or maintaining of foreign roads foreign drainage, lighting, or other requirements of foreign civilisation. My remarks point more particularly to the condition of things at Shanghai, where the conservancy of the so-called British and American concessions is, I admit, right well cared for by the committee of land-renters known as the Municipal Council. The Chinese Government is, I think, bound to maintain all wharves, jetties, or like constructions essential to the merchant for purposes of shipping or landing; it is withal to the advantage of the revenue that they be maintained; but the quasi-municipal expenses of the community, the expenses proper, that is, to a European town or city, should no more be held to form ground of a claim for assistance from the Chinese Government than the consumption by the same community of its wine and tobacco. I stand, I fear, alone in my estimate of the mischief to be apprehended in time to come, from the continuance of a position so untenable as that of the French at Shanghai; but, with the views I hold, I cannot insist too earnestly upon the expediency of attempting its modification; and no means to that end appear to me so promising as the substitution of a police force, paid and primarily wielded by the Chinese Government, for that now paid by, and responsible to, the land-renters, represented by the Municipal Council. If the Chinese Government maintain a police for all, beside the French, the French will hardly continue to maintain their present gendarmerie, which, I may observe, is far rather the police of their Consul-General than of their Conseil Municipal; and the whole foreign region being brought under the action of one police body, paid and belonging to the Government of the country, a fusion of the French and other nationalities may be looked for, which will never be possible so long as the French claim the right, as at present, to ignore all Consular authority but their own in any part of China which becomes a "Concession Francaise." The adoption of their term "concession" for what is really a "delimitation," in plain English a factory ground, has been most unfortunate.

Article XXIII. provides that if a native of China, having incurred debts at Hong Kong, abscond, the Chinese authorities, in concert with the British Consul, shall endeavour to see justice done between the debtor (he being a Chinese and having returned to China) and his creditors. The Hong Kong Chamber would add to this article a clause requiring the rendition of Chinese debtors absconding from the colony. If the colony have any registration which is really sufficient to establish what Chinese residing at Hong Kong are *bona fide* entitled to the status of British subject, and as such amenable to British law, the rendition of any persons having such a status is a plain and incontestable right; but it is difficult to suppose the memorialists serious in suggesting that Chinese subjects having fled to China for debt are to be brought by the Chinese Government before a colonial court, in order that

Digitized by Google

action may be taken under the decree of such a court against Chinese property on Chinese ground.

We come now to the payment of duties, maritime and inland, and complaints of the violation of Article XXIV., by which it is agreed that imports and exports shall pay only the duties prescribed by the tariff, a stipulation alleged to be set at nought by the constant disregard of the terms of Article XXVIII., as interpreted by Rule 7 of the Tariff. To accept the provincial limitation would be to surrender the whole benefit of the Article. Ports are open, it is true, in all the coast provinces, and in most of those along the Great River, but the lines along which the foreign merchant will prefer to carry his imports or exports are not always those between the inland district and the port or ports that would seem geographically to be its natural inlets or outlets. The remedy against evasion of the transit duty now legally leviable on exports is in the hands of the Customs, who are empowered by Rule 7 to refuse permission to export produce which cannot be proved to have paid its transit dues, until these dues have been paid. The true cure is alleviation of the burden which places the Chinese in a worse position than the foreigner, and tempts him to avail himself by stealth of the foreigner's privilege.

I am for confining the foreign flag to the Treaty ports, or to such points as may be opened as halting stations for steamers, on the sea coast, on the large rivers, such as the Yangtsze, or the great stream which crosses the Two Kwang Provinces, or on the lakes Poyang and Tung-ting. These are great highways of trade, movement along which no more imperil the integrity of Chinese jurisdiction than the navigation of the St. Lawrence imperils ours. For the protection of our goods *in transitu* against overcharge of dues, I fall back upon Article XXXVIII., the terms of which enforced, we shall pay no more transit duties than are fair. But while I am against the appearance inland of the foreign flag with the exterritoriality which would interfere unfairly with the surveillance of inland revenue, I see no objection to a limited use of small steamers or foreign rigged vessels, if they are more convenient to our trade, provided that they be not exterritorialised.

SALT.—Petitions are numerous for leave to import this commodity. The Liverpool Chamber of Commerce suggests that, without abolition of the Government monopoly, its import might be tolerated as the import of tobacco is tolerated in those countries in which a tobacco monopoly is still maintained. The Amoy community would have the export of salt to foreign countries free, with liberty also to carry it coastwise, as copper cash is carried, in foreign vessels under bond. On the coast of Formosa, salt, they say, has been shipped in foreign vessels on mandarin account. I do not think the request to carry salt coast-wise unreasonable, nor should I despair of its being acceded to; but its admission into the regular export or import trade will be opposed tooth and nail.

COAL.—It is proposed by many to abolish all duty on both foreign and native coal. The former pays but 5 candarines (5 100 of a tael, say from 3½d. to 4d.) per ton; the latter 4 candarines a picul, reckoned by the Amoy memorialists to amount to 6 mace, 6 candarines, 8 cash (668-1,000 of a tael), say from 4s. to 4s. 6d. per ton. I cannot recall anything in the history of the Tariff of 1858 that would account for so remarkable a difference in favour of foreign coal. It had been heretofore free of duty, and was doubtless subjected to the nominal duty now charged to bring vessels entering with no other cargo within reach of the tonnage dues. The native trade in coal can hardly be said to have had, as yet, an existence. There is now, to judge from the curious memorial of Tseng-kwo-fan, some prospect of the native coal-mines being worked, and if this comes to pass the import of foreign coal will soon cease altogether.

MUNITIONS OF WAR should continue as at present restricted by Tariff Rule 5, imported only at the requisition of the Chinese Government, or saleable only to agents authorised. On the reduction of the duties on pepper, watches, and tin plates, I can offer no opinion; nor upon the readjustment of the timber duties can I say more than this, that the timber in question is of kinds not as yet procurable in China, and imported, I imagine, exclusively for the use of the foreign house-builder or ship-builder. The importer may justly claim, therefore, that the duty should not exceed 5 per cent. *ad valorem;* indeed, it would not be unreasonable to ask for a less duty than 5 per cent.

OUR TRADE WITH THE PHILIPPINE ISLANDS.

The following is the translation of a Spanish Royal Decree, dated the 28th ult.—which has been received at the Board of Trade—relating to the Customs duties on foreign goods imported into the Philippine Islands, and which, it will be observed, abolishes the differential duties:—

Art. I.—Foreign merchandise, produce, and effects brought from foreign ports in Spanish bottoms are not to be regarded as appertaining to the coasting trade in the Philippine Islands, even though they may have touched in transit at ports of the Peninsula, adjacent islands, or the Spanish Antilles, and left with the same cargo.

Art. II.—The said manufactures, produce, and effects brought from foreign ports under the Spanish flag will pay the Customs dues, with the following deductions:—25 per cent. on importations from July 1, 1871, to June 30, 1873; 20 per cent. on importations from 1873 to 1875; 15 per cent. on importations from 1875 to 1877; 10 per cent. on importations from 1877 to 1879; the privilege to cease on the 30th June, 1879.

Art. III.—The Government will report to the Cortes on the dispositions on Art. II. of the present decree.

(Signed) AMADIO.
LOPEZ D'AYALA.

It is a matter of surprise with all concerned in the trade of the Philippines that now the differential duties are abolished some of our enterprising shipowners have not proceeded to establish a line of sailing vessels from London, or that some of the steamers *en route* to China do not call at the port of Manila. Two or three Liverpool houses have for years past had the carrying trade in their own hands, and the rate for fine goods has been at times as high as 90s. per ton. The style in which the business is done is peculiar, a different rate being named for almost all classes of goods instead of an uniform rate, as adopted in London. Again, the great cause of dissatisfaction and disgust is that the rate of freight for the same vessel varies *weekly*, according to circumstances. If a vessel is at a medium rate of freight, and there is an indication of plenty offering, the "screw" is at once applied and an increased rate demanded; or sometimes a merchant is induced to ship at the current rate, and before the vessel leaves an important reduction in the rate is made to the later shippers. Much annoyance is thus experienced, and it is certain that the best support of both Continental as well as home shippers would be given to a London line.

Monetary and Commercial.

Tenders were received at the Bank on the 19th inst. for £400,000 in bills on India, of which £295,000 were drawn on Calcutta, £100,000 on Madras, and £5,000 on Bombay. The minimum was fixed at 1s. 10½d. Tenders on Bombay at 1s. 10¾d. will receive 24 per cent. on Calcutta and Madras, and 55 per cent. on Bombay; above that figure in full.

The first general meeting of the Merchants' Marine Insurance Company (Limited) was held on the 21st inst., under the provisions of the Act. The proceedings were simply formal, and no accounts were submitted, but satisfactory progress was reported.

Sir D. A. Lange has written a letter explaining the reasons which have led to the proposed change in the mode of levying the dues on the Suez Canal, based upon the practical testimony of some of the leading shippers in this country. The object, he says, was to secure equitable uniformity.

ARTICLES OF IMPORT.

TEA.

Public sales of China, comprising 21,434 packages, of which 15,000 packages were printed without reserve, were held on the 18th and 19th inst. The prices realised showed no change on those lately current, except for fine Moning Congou, which sold at a slight decline. On the first day 11,577 packages passed, of which 6,800 packages found buyers, all being "without reserve." A large quantity of red leaf siftings offered sold at fair rates, at prices ranging from 4d. to 6d. Two or three parcels of fair old season's red leaf brought 11¾d. to 1s. 0¾d. In Black leaf kinds, two breaks of low common realised 7½d. to 7¾d., and one of fair quality 1s. 2¼d.; Two part chops of fine Moning, together 650 chests, sold at 1s. 7½d. to 1s. 7¾d., showing a decline of ¾d. per lb. since last sale; 600 boxes Canton Congou of old import brought 1s. 0½d. Canton Caper sold at prices varying from 5d. to 9½d., and low Gunpowder 6¾d. to 7½d. per lb. On the second day about 6,800 packages were sold, all "without reserve;" a good proportion was printed with "reserved prices," and withdrawn. The bulk of the Congou sold consisted of common to fair red-leaf of old import, which realised previous rates. Further sales of siftings were effected at 4d. to 4½d. per lb. Some parcels of fine Moning Congou sold at the previous decline. Fair to medium black leaf sold somewhat irregularly at 1s. 2½d. to 1s. 3½d. A break of good medium brought 1s. 4¾d. to 1s. 5d. per lb.

SILK.

There has been no alteration in the market during the past week; the business continues active, and prices are well supported at the recent advance.

COFFEE.

The supply brought to auction has comprised a various assortment, but has not been heavy, and with a moderate demand has gone off slowly at about previous quotations for all descriptions. The latest prices paid for Ceylon have been Plantation triage 50s. to 56s., small 57s. to 60s., low middling gray and mixed 60s. 6d. to 64s., bold ditto 64s. to 68s. 6d., middling 64s. 6d. to 70s., good middling to fine middling 71s. 6d. to 76s., pea-berry 77s. 6d. to 82s. Native bold 59s., garblings 22s.

Of 369 bags Bonthyne Singapore offered the sound portion was bought in at 60s., but 260 bags sea damaged sold at 49s. 6d. to 54s.

SUGAR.

The market has exhibited a quiet tone during the week, and business has been limited, prices showing little or no alteration. At auction, of 6,672 bags Penang, chiefly fine soft coloury offered, 5,000 bags sold at about the valuations—fine grainy yellow (duty 5s. 8d.) at 36s., fine soft coloury (duty 5s. 8d.) at 35s. to 35s. 6d., good do. and grey (duties 5s. 3d. and 5s. 8d.) at 33s. 6d. to 35s., soft yellow (duty 5s. 3d.), at

Digitized by Google

31s., middling do. (duty 4s. 9d.) at 30s., fine brown and syrupy yellow at 28s. to 29s., common soft brown (duty 4s.) at 24s. Privately 550 baskets date Penang have been sold at 21s. to 21s. 9d., chiefly the latter price, and a large business has been done in unclayed Taal and Zebu Manila, comprising 10,000 bags unclayed Taal at 21s., and 800 tons Zebu at about 22s. 6d.

COCOA-NUT OIL still rules £50 to £51 for Cochin, and at £40 to £39 10s. for Ceylon.

HEMP.—In auction 1,020 bales Manila met a moderate demand, and only 100 bales sold, fine brown at £40, fair £45 15s., the remainder bought in, brown £39 to £42, fair to good roping £46 to £49. Since the sale 400 bales of the portion bought in have been sold, fair to good roping £46 to £48, Sorsagon £49.

PEPPER.—BLACK: The demand continues limited, and in auction 2,026 bags were chiefly held for previous rates and bought in, 890 bags Singapore bought in at 5¾d. to 6d., except 50 bags sea-damaged, which sold at 5¾d. to 5½d.; of 1 022 bags Penang 250 bags sold at 5¾d. to 5½d. For arrival 25 tons June shipment, per steamer, sold at 5¾d. WHITE: Of 217 bags Singapore 85 bags sold at 9¾d., showing an advance, the remainder being bought in at 10d.

RICE.—The market on the spot remains flat, but floating cargoes of soft grain are still inquired for at previous rates. The floating cargo, per Florence Braginton, 520 tons Rangoon, near at hand, has been sold at 10s. 1½d. for the Continent, and the floating cargo, per Sebastian Bach, 830 tons Rangoon, at 10s. for the Continent.

TIN.—Although somewhat less activity has been shown there is still a fair demand, and rates show an advance of 20s., the quotations being Straits on the spot and afloat, £134; Banca, £136; Billiton £134 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
July10	Octavia	Traegardh	Maulmain	Flensburg
14	Hydra	Kunge	Rangoon, for Hambg.	Falmouth
May28	Bernica	Coudet	Batavia	Callao
June 2	Neva	Pedro	Macao	Do.
6	Casti	Collineau	Do.	Do.
May30	Cecilia	Mesquita	Do.	Do.
July16	Antiope	—	Akyab	Liverpool
17	Kinfauns Castle	Holmes	Singapore	Deal [Head
14	Hedvig	Lunsten	Java, for Amsterdam	Off St. Alban's
	Nydia	Harwood	Akyab	Plymouth
17	Victory	Davies	Rangoon	Falmouth
17	Havelock	Madden	Singapore	London
	Belle of Southesk	Stronach	Bassein	Falmouth
17	City of Amoy	Murdoch	Colombo, &c.,	London
17	Concordia	Gorwenius	Akyab, for Antwerp	Falmouth
18	Ocean Belle	Jarvis	Akyab	Do.
18	A. E. Vidal	Angelbeck	Batavia, for Livrpool	Do.
18	Hansa	Diewes	Rangoon, for Hmbrg.	Do.
18	Sjofroken	Lundstrom	Batavia	Do.
18	Florence Braginton	Davis	Rangoon	Do.
18	Lady Clarendon	Nash	Bassein	Off Queenstown
18	Arcturus (str.)	Smerden	Colombo, &c., via S.C	London
18	Dom Joas X (Pt cv.)	—	Macao, &c.	Lisbon
18	Sree Singapura	—	Singapore	Off St. Cthrn's Pt
19	Condor	Hansen	Rangoon	Falmouth [I.W.
19	R. C. Rickmers	Krabb	Do.	Do.
19	Augusta May	Clark	Do.	Do.
19	Civiale	Brock	Do, for Hamburg	Off do.
16	Iphigenia	Peters	Rangoon	Bremerhaven
28	Sophie	—	Akyab	Falmouth

DEPARTURES.

Date.	Ship.	Capta	For	From
July13	Atholl (str.)	Asplet	Sing., China, &c., S.C.	London
	Ocean	Smith	Batavia	Amsterdam
11	Louise	Hansen	Macassar	Hamburg
May28	Hong Kong	Tribarry	Macao	Callao
June 2	Peru	Basagoxtic	Do.	Do.
3	Callao	Araucoa	Do.	Do.
4	Lola	Elorieta	China	Do.
July14	Walmer Castle	Wildash	Newport and Galle	London
18	Scawfell	Lawson	Colombo	Do
17	Argonaut	Sanderson	Yokohama	Sunderland
19	Mongol	—	Singapore	Liverpool
18	Hendrika	—	Java	Newcastle
18	Auburn	James	Ceylon	Sunderland

(*See Commercial Postscript and Correspondents' Letters.*)

VESSEL PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
July 12–18	Cella	China	London
"	Menelaus	Liverpool	China
"	Enterprise	China	London
"	Erl King	Hong Kong	Do.
"	Craigforth	China	Do.
"	Duplelx (str.)	Yokohama	Toulon

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Colombo, &c.: Corinna, Vixen, Akola.

SAILING VESSELS.—For Hiogo and Nagasaki: Carnarvonshire. For Yokohama: Ada, Coulnakyle, John Nicholson. For Shanghai: Portland, James Shepherd, Laurel, Ethiopian. For Hong Kong: Bombay, Isles of the South. For Port Darwin and Batavia: Edinburgh (str.), Hibernia (str.). For Singapore: Peterborough, Havelock. For Penang: Bristow. For Bangkok: Mary Evans. For Colombo: Rosy Morn, Ocean Beauty, W. E. Gladstone. For Colombo, &c.: Callisto.

At LIVERPOOL.—For Yokohama and Hiogo: Nourmahal, Birmah. For Manila: Olaquivel, Maria Fidela. For Hong Kong: Mongol. For Singapore, Hong Kong, and Shanghai (via S.C.): Lorne (str.), Commander (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Singapore: River Eden. For Galle: South America.

At GLASGOW.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Batavia and Samarang County of Ayr. For Colombo: Marchioness of Londonderry.

SPOKEN.

G. C. MICHIELS (N. G. brig), Bat. to Amstdm., May 1, 21 S., 61 E.
JOSEPHINO (brq.), Colombo to London, May 2, 22 S., 58 E.
CANTON (N. G. brq.), Hamb. to Hng. Kng., 8 miles E.S.E. of the Start.
BRITISH INDIA (ship), Liverpool to Bangkok, Feb. 22, 36 S, 1 E.
EARIMINS (?) (Dutch ship), Ilo Ilo to Falmouth, April 4, 24 S, 59 E.
SHIP, showing private signal, R. 11, Rtdm. to Bat., June 1, 10 S., 33 W.
JAN, Rotterdam to Batavia, June 8, 19 S., 31 W.
PAMPA (Dutch brq.), Hamburg to Hong Kong, June 11, 3 N., 25 W.
PANDORA (ship), Colombo to London, May 29, 33 S., 13 E.
LAURA (brig), Hong Kong to the Continent, May 24, 26 S., 7 E.
ADOLPH, Cardiff to Singapore, June 10, 3 N., 23 W.
TIBERAS, Cardiff to Singapore, May 26, 16 S, 26 W.
RAINBOW (Amer. ship), Padang to Boston, May 15, 25 S., 9 E.
JANNETJE, Brouwershaven to Batavia, July 11, on West Hinder.
JOHN LIDGETT, London to Batavia, 18 days out, June 3, 28 N., 21 W.
No. 0784, 1st d.p., Swansea to Singapore, May 10, 18 S., 32 W.
CHANAUP (?) (Eng. ship), Cardiff to Hong Kong, May 16, 10 S., 32 W.
JOHANNES (Dutch), Amsterdam to Batavia, June 21, 8 N., 26 W.
CAROLINE COVENTRY, Manila to London, June 25, 13 N., 30 W.
JUANPORE, London to Batavia, July 16, 49 N., 6 W.
TERESA, Colombo to Hamburg, May 17, 35 S., 19 E.
HOSEA RICH, Batavia to Amsterdam, May 22, 30 S., 13 E.
COUNTY OF ARGYLE, Sourabaya to Rotterdam, July 7.
AMACREE (brq.), Singapore to Liverpool, May 31, 18 S., 3 E.
TOPGALLANT (Amer. ship), Sourabaya to Liverpool, June 9, 9 S., 12 W.
STAD MAASSLUIS, for Batavia, July 14, 49 N., 6 W.
PAULINE, Batavia to Amsterdam, June 3, 13 S., 9 W.
CARANJAH, Liverpool to Galle, June 6, 5 N., 22 W.
Q.B.C.F. (Germ. barq.), Shields to Batavia, June 13, 8 N., 24 W.
CORINGA, Sunderland to Padang, June 15, 10 N., 26 W.
STIRLINGSHIRE, Canton to London, June 4, 12 S., 10 W.
CANAAN, Manila to London, June 5, 10 S., 12 W.
MELBOURNE, Colombo to London, June 20, 10 N., 27 W.
CORNELIS WERNARD EDUARD, Batavia to Rotterdam, June 20, 8 N., 25 W.

FREIGHTS AND CHARTERS.

In outward freights we have to report that current rates are maintained, and that there is more doing in exports. Coal freights remain unaltered, except for Galle, the rate for which port is quoted lower.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Stettin, dated July 13, state that the cargo of the Konigin Augusta, Pritzkow, from Java to Falmouth, which put into Simon's Bay, May 21, leaky, &c., consisted of sugar, of which 4,000 bags had been thrown overboard; 12,000 were sold at Simon's Bay, and the remainder, 10,000 bags, would probably also be sold there. The vessel would have to be made tight and provided with new masts. The repairs were expected to be effected in the course of three or four weeks.

The Balnaguith, Hankeville, from Padang to New York, which put into Bermuda, Nov. 28, in distress, was still there June 24, and was to sail in about a week's time for London.

A telegram received from Galle, dated July 11, states as follows:—"The Thomas Neckerson, Cronstadt, Yokohama, derelict, towed Algoa Bay seaworthy."

Advices from Amsterdam, dated July 13, state that the St. Antoine, Corfmat, bound to Singapore, had been in collision in the Great North Holland Canal and received damage.

MISCELLANEOUS.

The following report has been issued by the Salvage Association:—Willem III. (str.), Rotterdam to Batavia, the three sales of cargo, ex this vessel, that have been held at Portsmouth realised about £5,000.

The Oceanus (Germ. brig.), bound to Bangkok, put into Bahia, 20th June, with master ill.

At PORT SAID.—Enterprise (str.), from Hankow, and left July 16 for London; Erl King (str.), from China, and left July 17 for London; Craigforth (str.), from Hankow, and left July 18 for London.

At SUEZ.—July 17, Cella (str.), from China and Singapore, and was to leave 18 for London.

At ASCENSION.—June 6, Electric, Payn, from Probolingo, and sailed for Holland.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE and HONG KONG having been successfully laid, IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to HONG KONG £7 0 0

" " SHANGHAI 8 5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, June 8, 1871.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS,

AMSTERDAM.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

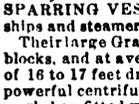
SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.



OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, July 8, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, July 18, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, July 8, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, July 18, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C.

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £8,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France). Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces, &c.

HOLLOWAY'S PILLS

No Medicine can surpass these Pills in their purifying and correcting powers over every organ of the body. Stomach, liver, lungs, heart, and kidneys soon display subjection to their influence, by which all diseases of those organs is arrested, all obstructions removed, and every function is healthily performed. The digestion is by their influence so improved that scarcely any food disagrees; acidity and flatulency alike are checked, nausea and biliousness disappear, firmness is given to every muscle, and tone to every nerve; the mind becomes exhilirated, and the thoughts become cheerful. These wonderful Pills correct dyspeptic habits, whether resulting from residence in hot climates, or over indulgence; they secure by night sound, refreshing sleep, which fits the body for renewed exertions.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Gaile	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL,
(Over the JERUSALEM.)

Digitized by Google

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA. VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9, July 23, Aug. 6, Aug. 20, September 3, Sept. 17 — For Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

July 9, August 6, Septmber 17 — For Pondicherry, Madras, Calcutta.

July 9, and every fourth Sunday rom that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Yokohama ...	Coulnakyle .	A1 13 yr.	SWID	With des.
Shanghai ...	MichlAngelo	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

S. S. AUSTRALIA, for CHINA and JAPAN.—Shippers are informed that the list of applications for space in this vessel will close on the 27th inst.

PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY Offices, 122, Leadenhall-street, E.C., 20th July, 1871.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D	With des.
Shanghai ...	Ethiopian ...	A1	E.I.D.	With des.
Hong Kong	Isles of the South	A1 13 yr.	E.I.D.	With des.
Yokohama...	John Nicholson	A1 14 yr.	E.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Shanghai ..	Portland ...	A A1	872	E.I.D.	Wth des.
Hiogo and Nagasaki	Carnarvnshire ...	A1 14 yr.		E.I.D.	Wth des.
Pen., Sing. Hg.Kg., & Shanghai	Canton.....	—	1215	SWID	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E C.

With immediate despatch.

FOR SHANGHAI, DIRECT.—The Clipper Ship PORTLAND, A A1, 872 tons register; C. H. COSTER, Commander; loads in the East India Docks. This splendid clipper is well-known in the China trade for her fast passages and sound delivery of cargo, and has excellent accommodation for first-class passengers.

For Freight or Passage apply to TEMPERLEYS, CARTER, and DARKE, 3, White Lion-court, Cornhill; or to NORRIS and JOYNER, 60, Cornhill, E C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock	To sail.
Singapore, Hg. Kg., Shanghi, Tientsin, & Japan .	Entrprise	100 A1	1521	E.I.D.	Aug. 12
China Prts & Japan .	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Aug. 5

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

MESSAGERIES MARITIMES de FRANCE.—STEAM from LONDON to ADEN, MAURITIUS, GALLE, SINGAPORE, SAIGON, BATAVIA, HONG KONG, SHANGHAI YOKOHAMA, NAGASAKI, and HIOGO (via Suez Canal). See advertisements of the MESSAGERIES Co.'s STEAM SERVICE, leaving London on the 5th August, offering unusual advantages to merchants and passengers for all the above ports.

For general information and passage, apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, 123, Fenchurch-street; and for freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 109, Leadenhall-street, London.

STEAM FROM LONDON to GALLE, SINGAPORE, HONG KONG, SHANGHAI, TIENTSIN, CHEFOO, JAVA, and JAPAN.—The celebrated Clyde-built clipper steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-horse power nominal, 1,350 h.p. effective, now on her way from Hankow to London, with the first teas of the present season; will be despatched about the 12th of August, her positive date being shortly named and rigidly adhered to. This beautiful vessel has unequalled accommodation for a number of first and second-class passengers, being provided with bath rooms, piano, punkas, icehouse, &c., and every comfort that can be desired. Will carry a surgeon and stewardess. She will call at Galle to land passengers only, and reserves liberty to tranship her cargo for Tientsin, Chefoo, Java, and Japan.

For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, and 109, Leadenhall-street, London, E.C.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under;—

Name.	Tonnage.	To sail.
**Virago	1,800	July 29
**Xantho	1,800	Aug. 25
**Rollo	1,437	To follow
**Yorkshire.....	2,273	To follow
**Red Gauntlet.....	1.450	To follow
**Hindoo	1.800	To follow
**Urbino	1,800	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York, Manchester; or, 109, Leadenhall-street, E.C.

Steam via the Suez Canal. To sail on the 18th August.

FOR YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered Screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; Victoria (London) Docks.

For Freight, apply to the Owner, DONALD R. Mc GREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

With despatch. Regular Line of Packet Ship.

FOR HONG KONG, the fine clipper ship BOMBAY, A1 13 years; 937 tons register, newly metalled, ISAAC HEIGHO, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. G. D. TYSER and Co., 3, Crosby-square; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

REGULAR LINE OF CLIPPERS TO JAVA.

THE following splendid first-class vessels will be despatched as under:—

Destinton.	Ships.	Class.	Tns.	Dock.	Last Shipping Day.
Batavia & Sourabaya	Countess Russell	A1 8 yr.	965	SWID	July 25

For Freight or Passage apply to Messrs. JAMES NICHOLS and Co., 22, Laurence Pountney-lane; or to W. ARNOLD and Co., 53, Gracechurch-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yoko.& Higo	Nourmahal...	A1 13 yr.	Prnce's	Wth des.
Bat., Sour ,& Samarang	Rance	3-3rds L. 11 9 yr.	Prnce's	Wth des.

From LONDON.

Yoko.&Higo	Georgina...	A1 13 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

FOR SHANGHAI DIRECT.—With quick despatch, the well-known China clipper-ship LAUREL, A1 13 years (owned by Messrs. John Willis and Son), 638 tons register, JAS. WATT, Commander; East India Docks. This fine vessel has just been remetalled, and is confidently recommended to shippers. Has excellent accommodation for passengers.

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C,

Steam from London, via Suez Canal.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offers (taking goods at through rates for Java and Japan at shippers' risk) last shipping day 5th August. 1871. unless previously full, the magnificent new Clyde-built screw steamship GLENGYLE, 100 A1, 1,670 tons register, 900-horse power effective, W. AULD, Commander; now loading in the South West India Docks. This high-classed and full-powered steamer is confidently recommended to intending shippers and passengers, and the bulk of her cargo being engaged will be despatched positively to date. The state rooms are elegantly fitted, and replete with every comfort.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE. A 1 14 years; 534 tons register; PETER JONES, Commander; South India Docks.—This fine, high-lassed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Guaranteed first ship.

FOR COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid Regular Trader MACEDON, A 1, 13 years; 496 tons register; J. SUMMERFIELD, Commander, West India Docks. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To sail positively July 31st. following the "Ocean"

FOR BANGKOK (SIAM) DIRECT.—The splendid Clipper Vessel MARY EVANS. A 1 12 years, 258 tons register, J. JENKINS Commander; loading in the West India Docks.

For Freight or Passage apply to R. COLLINS, SMITH, and SON, 12, George-yard, Lombard-street, E.C.

Freight payable on receipt of bill of lading.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Monday, July 24, 1871.

Digitized by Google

FRENCH MAIL EDITION]

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. I.—No. 413.] LONDON, TUESDAY, AUGUST 1, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	—	—	June 6
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	—	—	" 9
Ningpo			
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	—	—	" 16
Canton			
Macao			
PHILIPPINES—			
Manila	—	—	" 20
COCHIN-CHINA—			
Saigon	—	—	" 22
SIAM — Bangkok	—	—	" 20
BORNEO—Labuan			
Sarawak	—	—	" 16
JAVA — Batavia			
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	May 19	June 22	" 26
Penang			
CEYLON—Galle	—	—	July 5
Colombo	—	—	" 3

THE MAILS, &c.

A portion only of the despatches by the present (French) mail, which was due yesterday, *via* Marseilles, has been delivered to-day. The Pacific mail steamer *America* arrived at San Francisco on the 15th ult., with advices from Yokohama to the 23rd, and from Shanghai to the 13th June; letters by this opportunity may be expected in the course of the present week. The next inward mail (P. and O.), with dates, Shanghai June 17, Hong Kong June 28, Singapore July 1, is due on the 5th inst., *via* Brindisi.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *America*, arrived at San Francisco, July 15.—From China and Japan for England: H. A Hood, W. Clark, Capt. O. C. Spencer, W. Kameron, J. Memelsdorff, W. S. Fritz, A. Warden, Capt. N. M. Gray and wife, Mrs. B. Jenkins, A. H. Corwin, Capt. A. Winsor, Jun., Capt. James Aitken, E. Fritche, S. W. Saunders, John Wilson, W. H. Renshaw, Capt. D. Patridge and wife, M. Robecci Tereda, and thirty Japanese students.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nubia*, from Southampton, July 22.—To Shanghai: Mr. and Mrs. Goldesplink, Mr. J. McRitchie, Mr. G. Brown, Mr. R. Bryson. To Hong Kong: Mr. Pyronet, Mr. F. Frischling. To Singapore: Mr. R. G. Stiven, Mr. Bateman and servant, Mr. A. Sachtler, Mr. S. J. Smith, and one second-class passenger. To Ceylon: Mrs. Forsyth, two children, and one second-class passenger. To Samarang: Mr. and Mrs. Severing, Miss Wymstroom.

Per P. and O. steamer *Pera*, from Brindisi, Aug. 1.—To Yokohama, Mr. J. Morris To Hong Kong: Mr. E. George.

Per P. and O. steamer, from Suez, Aug. 6.—To Ceylon: Dr. Anthoniez.

Per P. and O. steamer *Poonah*, from Southampton, Aug. 5.—To Hong Kong: Staff Surgeon Collis, Mrs Collis, Mr. Hardie. To Singapore: Mr. P. Gowan. To Ceylon: Mr. S. G. D. Skrine, D.I. of Hospital Guy, M.D., Staff Assistant Surgeon C. B. Jennings.

Per P. and O. steamer *Pera*, from Brindisi, Aug. 15.—To Hong Kong: Mr. and Mrs. J. Fairbairne. To Singapore: Mr. H. Bulwer.

Per Pacific mail steamer *China*, from San Francisco, July 1.—For China and Japan: M. Eduljee, Wm. Marsh, Louis McLane, Mrs. A. A. Fisher, Edward Storror, Frank M. Ames, J. L. Mateer, F. Abella, T. Young, G. Bolmida, A. Drisnia, A. J. Wilkie and wife, Henry Dedens, Jno. A. Frazas, Fung Tang, James Mellor, J. R. Blakiston, Chas. E. de Valin, Baron de Hubner.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (French) mail brings dates to 6th June. The *Japan Mail* has the following:—

A severe shock of earthquake has been felt throughout Yokohama. A godown was seriously injured by the shock, which is said to have been the most severe during the past seven years. The Seismograph attached to the engineering establishment of the Government at Benten showed that the shock travelled in the direction of S. W. and N. E.

A school has been established at Yedo under the superintendence of a duly qualified teacher, for the instruction of Japanese youths in the German language.

Mr. De Long, who has recently received his appointment as Minister Plenipotentiary and Envoy Extraordinary, was to go to Yedo to present his credentials to the Mikado.

The *Silver Eagle*, with the draft of the 1st-10th Regt., under command of Lieut. Blake, has arrived. The soldiers enjoyed very good health on the passage out.

The following items are from the *Japan Herald*:—

The Prince of Higo has addressed a memorial to the Mikado, setting forth his views on ships and trade. He expresses it as his opinion that the navy should be entirely in the hands of the Government; that the Chilianjis should at once be called upon to dispose of their interests in steamers and sailing ships; that these should be purchased by wealthy and enterprising merchants or by companies, and that all trading pursuits should be given up by every Japanese Daimio, and left entirely in the hands of the native merchants of their several districts; and that he is prepared, if his sentiments be approved, to set an example by at once acting upon the doctrines he has advanced.

There is a strong move being made by several of the Kuges, together with the disaffected, to bring about a change in Government, and in this wise:—During the time of Ashkaga, a Joshiu Daimio who became Tycoon some five hundred years ago, the present Mikado reign was inaugurated, extending to the present, being thirteen rulers. The old true tree and true line is represented by Fushimino-mia, now travelling abroad in America and Europe with Ninaji-no-mia of the same line. Satsuma upholds the present Mikado, and if Satsuma takes the reins no present great outbreak is apprehended, others rather preferring to act against him in three or four months after his policy shall have shown itself. Arima has been ordered into confinement. The assassins of Kuge Hirosawa have been apprehended; they belong to the Arima clan. There are twenty-five Kuges imprisoned at Yedo for intrigue against Government.

A great number of officials, both Government and princes' officers, have been arrested within the past few days. The Yashikis belonging to the Prince of Arima have been taken by the Government, and also those of the Yanegawa.

LATER ADVICES VIA AMERICA.

The Pacific Mail Company's steamer *America* arrived at San Francisco on the 15th July, thirty-three days from Hong Kong, and twenty-two days from Yokohama, the advices from the last-named port being to the 23rd June. The following is the summary of the news brought by this steamer, as telegraphed to the New York papers:—

The troops contributed by the Daimios to the Japanese Imperial Army continue to pour into Yedo, but the jealousy between the different clans makes the position of the Government very difficult. The Japanese Senate will soon meet, Prince Satsuma having arrived at the capital.

The United States Minister, De Long, having received his credentials as United States Minister Plenipotentiary and Envoy Extraordinary, went to Yedo on the 8th June, where he had an audience with the Mikado.

Digitized by Google

It is rumoured that the British fleet had been ordered to rendezvous at Chefoo, to co-operate, it is supposed, with the American squadron in the Korea.

A German merchant of Yokohama has absconded with the sum of $20,000, which had been entrusted to him.

The Japanese Prince Choshiu died on the 5th June.

CHINA.

—o—

SHANGHAI.

We have dates from this port to the 9th June.

The *North China Daily News* says :—We mentioned, some time ago, that Chen-kwo-jui had been trying to get up another anti-foreign riot at Yangchow ; but that Tsen-kwo-Fan had interfered, when the matter was brought to his notice, and restored quiet. A Chinkeang correspondent now writes that Chen has actually been arrested. He says :—" Chen-kwo-jui has been taken by a mandarin at Yangchow, for some unknown offence, and is now tied hand and foot, and guarded by 300 soldiers, at Yangchow. His captor has proceeded to Nanking, to see the Viceroy Tseng-kwo-Fan, with reference to his trial. There are in consequence rejoicings amongst the Chinese here. This is not rumour, but a fact." We, however, cannot guarantee our correspondent's information to be literally correct ; though there is no doubt that Chen is in difficulties somehow ; and very little doubt that Government is at the bottom of it.

The *Courier* reports that the German corvette *Hertha* would leave in a few days, conveying Mr. Annecke to Taku, *en route* to assume the position of Chargé d'Affaires for the German Empire during the absence in Europe of H.E. Baron Rehfues, who has left Peking. The *Hertha* will then proceed to Australia, where she will be the first Government ship to display the national flag. She will be succeeded in Chinese waters by the *Albatross*, the *Nautilus*, and others.

THE AMERICAN EXPEDITION TO KOREA.

The following account—received *via* San Francisco—of the progress of the American operations in Korea had been brought to Shanghai by the American steamer *Palos*, which was detached from the other vessels of the expedition on the 3rd June :—

The fleet arrived at Jerome Gulf May 20, and was occupied ten days in surveying the channels between the various islands, finally coming to anchor at a point designated in the French charts Isle Boisee for three days. A surveying party, away during that time, met some natives, who sent off a communication asking where we were from, and hoping we were well. Subsequently a number of Koreans of the third and fifth rank came aboard the *Colorado*, where they were received by Governor Low's interpreters. They were shown about the *Colorado*, and distinctly told that we meant to send a surveying party up the river, and that our mission was peaceful, and that we should not attack or molest them in any way unless they first assaulted us. They expressed themselves glad to know our mission was peaceful. Afterwards the *Monocacy* and the *Palos*, with four steam launches—two from the *Colorado*, the others from the *Alaska* and the *Benecia*—left to go up to and pass Kanghoa, an island at the mouth of the River Salee, and survey. The party from the *Monocacy*, under Captain McCrea, numbered 170, and that from the *Palos*, under Commander Rockwell, fifty. The launches were manned by eleven men each. Capt. Homer C. Blake was on the *Palos*. Accompanying the expedition were Mr. Cowle, Private Secretary to Minister Lowe, on the *Palos ;* Messrs. R. J. McCaslin, and Ed. H. Julsburg. Pay-master Spalding, of the *Palos*, was with Lieut. Totten, and Capt. Boswell and Mr. Slassen, of the *Colorado*, were with Lieut. Mead. The boat parties were armed with cutlasses, pistols, and Remington rifles. The *Benecia* launch carried a twenty-five pounder in the bow. The others were provided with twelve-pounders, all having a good supply of shell, canister and shrapnel.

Availing themselves of the flood-tide, the launches went ahead, abreast, up the Kanghoa river, sounding as they proceeded, the *Palos* and *Monocacy* following at a convenient distance. The boats, which were unmolested for some time, prosecuted their work regularly on the river, which is here quite a mile in width. The day was bright and pleasant, and all went well till they approached the narrow portion of the river, about ten miles from the *Colorado*. Here a great turnout of white-coated Koreans was noticed on a bluff of the left bank with flags flying and presenting quite a martial array. A nearer view indicated their numbers to be about 2,000 men, clothed in the costume of the country, which is a white coat not unlike the present European overcoat ; white *pajamas* tied at the ankle with white socks and light summer shoes, such as are worn by the Chinese. There were two red stone forts visible, one on each bank, apparently armed with upwards of sixty nine eighteen-pounders, and guarding the narrow passage or bend of the river. The one on the right bank was the smaller of the two, and was not noticed at all during the engagement, except by a shell or two, sent to find if anyone was stirring therein. But the main fort built upon a bank, rising nearly a hundred feet from the water's edge, was evidently the stand point of the Koreans, and from which they expected to intimidate or drive away in dismay the foreigners. The launches kept steadily at their business without heeding the spectacle presented on the bank.

The *Benecia* launch meanwhile dropped astern, owing to her lead-line fouling her screw, so that when the surveying party came opposite the fort she was nearly two miles off. Mr. Cowle took a good observation of the Koreans, and counted more than thirty-six guns in position ; besides there were seen countless numbers of gingalls, carried by two men each. These last, with the bannered men, helped to swell the array which formed upon the side and top of the hill behind the stone wall. The turning-point of the river was now almost reached, and when at a distance of about 150 yards from the shore, a stream of fire was poured from the large fort, followed in a few moments by a discharge of guns from the fort on the right bank. The launches at once turned their bows on the main fort, and their guns quickly replied, while the *Palos* and *Monocacy*, coming up on a five-knot tide, rattled away over the heads of the flotilla with their eight-inch rifled guns. Lieutenant Commodore Rockwell, with the *Palos*, made splendid practice with the bow guns, while Captain McCrea, who followed in the *Monocacy*, gave the enemy the full benefit of his broadside battery at close quarters, so close that the vessel grazed some hidden rocks which formed a reef above the bend of the river. Notwithstanding this accident, which displaced an iron plate and caused a leak, the *Monocacy* kept up a steady and well-directed fire until the forts were silenced. During the action there was little or no breeze, and the thick smoke from the shore and the river almost hid the combatants. At intervals, however, there was noticed red sand, with mortar from the walls, flying off in clouds as the shells burst in the works ; and in ten minutes from the commencement of the firing the Koreans were driven back, helter-skelter, over the hills. Admiral Rodgers had said before the surveying party set out, " Do not fire before you are fired upon ; but if you are fired upon, don't be the first to stop firing."

There were no orders given to land, so that after Captain Blake had satisfied himself as to the discomfiture of the enemy, the gun-boats and launches were ordered to move round the bend of the river and anchor a short distance above the scene of action. The only casualties reported were on the *Alaska's* launch. A sailor was in the act of pointing a howitzer, when a ball struck him on the side of the head and shoulders. Another had two fingers cut off by the recoil of a gun. It seems strange that with the hot, close firing on the part of the Koreans such small damage should result, but it is believed that this fortunate issue for the boats was owing to the larger guns on the fort being elevated too much. The gun-boats and launches were all more or less struck by balls, and many narrow escapes took place, but fortunately none were badly hit. After the boats had rounded the point the Koreans again returned to their guns, and in time to open fire upon the launch of the *Benecia*, which, as before stated, was delayed and left behind. Master Schroder, in charge of the launch, did not hesitate to force a passage against all odds and join his companions, and as soon as the fire from the boat was delivered coolly returned the fire and pushed on up the river. At slack water the boats were headed down the stream again, but before they started on their return to the squadron a few shells were judiciously thrown over the hill into the fort. This procedure settled affairs for that day. The Koreans finding their forts of no use, even though the Yankees were round the corner and out of sight, concluded to evacuate. They were seen marching out of their works in single file, and making a short route to the woods in the rear. The work of the surveying party being concluded, the vessels returned to the squadron without further molestation.

Admiral Rodgers is said to have expressed the warmest gratification with the spirited conduct of all concerned. There was a general wish to go ashore, spike the batteries and bring away the head quarters flag of the "Generalissimo" Commander-in-Chief, but the expedition having started with merely scientific purposes had no orders to cover such an unlooked for emergency. The impatience of all in the fleet below, who were within hearing distance and could see the flash of the guns, may be imagined. The fire of the enemy's batteries lasted but five to eight minutes, and during the time they must have fired 250 to 300 rounds. In addition to the long 24-pounders in the forts, the Koreans had lashed short " carronades " side by side on platform behind platform, till the place was as thick with guns as an ordinance yard. How any one lived throught the first fire will ever be a marvel, and how under such an appalling fire the launches could show such pluck as to put their heads to the batteries and keep up a fire till the tide forced them beyond the hill and out of range, will always be a thing remembered.

The Shanghai Steam Navigation Company's steamer *Millet* had taken up a supply of coals and provisions for the fleet ; also some guns and men from the *Ashuelot*. It is stated that Admiral Rodgers intends to start with an expedition for Seoul, the Korean capital, on her arrival.

[The attack above described is apparently that alluded to by Admiral Rodgers as the " treacherous attack on the 10th," in his despatch to the Navy Department, which was published in our last issue. The chief adviser of the King it would seem brought the reply to the demand for apology, which was substantially that the Koreans refused to hold any intercourse with foreign nations, and that the crew of the *General Sherman* had been executed under the laws of the land for piracy and murder committed after the wreck.]

Digitized by Google

COCHIN CHINA.

—o—

SAIGON.

Dates by this mail extend to the 22nd June.

There is no news of importance. The following items are from the *Courier*.

M. Vial, Minister of the Interior, left Saigon on the 24th May on his return home.

A sum of 300 piastres has been subscribed to carry out the suggestion of Dr. Pichon, published in the *Standard*, to aid in exploring the ruins of Angkor, and to endeavour to trace the root of the lost languages which conceal the history of the empire of Kmer.

The total amount subscribed in Saigon for the relief of the wounded in the late war is f.71,376.

BORNEO.

—o—

SARAWAK.

Dates are to June 16. We find the following summary in the *Sarawak Gazette* :—

The 3rd June, the anniversary of the birth-day of H.H. the Rajah, was observed as a public holiday. A salute of twenty-one guns was fired from the Fort at 10 A.M., and a large party of Malay ladies of the uppper class were entertained at dinner by the Ranee in the evening.

Labour is becoming scarcer than ever in Sarawak. A rise in wages has been granted during the last month to men engaged on public works, but even this fails to produce the number of hands required. Road making is being rather extensively carried on, and the new Government buildings will soon offer employment for a good many carpenters and masons. We shall have to trust as usual to importation for them.

The houses at the end of the bazaar next the Fort, which have long been both unsightly and insecure, have been demolished, with a view to their being rebuilt in a more solid manner and on a larger scale.

The marriage of Dr. Houghton with Miss Hogge was solemnised on June 1. The ceremony was performed by the bishop of the diocese, assisted by the chaplain in charge. A large assembly was present, including the Datu and his son, and many of the leading Chinamen in Sarawak.

A court of inquiry was held on June 10 on the conduct of Major F. A. Walter, late of H.M.'s 97th Regiment of Foot, commandant of Sarawak. The charges brought against him by his Highness the Rajah were :—1st and 2nd. That he had purchased certain quantities of cloth for fortmen's clothing from Singapore, and had sold these at a higher rate than the same quality could be procured for here, and that the said cloth was unfit for use. 3rd. That he had purchased certain cloth from a trader in the bazaar, and had sold it for a higher rate to the fortmen. 4th. That he had sold a quantity of braid to the tailor, and had afterwards made an alteration in the price. 5th. That he had borrowed a sum of money from a Government servant, late a convict from India, owing to which the said convict had been put to great inconvenience in being unable to return to India. 6th. That he had instructed certain fortmen to make inquiries relative to gutta-percha and beeswax, showing them samples with a view to trade. 7th. That he had made use of fortmen for his private purposes, and in consequence excused them from their public duties. After several witnesses had been examined in substantiation of these charges, Major Walter demurred to the regulation of the Court, when the Rajah informed him that in that case he should dismiss him from the service, and if he refused to obey the laws of the country he would even imprison him. Major Walter then again refusing to plead, and uttering most disrespectful remarks concerning his Highness the Rajah and the Court, the members adjourned *sine die*, and his Highness the Rajah then formally dismissed Major Walter from the Sarawak service.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates from this port by the present mail reach to the 26th June. The London mail of the 19th May arrived out on the 22nd June. The following is from the *Singapore Times* :—

A collision has occurred between the Judicial Department and the Executive. By the *Gazette* it appears that the appointment of Mr. Owen to the position of acting judge has been rescinded, and the consequence will probably be a great interruption to the course of business. We deplore it on much more serious grounds, in so far that the deposition of Mr. Owen from the position of acting judge is due to the simple fact that he declined to comply with the wishes of the executive in regard to the exercise of his office, believing that as a judge it was impossible for him to be influenced by any other consideration than his own conception of the straightforward course of his duty. It seems that a case in which the Government is to some extent a party was about to come before the Court in the ordinary course; but that as it did not suit the wishes of Executive that it should be brought on at this time, an intimation was sent to the Acting Judge requesting that he should decline to go on with the case then, and postpone it until Sir William Hacket should arrive, or, at all events, until he received further notice. Mr. Owen could not conscientiously be guided by a request such as this, and, we have heard, intimated so much quietly on the first suggestion of the request. This was answered by an authoritative intimation that the wishes of the Executive must be observed, and that, if they were not, Mr. Owen should be removed from his position on the Bench—a threat which has now been carried out. The whole question of the independence of our judges is again raised by this unfortunate affair.

The Legislative Council met on the 20th June, when the new railway scheme was discussed in committee. The following witnesses were examined :—Captain John Lawrence Kirby ; Mr. William Samuel Leicester ; Mr. Aitken was heard in reply on behalf of the promoters of the Singapore and New Harbour Railway, and the Council adjourned to the 26th June.

PENANG.

The following items are from the *Penang Gazette* :—

Captain Speedy, the Commissioner of Police, Penang, has been posted to Singapore as Commissioner of Police for the colony, and is succeeded in Penang by Captain Dunlop, and the latter by Mr. Evans, from Singapore. Mr. Cox has been confirmed by the Secretary of State in his appointment as Deputy Commissioner of Malacca.

Mr. J. Winbolt, assistant surveyor, Malacca, has resigned the service, and left, we understand, for Japan.

We hear that it is proposed to start a joint-stock company in Singapore to carry on gold mining in Johol and the adjacent territory, wherein gold is known to exist. Mr. Fisher, to whom, we believe, the credit is due of being the first to introduce the telegraph into the colony, is the promoter of the scheme.

The *C. Buckland*, 630 tons, Captain Barg, is, we believe, the first ship that has sailed up the river Prye to Messrs. Brown and Co.'s rice mill to discharge cargo. The *Buckland* went up with a cargo of paddy under the guidance of Mr. Pilot Showers without any mishap or hindrance.

His Honour the Lieutenant-Governor met with a carriage accident on Saturday last, the conveyance and horse having come to grief in a ditch by the roadside. Fortunately Mr. Birch was not hurt, but had to be extricated from the gharry through the window.

At the race meeting the following gentlemen were appointed stewards for this year's races, which will probably take place in the latter end of July or the beginning of August :—Messrs. F. R. Bradford, F. Shaw, I. S. Bond, Koh Sin Tat, A. J. Gunn, N. M. Moordin, T. C. S. Speedy, G. T. Tolson, and M. A. Anthony. The latter gentleman acts as honorary secretary. After the meeting was over, nearly $400 were collected in the room, and it is expected that the amount subscribed this year will enable the stewards to provide a bill of fare fully equal to that of any previous race meeting.

The Penang boat races came off on the 10th June. Since the arrival of the Duke of Edinburgh such a concourse of people round Fort Cornwallis has not been seen. Nothing occurred to mar the sport, but everything went off well.

Shipping Intelligence.

—o—

ARRIVALS.

At Hong Kong and Canton.—From London, Avon (str.), Sum Foe (str.), (reported by telegram).

At Manila.—From Liverpool, July 19, Buena Ventura, (reported by telegram).

At Singapore.—From London, June 21, Duna (str.) ; from Southampton, 22, Khedive (P. and O. str.) ; from Glasgow, 24, Bothwell Castle ; from Liverpool, 25, Fort Regent ; from Cardiff, 25, Charger ; from Sunderland, Imogen ; from New York, 24, Carl.

At Saigon.—From London, May 24, Gleam ; from Newcastle, 4, Emulation ; 6, Eageretia.

DEPARTURES.

From Foochow.—For London, Sir Lancelot (str.), (reported by telegraph).

From Singapore.—For London, June 19, Erl King (str.), Enterprise (str.), Craigforth (str.) ; July 27, Una (str.), Sarpedon (str.), (reported by telegraph) ; 23, Earl Dalhousie ; for Liverpool, Huntley Castle ; for New York, 20, Ferdinand ; for Boston, 23, Agnes.

From Penang.—For London, June 7, Ulva ; 15, Kangaroo (str.).

From Saigon.—None.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—James Epps & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

LATEST TELEGRAMS.

—o—

IMPENDING REVOLUTION IN CHINA.

St. Petersburg, July 24.—The Imperial Post-office has issued a public notice that, in consequence of the serious apprehensions of an impending revolution in China, no more letters or parcels containing money or valuables will be accepted "registered," nor will any guarantee be given for safe delivery in the Chinese Empire.

REPORTED DISTURBANCES AT CANTON.

Hong Kong, July 25.—Disturbances are reported to have occurred at Canton, and a gun-boat has been sent up.

COMMERCIAL.

CHINA.

(Reuter's Telegrams, Received July 28.)

Hong Kong, July 27.—Grey Shirtings, 6¼ catties, 8¼ lbs., $2.50; Cotton Yarn, 16-24, $120. Cotton, Bengal fair medium, $14¼. Exchange on London, bank bills, six m.s., 4s. 4¾d.

Shanghai, July 27.—Grey Shirtings, 6½ catties, 8¼ lbs.. Tls 1.9 8; Cotton, Shanghai, Tls. 13½. Tea, quiet. Silk, very firm, Tsatlee No. 3, Tls. 585. Exchange on London, bank bills, six m.s. 6s. 0¼d.

STRAITS SETTLEMENTS.

(Received July 26.)

Singapore, July 26.—Grey Shirtings, 8¼ lbs., $2.45; T-Cloths, 6 lbs., $1.57½; Mule Twist, 40's, $110; Gambier, $2.90; Pepper, Black, $10.75; White do., $17¼; Tin, $34. Exchange on London: Bank bills, six m.s., 4s. 4⅝d.

SHIPPING POSTSCRIPT.

—o—

Arrivals not in Tables.—July 23, at Bremerhaven, from Rangoon, Dwina; 25, at Belle Isle, from Akyab, Gaulois; 19, at Gibraltar, from Bangkok, Menam; 28, at London, from Rangoon, J. A. Wright; 28, at Liverpool, from Rangoon, Wye; 26, at Texel, from Probolingo, Electric; from Tjilatap, Alcyone; from Batavia, Jacoba and Christina; at Brouwershaven, from Padang, St. Jan; from Samarang, Graafstroom; 23, at Cadiz, from Manila, Alavesa; 29, at Falmouth, from Rangoon, Schweigaard; at Liverpool, from Akyab, Rescue; 27, at Cuxhaven, from Rangoon, Dora; from Colombo, Therese; at Texel, Eleonore, Marie Diederika; 31, at London, from Hankow (via S. C.), Enterprise (str.); from Colomba, Trevanion; from Manila, Catalina; from Colombo, Kebroyd; from Hankow (via S. C.), Erl King (str.); from Colombo, Pandora; at Falmouth, from Rangoon, Vancouver; 29, off Falmouth, from Akyab, for Bremen, O'Thyen; at Texel, from Batavia, Hosea Rich; at Brouwershaven, from Batavia, Nyverheid; 17, at New York, from Hong Kong, Osaka; 16, off Boston, from Padang, for New York, Rainbow; 31, at Falmouth, from Bassein, Sydenham; at London, from Galle, &c. (via Suez Canal), Arcot (str.); at Deal, from Java, for Rotterdam, Lord Raglan; 19, at New York, from Hiogo, Vigil; at Boston, from Sourabaya, Hilda; August 1, at Falmouth, from Rangoon, Susanne

Departures.—From Bahia, for Bangkok, Oceanis; July 27, from London, for Sunderland and Singapore, Belle of Southesk; 28, from London, for Shanghai, Portland; for Cardiff and Singapore, Tanjore; 29, for Colombo, &c. (via S.C.), Corinna (str.); for Hong Kong, Bombay; for Port Darwin and Batavia, Hibernia (str.), Edinburgh (str.); 25, from Shields, for Batavia, Hendrika: 27, from Newport, for Shanghai, Italy; 29, from Liverpool, for Yokohama, Nourmahal; for Manila, Maria Fidela; 27, from Cardiff, for Hong Kong, Nyassa; 30, from Shields, for Java, Serius.

Laid On.—At London, for Singapore, Eleanor, Sree Singapura; for Hong Kong, Northfleet; at London, for Hong Kong, Caroline Coventry; for Singapore, Hong Kong, Chefoo, and Tientsin (via S.C.), Enterprise (str.); at Liverpool, for Singapore, Hong Kong, and Shanghai (via S.C.), Warrior (str.).

Spoken.—Credo, London to Japan, June 26, 7 N., 24 W.; Singapore, Amsterdam to Hong Kong, June 2, 5 N., 23 W; Mauritius, bound to Cochin China, July 20; Peter Perkins, Hong Kong to Falmouth, July 2, 16 N., 31 W.; Helena and Henriette, Amsterdam to Macassar, June 22, 10 N., 25 W.; Nestor, Cardiff to Batavia, July 13, 31 N., 19 W.; Vyf Vrienden, Rotterdam to Batavia, June 18, 6 N., 25 W.; Cornelis Smit, Cardiff to Singapore, June 15, 6 N., 22 W.; Catherina Maria, Rotterdam to Batavia, July 24, 50 N., 4 W.; Stat, Batavia to Amsdm., June 1, 21 S., 1 E.; A Dut. bq., showing 1st d.p. No. 204, Java to Amsterdam, July 8, 31 N., 42 W.; Jan (Dutch barq.), Rotterdam to Batavia, June 8, 19 S., 36 W.; The Caliph, London to Shanghai, June 13, 13 N., 25 W.; Aurora (Dutch schooner), for Batavia, 62 days out, June 6, 10 S., 35 W.

Miscellaneous.—At Port Said, Hector (str.), from Shanghai and sailed, 28th July, for London; Danube (str.), from China, &c. At Surinam, June 30, Vrede, van der Plas, from Java, sailed for Amsterdam, after repairing. At Mauritius, June 9, Kim Eng Seng, Jackson, from Singapore; 21, Sea Ripple, Pringle, from Singapore; 27, Cossack (str.), Parish, from Trincomalee; 26, Riviere d'Abord, Richard, sailed for Galle.

Casualties.—Advices from Bordeaux, dated July 26, state that the Pegasus (barq.), Mackey, from Hiogo, went ashore at Lagrange, but floated off July 26, and was towed into harbour at Bordeaux without apparent damage; half of her cargo is for that port, and the remainder for London. The Washi (str.), from London to Japan, via Suez Canal, put into Lisbon, July 24, with damage to machinery. The Yokohama (Amer. barq.), Paul, from New York to Batavia, put into Rio Janeiro June 27, to repair masts. The Vrede, from Panaroekan to Amsterdam, which put into Surinam leaky Feb. 7, sailed thence for her destination June 30, after repairing, but drifted backward on the Leda and sustained damage.

NEW SEASON'S TEA.

The following are the vessels reported as having sailed from the China ports with new season's Tea:—

From Hankow.—Ulysses, Craigforth, Cheops, Lord of the Isles Mongolia.

From Shanghai.—Hector, Ziba.

From Foochow.—Abbotsford, Diomed, Gleddarroch.

From Canton.—Canton, Danube.

The P. and O. Company's steamer *Australia* arrived at Southampton on Saturday last, the 29th inst., with 2,000 tons of new season's tea, contained in nearly 40,000 packages. The whole was at once landed, weighed, and forwarded to London by special trains. Much interest was excited in the arrival of the *Australia*, as she was the first of three steamers which left Hankow almost together. Samples of the teas reached London on the day the steamer arrived. The *Enterprise* and *Erl King* have also arrived from Hankow; both these vessels reached Gravesend yesterday, the *Enterprise* at 1 a. m. and the *Erl King* at noon. The *Abbotsford*, from Foochow, arrived at Aden on July 26, and the *Danube*, from Canton, has passed through the Canal, having reached Port Said on the 29th. The *Diomed*, from Foochow, put into Aden on the 20th ult. to repair damages caused by a collision with the Messageries steamer *Peiho*; the injuries sustained were not important, and the cargo has not been damaged.

The teas, ex *Australia*, were brought into the market yesterday; their quality is considered upon the whole very ordinary, as is also that of the teas, ex *Enterprise* and *Erl King*, brought forward to-day, and buyers are evincing great caution in their purchases. The prices realised have ranged from 1s. 7d. to 2s. 5d.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Bush—On the 16th May, at Newchwang, North China, the wife of Henry Edward Bush, Esq., of a daughter.

Ehlers—On the 3rd June, at Hong Kong, Mrs. Paul Ehlers, of a son.

Kemp—On the 9th June, the wife of the Rev. J. Kemp, M.A., Chaplain of Sarawak, of a son.

Maxwell—On the 9th June, at Malacca, the wife of William E. Maxwell, Esq., Magistrate of Police and Commissioner of the Court of Requests, of a son.

Mercer—On the 24th May, at Shanghai, Mrs. M. R. Mercer, of a son.

Sergel—On the 22nd July, at Bridge-avenue, Hammersmith, the wife of Carl Sergel, Esq., of a daughter.

Steains—On the 22nd July, at The Briars, Lee, Mrs. James Steains, jun., of a daughter.

Weir—On the 14th June, at Mount Carey, Singapore, the wife of J. Weir, Esq., of a daughter.

Wilkinson—On the 24th July, at No. 14, Elvaston-place, Queen's-gate, the wife of Alfred Wilkinson, Esq., of a son.

MARRIAGES.

Ferras—Rangel.—On the 22nd April, at N. S. de Conceicao, Hong Kong, by the Rev. Domingos Davanzo, Joaquim Antonio Ferrás, Esq., of the Oriental Bank Corporation, Foochow, to Miss Anna Joaquina Rangel, eldest daughter of the late Sigismunde José Rangel, Esq.

Houghton—Hogge.—On the 1st June, at St. Thomas' Church, Sarawak, after banns, by the Right Rev. the Bishop of Labuan and Sarawak, assisted by the Rev. John Kemp, M.A., E. P. Houghton, M.D., Medical Officer to the Government of Sarawak, to Phœbe Fanny, third daughter of the late Capt. E. M. Hogge, R.N.

Souper—McCausland.—On the 18th July, at the parish church, Stillorgan, county Dublin, by the Rev. Robert Holmes Orr, M.A., Charles Eduard Souper Esq., Esq., Royal Artillery, eldest son of the late Philip Dottin Souper, Civil Service, Mauritius, to Anne, eldest daughter of Sir Richard Bolton McCausland, late Chief Justice Singapore and Malacca.

Surin—D'Rozario.—On the 12th June, at Penang, by the Rev. L. C. Manisol, Mr. George Surin to Catherine, the eldest daughter of Mr. Lawrence D'Rozario.

Symons—Hartley. On the 25th July, at St. Luke's Church, Cheltenham, by the Rev. J. H. Carden, Chaplain of the Cheltenham General Hospital, Alfred Symons, Esq., P. and O. Company's Service, second son of the late William Symons, Esq., Commander of the R.M.S.S. *Amazon*, to Edith Morton, eldest daughter of the late Charles James Hartley, Esq., of Birmingham.

DEATHS.

Balfour—At Beech House, Morningside, near Edinburgh, Elizabeth Jane, daughter of Mackintosh Balfour, Esq.

Drummond—On the 16th July, of dysentery, on his way home from India, Captain Powys Drummond, Bengal Staff Corps, third son of the Rev. James and Hon. Mrs. Drummond, of Gauiby Rectory, Leicestershire, aged 37.

Juvet—On the 27th May, at Shanghai, L. A. Juvet, a native of Switzerland, aged 27 years.

Hogan—On the 13th June, at Penang, Mr. John Hogan, aged 70 years.

Pereira—At Hong Kong, Mrs. Joanna Maria Roza Pereira, the wife of Mr. M. L. Roza Pereira.

Roper—On the 20th May, at Shanghai, James Roper, aged 37, Overseer of Roads, Municipal Council's service.

Ross—On the 19th July, at 149, Upper Lewes-road, Brighton, William Hamilton Brown Ross, L R C.S. Edinburgh, Surgeon-Major in H.M. Forces, late retired Bengal Medical Service, aged 55.

Simpson—On the 29th May, at Jaffna, Ceylon, James Simpson, Esq., Police Magistrate, &c., of Point Pedro, Ceylon, aged 49.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Sourabaya to Liverpool, per Batavia, entered July 14.—16,131 bags sugar, 7 casks tamarinds, 2100 bundles rattans, 50 casks arrack—Order.

From Singapore to London, per Havelock, entered July 17.—5753 bags pearl sago, 211 bags pearl tapioca, 73 bags tapioca flour, 51 bags tapioca, 10 bags coffee, 620 hides, 250 bags sugar, 4245 bundles rattans, 2 cases kajputch oil, 2 cases matches, 1635 bags pepper—Order.

From Singapore to London, per Kinfauns Castle, entered July 18.—1 box tea, 2 boxes sundries, 3644 bales 48 packages gambier, 3024 bags 600 cases pearl sago, 2099 cases sago flour, 2885 buffalo hides, 97 bundles 14 bales cowhides, 2948 bags pepper, 596 bags tapioca, 900 bundles cassia, 187 cases gum copal, 7520 bundles rattans, 96 bundles canes—Order.

From Singapore to London, per Sree Singapura, entered July 21.—130 pcs. hides—Chalmers and Co.; 341 pcs. hides, 3012 bales gambier, 1262 bags sago flour, 326 slabs tin, 9994 bundles rattans, 5461 bags pepper, 3 cases curry stuff—Order.

From Singapore to London, per Belle of Southesk, entered July 21.—1,560 bundles rattans—Order. Remainder of cargo from Bassein.

Digitized by Google

From BATAVIA to LONDON, per Sjofroken, entered July 24.—240 bundles rattans, 5665 bags rice—Order.

From SINGAPORE to LONDON, per R. C. Rickmers, entered July 24.—7065 bundles rattans—Order; remainder of cargo from Rangoon.

From JAVA to LIVERPOOL, per A. E. Vidal, entered July 22.—2185 bundles rattans, 288 hides, 10 bales cotton, 40 casks arrack, 14,155 bags sugar—Order; 2 bags coffee, 4 packages sugar—Master.

From MANILA to LONDON, per Caroline Coventry, entered July 26.—3013 bales hemp—The Borneo Company; 2 cases ginger and curiosities, 38 ton sapan wood, 16,891 bags sugar, 750 bales hemp, 89 cases cigars, 743 bags coffee—Order.

From SINGAPORE to LIVERPOOL, per Coldstream, entered July 25.—1162 bags pepper, 2558 bales 1182 bags gambier, 4132 bags sago flour, 739 ps. hides, 77 baskets gutta-percha, 222 slabs tin, 2064 bundles rattans, 2146 sticks sapanwood, 2008 hides—Order.

From SINGAPORE to LIVERPOOL, per Amacree, entered July 26.—1325 bales gambier, 10,861 bundles rattans, 1500 ps. hides, 2932 bags sago flour—Order.

From CEBU to LIVERPOOL, per Corea, entered July 26.—12,270 bags sugar, 2183 bales hemp, 212 piculs sapanwood—Baring Brothers.

NEW YORK MARKET REPORT.—JULY 15.

—o—

TEA.

The demand is very light, as is usual at this season of the year, but holders are not anxious to realise, and prices are without change. The sales are 600 half-chests Green per Annie Gray, 447 do. per Levi Stevens, 500 do. Japan, and 1,200 do. Green, vessels not named. Quotations:—Hyson, common to fair, 40c. to 55c.; superior to fine, 60c. to 75c.; extra fine to finest, 80c. to $1.15. Young Hyson, Canton made, nominal; common to fair, 49c. to 55c.; superior to fine, 60c. to 90c.; extra fine to finest, $1 to 1.30. Gunpowder and Imperial, Canton made, nominal; common to fair, 60c. to 70c.; superior to fine, 80c. to $1; extra fine to finest, $1.10 to 1.45. Hyson Skin and Twankay, Canton made, nominal; common to fair, 30c. to 40c.; superior to fine, 45c. to 50c.; extra fine to finest, 55c. to 60c. Uncoloured Japan, common to fair, 55c. to 60c.; superior to fine, 65c. to 70c.; extra fine to finest, 73c. to $1. Oolong, common to fair, 48c. to 55c.; superior to fine, 60c. to 75c.; extra fine to finest, 85c. to $1.25. Souchong and Congou, common to fair, 45c. to 55c.; superior to fine, 60c. to 75c.; extra fine to finest, 80c. to $1.15. Orange Pecco, common to fine, 65c. to 90c.

SILK.

There is a fair demand, and prices are firm for China and Canton. The imports for the season are nearly closed, and stock is moderate. We quote:—Tsatlee, Nos. 1, 2, 3, 4, and 5, $8 to 9; China, re-reeled, $8 to 8.75; Taysaam, Nos. 1 and 2, $7.50 to 7.75; Canton, re-reeled, Nos. 1 and 2, $6 to 6.50; Japan, common to superior, $7 to 9 per lb.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no alteration. There is some inquiry for Brazil for trade purposes, but the market is inactive. Holders, however, retain a very firm attitude, offering their stocks sparingly, in view of present losses insisting on extreme valuations. The market for other descriptions has become quiet, and we have but few sales to report. Java is jobbing at 19c. to 19½c. for pale, 19½c. to 19¾c. for medium brown, 20½c. to 20¾c. for brown, and 22c. to 24c. for extreme brown, and an invoice of 9,699 bags Government, ex Ayr, has been quitted on private terms. There has been a sale of 1,000 bags Ceylon at the quotations given above, and Singapore is selling in lots from second hands at 17¾c. to 18¾c. for pale, and 19c. to 21c. for brown.

STOCK IN NEW YORK, JULY 1.

		1868.	1869.	1870.	1871.
Ceylon	bags	—	1,884	250	6,280
Manila	"	907	6,769	1,700	225
Java Government	"	1,315	1,993	850	—
Java	mats	49,785	66,691	49,362	7,380
Singapore	"	—	—	5,171	—

CORDAGE.—Is in good demand, and owing to a recent improvement in Hemp, prices of Manila Cordage have been advanced to 18½c. to 19½c., and Sisal to 16½c. to 17½c., cash.

CAMPHOR.—China is quoted 17c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.05; Cassia, $1 gold (in bond).

FIRE CRACKERS.—Though the active season is over, prices are firm and higher, the stock being found to be light, with but little to arrive until late in the year; $2.75 is now generally demanded for Extra No. 1.

GUNNY CLOTH.—Sales have been made of 150 bales native at 16¾ cents; 150 do. Borneo, to arrive, 12 gold, in bond; and 100 bales, in lots, 17¼ for Native, and 18½ for Borneo.

HEMP.—Following our last report sales of Manila were effected to the extent of 1,392 bales, ex Aberdeen, at 11¼c., and 1,000 bales to arrive per Isolina, at the same figure; in addition at auction, 200 bales inferior Crown Manila sold at 5¼ to 5⅝ cents cash, in bond, buyer to pay duty. At the close the market is quieter, late purchases having supplied the immediate needs of manufacturers. We quote as before 11 to 11½ cents gold, according to quality.

	1871. Bales.	1870. Bales.	1869. Bales.
Manila Hemp imported into the United States from Jan. 1 to date	85,541	85,121	61,235
On the way to the United States from Manila, June 30	27,609	25,409	38,700
Stock in importers' and speculators' hands in Boston, June 30	7,710	22,051	235
Stock in importers' and speculators' hands in New York, June 30	12,838	18,030	4,818

INDIGO.—There is scarcely any demand, and we have only to note a few sales of Manila, at $1 to 1.15 currency.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 80c. to $1 currency (duty free).

RICE.—There is a fair demand, but the supply is heavy, and prices have given way to some extent; the sales of Rangoon have been 5,000 bags at $6.87½ to 7.25 currency, and 4,000 bags at $3.12½ gold.

SUGAR.—There has continued a steady good demand for Raw from refiners, who, having found a pretty large inquiry for their product of late, have bought with considerable freedom, the market retaining the features of firmness and strength noticed for some time past. The arrivals about supply the current inquiry, and the stock is nearly as large as at any time this season. The only business in East India descriptions has consisted in the sale of 24,045 bags Manila, ex Samuel Larrabee, at 8⅜c.

SPICES.—The market for East India descriptions, and notably for Nutmegs, Mace, and Pepper, continues to be more or less agitated by the receipt of telegrams advising scanty supplies and rising prices in the primary markets. The firmness here is also assisted by accounts from the chief points in Europe, stating that values have risen there, and are now fully equal to those current here, thus preventing accession to stocks from that quarter on this side the water. Sales have been made of 200 cases English and Penang Nutmegs at 92½c. to 95c.; 95 do. Penang, 97½c.; 30 casks, averaging 91; 300 to 400 bags Singapore Pepper, to arrive at Boston, 11¼c., and in lots to the trade 16½c. for Penang and 17c. for Singapore—all gold; at the above prices holders are not free sellers. In other descriptions there is no change, and prices are steady. We notice sales in lots to the trade—Nutmegs at 92½c. for English, and 95c. for Penang; Mace, $1.50; Cassia, 31½c.; Pepper, 16¼c. for Sumatra, and 17c. for Singapore.

TIN.—The accounts from abroad continue favourable, a further advance having taken place both in England and in Singapore, and the market is active and buoyant, with prices a little higher than at the date of our last report. Sales have been made of Straits, including parcels to arrive here and at Boston, 34½c. to 34¾c., 30 days; and of Banca at 39½c. to 39¾c., closing strong at 35c. for Straits, and 40c. for Banca—all gold.

SHIPPING.

ARRIVALS.—June 28, at Portland, from Hong Kong, Edward James; July 1, at New York, from Yokohama, Lothair; 2, from Batavia, Ayr; 3, at Philadelphia, from Colombo, Deux Freres; 10, at Boston, from Manila, Archer; 11, at New York, from Manila, Canaan; 14, at Boston, from Singapore, Polly Lewis; —, at New York, from Singapore and Penang, Rainbow; from Ceylon, Nehemiah Gibson; from Manila, Samuel D. Carlton; 17, from Hong Kong, Osaka; 27, from Yokohama, Solent.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th July, 1871, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th July, 1871, 6,935,418 yards; for the twelve months, 112,354,717 yards; for the twelve months, 1870, 50,073,419 yards; for the twelve months 1869, 50,384,899 yards. Increase for 1871 against 1870, 62,281,298 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1871, 556,008 yards; for the twelve months, 13,907,839 yards; for the twelve months, 1870, 4,021,540 yards; for the twelve months, 1869, 1,377,669 yards. Increase for 1871 against 1870, 9,886,299 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1871, 95,324 yards; for the twelve months, 2,126,469 yards; for the twelve months 1870, 1,881,633 yards; for the twelve months, 1869, 1,332,672 yards. Increase for 1871 against 1870, 244,836 yards.

COTTON YARN.—Export for the month ended 16th July, 1871 764,900 lbs.; for the twelve months, 11,286,932 lbs.; for the twelve months 1870, 7,316,829 lbs.; for the twelve months 1869, 5,536,950 lbs. Increase for 1871 against 1870, 3,970,103 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th July, 1871, 30,801,734 yards; for the twelve months, 368,814,507 yards; for the twelve months 1870, 229,340,521 yards; for the twelve months 1869, 264,703,717 yards. Increase for 1871 against 1870, 139,473,986 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1871, 947,801 yards; for the twelve months, 8,539,264 yards; for the twelve months 1870, 14,065,545 yards; for the twelve months 1869, 10,273,560 yards. Decrease for 1871 against 1870, 5,526,281 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1871, 226,733 yards; for the twelve months, 2,503,652 yards; for the twelve months 1870, 6,798,220 yards; for the twelve months 1869, 3,054,216 yards. Decrease for 1871 against 1870, 4,294,568 yards.

COTTON YARN.—Export for the month ended 16th July, 1871, 16,186 lbs.; for the twelve months, 370,082 lbs.; for the twelve months 1870, 657,540 lbs.; for the twelve months 1869, 405,923 lbs. Decrease for 1871 against 1870, 287,458 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th July, 1871, 4,802,054 yards; for the twelve months, 74,880,893 yards; for the twelve months 1870, 67,273,339 yards; for the twelve months 1869, 48,325,559 yards. Increase for 1871 against 1870, 7,607,554 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1871, 767,226 yards; for the twelve months, 8,376,843 yards; for the twelve months 1870, 8,359,123 yards; for the twelve months 1869, 5,063,333 yards. Increase for 1871 against 1870, 17,720 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1871, 388,050 yards; for the twelve months, 4,322,832 yards; for the twelve months 1870, 6,433,338 yards; for the twelve months 1869, 2,948,904 yards. Decrease for 1871 against 1870, 2,110,506 yards.

Digitized by Google

Cotton Yarn.—Export for the month ended 16th July, 1871, 228,362 lbs.; for the twelve months, 3,849,539 lbs.; for the twelve months 1870, 2,940,571 lbs.; for the twelve months 1869, 1,414,596 bs. Increase for 1871 against 1870, 408,968 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 16th July, 1871, 2,148,190 yards; for the twelve months, 18,756,776 yards; for the twelve months 1870, 12,842,866 yards; for the twelve months 1869, 14,448,586 yards. Increase for 1871 against 1870, 5,913,910 yards.

Coloured Cottons.—Export for the month ended 16th July, 1871, 898,804 yards; for the twelve months, 11,530,629 yards; for the twelve months 1870, 9,312,172 yards; for the twelve months 1869, 6,625,881 yards. Increase for 1871 against 1870, 2,218,457 yards.

Printed Cottons.—Export for the month ended 16th July, 1871, 1,010,072 yards; for the twelve months, 12,733,070 yards; for the twelve months 1870, 6,702,571 yards; for the twelve months 1869, 4,856,878 yards. Increase for 1871 against 1870, 6,030,499 yards.

Cotton Yarn.—Export for the month ended 16th July, 1871, 67,916 lbs.; for the twelve months, 745,118 lbs.; for the twelve months 1870, 293,460 lbs.; for the twelve months 1869, 466,530 lbs. Increase for 1871 against 1870, 451,658 lbs.

MANILA.

Plain Cottons.—Export for the month ended 16th July, 1871 334,674 yards; for the twelve months, 12,841,076 yards; for the twelve months 1870, 20,778,168 yards; for the twelve months 1869, 15,782,271 yards. Decrease for 1871 against 1870, 7,937,092 yards.

Coloured Cottons.—Export for the month ended 16th July, 1871, 417,364 yards; for the twelve months, 7,609,295 yards; for the twelve months 1870, 9,871,343 yards; for the twelve months 1869, 13,510,017 yards. Decrease for 1871 against 1870, 2,262,048 yards.

Printed Cottons.—Export for the month ended 16th July, 1871, 35,365 yards; for the twelve months, 852,651 yards; for the twelve months 1870, 1,455,310 yards; for the twelve months 1869, 1,203,918 yards. Decrease for 1871 against 1870, 602,659 yards.

Cotton Yarn.—Export for the month ended 16th July, 1871, 2,000 lbs.; for the twelve months, 509,890 lbs.; for the twelve months 1870, 274,091 lbs.; for the twelve months 1869, 231,164 lbs. Increase for 1871 against 1870, 235,799 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 16th July, 1871, 1,726,615 yards; for the twelve months, 26,821,947 yards; for the twelve months 1870, 25,686,233 yards; for the twelve months 1869, 19,900,279 yards. Increase for 1871 against 1870, 1,135,714 yards.

Coloured Cottons.—Export for the month ended 16th July, 1871, 303,615 yards; for the twelve months, 2,676,414 yards; for the twelve months 1870, 2,507,383 yards; for the twelve months 1869, 849,729 yards. Increase for 1871 against 1870, 169,031 yards.

Printed Cottons.—Export for the month ended 16th July, 1871, 246,979 yards; for the twelve months, 1,748,193 yards; for the twelve months 1870, 3,522,012 yards; for the twelve months 1869, 2,367,480 yards. Decrease for 1871 against 1870, 1,773,819 yards.

Cotton Yarn.—Export for the month ended 16th July, 1871, 21,025 lbs.; for the twelve months, 849,895 lbs.; for the twelve months 1870, 462,417 lbs.; for the twelve months 1869, 293,137 lbs. Decrease for 1871 against 1870, 112,522 lbs.

THE CASE OF KWOK-A-SING.

(To the Editor of the *London and China Telegraph.*)

Sir,—Readers of the report of what took place in Parliament the other day regarding Judge Smale's decision at Hong Kong that a slave is justified, when seeking liberty, in killing his enslaver, will be interested in knowing the latest phase of this question in Hong Kong. Without previous notice, the Colonial Secretary moved in Council that a Bill might be read to remove doubts as to the applicability of an ordinance for rendition of criminals to the Chinese Government, and, despite the protest of the Chief Justice and other independent members, and in abrogation of standing orders, the Bill passed through a second reading; in a word—the Governor and his party disregarded the remonstrances of the Judge, and will, no doubt, follow up their action by giving the Chinese Government all they want.

As this measure appears to me to be nothing less than a successful attempt on the part of the Hong Kong rulers to override justice and humanity in a manner totally repugnant to the spirit of the age, permit me to express the hope that you will not fail to dilate on the subject, and if possible, prevent a repetition of such an act.—I am, &c., Tau.

London, July 27, 1871.

QUICK PASSAGE OF THE "UNDINE."

(To the Editor of *The London and China Telegraph.*)

Sir,—Permit me to draw your attention to the enclosed clipping from a China newspaper, showing the passage of the British ship *Undine*, Captain Scott, to have been made from pilot in the Downs to pilot in Shanghai waters in the, I think, unprecedented time of eighty-eight days:—

"British ship *Undine* left the Downs January 23; carried moderate N.E. trades; crossed the Equator Feb. 15 in lon. 23.14 W., carried light variable S.E. trades; passed the meridian of the Cape March 13 in late 43.3 S., ran down easting between 43 and 44 S., sighted St. Paul's March 26, Java Head April 10; passed Anjer 13; thence up the China Sea, light winds chiefly from N. and N.E. and calms to port. Took pilot on board 20th; arrived at Shanghai 22nd."

I am, yours obediently, Salt.

REPORT OF THE SUEZ CANAL COMPANY.

This report has been looked for with much interest and some anxiety. It was presented on the 20th ult. The following are the points of general interest contained in the document:—

In March, 1870, the monthly receipts of the Canal were stated to amount to f.300,000 to f.400,000, the assets in hand to twenty millions, and the estimate of expenses, to the end of the year, to thirty millions, which sum included about twelve millions for the cost of work to be executed.

Reference is then made to the rumours which were afloat to the effect that the company would require a loan of 100 to 150 millions, which have been proved to have been utterly unfounded.

The Canal, says the report, has been deepened throughout its whole length to more than eight metres; in fact, the depth was carried to 8m. 30c. or 8m. 50c.; the curves have been improved, and the stations, placed at intervals of ten kilometres, allow large ships to pass each other without inconvenience.

As to the purchase of the Canal, the President declares that no one can participate in the enterprise except by the regular purchase of shares in the stock market. With respect to the very important question of maintenance, the report declares that the amount of soil to be taken out during the current year is estimated at 190,000 tons for the whole length of the Canal from Port Said to Suez, and that four dredging machines will suffice for the work; the quantity of sand brought by the wind is insignificant, and eighteen months' work has produced no appreciable change in the profile of the sides of the Canal.

In spite of the late war, there was a marked increase in the transit, and the preparations for the future are said to be "truly magnificent."

Since the inauguration, to the end of May last, 813 vessels, carrying 745,837 tons, passed through the Canal. The number of passengers was 46,374, yielding the sum of 459,710 francs The condition of the Canal is shown by the following facts:—The *Ajax* passed the Canal drawing 6m. 81c. of water, and the *Nestor* 6m. 80c. As to tonnage, the *Australia*, of the P. and O. Company, gauged 2,287 tons net; the English steamer *Delaware* 2,597 tons; the English transport *Jumna* 3,001 tons. The *Nigre* and the *Donnai*, French post packets, made the transit in fourteen effective hours, the *Volga*, also of the Messageries Francais, in thirteen hours twenty-five minutes, and the English steamer *Carolina* in thirteen hours ten minutes. As regards dimensions of vessels, the *Peiho* was 117 metres long, and the *Arizona* 23m. 77c. in width.

The company has established monthly returns of the vessels loading, porting, and *en route*. The following is the return for the 15th July of the present year:—

Number of vessels on the Mediterranean side	76
On the other side	35
Vessels having passed through the Canal and are to return by it	65
Total	176
The like return for the same date last year was only	73
Increase	103

The report includes the returns made by M. Guichard, the Chief Director of the Navigation; by these it appears that the number of vessels in the Canal at one time often reaches six or eight, and that on two occasions, the 16th and 17th February, 1871, it amounted to fourteen and caused no inconvenience. The number of boats carrying the merchandise of the country that paid toll reached 4,266 in the eighteen months, and a great increase is calculated on as soon as the Canal from Cairo to Ismalia is finished, which will now occupy a few months. This Canal, which only yet reaches Zagazig, brought down 7,000 tons of cotton seed in 1870, and 6,000 tons during the winter of 1871; it is calculated that this quantity will be doubled when the Canal is complete.

The company's entrepots are beginning to receive merchandise, cargoes of tea, cotton, coffee, gum, and pepper are discharged by vessels coming from China and India, to be taken up by the various packet-boats which run to Odessa, Trieste, and Constantinople, to the coast of Syria. M. Guichard says that, in spite of the war, every branch of the service is prosperous, the Canal is now lighted throughout, the Telegraph in full work, and the pilotage and towage completly organised by night and day. The expenses have been reduced to a minimum, the amount for the first half of 1871 being 750,000 francs.

Finally, says M. Guichard, in addition to the 388 vessels already navigating the Canal, each day announces the launching of a new steamer with that view, and the creation of new enterprises in connection with the Canal.

The report dwells on the growing importance of Port Said, and states that besides the vessels passing the Canal, which generally coal at the port, there is a good general business; the tonnage of the vessels which anchored in the port to the 31st May amounted to 948,642 tons.

The finances of the company are declared to be such as to give full guarantee for the execution of all engagements, but not at present to pay the two half-years' interest on the obligations of the company without a loan; the sum proposed is f.20,000,000. The assembly is adjourned for one month for the decision of the propositions, which require that 40,000 shares should be represented at the meeting.

Digitized by Google

COOLIE TRAFFIC IN DEMERARA.

(SECOND ARTICLE.)

Mr. Des Vœux having challenged attention to the great share of the cost of immigration which is paid out of the public purse, and urged that in future it should all be paid out of the pockets of the planting interest, the Commissioners appointed to inquire into the matter (Mr. W. E. Frere, Sir George Young, and Mr. C. Mitchell) conclude their report by remarking that, as the annual amount appears to them to be already high and increasing at an alarmingly rapid rate, the planters would do well to reconsider, not only the devices by which the colony is got to pay a little more than its prescribed third, but also the one-third arrangement itself, with the view of lightening the public burdens. Immigration appears to be doing its work, and the planters are every year placed in a more secure position by it. The following are the principal recommendations which the Commissioners offer :—

They do not consider that the limit of benefit from immigration has yet been reached, the supply of labour being fairly kept pace with by the extension of cultivation. It should, however, be carefully ascertained, year by year, how far the taking up of new land keeps pace with the introduction of immigrants, and when the former is found to flag the latter ought to be checked. The Commissioners do not think that the whole burden of immigration should be thrown on the planters, but they advocate more watchful supervision on the part of the Government, to prevent the abuses complained of, and they think that the community, and not the planters, should be the paymasters for this increase of supervision. The motive of interest will thus be brought to bear in the right direction, for the community will have a fixed sum to pay, and it will be their interest to see that they get money's worth for their money.

The commissioners wish to see the Immigration-office fully recognised as a department of Government ; and they propose that, without prejudice to the reductions recommended in the sum total of the Colonial contribution to immigration, the cost of the department, which now stands at $20,000, should be permanently charged upon the public purse. This principle should also cover the case of medical practitioners. They are made Government officers because duties of supervision are required of them ; and it is not well that Government should pay its officials by drawing cheques on the managers of estates. It would be easy to find room in the present colonial contribution of a lump sum of $170,000 and upwards, for the specific charge of sav $70,000, for the salaries of medical officers, for one of $20,000 for immigration officers and the cost of labour, law, and prisons, and yet leave sufficient margin for any reductions considered advisable.

A third matter which here claims consideration is the degree to which increased prosperity has enabled the planting interest to undertake more of the burden of immigration. Mr. Oliver's opinion that the profits of the sugar industry as a whole have not, for the last three years, reached 3 per cent. on the capital employed, is considered surprising, notwithstanding his great experience. At first sight it seems obvious to suggest that the fresh capital sunk in extending cultivation has, in this case, been deducted from the profits. But Mr. Oliver considers that, if that were done, the 3 per cent. would become a *minus* quantity ; and Mr. Winter, also a leading estates' attorney, considers 3 per cent. too high an estimate.

These statements give rise to some serious reflections. If, in spite of the good prices of the last three years, the sugar industry is so very near the wall, is it not a very perilous thing to go on introducing immigrants at the rate of 5,000 a-year, who are to be absolutely dependent on it for work and wages ? Again, if the steady improvement of the last twenty years has left the staple trade of the colony in no better case than this, does not the fact point to some unhealthy forcing which has left it sickly ?

From 1820 to 1829 the sugar crop was gradually increasing, and then fell off again till the year 1834, when it was very little more than in 1820. The cotton and coffee crops decreased considerably. In 1820 the return of cotton was 4,536,741 lbs., and of coffee 8,673,120 lbs. In 1834 the production of cotton was only 926,944 lbs., and of coffee 3,056,556 lbs. The cocoa crop of 1820 was 113,956 lbs. ; in 1834 there was none at all. Thus, during the last years in which slavery existed, the sugar crop had not increased much, and the other crops of the colony had fallen off considerably. During the years of apprenticeship, 1835 to 1838, the sugar stood at above 100,000,000 lbs.; but, with the termination of the apprenticeship, it speedily fell off one half, and reached its lowest ebb in 1846. From that time it began again to rise, and has continued to do so, with some fluctuations, to the present time. In 1860 the advance was accelerated by the better supply of labour then becoming available in consequence of the introduction of immigrants in larger numbers than before. The exports of the colony in 1870 were 94,944 hogsheads of sugar ; 20,716 puncheons of rum ; 17,606 casks of molasses ; 153,127 cubic feet of timber ; 103 bales of cotton ; 6,221,225 shingles, and 28,062 cocoa-nuts, by far the largest amount of produce ever shipped from the colony.

A few instances of the value of estates not far from Georgetown will give some idea of the rise in the value of landed property. "Peter's Hall and Eccles" (forming one estate) were sold at execution sale in 1847 for $26,500, and in 1849 for $12,750,—equal to £8,093 for the two properties. They produce now over 1,600 hogsheads of sugar, worth $180,000 at present prices. The "Great Diamond" estate was purchased in the same manner in 1848 for $9,050 ; it is now one of the finest properties in the colony, and not worth less than forty or fifty thousand pounds sterling. The "Albion" estate in Berbice, which was purchased in 1847 for $1,000, has, at the present moment, one of the finest sets of works in the colony, and is considered the best specimen of a thriving estate.

The large West Indian houses in Glasgow, Liverpool, Bristol, and London, have nearly a monopoly of the freight of sugar ; have possession of the market for supplies ; and, through their branch houses, do three-fourths of the attorney's business. They are also very large mortgagees of estates ; and, in many cases, a private proprietor is as completely shut out from looking for a cheaper market to buy supplies, or a dearer market to sell produce, as any coolie on his estate, who has a score at the driver's shop.

The Commissioners do not agree with the suggestion that immigration has operated to diminish the enterprise of the cultivator. A great deal has been done to improve the cultivation of the cane of late years. Some estates which used to average from one hogshead to a hogshead and a quarter per acre now make from one and three-quarters to two and a quarter. The use of artificial manure has become more common. Two enterprising gentlemen, Messrs. Russell and Crum-Ewing, have introduced steam ploughs, and thoroughly drained many acres of their lands, with every prospect of successfully carrying out the improvement. Great improvements have been introduced in the machinery and appliances for the manufacture of sugar.

The Commissioners give it as their opinion that if even British Guiana sugars begin to lose their hold on the market through unenterprising management, it will be high time to check that liberal supply of immigrant labour which may have made the planters careless ; but, when that time arrives, if it ever should arrive, there will be other and more obvious reasons for doing so. And they add that it is essential to the satisfactory continuance of immigration that the penal and reindenture clauses of the Immigrant Labour Law should be reformed in a liberal spirit, and that the immigration office should be reorganised as a department of the Government, with due powers and responsibilities, and reinforced by uniting to it the medical staff of the estates.

THE JAPANESE MILITARY SYSTEM.

(PALL MALL GAZETTE.)

A letter from a naval officer on board the Prussian ship *Hertha*, cruising in the Japanese waters, gives an interesting account of a small army which has been found in Kishu, one of the vassal provinces, on the Prussian system. So quietly has the organisation been made that even the Japanese of other provinces know little about it, and the Government at Jeddo has only quite recently informed itself on the character and extent of the force. Knowing what bad soldiers the Japanese make, as a rule, the lieutenant of the *Hertha* treated the Prince of Kishu's invitation to inspect his troops as a joke, but on seeing the soldiers he was so well pleased with their excellent training that he took three days' leave, in order to observe them closely in their drill and barrack life. It appears that the Prince of Kishu, who is an almost independent Sovereign, on hearing of the marvellous successes of the Prussian system and the needle-gun, some years ago conceived a desire to model his own army on the same plan. He negotiated with the Government of Buckeburg for a number of needle-guns, and, having purchased them, asked as a favour that a man conversant with their use should be sent over to instruct his men. The terms being liberal, a retired Buckeburg sergeant was prevailed upon to undertake the task. At his recommendation compulsory service had been introduced into the province, each man to serve three years. The contingent thus formed comprises eight battalions of 660 men each, 150 cavalry, and some battalions of light artillery. The barracks are built on the Prussian plan ; food, dress, drill, all is European. Beds, otherwise unknown to the Japanese, have found their way into the sleeping-rooms, and are appreciated ; and the soldiers eat beef and wear boots like so many Germans. The uniform is made of cheap material, the colour being blue for the privates and black for the officers, while braid decorations denote the wearer's rank. The sergeant has proved himself a perfect genius, for he has taught the Japanese to make their own uniforms, saddles, bugles, gunpowder, cartridges, &c.,—everything, in fact, belonging to the military establishment. He put his small army through all their paces before his countryman, and in everyone they gave complete satisfaction. There is also a military school in which sixty ensigns are now undergoing scientific training, and they, as well as the higher officers, have proved wonderfully docile. The Prince has announced his intention shortly to go in himself for his cram, and, if he finds himself capable of commanding his own army, he means to dismiss his master laden with presents. In Kishu the Prussian sergeant is a general favourite ; but in other provinces he is regarded with suspicion, for every neighbour fears that the new army may be directed against himself. The Government at Jeddo, having its attention drawn to the military preparations, has sought to secure the old soldier's services for its own army, but while there is anything left to reform in Kishu, the Buckeburgian has refused to leave the Prince. In two or three years he proposes to bring his officer-pupils over to Berlin, in order to show them the model after which they have been formed.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, AUGUST 1, 1871.

THE SITUATION IN CHINA.

THE telegrams which we publish this morning will be read with deep anxiety by all who have the welfare of our countrymen in the Far East at heart. It is an old saying that "prophets love to find their words come true;" but we, who have urged persistently, though without effect, the necessity of energetic action on the part of our Government, frankly avow that we should have been much more gratified to have found our predictions falsified than confirmed by the news which has appeared in every journal in Great Britain, and which, if it be perused with apparent unconcern by the general public, will owe that seeming apathy to confidence in our Ministers, which the conduct of the Foreign-office, in reference to Chinese affairs, has certainly, of late, failed to justify. From Russia we learn that the feeling of insecurity in China is so great that the Government will no longer be responsible for the safe conveyance of property into any part of the Celestial Empire. From China itself we are informed that a revolution is imminent, and that disturbances have already broken out at Canton. The place where the outbreak is reported to have taken place seems sufficient to check any immediate apprehension for our countrymen, but the movement should not be disregarded as insignificant on that account. For months past we have pointed out that some disastrous result must be the certain consequence of the inaction of the Government in connection with the Tientsin Massacre, and the unaccountable reticence of the Foreign-office with regard to Mr. WADE'S failure to send home the "missing despatch." For months past the Chinese have been strengthening the Taku Forts (which we ought never to have given up), purchasing arms and ammunition, and massing forces to defend them. All this the Government could not but have known, in common with everybody who can read in the British Empire. Nevertheless, the stereotyped reply to everyone of the many questions put to the Foreign Secretary has always been that they "have *no official knowledge*" of anything of the kind, and as soon as they receive any "*official communication*" it shall be laid before the House. In the meantime, nothing whatever has been done. The threatening preparations of the Imperial Government have been entirely disregarded. The rumours of their intention to abrogate all their treaties, instead of framing a new one on the majority of the EMPEROR, have been put aside as unworthy attention. The presence of CHUNG HOW has been ignored for three months. Mr. WADE has sent us no news that has been allowed to transpire, for the same period. We now learn (through Mr. REUTER, for Mr. WADE is still silent) that the mandarins, and other hangers-on of the Imperial Court, may have enough to do to defend themselves against revolution instead of war. The arms which they have accumulated to attack us, they have now to turn against their own people. While they have been defying the foreigners (misled, no doubt, by CHUNG HOW'S complacent despatches founded on Mr. WADE'S silence) and lulling themselves in the idea of fancied strength, rebellion, which has never died out in China for eight hundred years, is rearing its head again. The Chinese Government and CHUNG HOW have forgotten, or affected to forget, that it was to Foreign intervention, to British armed protection, that it owed its salvation on many occasions when the throne was on the point of being wrested from them. They have overrated their own strength, and glossed over their own weakness. On the other hand, the rebels have not lost sight of the fact that the imminent disunion between their Government and its Western allies might prove their opportunity to restore their party to the position which they occupied at a period which seems but yesterday to a people whose traditions date so far back. Our chief concern, of course, is for our countrymen in China, who, in such a contest, may be placed in the greatest danger from both parties. As we are at present advised, it is impossible to exaggerate the emergency of the situation; yet the new combination of circumstances seems to suggest an unexpected opportunity, if our Government will only avail themselves of it without loss of time. Not an hour should be lost in placing the British force, as it has been placed before, on the side of the Empire; but with the distinct understanding that the stipulations demanded for the safety and well-being of foreigners in China at the time of Sir RUTHERFORD ALCOCK'S Convention should be incorporated in a revised Treaty without further delay, after our gun-boats, which might remain to witness the ceremony, have quashed the present insurrection, as our forces did the last.

THE MACAO COOLIE TRADE.

THE horrors of the coolie trade have so often been exposed in these columns, and the painful details of recent tragedies must be so fresh in the memory of our readers, that we may dismiss that portion of the subject with the summary of the Parliamentary papers which we published last week, and turn our attention to the inquiry—what is the remedy for this monstrous evil? The Report seems to us to point conclusively to the conviction that, although ostensibly discouraged by the Portuguese Government both in Macao and Lisbon, it is virtually encouraged in both places, whether through the venality of the officials, or a mistaken and unscrupulous notion of political economy, is beside the question. Not only from considerations of humanity, then, but also from the prejudice excited against all European nations by the *laches* of one, it appears to us that combined pressure should be brought to bear on the Portuguese Government to insist on the institution of licensed shipping houses for the reception of coolies willing to emigrate, on the excellent principle so conscientiously carried out by the French in the South Sea Settlements. Each coolie is there registered, questioned *alone* by the French Commissioner as to whether he knows where he is going, and if he is going willingly; and the voyage of the coolie ship is, so far as is practicable, watched and reported on, in order to make sure that it arrives at the destination for which it is ostensibly bound, when the coolies are checked off according to an official list, and the missing ones required to be accounted for. As our interests are larger than those of any other nation in the Far East, we ought to take the initiative in pressing this proposition, in its integrity, on the Portuguese Government, and, on its being agreed to, it should be issued in the form of a proclamation by placards, &c., throughout the length and breadth of the Chinese Empire, for the information of the ignorant who may be attempted to be kidnapped. At the same time, severe penalties should be attached to any person who removes coolies, or causes them to be removed without a license. If our Government were firmly to make this requisition to the Portuguese, we feel sure they would have the support of the Germans, the Americans, and the Dutch, and such a coalition even Portuguese duplicity could not resist.

WE understand that Mr. F. H. GOTTLIEB, F.S.S., F.R.G.S., Magistrate of Police and Commissioner of the Court of Requests, Straits Settlements, has had a further extension of leave. Mr. GOTTLIEB is not likely to leave England until December next.

MR. MARCUS FLOWERS will leave England on the 5th inst. by the Pacific Mail route, to resume his duties as Her MAJESTY'S Consul at Nagasaki.

IT is officially notified that Sir RUTHERFORD ALCOCK has resigned the post of British Minister at Peking, and that his successor will be Mr. T. F. WADE, C.B.

Digitized by Google

THE appointments by the German Government of Mr. ADOLPH THEODOR EIMBCKE as Consul at Hong Kong; of Mr. JOHN LOUIS VANDERSPAR as Consul at Point de Galle; and of Mr. ALFRED HASCHE as Consul at Penang have been approved of by the QUEEN.

WE understand that Vice-Admiral the Hon. G. F. HASTINGS will succeed to the command of Her MAJESTY'S squadron, on the China Station, on the retirement of Sir HENRY KELLETT.

Monetary and Commercial.

—o—

The first annual meeting of the Colombo Gas and Water Company (Limited) was held on the 26th ult., when the following report was submitted to the shareholders:—

The directors have pleasure in informing the shareholders that the progress made in erecting the Gas Works at Colombo and laying the mains has been extremely satisfactory, and the works will be in operation and a large part of the town lighted about the end of August. The Fitting Department is now busily engaged in fitting up the Queen's House, the Custom House, the General Post-office, the Public Assembly Rooms, the Gallé Face Hotel, &c., so that a considerable number of consumers, in addition to the public street lights, will be ready to use gas as soon as the company is in a position to supply it. A cargo of English coal has been sent, and one of Australian coal has been ordered, and will arrive before the works are completed. Your directors have received the gratifying intelligence that the population of Colombo by the census just completed amounts to over 100,000, exclusive of a floating population of 10,000 souls, as against 55,000, the number named in the prospectus which was taken from the previous census. To Mr. Simpson, the resident engineer, and to Mr. Laurie, the contractors' representative, great credit is due for the able and speedy manner in which the works are being erected.

The following report has been received from the company's engineer:—

I have the pleasure to inform you that all is going on satisfactorily as regards the progress and execution of the Gas Works. I have advice from the resident engineer down to the 12th June last. Upwards of a thousand men were employed at that date in pushing on the works. The network of mains had been laid in the Pettah and Fort, chiefly by native mainlayers, and the mains would be completed throughout as soon as the works. All the buildings of the works and erection of the apparatus were well advanced, and I look forward to delivering gas into the town in August next.

Lord Cairns, who has acted as arbitrator under the Albert Life Assurance Company's Act, has decided that the undertaking is not to be reconstructed. There are, his lordship holds, too many objections to the scheme of the Reconstruction Committee for the course suggested by that body to be adopted.

The advices from Yokohama, received this morning *via* San Francisco, report the absconding from that settlement of a German merchant with the sum of $20,000. The statement is confirmed by private telegrams, which, however, fix the amount at $40,000.

The traffic receipts over the British Indian Extension Telegraph Company's line for the month of July were £6,165. The traffic receipts over the China Submarine Telegraph Company's line for the month of July amounted to £5,812. This company's station at St. Jacques, near Saigon, has been opened for traffic; messages can be sent from the Falmouth Company's office, 74, Old Broad-street, and from all the provincial stations in the United Kingdom.

A prospectus has been issued of the Anglo-Indian Tea Company, with a capital of £20,000, in shares of £10 each. The object is to acquire and extend the business of the India and China Tea Company, established in 1868, the capital of which has been absorbed in the formation of agencies and creating a connection, of which the new company will have the advantage, the purchase money for goodwill and premises (£5,000) being wholly taken in paid-up shares.

We are glad to see that the movement of shippers to resist the unfair stipulations recently introduced into bills of lading for the Far East has already borne promising fruit. A circular has been issued, signed by Mr. C. M. Norwood, M.P. for Hull, convening a meeting of steamship owners interested in the India and China trades *via* the Suez Canal, to be held on Friday next at the offices of the General Shipowners' Society, the object being to arrive, if possible, at a satisfactory understanding on the subject of the forms of bills of lading, and of other modifications of business details, in connection with steam traffic with the Far East.

ARTICLES OF IMPORT.

—o—

TEA.

We have to report a very dull market throughout the interval, with slightly easier prices for some descriptions. Red-leaf Congous: Siftings and broken-leaf kinds are altogether neglected; fair common have been taken at 9¼d. to 10½d., showing a small decline; good common have been sold at prices in favour of buyers; fair qualities are steady at last quotations; in good to fine and finest business is rendered unimportant by the smallness of stock. Paklins are in a good position, the stock being exhausted. Black-leaf kinds: The low qualities continue depressed. Fair common are unchanged; a few have been sold at 10½d. per lb. For good common there has been a slightly better demand, and a few small sales have been made at 11d. to 11½d. per lb. Fair to good medium are in request, with very few on offer. Good to fine and finest are in a favourable position, but we fear that large simultaneous arrivals of new teas next week may interfere with their sale at satisfactory rates. Amoy kinds have been sold to some extent at rather lower prices for fair common. Low kinds are unsaleable. In new-make Canton Congous business has been done at lower prices, out of latest arrivals per overland route, the fair to good qualities realising from 1s. 2d. to 1s. 6d., and fine 1s. 7d. to 1s. 9d. per lb. Oolongs are without inquiry. In Souchongs and Flowery Pekoes there is nothing doing of any importance. Scented Teas: Common Canton Capers, received overland, have been sold at only 8½d. to 11d. per lb. The better kinds are unaltered. Canton Orange Pekoes, of fine quality, per overland, have been taken at 1s. 10d. per lb. Of Foochow descriptions there is no stock on offer. Uncoloured Japans are as last quoted. Green Teas: We have nothing of any importance to remark concerning these kinds.

Messrs. Shepard, Harrison and Rehden's Circular says:—The market has been inactive during the past fortnight, dealers being anxious to reduce their stocks before the arrival of new Teas. The Australia is expected at Southampton on the 29th, but it is doubtful if samples of her Teas can be shown here before Monday, the 31st, when further steamers, coming direct, are also due in London. Further imports of 14,000 boxes new-make Congou and Scenteds have been received per overland; the Congous were of inferior quality, and sold from 1s. 2d. to 1s. 9d., Scenteds from 1s. 8d. to 2s. 8d. per lb., and one parcel of 1,200 boxes common Scented Caper at 8¾d. per lb. On the 18th and 19th current 21,500 packages Tea were offered at auction; prices went rather easier for siftings and low common Congous, and ½d. to 1d. lower for fine; otherwise no change, and sales limited to Teas offered without reserve.

SILK.

The market continues very firm at full quotations for all Silks, but with less actual business this week. The first arrivals of the new Shanghai Silk are expected in London this week, and will doubtless attract much attention. The quotations for Tsatlees on the spot are 26s. for Red Peacock, and 28s. 6d. for best chop 3rds. The deliveries are again very large, being as follows from 1st to 26th inst.:—

	1871.	1870.
China	3,119	1,759
Canton	1,221	510
Japan	735	425
Bengal	417	225
Total ...	5,492	2,919 bales.

LONDON QUOTATIONS, JULY 28.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	25s. 9d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	23s. 6d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 26s. 6d.
Long Reel	19s. 0d to 20s. 6d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	24s. 0d. to 28s. 0d.
Idah, Nos. 1 and 2	26s. 0d to 28s. 6d.
Sodai, Nos. 1 and 2	24s. 6d. to 25s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 30s. 0d.
Koshiu, Nos. 1 and 2	23s. 6d. to 26s. 0d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s. 0d. to 24s. 0d.
Hatchoji	None.

COFFEE.

The market is wholly without activity, and a large portion of the offers of Ceylon, both Plantation and Native, have been bought in. The small quantities which have found buyers have gone off without alteration in the prices ruling last week; the latest rates paid have been Plantation triage and ordinary 50s. to 55s., small gray to coloury 56s. 6d. to 61s., low middling gray 60s. 6d. to 64s., bold ditto 62s. 6d. to 69s. 6d., middling 64s. 6d. to 70s., good middling 71s. to 74s., 6d., pea-berry 78s. 6d. to 82s. Native has realised 53s. 6d. to 54s. 6d. No business has been done in other East India kinds.

The landings for the week show a deficiency of 240 tons, but as the deliveries are also rather less than in the corresponding week last year, the position of the stocks is not materially altered. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 266,392 cwt., against 314,255 cwt. at the corresponding date of 1870; Native 34,615 cwt., against 24,927 cwt. The quantity afloat for the Continent is 12,555 cwt. Plantation, against 22,952 cwt., and 3,301 cwt. Native, against 9,031 cwt. The quantity of Coffee landed in the twenty-nine weeks ended July 22, 1871, was, of Ceylon, 20,371 tons, against 20,600 tons during the corresponding period of 1870; of all descriptions, 36,799 tons, against 32,411 tons. The quantity entered for home consumption was, of Ceylon, 6,179 tons,

Digitized by Google

against 5,932 tons; of all descriptions, 10,949 tons, against 10,213 tons. The quantity exported was, of Ceylon, 17,401 tons, against 15,616 tons; of all descriptions, 33,147 tons, against 24.455 tons. The stock on July 22 was, of Ceylon, 10,396 tons, against 12,916 tons; of all descriptions, 17,501 tons, against 21,962 tons.

SUGAR.

The demand during the week has continued limited in extent, but although the business done has been extremely small previous prices have been obtainable, and rates show no alteration from the rates current a week since. The public sales have included 2.200 bags Penang, out of 3,046 bags offered—soft white (duty 5s. 8d.), at 36s.; soft coloury (duty 5s. 3d.), 35s.; fine yellow, 33s. 6d. to 34s.; good common brown (duty 4s.), 25s. 3d.; fine white (duty 6s.) being bought in at 37s. 6d.; also 11,069 bags Zebu unclayed Manila, which were bought in at 22s. to 22s. 6d. Privately 100 baskets fine quality Java (duty 6s.) have been sold at 38s. 3d. per cwt.

As against the large landings in the previous year, those last week show a decrease of 4,800 tons, and with an increase of 850 tons in the total deliveries, the deficiency in the stock is again increased to about 27,000 tons. Stock, July 15, 76.225 tons, against 97,493 tons; July 22, 74,469 tons, against 101,359 tons The quantity of Sugar landed in the twenty-nine weeks ended July 22, 1871, was, of Penang, 974 tons, against 2,277 tons in the corresponding period of 1870; of Manila, Java and China, 13,470 tons, against 13,761 tons; the quantity entered for home consumption was, of Penang, 2,245 tons, against 1,437 tons; of Manila, Java, and China, 17,741 tons, against 14,224 tons. The quantity exported was, of Penang, 164 tons, against 95 tons; of Manila, Java, and China, 1,043 tons, against 1,775 tons. The stock on July 22 was, of Penang, 1,541 tons, against 3,075 tons; of Manila, Java, and China, 22,480 tons, against 33.552 tons.

Cocoa-Nut Oil.—The quotations for Ceylon are pipes £39 10s., puncheons £40, and afloat £39 per ton.

Camphor.—There has been but a limited demand; privately about 150 cases China have been quitted at 72s. per cwt. for good quality; 115 cases offered in public sales were retired. No business is reported in Japan.

Coir Goods.—The supply of Yarn although not extensive has met less demand, and the sales went off flatly, a good portion being bought in, and prices mostly rather lower. Good Fibre brought extreme rates. Of 188 tons Ceylon offered about 80 tons sold, low to very common £22 10s. to £25 5s., common £26 to £27 5s., good common to middling £28 to £32, good middling to good £32 15s. to £35 5s., fine £42 15s. 14 tons Ceylon Fibre sold at £19 5s., very low £7 10s. to £8 5s., the first lot £6 15s., and 260 bundles bristle at £33 15s., a small lot at £34.

Cardamoms.—Prices are well supported, the supply being limited; of 10 cases Ceylon offered about half found buyers at 2s. 9d. to 3s. 2d. for fair a little leanish to good bold plump.

Cubebs.—Market quiet; 30 bags at auction retired.

Copra.—Penang still out of stock.

Cutch.—There has been little enquiry, and 372 boxes Penang offered at auction were bought in at 22s. per cwt.

Dragon's-blood.—The market continues steady, and at public sale 5 cases lump brought £5 12s. 6d. to £5 17s. 6d. per cwt. for fair; 10 cases reed also offered were retired.

Essential Oils.—Anniseed has been in better demand at 8s. 10d. to 9s., and 10 cases to arrive at 8s. 9d., and buyers thereat. Cassia quiet; 7 cases brought to auction and retired. Nutmeg steady; 5 cases offered and retired. Cinnamon very scarce, and wanted. Citronelle dull, and again cheaper, fair trade at 1¾d. per oz.; 39 cases at auction partly sold at 1⅞d. for fine, and 1¾d. good. Lemon Grass quiet; none offered.

Ebony.—Without change.

Galls.—No business in either China or Japan.

Gums.—Benjamin: Sumatra 2nds firm, good quality scarce, and small retail trade up to £10 per cwt.; of 96 cases at auction half sold at £8 5s. to £8 15s. per cwt. for fair 2nds; of 14 cases Siam, 1 case sold at £9 15s. Manila Copal is steady; of 226 cases at public sale a few only sold at 26s. to 27s. per cwt. for drossy soft. 330 packages Sarawak also offered, and sold at 14s. 6d. to 15s. 6d. per cwt. for low drossy foul and 8s. inferior. Damar firm, and dearer; of 488 cases at auction half placed—fine Batavia, 70s. to 70s. 6d.; fair to good, a little mixed and dark. 50s. to 60s. Camboge higher; and at public sale, of 16 cases offered, half sold—very good, £15 to £15 10s.; sales of fine privately at £16 per cwt.

Gutta-percha.—There have been considerable sales made of common and middling quality at easier rates. At auction half of 857 baskets and 5,288 blocks was placed at 1s. 2d. to 2s. 6½d. for ordinary white mealy to very good genuine.

Gambier.—The market on the spot is quieter, but unaltered in price. For arrival, however, lower rates have been accepted. At auction 366 bales fair block were bought in at 16s. 6d., and 1,065 bales 2,105 bags cubes were chiefly sold, ordinary pressed 16s. 9d., fair pale rather blocky 19s. 6d. per cwt.; privately, 500 tons block for arrival have realised 15s. 10½d. ex ship.

Hemp.—There has been a steady demand, and about 1,000 bales have changed hands privately; fair to fully fair roping at £46 to £47, mixed brown at £40 to £41. In auction, of 3,326 bales offered about one-third sold, good at £49, fair to good fair roping at £46 to £48, fine brown at £40.

Hides.—At the fortnightly sales held on the 27th a moderate quantity of East India Kips was brought forward, and nearly all sold at fully previous prices to ¼d. advance. Buffalo were in limited demand without any alteration in prices. Kips: 421 brined Cochin sold —light 6 lbs. at 9d., heavy 10½ lbs. at 7d., small 4½ lbs. at 9d., thirds 5¾ lbs. at 7d. 5,379 dry Singapore and Penang sold—light 6¼ lbs. to 7¾ lbs. at 9d. to 19½d., heavy 9⅜ lbs. to 9⅞ lbs. at 8d. to 9¼d., extra 13½lbs. to 14⅜ lbs. at 8½d. to 9¼d., small 4½ lbs. to 4⅜ lbs. at 8¼d. to 11d., thirds 6½ lbs. to 7¼ lbs. at 6¾d. to 7¼d., fourths 8 lbs. at 6d., brined heavy 10⅞ lbs. at 9¾d., extra 15¼ lbs. at 9¾d. Buffalo: Of 2,392 Singapore and Penang offered 1,190 sold, light 14⅜ lbs. at 6½d., heavy 19¼ lbs. to 38 lbs. at 4¼d. to 5¾d.

India-rubber.—Good qualities continue to meet a ready sale; of 31 packages Java at public sale, half sold at 1s. 10d. per lb. for middling; sales of Borneo have been effected at 1s. 8d. to 1s. 8½d.; also a little to arrive at 1s. 8¼d.; good E. I. of all sorts is still in request at high rates.

Isinglass.—Market continues dull, being quite overstocked with common qualities; of 208 packages at auction, a very few only sold, and those the better kinds; Leaf at 3s. 5d. to 4s. 1d., for good to fine; pipe at 2s. 8d. to 3s. 1d., for fair to good.

Japan Wax.—Prices show an advance, there being very little offering; the bulk of the stock is very firmly held. Transactions privately reported up to 96s. for good. New arrivals, chiefly low descriptions, have been brought to auction, and of 165 cases offered half sold at 90s. to 96s. per cwt. for ordinary watery saucers to good.

Musk.—Market steady; 68 caddies at auction mostly sold at 31s. 6d. to 35s. per oz., good to fine well shaped selected pods; 16s. 6d. to 18s. 6d., rough and bally, ordinary to middling; 22s. to 24s., fair to good wet pickings.

Plumbago continues steady, and good quality is in request; 472 barrels offered at auction partly sold, lump good and fine 26s. to 27s. 6d.; mixed with foul 15s. 6d., chips, middling to fine 12s. to 16s., dust 10s. to 10s. 6d. good, 6s. 9d. to 8s. 8d. middling to fair.

Pepper.—Black has been rather quieter, as the French demand has almost ceased. Sales of Singapore have been made at 5¾d. to 5⅞d., of Penang at 5⅝d. to 5¾d., and to arrive at 5⅝d. for former down to 5½d. for Penang. At auction of 5,929 bags Singapore offered a small proportion only sold, and 1,420 bags Penang were chiefly retired. White has been very firmly held, and only moderate trade done, chiefly by small holders at 9¾d. per lb.; at auction half of 465 bags Singapore offered was sold at 9¾d. to 9⅞d., the remainder being held for 10d.

Rhubarb.—China is still neglected, and but little of 157 cases offered in auction was sold, a few cases selected bold root, well trimmed, at 4s. 9d. to 5s. 3d.; small medium root, fair to good fracture, part sold at 2s. 6d.; high dried at 1s. 3d. to 1s. 5d.

Rattans.—Steady; 12,098 bundles at auction partly sold, fair to fine at 3s. 8d. to 5s. 4d. per 100 canes.

Roots.—China: Market quiet, stock small; 60 packages offered at auction, of which one lot only sold at 20s. per cwt. for good quality. Colombo: Scarcely any business doing; 36 bales offered at public sale and retired.

Rice.—Business has again been almost wholly confined to floating cargoes. The only sales on the spot have been about 3,900 bags white Bengal at 10s. to 10s. 7½d., superior at 11s. 9d., 400 bags Ballam at 9s. 6d. to 10s. 6d., and 5,000 Madras at 9s. 7½d. to 10s. Four floating cargoes of Rangoon have been sold as follows: the Constantin 740 tons at 9s. 9d. for the Continent, E contract; the Auriga 775 tons at 9s. 9d. for the Continent, also E contract; the Leonora 630 tons at 9s. 10½d. for the Continent, damaged at valuation; and the Alpine 1,430 tons at 9s. 9d. for the Continent, damaged at valuation. The cargo per Ocean Chief, 1,040 tons Necransie Arrican, arrived off the coast, has been sold at 9s. 7½d. ex ship for London; and the cargo per Elizabeth Ostle, 1,100 tons Necransie Arracan, at 9s. 6d. for the Continent, E contract.

Sago.—Remains dull at low prices; at auction, of 1,261 boxes and bags offered, about half sold—middling large 17s.; good small 15s. 6d. to 16s. Flour quiet: 527 bags offered and retired.

Sapanwood.—Firm with but little good wood offering, 3½ tons Manila sold at auction at £7 2s. 6d.; of 30 tons Siam offered, half sold at £6 to £6 2s. 6d., no business in Ceylon, but good quality of this description continues in request at firm rates.

Spices.—Cassia Lignea: Market quieter, and little doing; 46 cases at auction retired. In Buds there is no change to report. Cloves: Penang very firmly held, and being in few hands, high figures are demanded; of 6 cases at auction, ordinary small, nearly all headless, 2 sold at 1s. 1½d. per lb. the best; Amboyna dull, and stocks heavy. Cinnamon: Ceylon steady, at previous value; public sales have embraced 37 bales, chiefly sold at 3s. 2d. to 3s. 3d. per lb. for fine; and 1,364 bags Chips, mostly placed at 3½d. to 4½d. per lb. for middling to fair, shavings being cheaper. Mace has been dealt in to a considerable extent, at advanced figures. At public sale, of 38 cases offered, about half sold, good reddish and pale 4s. to 4s. 1d.; good reddish 3s. 10d.; middling 3s. 6d.; low qualities most in demand. Nutmegs have continued in demand, and a fair trade has been done at higher prices. At auction, the bulk of 97 cases sold—63's, 3s. 10d., 68's to 69's 3s. 6d., 74's to 76's 3s., 79's 2s. 11d., 81's to 85's 2s. 10d. to 2s. 9d., 119's 2s. 6d.; very few now offering.

Shells.—No transactions to report.

Sticklac.—Siam is still scarce and firm, and without transactions.

Soy.—Still dull.

Star Anniseeds.—The market has been firm, and small transactions have been entered into at the advanced quotation noticed in our last report; of 45 cases in public sale a portion was quitted at £6 5s. per cwt.

Tapioca.—Quiet, and little doing. Sales have embraced 572 bags Singapore at 2½d. per lb. for fine; 647 bags Penang, part placed at 2¼d. to 2½d., and 462 bags Pearl mostly sold at 19s. to 20s. 6d. for good bullets to fine small. Flour still very flat.

Tin.—Slightly easier prices have been current owing to some holders having forced sales for immediate cash. Prices, however, at the close are very firm and again show an advancing tendency. The quotations are, Straits on the spot and afloat £133 10s. to £134; Banca £136; Billiton £134.

Turmeric.—Nothing doing.

Vermilion.—Without alteration; a limited business doing in China at 3s. 3d. per lb.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery, Hosiery, and Millinery.	Canvas & Sail Cloth.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Cwt.	Cwt.	£	£	£
Omba	Shanghai	London.	July 4	461	46	¼	16	26	700	727	3491101	20000	...	...	...	2790	1792	1680	...	...	123	383	475	612	1801	470	23	185	...	566	20	11	356	349	...
Juanpore	Batavia and Sourabaya	"	" 5	101	21	1	...	40	...	293	216831	125404	...	...	...	...	...	1200	61	40	26	180	...	29	144	...	21	96	...	591	400	...	80	...	...
Durley, str., via S.C.	Galle	"	" 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	3	...	63	...	...	...	...	33	...	...	5	34	15
Washi, str., via S.C.	Japan	"	" 8	...	...	3	22	...	...	208	134211	...	436	300	...	4395	6	110800	45	...	...	340	619	6320	340	30	35	31	...	25	4	...	58cs.	75	35
John Milton	Yokohama	"	" 12	200	...	...	25	...	31	383	498875	78656	...	...	...	2577	919	323400	...	...	37	439	233	94	954	2400	988	1855	225	649	24	1	108	337	...
Albert Victor	Shanghai	"	" 12	347	37	...	...	...	1735	903	1138700	25000	...	...	...	2622	2145	22400	...	26	52	179	657	148	386	759	596	375	...	60	524	29	50	243	29
Atholl, str, via S.C.	Singapore	"	" 13	...	...	...	...	½	1210	1174	565624	26710	...	1020	20	2140	25	14813	32	...	...	83	...	24	29	...	90	318	...	19	2	15	36	11	10
Do. do.	Hong Kong	"	" 13	...	...	6	3	2	266	195	1353948	...	40	59	...	5739	115	60000	...	...	11	57	...	39	231	...	120	801	474	130	24	113	25	309	334
Do. do.	Shanghai	"	" 13	...	...	...	...	200l.	22	960	3619390	137077	294	...	...	29393	50	3800	100	5	...	13	227	40	758	3	...	514	...	249	...	5	45	86	71
Do. do.	Japan	"	" 13	...	...	...	...	...	63	244	99000	...	...	...	...	3077	...	...	...	...	...	...	...	...	...	...	...	317	...	8	...	...	...	10	...
Penguin, str., via S.C.	Ceylon	Liverpool	" 15	...	13	...	...	...	...	281	752550	112970	...	...	...	...	...	...	...	...	...	...	25	...	20	...	47	12	...	...	...	...	...	...	...
Scawfell	Colombo	London.	" 18	160	2	2	...	1	180	1032	48750	17526	...	...	120	246	66	...	...	228	32	1916	398	367	697	...	73	1408	17	1467	21	7	220	...	228
Marchness. of Londonderry	Do.	Glasgow	" 18	...	35	...	...	...	...	36	£150	51840	285	...	140	163	...	29200	...	...	421	...	142	210	266	...	241	91	...	670	...	...	143	102	...
County of Ayr	Batavia	"	" 19	...	31	...	...	...	1390	...	64000	410006	...	...	...	...	...	16000	...	...	125	...	...	578	...	...	...	...	...	160	£390	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	lbs.	£
Omba	Shanghai	38	...	176	167	83	...	286	40	1502	159	...	...
Juanpore	Batavia and Sourabaya	...	17	10	...	32	10	158	24	...	...	...	...
Durley, str., via S.C.	Galle	115	2gls.	...	...	...	...	...	...	...	...	...	...
Washi, str., via S.C.	Japan	870	...	1486	640	...	...	...	30cs.	80	13	27	20
John Milton	Yokohama	451	...	465	...	...	12	902	...	81	...	718	...
Albert Victor	Shanghai	32	17	50	70	...	10	73	...	...	...	...	...
Atholl, str., via S.C.	Singapore	134	12	2590	...	135	53	92	85	25	...	...	10
Do. do.	Hong Kong	176	74	3740	270	41	123	...	80	358	280	46	140
Do. do.	Shanghai	461	25	344	316	266	31	137	15	1554	30	250	140
Do. do.	Japan	394	...	60	735	...	...	130	40	...	...	...	...
Penguin, str., via S.C.	Ceylon	160	...	10	...	...	...	6	...	...	30	£300	...
Scawfell	Colombo	263	76	49	174	82	62	36	210	56	160	1930	66
March. of Londonderry	Do.	...	...	...	...	...	...	...	...	...	283	3688	...
County of Ayr	Batavia	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per OMBA.—Mineral water, £76; goods, manufactured, £67; bricks, £7; corks, £9; refined sugar, 1 cwt.; cement, £10; cotton manufactures, £6,917; zinc, 6 tons; geneva, 8 gallons; rope, &c., £430; tar and pitch, 6 barrels.

Per JUANPORE.—Effects, £10; cement, £48; lucifers, £76; coals and coke, 304 tons; tin plates, 200 boxes; gunpowder, 12,500 lbs.

Per WASHI (str.).—Tortoiseshell, £20; photographic apparatus, £50; effects, £50; printing materials, £50; clocks, £100; cotton manufactures, £192; shot, 4 tons; rum, 20 gallons.

Per JOHN MILTON.—Twists, £137; refined sugar, 24 cwt.; oilman's stores, 8 cases; sponge, £46; caoutchouc manufactures, £84; cement, £95; cotton manufactures, £1,175; goods, manufactured, £218; effects, £10; surgical instruments, £137; coals and coke, 100 tons; shot, 3 tons; geneva, 462 gallons; rope, &c., £260; tar and pitch, 40 barrels; gunpowder, 267 lbs.; fruits, 1 case.

Per ALBERT VICTOR.—Effects, £120; roofing felt, £120; photographic apparatus, £25; coal products, £55; steam engine, £300; rum, 1,327 gallons; tar and pitch, 55 barrels.

Per ATHOLL (str.).—To Singapore: Effects, £125; clay manufactures, £26; carriage, £40; photographic materials, £30; cotton manufactures, £725; fruits, ½ cwt.; saddlery, £303. To Hong Kong: Condensed milk, 45 cases, hair felt, £31; sponge, £8; emerald green, £105; clocks, £120; corks, £65; cotton manufactures, £3,650; effects, £80; goods, manufactured, £136; rope, &c., £20. To Shanghai: Oilman's stores, 7 cases; goods, manufactured, £932; cigars, 1 case; glassware, 1 case; scientific instruments, £63; effects, £40; clay manufactures, £150; cement, £30; effects, £40; bags, £8; cotton manufactures, £3,200; saddlery, £146. To Japan: Goods, manufactured, £55; saddlery, £170. To Batavia: plain cottons, 120,000 yards; coloured cottons, 2,328 yards; stationery, £180; haberdashery, £20; hardware, £7. To China: plain cottons, 124,000 yards; coloured cottons, 9,600 yards.

Per PENGUIN (str.).—Plants, £10; cotton manufactures, £690.

Per SCAWFELL.—Effects, £20; scientific instruments, £197; sacks, £101; manure, 55 tons; goods, manufactured, £103; chalk, 5 tons; cotton manufactures, £100; zinc, 5 tons; shot, £12; geneva, 2,627 gallons; gunpowder, 12,900 lbs.; fruits, 3 cwt.

Per MARCHIONESS OF LONDONDERRY.—Refined sugar, 10 cwt.; cement, £75; asphalte, £22; coals and coke, 300 tons; pig iron, 30 tons; shot, £105; rum, 20 gallons; geneva, 656 gallons; tar and pitch, £30; gunpowder, 10,000 lbs.; fruits, 1 cwt.

Per COUNTY OF AYR.—Coals and coke, 110 tons; rope, &c., £35.

Per WALTON.—To Yokohama: Muslins, £600; goods, manufactured, £180.

Per BROCKHAM.—To Hong Kong (short shipped): Cotton manufactures, £510.

Per SEA BELLE.—To Hong Kong: Painters' materials, £60.

Per BEEMAH.—To Hong Kong: Wire rope, £500; hams and cheese, 8 cwt.; candles, 84 cwt.; cordage, £65.

Per CHUSAN.—To Yokohama: Candles, 42 cwt.

Per ROLLO.—To Hong Kong: Provisions, £232 (short shipped), hardware, £250.

Per MENELAUS (str.).—To Singapore and Penang: Stationery, £50; apparel, £35; plain cottons, 252,486 yards; provisions, £22; hardware, £52; musical instruments, £45. To Hong Kong: Hardware, £40; plain cottons, 112,800 yards; yarn, 40,000 lbs.; coloured cottons, 2,950 yards; provisions, £20; woollens, £195; haberdashery, £372; stationery, £434; apparel, £128; paints, £130. To Shanghai: Plain cottons, 1,065,700 yards; hardware, £56; provisions, £157; millinery, £65; woollens, £1,740; effects, £45; apparel, £55; linens, £31; shoes, £267; stationery, £22. To Japan: Rifle, £20; dyes, £50; woollens, £124; slate, £20; leather, £223.

Per DENMARK.—From Liverpool to Galle (cleared July 8): Coal, 2,650 tons.

Per NOLA.—To Singapore: Plain cottons, 273,200 yards; yarn, 14,000 lbs.; canvas, £360; earthenware, £270; biscuits, £413; beer in glass, 195 barrels; coloured cottons, 26,400 yards.

Digitized by Google

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
July 19	Sophia	Green	Akyab	Falmouth
20	Galloway	Noall	Bassein, for Liverpool	Do.
19	Helen Burns	Brown	Rangoon	Liverpool
21	Melbourne	Russell	Colombo	Deal
21	Stirlingshire	McCulloch	Canton, for Hamburg	Do.
21	Ocean Chief	Pennie	Akyab	Falmouth
21	Albert Wilhelm	—	Do.	Do.
21	Lichstraal	Jansen	Java, for Amsterdam	Off Dungeness
20	Freya	—	Rangoon, for Bremen	Off Eastbourne
22	Surrey	Marshall	Rangoon	Falmouth
22	Eastern Star	Simpson	Penang	Queenstown
22	Green Jacket	Kragh	Rangoon, for L'pool	Do.
	Reckless	Crabb	Rangoon	London
24	Northfleet	Oates	Colombo	Do.
	James A. Wright	Morse	Akyab	Off Queenstown
24	Caroline Coventry	Ellery	Manila	Deal
24	Malabar	Douglas	Colombo	Do.
24	Salus	Poland	Rangoon, for Bremen	Plymouth
22	Caroline	Briguet	Rangoon	Falmouth
22	Amazon	Bredelius	Akyab	Do.
23	Deucalion	Turner	Rangoon	Do.
19	J. H. Love	Matthiesen	Do.	Flensburg
23	Ruhtinas	Hartman	Akyab	Falmouth
23	Maury	Est	Rangoon, for Hmbrg	Do.
23	Fidelio	Schuldt	Do.	Do.
23	Dioscuren	Wagner	Bassein, for Hmbrg.	Do
23	Ole Bull	Meidal	Rangoon	Do.
23	Tivoli	Louttit	Maulmain	Do.
23	Saga	Jorgenson	Akyab	Do.
23	Sea Drift	Staines	Akyab	Do.
23	Rosemont	Jones	Do.	Do.
23	Penguin	Gaseler	Maulmain	Do.
23	Irene	Behrens	Rangoon, for Hmbrg	Do.
24	Constantine	Jorns	Rangoon	Do.
24	Bræmar	Griffiths	Akyab	Do.
24	Adelina	Caines	Bassein	Do.
24	Auriga	Ronaldson	Rangoon	Do.
24	Ole Moller	Fremming	Akyab	Do.
23	Aldebaran	Maack	Rangoon	Off do.
23	William	Johansen	Do., for Hamburg	Do.
24	Hermann	Schuldt	Do., for Bremen	Do.
	Vigilate	Witmore	Bassein	Do.
	Zorida	Larsen	Rangoon, for Copgn.	Do.
24	Christphr. Columbus.	Wesenberg	Akyab	Do.
24	Solid	Schmidt	Rangoon, for Bremen	Do.
22	Geo. Croshaw	—	Rangoon	Off the Lizard
23	Camperdown	Fearon	Do.	Liverpool
23	Lord Clyde	—	Do.	Do.
23	Rowena	—	Bassein	Do.
24	Jane Davie	—	Rangoon	Do.
24	Hypatia	—	Akyab	Do.
	Elizabeth Ostle	—	Do.	Queenstown
	Alpine	—	Rangoon	Off do.
	Pegasus	Powel	Akyab	Do.
	Tribune	Bruce	Do.	Do.
22	County of Argyle	Miller	Sourabaya	Brouwershaven
22	St. Jean Baptiste	Puchen	Akyab	Off Palais, B.I.
24	Franz Schubert	Schulken	Rangoon, for Bremen	Falmouth
24	Oden	Orlin	Do, for Copenhagn.	Do.
24	Peter Rickmers	Jaburg	Akyab	Do.
24	Lenore	Turnbull	Rangoon	Do.
24	Eastern Queen	Clarke	Do., for Rotterdam	Do
24	Jolly	Wilson	Akyab	Do.
24	J. P. Smith	Brennan	Rangoon, for Clyde	Queenstown
25	Alida	Berner	Colombo	Deal
25	Canning	Emmett	Do.	Do.
25	Mary E. Ray	Barker	Ceylon	Do.
25	Lizzie	—	Colombo	Off Prawle Point
25	Erling Skjalgsen	Scheie	Akyab	Falmouth
25	British Crown	M'Donald	Rangoon	Do.
25	St. Paul	Martin	Do.	Do.
25	Assens	Jepsen	Samarang	Do.
24	Gloria	Schmidt	Rangoon	Off do.
24	Prince Victor	—	Do.	Liverpool
24	Prince Leopold	—	Bassein	Do.
24	Amacree	—	Singapore	Do.
25	Coldstream	—	Do.	Do.
25	Henry Fernie	—	Rangoon	Do. [of Kinsale
	Cochin	Clarke	Java, for Bristol	Off the Old Head
23	Corn. Wernard Edud	Swart	Batavia	Brouwershaven
23	James Lister	Hunter	Rangoon	Do.
22	Malacca	Rivet	Saigon	Royan
25	Corea	—	Zebu & Pernambuco.	Liverpool
23	Nederland	v. Ingen	Batavia	Texel
	Pegasus	—	Japan, for Bordeaux	Pauillac
26	Parana (str.)	Wilkinson	Hong Kong, via S.C	London
26	Rapide	Donald	Colombo	Deal
26	Josephino	Stewart	Do.	Do.
26	Hilarion	Bennett	Ceylon	Do.
10	Satsuma	Kimmond	Shanghai	Montreal
24	Topgallant	—	Penang	Off Portland
26	Phaeton	Matthews	Akyab, for Antwerp	Falmouth
26	Bravo	Nielsen	Rangoon	Do.
26	Lochleven Castle	—	Akyab	Liverpool
23	Laura	Hom	Hong Kong	Hamburg
24	Linda	Hupfer	Rangoon	Cuxhaven
24	Maria Sarah	v. d. Eijk	Batavia	Brouwershaven
25	Courrier des Mers	Loumeau	Akyab	Belle Isle
20	Sa da Bandeira(corv.)	—	Macao	Lisbon
27	Rohilla	—	Bassein	Liverpool

DEPARTURES.

Date.	Ship.	Capta	For	From
July 20	Lady M'Donald	—	Guernsey, Mauritius, and Singapore	London
19	Mangalore	Thomas	Galle	Cardiff
17	Alaska	Humphrey	Do.	Shields
18	Mchnss. of Londndry.	Gould	Colombo	Glasgow
21	Ada	Jones	Yokohama	London
	Constantia	—	Batavia	Rotterdam
19	County of Ayr	Craig	Do.	Clyde
20	Amadine	Farrow	Singapore	Newcastle

DEPARTURES—*Continued.*

ate.	Ship.	Captain.	For.	From.
	Ringdove	Vellar	Do.	Shields
	Levant	—	Do.	Do.
	Radiant	Chace	Do.	Do.
	Cornelia	—	Batavia	Amsterdam
22	Lorne (str.)	—	Hg. Kg., &c., via S.C.	Liverpool
	Oceanus	—	Batavia	Rotterdam

(*See Commercial Postscript and Correspondents' Letters.*)

VESSEL PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
July 22	Ulysses	Hankow, &c.	London
,, 19	Cella	Singapore, China, &c.	Do.
,, 25	Lord of the Isles	Hankow, &c.	Do.

LOADING.

At London.—Steamers via Suez Canal.—For Singapore, Hong Kong, and Shanghai: Odessa, Glengyle. For Colombo, &c.: Corinna, Vixen, Akola.

Sailing Vessels.—For Hiogo and Nagasaki: Carnarvonshire. For Yokohama and Hiogo: Georgina. For Yokohama: Coulnakyle, John Nicholson. For Shanghai: Portland, James Shepherd, Laurel, Ethiopian, Michael Angelo. For Hong Kong: Bombay, Isles of the South. For Port Darwin and Batavia: Edinburgh (str.), Hibernia (str.). For Batavia and Sourabaya: Mary. For Singapore: Peterborough, Havelock. For Penang: Bristow. For Bangkok: Mary Evans. For Colombo: Rosy Morn, Ocean Beauty, W. E. Gladstone. For Colombo, &c.: Callisto.

At Liverpool.—For Yokohama and Hiogo: Nourmahal, Birmah. For Manila: Olaquivel. For Singapore, Hong Kong, and Shanghai (via S.C.): Commander (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Singapore: River Eden. For Galle: South America, Anna. For Colombo, &c. (via S.C.): Timsah (str.).

At Glasgow.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Batavia and Sourabaya: County of Stirling. For Colombo, &c. (via S.C.): Killarney (str.).

SPOKEN.

Louisa, Amsterdam to Batavia, June 5, 10 N., 30 W.
Utrecht, Rotterdam to Batavia, June 1, 10 N., 33 W.
A Dutch ship, showing private signal letter R H, Rotterdam to Batavia, June 1, 10 S., 33 W.
Pincher (?) (Dutch brq.), Batavia to Amsterdam, June 6, 9 S., 13 W.
Ocean Rover, London to Colombo, June 17, 8 N., 25 W.
Arkwright (ship), Colombo to London, 57 days out, June 13, 21 S., 4 W.
Talbot, Singapore to London, June 21, 5 S, 20 W.
Blenheim, Liverpool to Singapore, June 18, 19 S., 40 W.
Belle, Singapore to London, 54 days out, May 18, 29 S., 14 E.
Hosea (ship), for Galle, June 11, 3 N., 23 W.
Cutwater (Amer. ship), Cardiff to Singapore, June 13, 6 N., 24 W.
Star of the South, London to Singapore, June 6, 4 N., 24 W.
Min, London to Japan, June 11, 7 N., 24 W.
Tyburnia, Cardiff to Hong Kong, June 12, 8 N., 24 W.
Enterprise (Fr. bq.), Pellew Groups to Hg.Kg., May 24, 20 N., 120 E.
Pallas (N.G. bq.), from Hong Kong, bound S., May 23, 15 N., 11 E.
Nyassa (barq.), Liverpool to Singapore, July 20, 45 N., 11 W.
Teresa (Ital. barq.), Colombo to Hamburg, July 20, 40 N., 11 W.
Chanticleer (barq.), Cardiff to Hong Kong, May 17, 10 S., 29 W.
Eliza Graham, London to Shanghai, June 13, 7 N., 23 W.
Pauline Constance Elenore, Batva. to Amstdam., June 3, 13 S., 9 W.
Maasluis, Sunderland to Singapore, July 14, 49 N., 6 W
Jonge Jan, Rotterdam to Samarang, June 8, 19 S., 31 W.
Lord Raglan, Java to Rotterdam, June 19, 7 S., 18 W.
Brockham, London to Hong Kong, June 19, 2 N., 29 W.
Berhampore, Dundee to Galle, June 20, 9 N., 24 W.
Dublin Lass, London to Shanghai, June 18, 8 S., 26 W.
Borealis, London to Shanghai, June 23, 6 N., 23 W.
Trevanion, Colombo to London, July 5, 30 N., 36 W.
Pauline, Batavia to Amsterdam, July 6, 32 N., 35 W.
Clara Ann (bq.), Japan to Bordeaux, April 20, 32 S., 17 E.
Tyburnia (ship), Cardiff to Hong Kong, June 14, 7 N., 25 W.
Mountain Laurel (bq.), Cardiff to Singapore, June 16, 8 N., 25 W.
Pincher (?) (Dut. bq.), Batavia to Amsterdam, June 21, 11 N., 23 W.
Graafstroom, Bali to Rotterdam, May 28, 22 S., 4 E.
Jacoba and Christina, Sourabaya to Amsterdam, June 20, 8 N., 25 W.
Maria Diederika, Batavia to Rotterdam, May 30, 19 S., 1 W.
Deogaum (barq.), Liverpool to Japan, June 24, 5 N., 24 W.
George Peabody (Amer.), Java to New York, June 9, 18 S., 4 W.
Chorister (bq.), Ceylon to London, 11 days out, April 11, 8 S., 79 E.
Eliza (barq.), Batavia to Rotterdam, May 28, 23 S., 4 E.
West Ham, Batavia to Rotterdam, May 28, 23 S., 4 E.
Cincinati, Colombo to London, 33 days out, June 11, 3 N., 23 W.
Isurium (barq.), Cardiff to Ceylon, June 12, 6 N., 23 W.
Nehalenia (Dutch), Batavia to Amsterdam, June 26, 7 N., 25 W.
W. H. Harkess, Ceylon to London, June 4, 35 S., 19 E.
Staffa, Manila to London, June 12, 25 S., 8 E.
Menzies, Singapore to Queenstown, May 14, 25 S., 53 E.
Meinam (barq.), Bangkok to Marseilles, June 29, 36 N., 36 W.
Johannes (N. Germ. ship), Amsterdam to Java, June 21, 9 N., 28 W.
Ardgowan, Ceylon to London, May 30, 33 S., 14 E.
City of Cashmere, Colombo to London, June 4, 33 S., 15 E.
Patriarch, Batavia to Rotterdam, May 17, 28 S., 49 E.
St. Jan (Dutch), Padang to Rotterdam, June 24, 12 N., 31 W.
Lizzie Iredale (barq.), Liverpool to Japan, June 22, 12 N., 28 W.
Nyverheid, Batavia to Rotterdam, July 16, 42 N., 24 W.
Minerva, (Dut. barq.), Batavia to Amsterdam, May 27, 19 S., 1 E.
Electra, Java to Amsterdam, July 11, 37 N., 35 W.
G. C. Michiels, Batavia to Amsterdam, June 23, 5 S., 19 W.
Alcyone, (Dut. barq.), Java to Amsterdam, June 26, 7 N., 27 W.
Vrachzoeker, Rotterdam to Macassar, July 19, 48 N., 8 W.
Godefroy, Hamburg to Java, standing south, June 17.
Hindustan, Liverpool to Singapore, June 23, 10 N., 26 W.

Digitized by Google

FREIGHTS AND CHARTERS.

There is more activity in outward berth freights, both for sailing ships and steamers (via S.C.), but rates remain unaltered. Coal freights are without improvement.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai. 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Havre, dated July 25, state that the Guipuzcoano, Duteil, from Bordeaux to Saigon, put into Rio de Janeiro, June 29, with damage to spars.

The Diomed (str.), from Foochow, &c., to London, put into Aden July 20, to repair damage sustained by collision with the Peiho (French str.); no cargo damaged; injury to hull limited to six plates.

The Bellatrix, Haacke, from Java to Amsterdam, which arrived at St. Helena, June 29, reported having experienced a very heavy gale. June 16, 35 miles S.W. by W. of the Cape of Good Hope, when a sea struck the vessel, which carried away several stanchions and 40 feet of her port bulwarks.

The Louisa, of London, Lansdown, from Singapore to Boston, with a general cargo, which put into Port Elizabeth leaky, would have to discharge, having experienced very heavy weather off Plettenberg's Bay, June 6, during which she lost bulwarks, boats, sails, had her ports washed in, and was more or less strained. At one time she had six feet of water in her hold, but made no more water after it was pumped out.

The Natal (str.), which arrived at Algoa Bay, July 17, from Table Bay, towed in the Thomas Nickerson (N. G. three masted schnr.), Eberharst, from Cronstadt to Yokohama. with a general cargo, which vessel she had found anchored and abandoned in a very dangerous position, about seven miles to the eastward of Yzerwark Bay. A survey was held on her June 19, and it was found that several of her stanchions were broken, and that she was seriously injured; a portion of her cargo was also damaged.

MISCELLANEOUS.

Advices from Cape Town, dated 24th June, state that the condemned brig, Admiral Gourbeyre, from Saigon, had been sold at auction for about £1,200; she had since been repaired and resold for £1,650; she is now named the H. I. Stanes.

At ST. HELENA.—June 15, Noord Brabant, Rovers, from Banjoewangie, and sailed 16 for Nieuwe Diep; Neptunus, Hessels, from Batavia, and sailed 16 for Rotterdam; 16, Osaka, Leslie, from Hong Kong, and sailed for New York; 19, Europa, Reiniersen, from Batavia, and sailed 20 for Flushing; Samhiri, Lion, from Batavia, and sailed 20 for Rotterdam; 22, Corra Linn, Chaut, from Manila, and sailed 23 for Boston; 25. Triton, Oostrum, from Batavia, and sailed 26 for Rotterdam; 27, Willemina and Clara, v. Herwerden, from Batavia, and sailed 28 for Amsterdam; 29, Bellatrix, Haacke, from Java.

At ALGOA BAY.—June 14, Peri, Irving, sailed for Galle.

NOTICE TO MARINERS.

The following notification has been issued from the Hydrographic Office of the Admiralty.

China Sea. Banks in Carimata Strait.—The Netherlands Government has given notice of the following recently discovered banks in Carimata strait:—Willem Bank, discovered by H.N.M.S. Willem at the southern entrance of the strait. It is about half a mile in extent north and south, and about a cable broad, and has 3 fathoms water on it with 6 to 8 fathoms close-to. Position, lat. 3 deg. 52 min. 40 sec. S., long. 109 deg. 42 min. 40 sec. E. Condor Bank.—The ship Condor struck on this shoal, but did stop to examine it; the ship, however, made water immediately after she struck. It lies N. by E. ½ E. 8½ miles from Nangka island. Position, lat. 2 deg. 22 min. 20 sec. S., long. 108 deg. 37 min. 15 sec. E.

Bengal Bay—Aracan.—Alteration in Savage Island Light.—The India Office has given notice that the following alteration has been made in the light on Savage island, entrance to Akyab harbour, Aracan. The fixed white light is changed to a fixed and flashing white light, showing a flash every minute; it selevation is 95 feet above the level of the sea. The illuminating apparatus is now dioptric or by lenses, of the third order.

A NEW steamer, named the Viceroy, was launched from the yard of Messrs. R. and H. Green. of Blackwall, last week. She has been specially built for the East India trade, *via* the Suez Canal, and her length between perpendiculars is 320 feet; breadth extreme, 37 feet 6 inches; depth of hold, 28 feet; and burthen, 2,225 tons. Her register, deducting engine space, is 1,851 tons. She is fitted with high and low compound engines, by Messrs. Ravenhill, Hodgson, and Co., of 240 nominal horse power, working up to 1,200 indicated. She is classed 100 A in Lloyd's register.

MESSRS. CAIRD and Co., of Greenock, have launched a screw steamship of 3,700 tons and 600-horse power for the Peninsular and Oriental Steam Navigation Company, intended for the Southampton and East Indian mail service. She is named the *Pekin*, and is the third steamer of similar size built this year for the same company by Messrs. Caird.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

T. W. JACKSON,

COMMISSION AGENT.

SAN FRANCISCO.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.

Manila, Feb. 15, 1871.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces, &c.

HOLLOWAY'S PILLS

GOOD SPIRITS.—Every one has frequently experienced sudden personal changes from gaiety to gloom. The weather often receives the blame when a faulty digestion is alone the cause of the depression. Holloway's Pills can be honestly recommended for regulating a disordered stomech and improving digestion. They entirely remove the sense of fullness and oppression after eating. They clear the furred tongue, and act as a wholesome stimulant to the liver, and as a gentle aperient to the bowels. They healthfully rouse both body and mind. Holloway's Pills are the best-known antidotes for want of appetite, nausea, flatulency, heartburn, languor, depression, and that apathy so characteristic of chronic derangement of the digestion.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagrams
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, (Over the JERUSALEM.)

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE and HONG KONG having been successfully laid, IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to HONG KONG £7 0 0

" " SHANGHAI 8 5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, June 8, 1871.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfille this expectation. 'Art' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'Art' are Messrs. Blanchard Jerrold, Charles Burton, J. Cordy Jeaffreson, G. W. Reid, Hyde Clarke, George Augustus Sala, W. R. Ralston, John Forbes Robertson, Henry Blackburn, G. W. Yapp, John Piggot, Jun., E. Ollier, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
Manufactory and Show Rooms.—Broad-street, Birmingham.
Established 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS,
AMSTERDAM.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Aug. 5, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Aug. 5, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	from	England.
Japan	in 38	"	"
China	in 44	"	"
New Zealand	in 42	"	"
Australia	in 47	"	"

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9 July 23 Aug. 6 Aug. 20 September 3 Sept. 17	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
July 9 August 6 September 17	For	Pondicherry, Madras, Calcutta.

July 9, and every fourth Sunday rom that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA, JAPAN, AND BOMBAY.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Yokohama ...	Coulnakyle .	A1 13 yr.	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr	SWID	With des.
Shanghai ...	Michl Angelo	A1 16 yr.	SWID	With des.
Hong Kong..	Caroline Coventry ...	A1 13 yr.	SWID	With des.
Bombay.....	Erl King ...	AB	SWID	Aug. 25

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D.	With des.
Shanghai ...	Ethiopian ...	A1	E.I.D.	With des.
Hong Kong	Isles of the South	A1 18 yr.	E.I.D.	With des.
Yokohama...	John Nicholson	A1 14 yr.	E.I.D.	With des.
Yokohama...	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Singapore, Hg. Kg., Shanghi, Tientsin, & Japan .	Entrprise	100 A1	1521	E.I.D.	Aug. 12
China Prts & Japan .	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Aug. 5

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

MESSAGERIES MARITIMES de FRANCE.—STEAM from LONDON to ADEN, MAURITIUS, GALLE, SINGAPORE, SAIGON, BATAVIA, HONG KONG, SHANGHAI, YOKOHAMA, NAGASAKI, and HIOGO (via Suez Canal). See advertisements of the MESSAGERIES Co.'s STEAM SERVICE, leaving London on the 5th August, offering unusual advantages to merchants and passengers for all the above ports.

For general information and passage, apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, 123, Fenchurch-street; and for freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 109, Leadenhall-street, London.

Guaranteed first ship.

FOR COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid Regular Trader MACEDON, A 1, 13 years; 496 tons register; J. SUMMERFIELD, Commander, West India Docks. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C., or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, *and by Imperial Decree of 30th July* 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at above Offices on MONDAY, the 15th May.

By order of the Directors,

P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

STEAM FROM LONDON to GALLE, SINGAPORE, HONG KONG, SHANGHAI, TIENTSIN, CHEFOO, JAVA, and JAPAN.—The celebrated Clyde-built clipper steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-horse power nominal, 1,350 h.p. effective, now on her way from Hankow to London, with the first teas of the present season; will be despatched about the 12th of August, her positive date being shortly named and rigidly adhered to. This beautiful vessel has unequalled accommodation for a number of first and second-class passengers, being provided with bath rooms, piano, punkas, icehouse, &c., and every comfort that can be desired. Will carry a surgeon and stewardess. She will call at Galle to land passengers only, and reserves liberty to tranship her cargo for Tientsin, Chefoo, Java, and Japan.

For Freight or Passage apply to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, and 109, Leadenhall-street, London, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Hiogo and Nagasaki Pen., Sing. Hg.Kg.,& Shanghai	Carnarvonshire ...	A1 14 yr.		E.I.D.	Aug. 5
	Canton.....	—	1215	SWID	Wth des.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR HIOGO and NAGASAKI, the favourite and well-known clipper CARNARVONSHIRE, A1 14 years; 338 tons register; JOHN DAVIES, Commander. Loading in the East India Docks.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

LIVERPOOL to JAPAN, YOKOHAMA, and HIOGO. Has nearly the whole of her cargo engaged, and will be despatched not later than Aug. 10. Loading east side Princes' Dock. The magnificent Clyde-built iron clipper ship BIRMAH, Capt. R. PEARSE; 797 tons register; classed AAI at Lloyd's, and for 20 years in the Underwriters' Registry. Sails remarkably fast; and as a conveyance for fine goods cannot be surpassed.

For Freight, &c., apply to E. C. FRIEND and Co., 2, Tower Chambers, Old Church Yard, Liverpool.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Bat., Sour.,& Samarang	Rance	3-3rds L. 11 9 yr	Prnce's	Wth des.

From LONDON.

Yoko.&Higo	Georgina...	A1 13 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Glengyle, s.s. ..	1,670	Thos. Skinner & Co.	Aug. 5
Odessa, s.s.	820	Alfred Laming & Co.	Aug. 6
Sree Singapura, A1 15 years	585	R. Tidman & Co. ...	Aug. 8
Havelock, A1 13 yrs.	454	Wright, Bros., & Co.	Aug. 12
Peterborough, A1 13 years	560	Mills and Milne.....	Aug. 10
LIVERPOOL.			
River Eden	508	P. Cotesworth & Co.	
GLASGOW.			
Albay, s.s.	609	J. & R. Young & Co.	Aug. 10
Wemyss Castle, A1 14 years	699	Thos. Skinner & Co.	

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

Steam via the Suez Canal. To sail on the 18th August

For YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered Screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; Victoria (London) Docks.

For Freight, apply to the Owner, DONALD R. Mc GREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Steam via the Suez Canal. To sail on August 25.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, calling at Foochow, the splendid full-powered screw steamer, LORD OF THE ISLES, 100 A1, 1,846 tons register; 240 horse-power, nominal; RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the well-known clipper ship, NORTHFLEET, A1, 14 years, 876 tons register; THOMAS OATES, Commander; London Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. JOHN PATTON, jun., and Co., 22, Leadenhall-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam from London, via Suez Canal.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offers (taking goods at through rates for Java and Japan at shippers' risk), last shipping day 5th August, 1871, unless previously full, the magnificent new Clyde-built screw steamship GLENGYLE, 100 A1, 1,670 tons register, 900-horse power effective, G. S. MACBAIN, Commander; now loading in the South West India Docks. This high-classed and full-powered steamer is confidently recommended to intending shippers and passengers, and the bulk of her cargo being engaged will be despatched positively to date. The state rooms are elegantly fitted, and replete with every comfort.

For Freight or Passage apply to THOS. SKINNER an Co., 5, East India Avenue, London, E.C.

To be followed by the s.s. Glendarroch.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under;—

Name.	Tonnage.	To sail.
**Virago.....	1,800	Aug. 4
**Xantho	1,800	Aug. 25
**Rollo	1,437	To follow
**Yorkshire.....	2,273	To follow
**Red Gauntlet.....	1,450	To follow
**Hindoo	1,800	To follow
**Urbino.....	1,800	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York, Manchester; or, 109, Leadenhall-street, E.C.

STEAM from LONDON to CHINA and JAPAN, via Suez Canal.—RED CROSS LINE of STEAM PACKETS.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan at through rates, the favourite, fast, new screw steamer ODESSA. 820 tons register, 600-horse power, WM. BURKITT, Commander (well known in the China trade), classed A1 18 years in Liverpool Lloyd's, will be despatched punctually on the 10th August, unless previously full. This splendid steamer has made three voyages out and home to Calcutta, via Suez, and has deservedly earned a splendid reputation for quick passages and good deliveries, and is confidently recommended to shippers. Now rapidly loading in the Victoria Docks

For Freight or Passage apply to Messrs. C. N. NORWOOD and Co. Hull, or to the agents, ALFRED LAMING and Co., 8. Leadenhall-street, London, and 110, King-street, Manchester.

Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE. A 1 14 years; 534 tons register; PETER JONES, Commander; South India Docks.—This fine, high-lassed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, August 1, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 414.] LONDON, WEDNESDAY, AUG. 9, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN— Yokohama	April 21	June 7	June 23*
Yedo			
Osaka and Hiogo	„ 21	„ 14	„ 17*
Hakodadi			
Nagasaki	„ 21	„ 6	„ 15*
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	„ 21	„ 9	„ 9
Kiu-kiang	—	—	„ 12
Chin-kiang			
Shanghai	„ 21	„ 5	„ 17
Ningpo			
Foochow	„ 21	„ 4	„ 17
Formosa			
Amoy	—	—	„ 18
Swatow			
Hong Kong	May 12	„ 22	„ 23
Canton			
Macao			
PHILIPPINES— Manila	April 21	„ 4	„ 15
COCHIN-CHINA— Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 24
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	May 19	June 22	July 1
Penang			
CEYLON—Galle	June 16	July 9	„ 12
Colombo	„ 16	„ 10	„ 10

* Via San Francisco, received Aug. 7.

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi this orning, three days late. The advices per Pacific mail steamer, *via* San Francisco were delivered on the 7th inst. The next inward mail (French), with dates Shanghai June 24, Hong Kong June 30, Singapore July 8, is due on the 14th inst., *via* Marseilles.

The laying of the Great Northern Telegraph Cable between Shanghai and Nagasaki was successfully completed on the 4th inst.

List of Passengers.

PASSENGERS INWARD.

By last (French) mail to Marseilles, per Messageries Maritimes steamer *Donnai*—From Yokohama: M. Clips, Les sœurs Sardin and Brumeau (religieuses). From Shanghai: Messrs Borel, Leroy, Mdme. Clement and two children From Hong Kong: Messrs. Peyre, Lecointre, Robineau, Jacobsen, Mathieu, Tercy, Jacques, Mortelsen. From Saigon: Messrs. Bayen, Govers, Giraur, Mequet. From Batavia: Messrs. Van Ruyven, Van Bunge, Feldmann, Haem, Von Cromenthal, Van Hassett. From Singapore: Messrs. Jasper, Mirandole, Bosmans, Ricur, Zimmermann, Baudry, Sobral, Fernandez, Santa-Maria, Barogan, Ramos, Mr. and Mrs. Dorrepaal.

By this mail to Brindisi, per P. and O. steamer *Bangalore*, arrived Aug. 5.—From Shanghai: Mr. Bourchadt. From Hong Kong: Captain Sim. From Galle: Mr. Sharpe, Mr. Buchanan, Mr. Penny.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Aug. 14.—From Yokohama: Mr. Lear, Mr. Searle. From Shanghai: Mr. and Mrs. Kelly, and one second-class passenger. From Hong Kong: Assistant Surgeon McCarthy, Mr. G. Bennett, Mr. W. Prideaux, and two second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Aug. 5.—To Yokohama: Mr. Larkin, Mr. Fry. To Shanghai: Mr. and Mrs. McKenzie, Mr. R. Anderson. o Hong Kong: Mr. Hardie. To Singapore: Mr. P. Gowan. To Ceylon: Mr. S. G. D. Skrine, D.I. of Hospital Guy, M.D., Staff Assistant Surgeon C. B. Jennings, Mr. A. Murray.

Per P. and O. steamer *Pera*, from Brindisi, Aug. 15.—To Hong Kong: Mr. and Mrs. J. Fairbairne. To Singapore: Mr. H. Bulwer. To Ceylon: Mr. Hy. Irving.

Per P. and O. steamer *Candia*, from Southampton, Aug. 19.—To Singapore: Mr. R. A. Ferguson, Mrs. Wells and child, Miss Wells.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 29.—To Hong Kong: Mr. and Mrs. R. W. Little. To Singapore: Mr. L. R. Glass.

Per French mail steamer *Mei-Kong*, from Marseilles Aug. 6.—To Singapore: Mr T. H. Nelson, Mr. Hy. Ern. Wilton.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

We have advices from this port *via* San Francisco to the 23rd June, ten days later than those of the present P. and O. mail. The outward mail of April 21 was received on the 7th June.

The following items are from the *Japan Herald*:—

Yedo is crowded with troops, and her merchants delighted with their unaccustomed trade in consequence. It is stated that overtures have been made to Stotsbashi, the late Tycoon, to resume the reins of temporal government, although deposed from his former seat because of the admission of foreigners. Stotsbashi (who appears of a *dilettante* turn, and may possibly prove to be the Horace Walpole of Japan) declines the invitation, preferring poetical lotus-eating to the worry of eternally adjusting balances of power amongst minor princes, of being ridden roughshod by foreign diplomacy, and looked on as a traitor by his countrymen for such submission, unavoidable as it is.

Another foreigner (Mr. H. King) has been severely wounded at a Ne-e-gata by a two-sworded Japanese, who entered his room, and inflicted seven sword wounds upon him. Private animosity is believed to have actuated the deed.

A census has been published of the population, which shows that on February 1 the entire population was 34,785,321, of which the males exceeded the females in number by 388,079. The literary and military number 1,872,959; the farmers and shopkeepers, &c., 31,954,821; the Buddhist priesthood 244,869; the Sintoo priests 163,140, and 6,711 nuns. The total revenue is about £61,118,038, the Government share being about £17,275,000.

The United States Minister has presented his credentials as Envoy Extraordinary to the Mikado at Yedo.

It is asserted that the Government has just received intelligence of the death of Satsuma's uncle, Shimadzu Saburo, who has died at Kagosima. He was a foe to foreigners; arrangements had been made for him to occupy a high Government position. He it was, it will be remembered, who gave the order some years ago to cut down Mr. Richardson on the Tokaido.

It is believed that the murderer of Mr. Hoey, killed in his house in Yokohama in January, 1870, has been discovered. He lies in prison awaiting trial.

The following is from the *Japan Weekly Mail*:—

We are enabled to state on excellent authority that the silk crop this year gives admirable promise, and that so much more attention is being paid to the reeling that the objections lately made to the silk will disappear, at least to a very considerable extent. Regulations have been made in the interior that if the skeins are found to be cased with inferior silk, the native buyer can return his purchases to the seller, and that the latter shall return all money paid on account of them. Two experts have been appointed in each district to exercise a general superintendence over the reelers. Each reeler has been ordered to affix his name to every hank he produces.

A meeting of the members of the Race Club has been held, Mr. Robertson in the chair. The accounts having been read, it appeared that there remained in hand over $1,700, of which some

Digitized by Google

$400 had been paid by one of the Japanese Ministers. It will be remembered that he had offered to fill up the dip, but finding that it would cost $5,000 he proposed to compromise the matter by payment of $1,000. Of this sum $400 has been received, and forms part of the $1,700 above mentioned. After some conversation, it was decided to continue the steeplechases.

In H.B.M.'s Provincial Court, Kanagawa, the case of "Rickerby v. the Proprietors of the *Japan Mail* was heard on the 15th June. This case originated in a petition filed by Mr. Talbot as agent for Mr. Rickerby to restrain Mr. Howell, one of the proprietors of the *Japan Mail*, from parting with, or transferring any part of, or interest in, the *Japan Mail*, the said Mr. Rickerby having a certain interest in the paper. Mr. Hill, for the defendant, contended that no such agreement existed as the one which was alleged to give Mr. Rickerby a first lien on the property. His Lordship held that as one party said there was a document in existence and the other said there was not, therefore the plaintiff must prove his document. There was sufficient in the petition and the affidavit to prevent the dismissal of the petition, but the demurrer would be dismissed. On the question of costs his Lordship decided that they should be costs in the cause.

FROM A CORRESPONDENT.)

YOKOHAMA, June 23.

The chief event here since the departure of the French mail on the 6th inst. has been the sudden disappearance of Mr. O. Seyd, of the German firm of Ernest Seyd and Co., who absconded by that steamer, and an investigation proves that he owes Japanese about $63,000. Report says he took nearly that sum with him, but it is known that he had a demand bill on the Hong Kong and Shanghai Bank, at Hong Kong, for $22,000. A telegram was sent two or three days after by steamer to Shanghai, intended to ensure his being arrested on his arrival at Hong Kong, but I do not think it could reach in time.* He sold large quantities of goods "to arrive"—which do not appear to exist at all—taking bargain money. He also bought and shipped silk, to be paid for next day by a cheque for $28,000, which was of course dishonoured—body of cheque filled up for twenty-eight hundred, and figures $28,000. He is also said to have shown a telegram from home that 50,000 pieces shirtings had been bought, and were ready for shipment early; the inference is that somebody on your side knows something of the fraud. The assets are about $100,000, liabilities $170,000 or thereabouts. He has lived a very fast life, and entertained Japanese sumptuously, whilst he must have been swindling them. No books were kept—not even a cash book. Mr. Ohl is appointed liquidator, and the estate has been placed in bankruptcy. It is feared that the culprit may escape to Macao or Manila. Of course the affair has greatly checked Japanese confidence in foreigners.

There has been a great uproar about that "white elephant," the church organ; on its arrival it is found as much too large for the church as it is for the pockets of the congregation, and after much squabbling has to be placed at the end of the church where the entrance now is. To this the minister demurs, but the trustees obtained a vote of confidence at a public meeting and they are doing right to put it there. The thing will be an incubus for a long time in many ways; it is not yet paid for, having cost three times what we could afford and what was at first intended.

On the 19th inst. news reached us from Ne-e-gata that a Mr. E. King, an Irishman, and said to be related to an Irish peer, had been cut down and seriously wounded. There is no doctor there, and he may not survive. I hear that he was very harsh with Japanese, and it may be there was some provocation on his part.

The Pacific Mail Steam Company are doing a big business here—the *America* goes full of cargo and passengers, having shut out a large quantity of both, and it is said that the company will despatch two steamers in July. If the Pacific Railroad Company will afford facilities nearly all the tea from Shanghai and Japan will go that way before long, and then we must have semi-monthly mails.

Politically there is nothing new. Satsuma is at Yedo, and manages things his own way—which way, I fancy, is all for the good of the people and foreigners—so well-informed men think—but Japanese politics are difficult to understand.

HIOGO AND OSAKA.

Dates extend to June 17; the Pacific Mail from New York, April 21, arrived out on the 28th May, and the P. and O. mail of the 21st April on the 14th June. Telegrams from London had been received to June 2.

The news from these places is devoid of interest or importance.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, June 15.

Since my last, on the 25th ult., *via* Brindisi, the following mails have been received here:—April 7 on the 29th ult., fifty-two days; the one of April 14 on the 4th inst., fifty-one days; and that of April 21 by the M.M. steamer *Phase* from Hong Kong direct on the 6th inst., forty-six days.

The following movements of the vessels of war have taken place during the interval:—H.B.M. steamers *Ringdove* and *Salamis* both arrived from Shanghai on the 6th and 8th inst. respectively. Russian corvettes *Almaz* on the 10th inst. from San Francisco, and the *Haydamaak* on the 11th inst. The *Tordenskjold* (Danish) left for Hiogo on the 27th ult., and the French iron-clad *Alma* and gunboat *Amotha Piquet* also left the same day for Shanghai, the *Juno*, H.B.M. transport, left for Yokohama on the 13th, and this afternoon H.B.M ships *Ocean*, *Adventure*, and *Salamis* left for Chefoo, followed by the two Russian corvettes *Almaz* and *Haydamaak*, whose destination I have not yet heard. From the hurried way in which the two latter got up steam it is thought that it was not unlikely that they would give a look in to see how matters were progressing in the Korea. The only vessel remaining in port is H.B.M. gunboat *Ringdove*, which when relieved by the *Ork*, which is now daily expected, will proceed to Chefoo.

A Chinaman has rented the tea-firing premises formerly belonging to the estate of Glover and Co., and intends preparing tea for the English market for some of the large native teamen at this port, who, it is said, will not sell on this market, but will ship it to London, through some European firms at Shanghai. The competition is too small to do any permament injury to firms here, and I do not think that the Chinese can do firing cheaper than foreigners. The new business the natives are going into is likely to do more good to foreigners than to themselves, as it may cause them to fire considerable quantities up country, and bring it down in a fit state for immediate shipment similar to the Chinese. It is thought that the anxiety shown last year, both by Europeans and Chinese who visited this port, for the sole purpose of buying tea, for which they paid very high rates indeed, has led the natives to imagine that they can do very much better by shipping to London, notwithstanding the extreme prices they obtained here. I think that the Japanese by shipping will get more extended ideas of commerce, although it may be dearly paid for, and that after a shipment or two they will learn that falls in value occur, a thing which they either would not or did not understand. Only small parcels of tea supposed to be musters have as yet reached this place.

Two unfortunate accidents have occurred here, both of which have proved fatal. The first on the 3rd instant, when a midshipman of the *Ocean* knocked down and injured a native, who has since died from concussion of the brain. Compensation of $450 has been given to the friends of the deceased man. The other case is the drowning, on the night of the 5th instant, of a corporal of marines belonging to the *Adventure*, who, it is supposed, owing to the darkness of the night, must have walked over the Sagarimatz custom-house jetty, which at the time the accident took place was without either rail or wall. As no marks of violence could be traced, this was the only conclusion the jurors could come to to account for the man's death, as he bore a very good character. H.B.M. Consul has had the jetty railed in to prevent a repetition on future occasions.

The demolition of buildings in order to clear lots, with a view to throwing them up, still continues, I am sorry to say; two of the rear lots, Nos. 13 and 22, are undergoing this process at the present time.

It is said that the workmen in the Takasima mines are now close upon a new ten-feet seam of coals. Some of the old one-story godowns from Lot 13 have been purchased, I hear, in order to convert them into coal sheds, in anticipation of more extended supplies being raised.

The *Albyns Isle* sailed for London on the 6th instant.

Exchange on London, 4s. 5½d. (nominal); Nebus, 398 to 400.

* We learn that Mr. Seyd was arrested at Singapore on board the homeward bound French mail steamer.

CHINA.

SHANGHAI.

Dates from this port extend to the 17th June; the outward mail of the 21st April arrived on June 5.

The following items are from the *North China Herald*:—

We have received a Customs Return showing the trade of Shanghai during the first quarter of 1871. The import of Grey Shirtings was double that in the corresponding quarter of 1870, but still less by 480,000 pieces than in 1868:—

1868.	1869.	1870.	1871.
1,248,418	2,072,868	816,765	1,590,264

The import of T-Cloths was about half that in the corresponding quarters of the two previous years:—

1868.	1869.	1870.	1871.
297,340	981,296	879,608	459,145

The import of English and Dutch drills was also about one-half that of the previous year, that of Americans exactly equal. Jeans, figure for 12,790 pieces, against 109,000; Chintzes 24,000, against 159,000. The import of Camlets and Lastings was only one-half, and that of Long Ells only a fourth of that in 1870; Lustres figure for 31,000, against 89,000 pieces; Spanish Stripes 5,800, against 23,800. Of Iron less than half, and of Lead not a quarter of the quantity was taken as in the previous year; of Tin not a tenth. The import of Coals was 10,000 tons more, of Opium 1,200 chests more, of Sugar about the same. One-half more Shirtings and double the quantity of T-Cloths were sent into the interior under transit pass.

Digitized by Google

It is noteable that the import of raw Cotton into Hankow continued on the same enormous scale as during the preceding quarter; 184,000 piculs were imported, against 21,000 in 1870; yet the Commissioner says only 30,000 piculs remained in stock on March 23, all the rest having gone into the interior.

The *News Letter* says that, "in anticipation of the early ratification of a treaty with China, now in course of negotiation, the Japanese have made arrangements for a Consulate at Shanghai. C. Shinagawa, Esq., has hired a house in Hongkew for the Japanese Consulate.

A letter has been drawn up for submission to the Foreign Consuls, respecting the last weakness discovered in the interpretation of the Land Regulations. Rule IX., speaking of the Ratepayers' Meetings, says, "it shall be competent to such meeting, duly assembled, or a majority thereof, including proxies for absent owners of land, to impose and levy rates." At the meetings which have taken place since the new regulations came in force, proxies for any ratepayer absent from the meeting have been allowed. The present letter argues that this was not the intention of the clause, and we think the signitaries are clearly right. Only absent owners of land—landowners that is who are absent from Shanghai, and therefore unable to attend the meeting—are entitled to be represented by attornies. Ratepayers or land owners who are in Shanghai can go to the meeting themselves. The indiscriminate acceptance of the proxy system tends to throw all power into the hands of a few, who may collect proxies with a special object.

We have been favoured by the manager of the Great Northern Telegraph Company with a copy of the tables drawn up by M. Viguier for transmitting Chinese despatches by telegraph. The Chinese style of writing cannot be transmitted by the ordinary telegraph apparatus, but to give the Chinese an opportunity of sending messages, M. Viguier proposed a system so as to transmit their messages without translating them into any European language. Of the 44,000 characters composing the Chinese alphabet, only 7,000 are of more common use, and by them every Chinese will be able to express himself quite intelligibly. As every Chinaman knows, at first sight, to which radical a character is to be referred, the 7,000 characters are in the system arranged in columns under their respective radicals, and every character is besides furnished with a number from 0001 to 7,000. By using the book which the Company has got printed for that purpose a Chinese is now able in a very short time to find the characters he wants to be transmitted, and to write down the corresponding numbers; and by use of certain signs, separating the address, the contents of the message, the signature, &c., from each other, his message is now able to be transmitted as well as any other one. The receiving station is furnished with a board containing 7,000 stamps numerated from 0001 to 7,000, and with the corresponding Chinese characters engraved on the other end. When now a Chinese message has been sent through the line the types bearing the numbers transmitted are taken out, the character printed down in a square ruled form, and the message is then ready.

The Chehsien has issued a proclamation ordering the registry of native banks. The foreign Consuls have refused to post it in the settlement. It simply means squeezing.

A meeting of shareholders in the Hongque Wharf Company was held on the 5th June, when the deed of settlement for the company was agreed to.

The steamer *Nanzing*, in passing Shaweishan, noticed the signal "Disease and Death" flying on the island. Immediately on learning the report, the Chief Coast Lights Engineer, accompanied by Dr. Barton, started for the spot in the *Kwashing*. They report that the workmen employed in building the lighthouse had poisoned themselves with shell-fish which they gathered round the island. Two had died, and several others were ill.

An important despatch has reached us by the mail from England, from M. Jules Favre to Chung How. Chung How desires to see M. Thiers, to present his letters of credence. The French Minister replied—not until your Emperor consents to see the representative of France. In the meantime we hear M. Flury, an Under Secretary in the Foreign Department, has been appointed, in accordance with the despatch, to conduct negotiations with the Chinese Envoy.

From Nanking we have at last reliable news regarding Chen-kwo-Jui. He was seized and bound by a mandarin named Li-chan-sou while a guest under the latter's roof, but was rescued by his followers, who sacked Li's house and carried off his wives. The cause of the quarrel was a demand by Li for the return of some money he had entrusted to Chen when they were both rebels, but which Chen was disinclined to repay. A violent altercation ensued, in the course of which Chen made reflections on Li's moral antecedents, which so exasperated him that he ordered his guards to seize him. They did so, but Chen was rescued by his followers. Whether higher influence instigated the quarrel, and the design has been frustrated by Chen's escape, remains to be seen. Both mandarins are now at Nanking, complaining against each other. Tseng-kwo-Fan is reported to have recommended that both be degraded.

The French iron-clad corvette *Alma* left Chefoo for Taku on June 12, with the French Admiral and Count de Rochechouart on board. The Admiral and the Charge d'Affaires will proceed to Peking. The French corvette *Cosmao* arrived at Chefoo on the 11th, from Japan.

A Tientsin correspondent of the *News-Letter* writes:—In port we have one French gunboat, the *Couleuvre*, one British gunboat, the *Leven*, and one Russian gunboat, the *Gornostay*. A Chinese gunboat arrived here two days back, having on board Ying-Kwei, the Governor-General of the provinces of Fuh-kien and Chekiang. His brother, Ying-poo, a Keang-soo Taoutai, arrived here about the same hour in another Chinese gunboat from Shanghai. The former official is on his way to Peking to have audiences of the Emperor. The latter stays here to arrange the Japanese treaty.

The Prussian corvette *Hertha* left on the 10th June, having on board M. Annecke, who goes to replace M. von Rehfues at Peking, during the absence of the latter on leave. He is succeeded by Mr. Wentzel as North German Consul at Shanghai. The *Hertha*, we believe, will pass the summer at Chefoo.

The *Courier* says:—At Hankow there was the greatest excitement as to which of the tea steamers should get away first, and bets were freely made, the favourite being the *Erl King*, which was understood as likely to be ready by nine or ten P.M. As it turned out, however, the *Craigforth* got first under way at one A.M. on Saturday, the 3rd June. As she ran past the Bund she was vociferously cheered by the residents, and when she passed the *Erl King* at her moorings there was a brilliant display of rockets and blue lights. And so the *Craigforth* got the start of the grand ocean race for 1871. At two P.M. she reached Kiukiang, where she remained, completing her cargo.

HONG KONG.

The advices from this port extend to the 23rd June; the French mail of May 12 arrived out June 22.

The following items are from the *China Mail*:—

The order prohibiting the shipment of coolies from Shanghai, which followed upon the *Dolores Ugarte* tragedy, we are given to understand, was withdrawn in consequence of the mischief apprehended from a popular outbreak. The business of the dealers in this detestable traffic being by that order at a stroke suppressed, and their livelihood lost to them, led them, so we hear, to demand some $30,000 to 40,000 from the Governor of the Holy City, as compensation for the injury inflicted on them, and to threaten him, in the event of its non-payment, with active resistance. Finding himself without the ability, and, we would trust, equally without the inclination, to comply with the demand, and acting under the best legal advice at his command, he concluded that it would be injudicrous to attempt to enforce so strong and important an edict—one suppressing the principal business, almost the entire business of the colony—until he should have received the instructions of his Government.

The Pokfolum Reservoir is possibly the most gigantic single piece of work which has been performed in this colony, and as it has now been completed, one or two words may not be unacceptable to those who have enjoyed the honour and privilege of "paying the piper" for the past few years. It was a curious circumstance, we may remark in passing, that the drought should have so thoroughly dried the reservoir and tried the patience of ratepayers just as the last finishing touches were being given to the great basin. But the work was dried into proper consistency and the residents attained their English growl at one and the same time, because of the somewhat trying, and at one time serious absence of rain. It has been said, however, that "it never rains but it pours;" and certainly this remark may be said to apply fairly to Hong Kong. The rain, when it did come, poured for some considerable time, and the result was that the huge basin of the water-works was flooded by the mountain streams.

The following account, duly certified, of the amount of bank notes in circulation in Hong Kong, during the month ending 31st May, 1871, is published for general information:—

Banks.	Average amount.	Specie in reserve.
Oriental Corporation...	$390,000	$130,000
Chartered Mercantile of India, London, and China	326,625	150,000
Chartered of India, Australia, and China ...	180,050	100,000
Hong Kong and Shanghai	1,334,470	600,000
Total	$2,231,145	$980,000

We suppose that this diocese must bid a long farewell to its Bishop. A Yokohama paper mentions the fact of his arrival there from Shanghai, that he preached two sermons, and on the 22nd May took his departure from Europe *via* San Francisco and New York. Dr. Alford has been a great traveller since his appointment to the Bishopric of Hong Kong. On his first return home he went through India; on his second he goes through America. Some irreverent individual may be tempted to ask what is the moral, social, theological or ecclesiastical value of a Bishop to Hong Kong.

We understand that the ordinance to amend an ordinance for the Remission of Penalties, laid before the Legislative Council on the 5th inst., is to be withdrawn before the second reading, and the action by Kwok Asing against the Attorney-General, for certain penalties under the Habeas Corpus Act, is to be allowed to take its course and come to trial on its merits. That being so we can say nothing about the case itself in any way; but we may express our opinion that the ordinance has been wisely withdrawn, for it would not have been allowed to pass unnoticed, and that,

Digitized by Google

possibly, its framers and supporters would have found themselves in deeper waters and warmer than they tumbled into over certain *ex officio* informations not so very long ago.

The following are from the *Daily Press*:—

It is reported that the prospectus will shortly be issued in Hong Kong of a wharf and godown company. The demand for such accommodation has greatly increased in consequence of the opening of the Suez Canal, and there is probably room for a business of the kind, if properly conducted, to prove a paying concern.

Telegraphic communication between Hong Kong and Shanghai was suspended on the day of the departure of last mail from Hong Kong, owing to a break in the cable, which it turned out had been completely cut, about twenty miles from Hong Kong. The damage was repaired on the 19th, and the wire was open to the public again on the 20th. The company experienced considerable difficulty in effecting the repairs, being disappointed in being able to engage the services of one of the telegraph ships in port, and being afterwards detained by adverse weather. They are, however, completing arrangements by which they will be in future fully provided with reserve vessels for such purposes. It is under contemplation to lay branch lines to Foochow and Chefoo.

The meeting of the Legislative Council, which was to have taken place on the 16th, has been postponed till further notice. The Government, it is stated, have withdrawn the proposed ordinance to enact that no action should be brought for the recovery of statutory penalties to which the consent of the Governor in Council had not previously been obtained. This measure was very severely commented upon, as a direct invasion of the rights of individuals, and as placing the Courts under the order of the Executive.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates are down to the 1st July. On the 22nd June the English mail of the 19th May arrived.

The following Summary is from the *Straits Times*:—

There has been little business transacted in the Legislative Council during the fortnight. The hearing of counsel and witnesses on behalf of the two rival New Harbour Railway schemes has been concluded, but no decision has been given by the Council in the matter.

The removal of Mr. Owen from the Acting Judgeship to which he was appointed in the absence of Sir William Hackett, so that the business of the Supreme Court might not be stopped, has caused great excitement in the colony. The Bar have held a meeting, and passed a series of resolutions pointing out the grave inconveniences of the situation. The unofficial members of Council, Messrs. Greenshields and Adamson, have given notice of their intention to inquire into the matter in a few days. Generally there is a strong feeling of indignation at the attempt of the Executive to exercise direct control over the business of the Court and the action of the Judge, to the gross disregard of the public interest.

The improvement of the police force is engaging the serious attention of the Government, and under the able direction of Captain Speedy, who has been appointed acting commissioner, good results are expected. Active measures have already been taken to arrest a number of Chinese passengers who are believed to have carried out a concerted plan and mutinied, and taken a junk sailing from Penang to Larote with $3,000 in specie. The suspected persons have not yet been apprehended.

The good folks of Penang seem to have taken warmly to the gold-mining movement, which has been set on foot within the last month or two. The prospectus of the Chindrass Mining Company, Limited, with a capital of $25,000, has been issued. It is proposed to commence operations immediately on the quartz reef lately opened up by Mr. Fisher and his party, and the requisite machinery has arrived by the steamship *Dund*.

Mr. Barnard, a legal practitioner from Yokohama, has arrived in Singapore with the intention of entering into practice.

An ingenious method of punishing sleepy policemen has been discussed by the Acting Commissioner. Constables who are "caught napping" are now compelled to carry a 56 lb. weight to and fro, in the heat of the day. The new system seems somewhat strangely opposed to our insular ideas.

Commercial Report.

(For dates see first page.)

—o—

IMPORTS.

Yokohama.—A slight improvement had taken place in the market for Cotton Yarn and Grey Shirtings, but although there was some demand for these, prices were lower than at date of last advices from this port. For all other Cotton Goods, and likewise for Woollens, Metals, and Coals there was absolutely no inquiry, and prices were nominal. The current rates for Grey Shirtings were, 7 lbs., $2 to 2.05; 8 lbs., $2.37½ to 2.40; 9 lbs., $2.75; and for Cotton Yarn, 16-24, $36.50 to 37; 28-32, $39.50 to 40; 38-42, $38.

Hiogo and Osaka.—A considerable portion of the business of the month had been done by Chinese, who had in some instances made sales of Cotton goods at even lower rates than those quoted. Stocks had been bu very slightly increased by fresh arrivals. Cotton Yarns: Nos. 28-32 had slightly advanced, and were fairly saleable, but other counts remained entirely neglected. Grey Shirtings: Sales of 8¼ lbs. goods by Chinese had been made during the month as low as Rios 2.37½, but the price had since advanced to Rios 2.50 ($2.47) at which, however, there was but a trifling demand. Black Velvets: Somewhat more attention had been directed to these goods, and the price was slightly firmer. Victoria Lawns were lower and more difficult of sale. Drills were likewise neglected. Camlets were in no demand, with nominal quotation. Black Lastings in less inquiry. Mousselines de Laine: Plain weaker, but good patterns figured attracted more attention at higher rates. There was a moderate demand for Bar Iron, and the smaller sizes of Nail Rod. Quotations (in dols. at 101¼ Rios per 100 dols.)—Cotton Yarn: Nos. 16 to 24, per bale, 111.60 to 113.58; 28 to 32, 123.45 to 124.44; 38 to 42, 114.56. GE Grey Shirtings, 7 lbs., 38 yds. 39 in., per piece, 2.08; 8¼ to 8½ lbs., 2.47; 9 lbs., 44 in., 2.86; GE White Shirtings, 56 to 60 reed, 40 yds. 36 in., 2.61 to 2.71; 64 to 72, 2.86 to 2.96; T.Cloths, 6 to 7 lbs., 1.68 to 1.78; Drills, Dutch, 40 yds., 3.21 to 3.45; Chintz, assorted, 24 yds. 30 in., 1.97 to 2.47; Turkey red, 2.47 to 2.71; velvets, black, 6.66 to 6.91; Victoria lawns, 0.98¾; taffachelass, double warp, 2.47 to 2.66; single, 2.17 to 2.47. Camlets, SS, scarlet, per piece, 13.82; black, 9.38 to 9.87; assorted, 11.85 to 12.84. Metals: Iron bars, per picul, 2.99; nail rod, 2.47 to 2.96; hoop, 2.71 to 2.96; lead, 5.92.

Nagasaki.—Messrs. Gribble and Co. report as follows:—Since date of our last prices for imports have not improved as regards staple manufactures. China produce shows a further decline both in demand and value. Incessant rains have prevailed for the past month, which has materially interfered with business. The new coinage has not yet been issued from the Osaka Mint, and we regret to hear that changes are there contemplated which may delay, if not postpone indefinitely, the long-expected issue. Grey Shirtings 8¼ lbs. $2.37 per piece; Dyed Shirtings, Indigo, $3.13, Gentian, $3 per piece. Victoria Lawns, 12 yards 42 in. $1.13 per piece. Camlets S S white $15, scarlet $14.50, light green $13.75 per piece. Plain Lustres, 30 yards 32 in. black $5.70, white $6.13 per piece. Metals: Nail Rods, small size only, $3.50 per picul, wanted; Steel $5 per picul, no demand.

Hankow.—There had been a good demand for Cotton Goods throughout the fortnight, and clearances were going on very satisfactorily. Grey Shirtings: Weak and declined; 7 lbs., Tls. 1.55 to 1.60; 8¼ lbs., Tls. 1.76 to 1.89, and 9¾ lbs., Tls. 2.25 to 2.38 per piece; considerable sales, but market showed a downward tendency at the close. White Shirtings: Small sales at previous rates. T-Cloths: 7 lbs. improved, and readily saleable at an advance of 5 candareens, ordinary worth Tls. 1.35 to 1.40, and Mexicans Tls. 1.45 to 1.60 per piece, enquiry chiefly for best makes of the latter; little doing in 6 and 8 lbs. Drills: Large business, but at low rates; good English saleable at Tls. 2.80 to 2.90 per piece. A sale of Jeans at Tls. 2.20 per piece. Fancy Cottons: no enquiry, quotations nominal. Woollens: Improving; Camlets freely taken at Tls. 11 to 11.6.0; Long Ells, small sales of scarlet. Spanish Stripes: Good assortments saleable at 50 to 51 cents per yard. Figured Orleans coming into demand, and a fair quantity quitted at Tls. 3.50 to 3.60 for ordinary, and Tls. 3.70 to 3.80 for best. Metals: Lead unchanged. Quicksilver: No transactions have taken place, quotation of Tls. 70 nominal.

Shanghai.—Grey Shirtings: Very little had been done, the natives seeming unwilling to operate. Price declined to Tls. 1.72/76 per piece for 8¼ lbs. ordinary chops. Dewhursts Eagles also lower, but decline not quite so heavy; 7 lbs. quoted Tls. 1.50 to 1.57 per piece, with little inquiry. White Shirtings: Decline of 4 can. to 5 can. had led to a considerable business in the best 64 Reeds. In other counts little business. T-Cloths: Demand exclusively on finest qualities, and a large trade done in them at a slight advance. Best Mexicans, 6 lbs. and 7 lbs. scarce; 8 lbs. quiet but steady. Drills: English, considerable settlements, Tls. 2.70 to 2.85, chiefly at Tls. 2.75 to 2.80; demand for American and Dutch less active, but fair business done. Jeans: Improved, quotations, Tls. 2.17 to 2.20 for English, Tls. 2.30 to 2.35 for Dutch, Tls. 2.45 to 2.50 for American; a sale of American Sheetings to arrive at Tls. 2.20 is reported; the market for fancies continued lifeless. Woollens: Firmness of holders restricted, and few sales to report; Figured Orleans, Tls. 3.70; C.P.H. Scarlet Long Ells, Tls. 5.20; Camlets held for improved rates; Spanish Stripes unchanged; no sales of Lastings, Crape Lustres, and Medium or Broad. Metals: Lead, greatly depressed; Nail Rod Iron, 9,000 bundles quitted at Tls. 1.90 per picul for common and large sizes, and Tls. 2.15 per picul for small sizes; market very quiet, quotations unaltered. Coals: Cardiff sold at Tls. 7.30 to 7.50 from ship and godown; English, nothing done; American stocks small, and rates firmer.

Foochow.—No business reported.

Hong Kong.—Owing to advices of an advance in the Manchester market, Cotton Yarn and Manufactures had exhibited considerable activity, and prices showed some recovery from the low range lately current. Native dealers had operated freely with a rising market, while on the other hand importers, anxious to reduce their heavy stocks, had been ready sellers. In Woollens also a greater firmness was apparent, and holders in the face of an advance in Yorkshire were standing out for higher rates. The market generally closed quiet, dealers being fully supplied for the moment. Prices firm. Metals: Iron Nail Rod, prices slightly higher, and market firmer. Bar: Quiet. Hoop: In small supply; rates unchanged. Wire: Lower. Lead: In limited demand and quotations lower. Coals: Large arrivals of Welsh and Sydney, with only a limited demand, and dealers consequently oversupplied. Cardiff nominal, holders firm and prefer storing rather than accept offers below $12. Nothing has been done in English, and rates nominal. Quotations:—Yarn, Nos. 16 to 24, $105 to 112.50; Nos. 28 to 32, $108 to 115; Nos. 38 to 42, $120 to 126. Grey Shirtings, 7 lbs., $2.10 to 2.15; 8.4 lbs., $2.40 to 2.45; 9 lbs., $2.80 to 2.85; 9.8 lbs., $3 to 3.05; 10 lbs., $3.30 to 3.35. White Shirtings, $2 to 3.15; English Drills, $2.45 to 3.90; Dutch, $3.35 to 3.75; American, $2.75 to 4.10. T Cloths, 6lbs., common,

Digitized by Google

$1.50 to 1.55; 6 lbs. Mexican, $1.70 to 1.75; 7 lbs., common, $1.71 to 1.80; 7 lbs., Mexican, $1.95 to 2; 8 lbs., $2.35 to 2.45; 9 to 10 lbs. $2.75 to 3. Woollens: Long Ells H Scarlet, $6.75 to 7; H Assorted, $5.60 to 5.75; HH Scarlet, $7 to 7.20; HH Assorted, $5.80 to 5.90; Spanish Stripes, Scarlet, f.60 to 64; Assorted, f.57 to 91; Blankets, 10 lbs., $4.50 to 5; 7 lbs., $2.90 to 3; Lastings, $11 to 14.50; Crape Lastings, $8 to 9.50; Camlets, $12.50 to 18.25; Dutch do., $21 to 22. Ginseng: Crude, $120 to 160; Clarified, $170 to 200. Metals: Iron, Nail-rod, $2.30 to 2.45. Lead, $5.45 to 5.50; WB, $5.65 to 5.70; LB, $5.50 to 5.60.

MANILA.—The market for White Shirtings had shown more activity, but the demand for other plain staples continued quiet. For coloured goods the market showed no improvement, and rates continued most unsatisfactory.

SINGAPORE.—There had not been much change during the fortnight; business had been limited, the market being very dull. Grey Shirtings: Early in the fortnight small sales transpired at $2.40 to 2.47½ per piece, but, demand falling off, prices declined to $2.42½ per piece; business limited, demand very quiet; 7 lbs. inactive, few sales; quotations for 6 lbs. nominal. Grey Maddapollams in moderate inquiry. T-Cloths, 6 lbs. and 7 lbs., in good demand at higher rates, and a fair amount of business done; 5 lbs. firmer, moderate inquiry. Grey Yarn: Lower numbers unchanged; market quiet; No. 40's firmer, moderate inquiry. Dyed and Printed Goods are without alteration. Metals had received little attention; quotations unchanged. Coal market depressed; little demand, and rates nominal.

EXPORTS.

TEA.

YOKOHAMA.—During the fortnight considerable quantities of new leaf had come forward, and had been eagerly bought up on arrival at high prices; settlements, consisting principally of good medium kinds, amounted to about 4,000 piculs, making total settlements since last American mail 5,000 piculs; the greater portion of this, with a large quantity from Hiogo, went forward by the present mail to San Francisco. Most of the settlements had been made at from $41 to 44 per picul, but the demand not having been so brisk during the closing few days, a weaker tendency may be noted, and prices at the close were as quoted below. The quality is said to be not so good as that of last season, there having been great carelessness in the making up of the leaf, arising no doubt from anxiety to get early into the market. The unsold stock was estimated at about 2,500 piculs. Quotations:—Medium, $35 to 37 per picul; good medium, $38 to 41; fine, $42 to 45 per picul; finest, $46 and upwards.

NAGASAKI.—A few small musters of the new leaf had been shown, but arrivals in bulk would not take place for twenty or twenty-five days. The country cost was lower than last season. The Albyn's Isles to London on the 6th June took shipments consisting of Uncoloured, 311,153 lbs., and Green Tea, 21,200 lbs.

HIOGO AND OSAKA.—New leaf: A large business had been done for this mail, and settlements are estimated at 2,000 piculs. Prices were about on a par with those ruling at the opening of the market last year. The quality of the leaf was good, but many musters showed signs of a hurried and careless preparation. Arrivals about 2,200 piculs. All suitable parcels were eagerly taken up. Old Leaf: A few parcels, mixed with new, had found buyers. Quotations:—Common, none; good common, none; medium, Rios 36 to 39 per picul; good medium, Rios 40 to 45; fine, Rios 46 to 50; finest, choice, and choicest, Rios 51 and upwards.

KIUKIANG.—Black Tea: Owing to a reported decline in Hankow prices, shipments there had almost ceased. The No. 2 chops Ningchows had arrived, but were not equal to their usual quality; some chops had been settled at Tls. 24 to 36. The last sale of No. 1 chop Ningchow was Tls. 37, but there were no more to come forward. Quotations were: Ningchows, Tls. 24 to 27; Hohows, Tls. 21 to 22, but no sales had been made. Green Teas: Nothing to report.

HANKOW.—Oanfas and Oopacks: Business had been active during the fortnight, and though at one time prices, more especially for the medium Teas, weakened fully 1 to 2 taels, this decline had since been recovered; Oanfas still continued the favourites, and at Tls. 24 to 26 were readily taken up. The quality of the Chong-sou-kai Teas was disappointing, and though the leaf from the Suunyong district was fairly made, the Oopack crop was scarcely considered equal to last season; the second and third packs were about the only Teas on offer, current rates for them being Tls. 20½ to 24 per picul. Flavoury Teas of the Oonam class command Tls. 20 to 22, and common Seangtams had been bought to some extent at Tls. 13½ to 14½ per picul. Ningchows: Transactions were resumed at Tls. 27 to 34 per picul, showing a marked decline on former purchases; better value was again obtained later on, but in common with Teas generally prices had hardened. The Teas were being sent direct to Shanghai for sale. The prices paid were as follows:—Oanfas: Finest, 1s. 9¾d. to 2s. 0¼d. per lb.; medium to fine, 1s. 7¾d. to 1s. 9¼d.; common to good Oonam, 1s. 1¼d. to 1s. 6½d. Oopacks: Finest, 1s. 9d. to 2s. per lb.; medium to fine, 1s. 5½d. to 1s. 8½d.

SHANGHAI.—Black: The market for the new produce was opened on June 6 by the purchase of two chops, one being a parcel of Oopack at Tls. 28, and the other a Hohow tea at Tls. 24. A steady business had continued since at pretty regular prices, which, however, appear on the average to be higher than the reduced rates ruling at Hankow according to late advices. The shipments to date show an excess over those of last year, but the arrivals of Tea from the country had been somewhat smaller than they were at the corresponding period of last season. Settlements for the fortnight, 14,200 chests; re-shipments on owners' account, 11,400 chests; stock, 113 chops, or 39,400 packages. Quotations (duty paid, at 6s. 0½d., at £3):—Hohow, fair to fine, 1s. 4½d. to 1s. 7¼d.; Oonam, common, 1s. 0½d. to 1s. 0¾d.; Oanfa, good, 1s. 6½d. to 1s. 7d.; Ningchow, good to fine, 1s. 7¾d. to 1s. 11d.; Oopack, fair to fine, 1s. 4½d. to 1s. 9½d. Green: Musters of four chops new Pingsueys had been shown, and three chops were reported as settled at Tls. 46 and 52 for fine lines in boxes, and Tls. 40 for whole chops. The quality, judging from the few to hand, appeared to be about equal to last season. Settlements for the fortnight, 1,650 half-chests; stock, 1 chop, or 336 packages.

FOOCHOW.—Messrs. Westall, Galton, and Co., report as follows:—This market was unexpectedly opened on the 14th June, by the settlement of about 1,000 half-chests of Yung How Congou, at prices averaging Tls. 22 ship off, all round. Most of the finest Teas had just arrived, and buying became general, resulting in the largest daily purchases ever known at the port. The opening prices for fine to finest chops were below last year's, but through keen competition the last purchases are at about same figure; but these Teas are fully 20 per cent. better than they were in the past season. Suey Kuts, worse than last year's, are 3 to 4 Taels dearer. Yung Hows, although averaging 2 to 3 Taels more, are better Teas to an equal extent. A few common Teas have sold at extreme rates, probably for Colonial orders. Only one chop of fine Souchong has been bought, showing worse value than last year. In Oolongs business has been most irregular, and prices proportionately so; in some instances, as much as 7 to 8 Taels discrepancy being apparent. All good to fine Teas have been eagerly secured for England. American buyers have settled about 10,000 half-chests of fair cargo Teas at Tls. 21 to 28 ship off. The Teas are more dusty than last year. A few of the finest Pekoes have been bought on a par with last year. Scented Teas are Tls. 2 to 3 higher, and are very deficient in scent, owing to the unfavourable weather for the scenting flower; future supplies promise to be better. Even with the prospect of a short first crop, it is impossible for present prices to be maintained in the face of large simultaneous shipments from the North and Canton, with four steamers from this. Quotations are:—Congou: fine to finest, 1s. 11¾d. to 2s. 3½d.; medium to good medium, 1s. 8d. to 1s. 11d.; common to flavoury, 1s. 3½d. to 1s. 7½d.; dust to ordinary, 10d. to 1s. 1d. Souchong: medium to fine, 1s. 5½d. to 1s. 11¾d. Oolong: common to fair, 1s. 2d. to 1s. 5d.; good to superior, 1s. 7d. to 1s. 8½d.; fine, 1s. 11¾d. Pekoe: fine, 2s. 2½d. to 2s. 5d.; finest, 1s. 11½d. to 3s. 5½d. Scented Teas: fine, 1s. 6½d. to 1s. 8½d.; finest to choice, 1s. 9d. to 2s. 1d. Freights: for steamers *via* Suez Canal, £5 per 40 cubic feet for 55 days or under, and £4 10s. for over 55 days; the rate for Clippers is £3 for 50 feet.

AMOY.—Musters of about 100 chops of Oolong had been shown, some of which were not free from Dust or Broken Leaf, but on the whole there was little difference, either in leaf or liquor, between this and last year's crop. Only a few Congous had arrived, and the report that supplies of this description will be short appears likely to be realised.

CANTON.—Scented Capers had been purchased very freely, and settlements amounted to 63,000 boxes. Prices had been rather irregular, but on the whole common and medium kinds may be reported as maintaining last quotations, while the finer kinds had ruled rather easier. Moderate purchases had been made of Scented Orange Pekoe at prices which, though somewhat reduced from the opening rates, were still very full, especially for the "new make" descriptions. In Green Teas there had been little doing, a few small parcels of Gunpowder taken for the Continent being all the business to report. Settlements had been Scented Orange Pekoe, 15,000 boxes at Tls. 15.50 to 33. Scented Caper, 63,000 boxes at Tls. 16 to 33. Gunpowder, 1,500 boxes at Tls. 22 to 27.

SILK.

YOKOHAMA.—Operations had been confined to a very limited number, and the business done since the 3rd June resulted in the settlement of about 250 bales, chiefly for shipment on native account. Prices for Hanks continued on the most irregular scale, while Oshus and Sodais were a little lower. Favourable reports continue to be received with regard to the prospects of the new crop, and large musters were expected early in July. Settlements, total 250 bales; Stocks, 1,300 bales.

HIOGO AND OSAKA.—About 60 bales had been settled during the month, terms for the greater portion of which had not transpired; the remainder consisted of silks upon which it was impossible to base quotations. Dealers had shown no anxiety to sell, and had, failing to obtain their price, withdrawn the few parcels of desirable silks which had been put on the market. The weather, generally speaking, had been favourable for the new crop.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular:—The French mail left this on June 10, taking 79 bales for France and 8 bales for London, and the American mail on June 13 with 68 bales for New York. Immediately after the departure of the last English mail buying began, and before the French mail left some 1,200 bales were settled; amongst them were some Old Standard Chop Silks at Tls. 540, which, on inspection, were found to be so very inferior for chop, they were rejected; buying since then has been pretty general, but at very irregular prices, and, as the mail closes, dealers are willing to make a concession of Tls. 10 to 15 per picul. The quality of all the Silk this season is much inferior to last. The following are a few of the purchases:—Check chop 3rd, 27s. 9d.; Koo Fong Sings, No. 3, 27s. 6d.; Dragon Chop, No. 3, 27s. 3d.; Changling, No. 3, 27s. 6d.; Donkey, No. 3, 27s.; Cock and Worm, No. 3, 27s.; Red Peacock, 23s. 5d. to 23s. 8d.; Gold Lion, No. 1 and 2, 25s. 3d. to 24s. 2d.. Chin Jan, 23s. 11d. to 24s. 5d.; Dancing Bear, No. 2 and 3, 23s. 11d. to 22s. 11d.; medium and common Tsatlee, 21s. 2d. to 22s. 8d.; Ching Yuen Sing, No. 2 Kahing, 23s. 10d.

CANTON.—There was but little of the first crop remaining on the market, the native manufacturers having taken it freely. The second crop was arriving, and the total yield was expected to be large, but the quality was extremely poor. This inferiority had checked business, buyers being unwilling to operate even at reduced rates which were being asked for second crop silk. The limited quantities of fine kinds of the first crop on the market commanded high prices.

JAVA AND STRAITS PRODUCE.

SINGAPORE.—During the fortnight the Produce market had been very quiet, with but little change in the quotations of the chief staples. Gambier offering freely at $2.85, market weak, a large quantity coming forward; about 1,650 tons contracted for at $2.85 per picul. Black

Digitized by Google

in value, no supplies, quotations nominal. White Pepper advancing, and only obtainable in small lots. Pearl Sago in less request and weaker, business limited. Sago flour in good demand and firm, supplies of Borneo taken up at $2.57½ to 2.58½ per picul; a considerable business done. Tapioca bought to some extent at previous quotations, market cleared. Tin had an upward tendency, moderate business; market firm.

EXPORT OF TEA AND SILK, SEASON 1870-71.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to May 31, 1871	10826	71079427	47262939	349447	13267211	131969850	42141
Corresponding period last season	74573	71540556	50285884	1349918	16403096	139654027	45429

Shipments Since:

June 3 per Craigforth (str.)	From Hankow & Shanghai	... 1,175,791	
... Erl King (str.)	... Do.	... 1,565,753	
— 4 ... Ulysses (str.)	... Do.	... 2,169,053	
— 5 ... Enterprise (str.)	... Do.	... 1,551,757	
— 8 ... Lord of the Isles (str.)	... Do.	... 1,348,576	
— 9 .. Australia	... Do.	... 803,980	857
Do.	... Foochow	... 30,044	
Do.	... Canton	... 389,323	
— 15 ... Danube	... Do.	... 1,097,494	21

TO THE CONTINENT.

							Bales.
From June 1 to May 31, 1871	...	...	...	...	...	2386282	9188
Corresponding period last season	...	...	...	...	...	4128270	18378

Shipments Since: None.

TO UNITED STATES.

							Pcls.
From June 1 to May 31, 1871	...	...	...	...	...	49063207	2926
Corresponding period last season	...	...	...	...	...	40283667	1008

Shipments Since:

May 23 per China (str.)	From Yokohama	... 194,956*
June 12 ... Arizona	... Shanghai	... 139,544

* Included in above total.

TO AUSTRALIA.

From June 1 to May 31, 1871 ... ... 11,779,521 lbs.
Corresponding period last year 13,640,823

Shipments Since:

June 7 per Mary Millar — From Canton ... 14,000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...	1861 to 1862	109,854,040	79,199
1845 to 1846	57,334,200	18,600	1862 to 1863	121,273,580	72,887
1850 to 1851	63,972,000	22,144	1863 to 1864	117,463,586	46,603
1853 to 1854	77,327,800	61,283	1864 to 1865	121,236,870	32,313
1855 to 1856	92,240,300	50,481	1865 to 1866	118,333,042	62,890
1857 to 1858	76,990,255	68,315	1866 to 1867	118,423,290	50,052
1858 to 1859	65,789,792	83,134	1867 to 1868	116,890,430	57,449
1859 to 1860	85,560,452	64,169	1868 to 1869	142,789,804	70,917
1860 to 1861	90,066,160	70,644	1869 to 1870	139,740,193	63,807

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 5¾d.	4s. 5¾d.
Shanghai ,, ,, ...	5s. 11½d.	5s. 11¾d.	6s. 0¼d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4¾d.	4s. 5¼d.	4s. 5¼d.
Singapore ,, ,, ...	4s. 5¼d.	4s. 5¾d.	4s. 5⅝d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	310½	230
,, Hong Kong	26¼ to 26½ dis.	—
Bar silver	111.5.0	8½ prem.
Mexican dollars	75.9.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 32½ to 33; Old, 37 to 37½ per cent. prem.
Hong Kong Gas Company, 57 to 58 dols. per share.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance, 2,300 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 36 to 37 dols. premium.
Hong Kong Fire Insurance Company, 290 dols. premium.
Union Insurance Company, New, 1,500 dols.; premium.
China and Japan Marine Insurance Company, Tls. 50 premium.
China Fire Insurance Company, 46 dols. premium.
Victoria Fire Insurance Company, 37 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $20 to $25 dis.
Indo-Chinese Sugar Company, 3½ dis.
North China Insurance Company, Tls. 345 premium.
Shanghai Steam Navigation Company, Tls 38 to 39 premium.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From Newcastle, June 12, Inverary; May 31, Eliza Shaw; from Liverpool, May 31, River Avon, J. R. Worcester; from Plymouth, Silver Eagle.

At Nagasaki.—None.

At Shanghai.—From London, June 8, Nuichwang; from Cardiff, 5, Caller Ou; 8, Uranos; 12, Malleville; from London, Aug. 4, Thyatira, Guinevere, Avon (str.), (reported by telegram).

At Hong Kong and Canton.—From London, June 10, Windhover; 18, Leander; 19, Golden Spur; from Liverpool, 12, Bernard (str.); 22, Nestor (str.); from Cardiff, 10, Lahloo; 17, Selim; 19, Kaisow; 20, Arnim; from Hamburg, 19, Jupiter; Aug. 1, Glance (reported by telegram).

At Manila.—From Cadiz, June 16, Chica.

At Batavia.—From Falmouth, June 19, Sunda; from Bordeaux, 24, Mysore; from Holland, 15, Adm. van Wassenaer; 22, Jupiter; 23, Australie; previous to Aug. (reported by telegram), Philips van Marnix, Utrecht, Maasnymph, Jonge Jan, Catharina Maria, Aurora, Elisabeth, Insulinde, Hock van Holland.

At Singapore.—From London, June 27, Great Northern; from Liverpool, Ajax (str.), Fort Regent; from London, previous to Aug. 5, Hong Kong (str.); 7, Sir Jamsetjee Family, Wilhelmina, Una.

DEPARTURES.

From Nagasaki.—For London, June 6, Albyn's Isles.

From Shanghai.—None.

From Foochow.—None.

From Hong Kong and Canton.—For London, June 17, Danube (str.); July 20, Ambassador (by telegram).

From Manila.—For Liverpool, June 3, Antipodes; for Boston, 2, George Treat; for New York, 3, Surprise.

From Singapore.—For London, June 28, Cheops (str.); 30, Diomed (str.); July 28, Nestor; 30, Statesman (reported by telegram).

From Batavia.—For Holland, June 13, Zeebloem; 14, Stad Leyden; 15, Robertus Hendrikus; 17, Hendrik Ido Ambacht; 23, Johanna Margaretha.

VESSELS LOADING.

At Yokohama.—None.

At Shanghai.—For London, Hector (str.), Canton (str.), Vanguard (str.), Thermopyle, Undine, Forward Ho, Eme, Whinfell, Leucadia, Woodlark.

At Foochow.—For London, Diomed (str.), Glendarroch (str.), Emblehope (str.), Abbotsford (str.), Harlaw, Titania, Ziba; expected for London, Tigre (str.), Fire Queen, Maitland.

At Hong Kong and Canton.—For London, Tweed (str.), Clan Alpine (str.), Sea Gull (str.), Norman Court, Deerhound; for New York, Cingala, Sir Henry Parkes.

At Manila.—For London, Maria, Vale of Doon; for Liverpool, Cicero, John o' Gaunt; for Cadiz, Reyna de los Angeles, Elisa; for New York, Malay, Sacrament; for Boston, John Temperley.

At Singapore.—For London, Canton (str.), Hector, Changer; for Liverpool, Prince Arthur, Bothwell Castle; for New York, Beatrice.

FREIGHTS AND CHARTERS.

At Shanghai.—For London steamers are loading at £3 10s. per ton of 40 feet; the rate for sailing vessels is £3 to £2 10s.

At Foochow.—To London, by steamer, 55 days or under, £5, over 55 days £4 10s. per ton of 40 cubic feet; by ships, £3 per ton of 50 cubic feet. The steamer Abbotsford is loading at £4 10s. for 60 days or under; £4 if over 60 days.

At Hong Kong and Canton.—For London, per steamer, £4 per ton of 40 cubic feet, per sailing vessel £3 per ton of 50 cubic feet. For New York, £2 5s. per ton of 40 cubic feet.

At Manila.—To London: Wet Sugar, £2 15s per ton; Hemp, £3 15s.

At Singapore.—To London or Liverpool, £2 10s. to £3.

CASUALTIES.

The Loudoun Castle, from Foochow to Singapore, in ballast, has been totally lost at the south end of Formosa, mate and ten men arrived at Hong Kong.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
June 10	Esperanca	Manila	Cadiz
,, 11	Rapide	Buenos Ayres	Batavia
,, 12	Annesley	Manila	New York
,, —	Dorothea	Singapore	London
,, —	Drache	Singapore	Falmouth
,, —	Pactobes	Ilo Ilo	Falmouth
,, —	George Shotton	Manila	Falmouth
,, 14	Alumina	London	Yokohama
,, —	J. Clark	Singapore	Hong Kong
,, —	Tartar	Cardiff	Shanghai
,, —	Sunda	Falmouth	Batavia
,, —	Midnight	Cardiff	Yokohama
,, —	Red Deer	...	Shanghai
,, 15	Stad Leyden	Batavia	Amsterdam
,, 16	Velocity	Manila	New York
,, —	James Wilson	Cardiff	Shanghai
,, —	Avon	Cardiff	Shanghai
,, —	Teiga	Hamburg	Bangkok
,, —	Maiden Queen	Liverpool	Order
,, 17	Golden Hind	Manila	New York
,, —	Mutlah	Cardiff	Hong Kong
,, 22	Agra	London	Batavia
,, —	Mars	New York	Batavia

Digitized by Google

LATEST TELEGRAMS.

—o—

LOSS OF HER MAJESTY'S SHIP "MEGÆRA."

Intelligence has been received at the Admiralty, by telegraph from Batavia, that Her Majesty's ship *Megæra* has run ashore, in a sinking state, at St. Paul's Island. Crew and passengers all saved. The *Megæra* was a troop ship, which about three months ago left Cork overcrowded with troops, and respecting the unseaworthiness of the vessel the gravest apprehensions were expressed.

Since the receipt of the first news of the disaster the Admiralty have received the following telegram, in reply to one sent to Batavia, asking the cause of the disaster, and whether provisions were landed from the *Megæra* at St. Paul's. In addition to her own provisions, the vessel carried a considerable quantity of naval provisions destined for Sydney:—"From Fraser, Consul, Batavia, August 5. Leak reported about June 8. Kept under for several days by hand pumps. Leak increased; steam then used; water kept under. Insufficient coal to reach Australia; steered for St. Paul's. June 17 anchored. Survey held; diver employed; reported unsafe to proceed; hole through bottom; landed provisions; weather stormy; lost three anchors. June 19 the ship was run on the bar full speed and filled. Lieutenant Jones left July 16, all well; men under canvas; 80 tons cargo saved. Steam-ship *Rinaldo* left Singapore yesterday for St. Paul's, *via* Batavia."

The following telegram has been received from Hong Kong, dated August 5:—"The Peninsular and Oriental Company's steamer *Malacca*, 1,680 tons, embarks provisions here. Should reach St. Paul's about the 29th. Can bring old (? whole) crew home. The *Rinaldo* leaves Singapore immediately for Batavia with provisions; will communicate with Lieutenant Jones, of the *Megæra*, and proceed to St. Paul's if urgently required.—The Commodore."

Mr. E. J. Reed, the ex-Chief Constructor of the Navy, has written to *The Times*, stating that he examined the *Megæra* in Woolwich Dockyard several years ago, and reported her fit only for a very brief period of further service, in consequence of the extreme thinness to which her plates had become worn by many years of almost continued use at sea. That period has long been exceeded. He has, he adds, been precluded for a whole year from making known to the professional advisers of the Admiralty the nature and grounds of his apprehensions touching certain vessels, but the time is coming when the safety of the navy will claim at least equal consideration with the economy of the navy. "It is amazing to me," he adds, "that men of intelligence, to say nothing of men who assume to manage the affairs of a nation, should fail to see that in thrusting the great navy of England into the hands of one man after another who knows nothing whatever about it Parliament is both inviting and insuring a long course of disaster."

In a second letter to the same journal Mr. Reed reiterates his statement that he made an inspection of her and pronounced her seaworthy for only a given time, but his most serious charge against the Admiralty is that they absolutely refused to allow him to communicate with his successors. It is this action on the part of the Government which occasions his apprehensions, and compels him to pronounce their policy inconsistent with the safety of the navy. He objects to men embarking on board the *Glatton* under present circumstances, for she was not designed as a sea-going ship, and he will repeat the same as regards the *Thunderer* and *Devastation*, when they arrive at completion.

COMMERCIAL.

CHINA.

(Reuter's Telegrams, Received August 5.)

Hong Kong, Aug. 5.—Manchester goods quiet. Total export of tea to date, 57,000,000 lbs.

Shanghai, Aug. 5.—Silk, quiet. Exchange on London, bank bills, six m.s. 6s. 0½d.

STRAITS SETTLEMENTS.

(Received August 4.)

Singapore, Aug. 3.—Grey Shirtings, 8¼ lbs., $2.45; T-Cloths, 6 lbs., $1.57½; Mule Twist, 40's, $112; Gambier, $2.90; Pepper, Black, $10.80; White do., $17¼; Tin, $33¼ to 34. Exchange on London: Bank bills, six m.s., 4s. 4¾d.

COMMERCIAL POSTSCRIPT.

—o—

The amount of bullion by the P. and O. Company's steamer *Poonah*, from Southampton on the 5th inst., was, in gold, to Alexandria, £850; to Madras, £3,426; to Galle, £320; to Malta, £47,000—in silver, to Shanghai, £750; to Malta, £3,000; total in gold, £51,596; in silver, £3,750.

The *Oberon*, from China, has also been engaged at Batavia to call at the Island of St. Paul's, for the relief of the crew of H.M.S. *Megæra*.

The meeting of shipowners connected with the Far East, referred to in our commercial article, was held to-day, when a committee was appointed to confer with the other interests concerned.

A public sale of new season's Teas, ex *Australia*, *Erl King*, and *Craigforth*, was held to-day. The prices ruled 1s. 6½d. to 1s. 8d., showing no material alteration.

SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—August 2, at Liverpool, from Akyab, Affghan; 4, at London, from Manila, Pepita; at Falmouth, from Akyab, Salisburg; Aug. 1, at Terneuse, from Akyab, N. C. Kierkegaard; —, at New York, from Singapore and Penang, Argonaut; Aug. 5, at Falmouth, from Akyab, Mogul; —, at Queenstown, from Bassein, Jean Pierre; Aug. 5, at London, from Akyab, Luctoret Emergo; —, at Queenstown, from Rangoon, Tim Whiffler; at Crookhaven, from Rangoon, Corra Lin; Aug. 7, at Deal, from Colombo, Ardgowan; 3, at Marseilles, from Bangkok, Menam; July 24, at New York, from Batavia, Alcyone; Aug. 8, at Queenstown, from Rangoon, Mirella; 6, in Texel Roads, from Panaroekan and Surinam, Vrede.

Departures.—From Amsterdam, for Sourabaya, Augusta; from Nieuwe Diep, for Batavia, Prince v. Orange (str.); Aug. 3, from Shields, for Galle, Mayola; 2, from Newcastle, for Galle, Napoleon; 3, from Sunderland, for Singapore, Moorhill; 1, from Hamburg, for Singapore, Landwursten; 5, from London, for Bangkok, Mary Evans, for Hiogo and Nagasaki, Carnarvonshire; 6, from Newcastle, for Galle, Nimrod; 2, from Hamburg, for Hong Kong, Therese; 7, from London, for Colombo, &c., Callisto (via S. C.), Virago (str.); 4, from Hamburgh, for Manila, Chatham; 8, from London, for Colombo, Ocean Beauty; 1, from Penarth, for Hong Kong, Sardis; 4, from Aberdeen, for Newcastle and China, Lochbulig; 5, from Newcastle, for Anjer, &c., Lesmond; 8, from Liverpool, for Singapore, River Eden.

Laid On.—At London, for Batavia and Sourabaya, Vier Gebroeders; for Colombo, &c. (via S. C.), Arcot (str.); at Glasgow, for Singapore, Kinfauns Castle; for Colombo, &c. (via S. C.), Rydal Hall (str.); at London, for Singapore and Port Darwin, Investigator (str.); at Greenock, for Galle, May Queen.

Casualties.—The Agnes Banfield, Bastian, from Manila, to New York, reported from Batavia, June 17, as lost in the Straits of Sunda, stranded on the Stroomklip near Dwars in Den Weg, and sunk; part of her crew had arrived at Serang.

Spoken.—Elizabeth Hill, London to Japan, June 26, 8 N., 24 W.; Erasmus, Bali to Rotterdam, June 18, 9 S., 13 W.

Miscellaneous.—The Admiralty have invited tenders for the conveyance of 17 tons stores to Trincomalie, and of 195 tons to Hong Kong.

NOTICE TO MARINERS.

Japan, Nipon, East Coast.—Arkold Reef.—Information has been received that the Russian gunboat Sibole has recently seen the reef off the east coast of Nipon reported by the Russian frigate Arkold and noticed in the *China Pilot* (fourth edition, page 476), and there given in lat. 36 deg. 15 sec. N., lon. 141 deg. 28 sec. E. The reef (Arkold reef), on which the sea appeared to break with great force, was estimated, by the commander of the Sibole, to be twenty feet above water, and its approximate position in lat. 36 deg. 4 sec. N., lon. 141 deg. 25 sec. E.—Hydrographic Office, Admiralty, London, August 3, 1871.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Crane—On June 27th, at Singapore, the wife of C. E. Crane, Esq., of a son.
Edwards—On the 16th June, at Yokohama, the wife of James Edwards, of a son.
Kemp—On the 9th June, at Sarawak, Borneo, the wife of the Rev. John Kemp, M.A., Chaplain of Sarawak, of a son.
Leake—On the 1st July, at Kandy, Ceylon, the wife of William Martin Leake, of a daughter.
Morris—On the 15th June, at Manila, the wife of Saml. J. Morris, Esq., of a son.
Pestonjee—On the 21st June, at Hong Kong, Mrs. D. Pestonjee, of a daughter.
Smith—On the 30th June, at Dalvey, Singapore, the wife of W. Buchanan Smith, Esq., of a daughter.

MARRIAGES.

Rosser—Holmes—On the 27th July, at Holy Trinity Church, South Tottenham, by the Rev. W. C. Howell, M.A., vicar, assisted by the Rev. W. S. Finch, M.A., vicar of St Peter's, Beauvoir-square, Walter Rosser, M.B., of Glenalmond, Perth, to Elizabeth Sarah, only daughter of James Holmes, Esq., of Tottenham-green, Middlesex.
Troup—Scott.—On the 5th June, at Yokohama, by the Rev. M. B. Bailey, in the presence of F. O. Adams, Esq., Charge d'Affaires, James Troup, Esq., H.M. Acting Consul, Ne-e-gata, to Hannah, eldest daughter of the late Robert Scott, of Gilston, Herts.

DEATHS.

Dick—On the 6th June, at the Yokohama Hospital, A. Dick, of the Japan Brewery, aged 29 years.
Henderson—On the 7th Aug., at Nuthurst Lodge, Horsham, Robert Henderson, Esq., of Randall's Park, Leatherhead, and 7, Mincing-lane. Friends will please accept of this intimation.
Riley—On the 25th June, at Singapore, Frank Wissenden, eldest son of Mr. R. Riley, aged 3½ years.

Launch of the "Gordon Castle."—A beautifully modelled screw steamship was launched at Glasgow on the 7th inst. from the shipyard of Messrs. James and George Thomson, at Govan. The Gordon Castle—as the new vessel is named—is of 2,000 tons, 250-horse power, and intended to be the pioneer of a line of first-class steamships to China *via* Suez Canal, sailing from London, under the management of Messrs. Thomas Skinner and Co., being a continuation of their well-known line of "Castle" ships. The Gordon Castle will be fitted with every improvement that experience may suggest for the comfort of passengers and the efficient working of the ship, including the most improved arrangements for ventilation to holds and cabins.

Death of Robert Henderson.—We announce with deep regret the death of Mr. Robert Henderson, the senior partner of the firm of Messrs. R. and J. Henderson, of Mincing-lane. The deceased gentleman was not only distinguished throughout his life for the great ability which he manifested in commercial affairs, but also for the high principle on which his operations were invariably carried out, and which secured to him the esteem of all with whom he had business relations. In his private life Mr. Henderson was unostentatious and simple. And his loss will be deeply felt by numerous personal friends, who were warmly attached to him. His death occurred suddenly at his seat, near Horsham, in Sussex.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, AUGUST 9, 1871.

POWER AND JUSTICE IN THE FAR EAST.

It is impossible to read without concern, so deep as to amount to anxiety, the reports which we continually receive of the arbitrary interference of the Executive with the Judicial departments of the administration of many of our dependencies in the Far East. No less than three instances in which British Governors have recently interposed their authority to check or alter the course of justice in British Courts are before us now. In Hong Kong, in Singapore, and in Calcutta, the Executive has deliberately refused to allow the law to take its course, set at nought the first principles of the Great Charter, and either prohibited or prevented trials involving the most cherished rights of British subjects from being taken in their proper order, or conducted by impartial judges. In Hong Kong Mr. Chief Justice SMALE's ruling, in the case of the coolie, KWOK-A-SING, whose rendition was demanded by the Chinese Government, has been superseded by an act which approaches more nearly to a *coup d'état* than anything which we could have conceived possible under English rule KWOK-A-SING, having been confessedly entrapped on board a Macao coolie ship, rose with his brother captives, and regained his liberty, in common with the rest of the human cargo of the slaver, by a struggle in which the commander and some of the crew of kidnappers were killed. When KWOK-A-SING was recognised, in the peaceful pursuit of the calling from which he had been snatched, in Hong Kong, the Chinese Government demanded his rendition to answer a charge of mutiny and murder on the high seas. Mr. Chief Justice SMALE, when the man was brought before him, ruled that he had committed no offence under which he could be given up, because every man who is unjustly deprived of his liberty has a right to employ the best means in his power to regain it—a truth which, we feel sure, none of our readers will deny. For reasons which he will no doubt be called upon to explain, this decision of the Chief Justice's appears to have been so unpalatable to the GOVERNOR that he ordered the coolie into custody again, and desired the Judge to reconsider his decision. No doubt Mr. SMALE did so reconsider it, for he arrived at the same conclusion that any other upright judge or independent observer would have done, and he confirmed his former judgment. Again and again was this unseemly contest renewed, until the GOVERNOR, finding the judge inflexible, determined to gain his point by a *coup de main*. Accordingly, the COLONIAL SECRETARY was instructed to move, at the last sitting of Council reported by the last mail, that a Bill might be read to "remove doubts" as to the rendition of criminals—an euphuistic phrase for reversing the law—and, although the proposed Bill was opposed by the CHIEF JUSTICE and other independent members, this Bill was actually passed through a second reading in abrogation of standing orders. "In a word," as our correspondent "TAU" forcibly puts it, "the GOVERNOR and his party disregarded "the ruling of the Judge, and will, no doubt, follow up their "action by giving the Chinese Government all they want." The Government and the CHIEF JUSTICE are therefore now at direct issue in Hong Kong, and—apart from considerations of right and wrong—the consequence of such an unseemly division cannot but be most pernicious in the present condition of our relations with the Chinese.

In Singapore—case No. 2—the dispute is fraught with different difficulties, the chief burden of which will press on the European community. We learn from our esteemed contemporary, the *Straits Times*, that Mr. OWEN, the gentleman whose appointment to fill the judgeship vacant till the arrival of Sir WILLIAM HACKETT was so universally popular, has been summarily superseded because he refused to postpone a certain trial in which the Government were interested. Of course, if any good reason existed why the trial should be postponed, the proper course would have been for the Government to have made the usual application in open Court. Instead of this, an "intimation" was conveyed to the judge, which that gentleman, very much to his honour, declined to attend to. Mr. OWEN felt—and every judge in the Empire will concur with him—that he could not conscientiously allow himself to be guided by any private communication — let it come from whatever quarter it might. This plain and reasonable explanation was, according to our contemporary, met with an authoritative "intimation" that the "wishes of the Executive *must* be obeyed;" and that, if they were not, Mr. OWEN would be immediately removed from the Bench — a threat which, monstrous as it may appear, was actually carried out. The *Singapore Gazette* appeared with a notice that Mr. OWEN's appointment was rescinded, and the consequence is that the Governor has gained his point by an arbitrary exercise of powers entrusted to him for a very different purpose. Because the Judge would not truckle to back-stair influence, the public are deprived of a high-minded and useful servant, and left adrift in the sea of pending litigation with the firm conviction that the gentleman who may be next selected to occupy the vacant Bench will owe his appointment rather to his complaisance than his conscience—to his readiness to do "anything to oblige" rather than his legal attainments or self-respect.

Both Mr. SMALE and Mr. OWEN, whatever may have been the penalties incurred by them through their conscientious interpretation of the laws which they were appointed to administer, may however be assured that their independent action has secured for them not only their own self-respect, but the respect of the great public at home. We wish we could say so much of the conduct of the judges in the recent Wahabee trials in Bengal—a case to which we should not refer here but that we fear the example set by the Governor General of India has only been too scrupulously—or unscrupulously — followed by the Executive in Hong Kong and Singapore. We will not dwell on the monstrous incidents of the Wahabee trial, which will, we believe, shortly engage the attention of Parliament; but we may mention that the Indian judges, in obedience, as it is believed, to the "intimations" of Earl MAYO not only refused to take the case in its due order at Calcutta—the only place where an independent jury of Englishmen could be collected—but also, when they had succeeded in removing the *venue* to Patna, conducted the proceedings in Urdu—a language unknown to the accused and their counsel—and *absolutely refused to supply an interpreter.*

It would be impertinent to detain our readers with any lengthened comment on instances of *In*justice—deliberately committed under the stalking-horse of Justice—such as these three to which we have adverted. The independence of our judges is as dear to us all as the "palladium of liberty"—trial by jury. To endeavour to bend, soothe, bribe, or coerce a judge, has been, happily for England, a design too desperate to be attempted by any Government since the venal days of BACON or JEFFREYS. The new system attempted in Hong Kong, Singapore, and Bengal, can only recoil on the fatuous officials who would strive to stem the tide of public feeling with a weapon as insufficient as that which Mrs. PARTINGTON employed against the ocean. The "gravis censor," who "vitas et crimina quœrit," will always be the object of the sympathy of the people, so long as he resists the influence of power unconstitutionally exercised—in fact, so long as he fulfils the duties accepted by him on oath at his appointment. The recompense may not be immediately apparent, but it will certainly be shown some day in the public appreciation of the conduct of such judges as Mr. SMALE and Mr. OWEN; and, in the meantime, their own hearts will console them for the slights they have been subjected to.

ARCHDEACON JERMYN, vicar of Barking, Essex, will succeed Bishop CLAUGHTON as Bishop of Colombo.

Digitized by Google

A STORM IN A TEACUP.

A vexatious little story comes to us from Shanghai. We should not allude to it, but that it has been commented upon in a London contemporary, and we mention it now chiefly for the sake of showing our friends in the Far East that they are objects of more attention and solicitude at home than they sometimes appear to think. Our contemporary deals with the subject in a genial spirit. He says there has been a "pretty little quarrel" between the French and German residents of Shanghai; and the former are so well pleased with the valorous part they played therein that they have sent home a copy of the correspondence in which they engaged. "Correspondence," by the way, is the only sort of "engagement" in which our neighbours distinguished themselves in the late war; but it is no valid reason why they should be affronted in their military reverses, when none but those who caused them could have believed in the utter demoralisation of the French army. It is no disparagement to the Germans—no tarnish on their shield of triumph—that they owed the unvarying ease of their victories not more to their own compact and perfect organisation than to the incompetence and profligacy of the French commanders. The courage of both nations, reckoning man for man, is as much respected now as it has ever been in the long series of alternate victories in the struggles which, we had hoped, closed in the annals of the last war. It seems, however, that some of the German residents of Shanghai made a demonstration—partly, no doubt, excusable under the circumstances—when they received news of the terms on which peace had been concluded; and that this demonstration was made as wounding to their French neighbours as it was gratifying to themselves. We take the story merely as it has been told to us; but, if there be any foundation for it, we feel sure that all the educated Germans of the settlement (and what Germans are uneducated?) must deeply regret that gratuitous pain should have been inflicted on persons with whom they have been living on terms of complete harmony to the mutual advantage of both nationalities. We hope we shall hear no more of such unseemly squabbles as the one under notice. We regret that the French should have attached any importance to a little ebullition, which, though it showed a certain *insouciance*, was probably the impulse of a moment. Both parties must, we feel sure, be convinced that, whatever may be the glory Germany has acquired, and whatever *prestige* France has lost, in the late war, the general impression created in China by the fact that *the Western Powers quarrel with one another* must be most destructive to European progress in the Far East. Both Germans and French in China, whatever their natural feelings may be, must be assured by recent events that the causes and results of their conflicts are turned to the disadvantage of both by the hangers-on of the Chinese Government. Both Germans and French must, we imagine, be fully persuaded of the truth of the poet's saying—

> "War is a game which, were their subjects wise,
> Kings would not play at,"

and we hope that angry feelings will now be allowed to subside, and that there will be no more wars between two nations which possess the opportunity of being of such inestimable assistance to each other in the civilisation of the Far East. Instead of squabbling about a few thousand acres of territory at home, let them unite in bringing into closer communion with Europe the countless millions of the Chinese population, who are hungering for such intercourse. And in this movement it will be only graceful for the victors to take the initiative. "Let bygones be bygones"—let Germany all over the world exult in the victory, which no one grudges her, but with the view, not of humiliating a fallen foe, but of raising her up to become a fellow-labourer in the inexhaustible vineyard of the Far East. Virgil might have been addressing the Germany of Shanghai in 1871 when he wrote—

> "Hæc tibi erunt artes, pacisque imponere morem,
> Parcere subjectis."

The Times publishes a letter from the Secretary of the Peruvian Legation, referring to the abuses which are committed in the engagement and transmission of Chinese emigrants to the ports of South America. The writer asserts that the Peruvian Government not only has never sanctioned the trading in Chinese in an illegal manner, but has adopted every measure in its power to establish in the most just and legal form the free emigration of Chinese, whose desire and interest lead them to go to Peru, where they obtain employment and reap innumerable advantages. He adds that the Peruvian Government is seriously occupied in the endeavour to do away with all occasion for the abuses and crimes complained of, forming at the same time the most strict regulations, in order to secure to the Chinese established in Peru the guarantees which the laws of that country offer them. All the slaves who existed in Peru prior to the year 1854 were liberated, and their proprietors paid their value in full. The Peruvian Government has, and will continue, if possible, with increased energy, to take every practicable measure to prevent all abuses and crimes connected with the engagement and transmission of Chinese.

Notice has been given by the Postmaster-General that according to information received by telegraph from Hong Kong, the steam vessel which has hitherto carried mails between that place and Manila has been withdrawn, and, in lieu of it, a service has been established between Singapore and Manila. Consequently, all correspondence for the Philippine Islands will in future be forwarded to Singapore instead of to Hong Kong.

We understand that Vice-Admiral the Hon. George Fowler Hastings, C.B., the newly-elected Commander-in-Chief for China, will leave England about November next.

MALOO MIXTURE AND THE GERMAN MERCHANTS.

(To the Editor of the *London and China Telegraph.*)

Sir,—In your issue of the 10th ult. your correspondent "Tau" writes from information received from a Shanghai correspondent that the trade in spurious tea was, as far as his correspondent could make out, "confined to two or three German houses." Then, alluding to some remarks of your own with reference to the cargo of the *Sydenham*, he hopes—and so do I—"that detection of the offenders will be followed up by the prosecution of both shippers and consignees;" and further, "that something should be done to "repress a dangerous nuisance and a great scandal to British commerce." To this I say "so let it be." In the same number of your paper you quote an article from the *Standard*, in which it is shown that the authorities are powerless, not alone in the matter of the so-called tea, but in regard to the adulteration of many other articles of consumption.

With a view to find out how far your correspondent's assertions were supported by fact, I set about to find out the shippers and receivers; in short, I embraced the opportunity which an inspection of the manifest of the *Sydenham* has afforded me to obtain every information. The result of my inquiries was a discovery that the consignees are all English, and that amongst them are to be found the names of most respectable city houses; and would it surprise you to hear that such a mixture of so-called tea as "Tau's" Shanghai correspondent describes was not on board the *Sydenham* at all, although some low quality teas undoubtedly formed part of her cargo? Such assertions or insinuations, I think, as are made in "Tau's" letter should not be thrown out carelessly. I maintain that no German firms have shipped such teas, or, as your correspondent calls them, "preparations" by this ship. If the contrary be the case, then, having such facilities for ascertaining the facts as your correspondent possesses, let him denounce the firms by name, let him do this and he will have performed an act *pro bono publico*. But when he names two or three firms and asks them to denounce others he evidently implies that other houses not named by him, although standing commercially and socially as high as any of them, must be the culprits.

The next allusion in your correspondent's letter is to the case of a Mr. Oppert, who was sentenced to a year's imprisonment "by Prince Bismark's Government," for having, with some Americans, landed from a Prussian flagged steamer on Korea, and despoiled a royal tomb. Prince Bismark had nothing to do with the punishment of the person named—who, as a subject of Hamburg, was by the authorities of that place charged before the regular court,—with which Bismark had nothing to do. Your correspondent says that the Americans escaped punishment. The fact is Mr. Consul Seward in his correspondence to Mr. W. H. Seward, extending from 24th April to 7th December, 1868, speaks of only one American so concerned, and whom he would bring to trial in June of that year; but from that correspondence it is also evident that the chief instigator of the taking "from their tombs the remains of one or more sovereigns of that country (Korea), for the purpose, it would seem, of holding them for ransom," was a Bishop of the Romish Church, who of course does not appear afterwards, but who pretended to have been sent by the Korean Government.

To return to the original subject, "Maloo Mixture." Not being in the trade, of course, I do not understand much about it, but I find that quantities of "tea dust" are exported from China to Eng-

Digitized by Google

land. From the latest returns of the trade at the Treaty ports in China, for the year 1870, I find that in that year the tea dust exported was to Great Britain 360,397 lbs., and to the United States of America 40,000 lbs. Without accusing anybody, it is evident that the greater part of this rubbish comes to England to be purchased by dealers, and mixed and sold as tea to consumers.

I do not think that the "heathen Chinee" is so much to blame "for collecting, mixing, scenting, doctoring and packing the article," as those who purchase the stuff, which, if not ordered, would not be manufactured. But it is not to Berlin we must look for a remedy of this evil,—I am not sure whether the tea trade considers it an evil—but nearer home. As a confirmation of this I point to the cargo manifests, which show conclusively who are the largest importers of this dust. This can be done by anyone with as little trouble as it has been to your obedient servant,

London, Aug. 2, 1871. R.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Aug. 2.

The optimism of our Conservative papers with reference to the principles of the newly-appointed Governor-General is increasing every day. Indeed, when Mr. Myer left the Hague to pass the rest of his political career in *dolce far niente* at Buitenzorg our Tories did not expect more support for their party than they anticipate now from Mr. Loudon. Mr. Myer started for Batavia because he was, as the Conservative Government declared, the right man in the right place to maintain Conservatism in our colonies, and it is now quite forgotten that Mr. Loudon has been appointed by a Liberal Government. Of course the opinion is that Mr. Loudon is a Conservative, or at least a man of half measures. But it is again forgotten that he has, as a colonial statesman, a history. Nine years ago Mr. Loudon was the *bete noir* of the Conservative party. In 1861 he was appointed Minister of the Colonial Department in a Liberal Cabinet. The Liberals expected much of his reorganisation plans, but Baron von Zuylen, the Minister for Foreign Affairs, who maintained the principles of his father-in-law, Mr. Rochussen, had the idea that the colonies ought to be ruled, not according to the views of the Minister of the Colonial Department, but according to his opinions. He accordingly addressed his famous *dépeche-circulaire* to our Ambassadors abroad, in which he developed his colonial programme. Of course these Ambassadors had nothing to do with this colonial policy, but the Baron had no other official persons to whom he could address himself. Mr. Loudon, however, rejected this programme and proved himself clearly to be a Liberal statesman. For this he was vehemently attacked by the principal Conservative paper, which was in return termed by the Minister in Parliament an organ for lies and slander. The dissension between the Ministers Loudon and Van Zuylen led to the fall of the Cabinet; and the first named was offered a seat in the Thorbecke-Betz-Olivier ministry, which he refused because he did approve of fixing the India Budget by law. I think these few lines will be sufficient to prove that the Conservatives have no right to state that Mr. Loudon belongs to their party. On the other side, I should not like to affirm that Mr. Loudon is the man the Liberals are wanting; but there is no reason for believing that he will rule Java according to the views of our Conservatives.

In our commercial circles much anxiety is felt about the fate of the *Hoek van Holland*, which left Falmouth on the 15th of March with a cargo of coals. Since this vessel was lengthened much question was raised about her seaworthiness. So much is certain that the master and the crew, on arriving with the ship in England, refused to proceed any further.

There is hardly anything to report about affairs at the Bourse. The general weakness which prevails is obviously due to want of business. In the money market there is a moderate demand, and the rate of discount remains unaltered.

The greatest dulness still prevails in politics, literally there is not one fact worthy of mention.

The steamer *Prins van Oranje* left on the 29th July, bound for Batavia *via* the Suez Canal.

PRODUCE MARKETS.

The result of the Trading Company's late Sugar sale has borne evidence of the dulness which has prevailed of late for this article, and by which the white sorts have in particular been materially affected. Rice also continues depressed, and can only be sold at reduced rates, but prices of the other articles are, upon the whole, pretty well supported, without there being much activity in the demand. The Trading Company's public sale of Rattans has gone off at high prices.

COFFEE exhibits a firm, but very quiet appearance. Hardly any business has been doing in Trading Company's Java from second hands, but the following shipments of private importation changed hands, viz.:—755 bags Java ex Fanny, 414 b. ex Annie Fleming, 723 b. ex Hedwig, 1,706 b. ex Annie Fleming, 527 b. ex Aristos, 400 b. ex Picard, 498 b. ex Senior. Total stock of Coffee, 757,000 bales, against 719,700 bales in 1870.

SUGAR.—The dull tone which of late has pervaded the market has in particular manifested itself at the late Trading Company's public sale by the slackness of the biddings and the irregular prices realised. The decline has affected to the greatest extent the white sorts, by which the proportion between the market value of the high and medium numbers has been materially altered. No business has yet been doing since the public sale. The market is quiet, but there is hardly anything on offer for sale.

TEA.—There is nothing of moment to report.

TOBACCO (JAVA).—The imports have been of some importance, but transactions are limited. They only include 505 bales Java, head-mark B.; 569 bales do., head-mark N.T.; 238 bales do., head-mark B.L.C.; 637 bales do., head-mark O.; 1,074 bales do., head-mark Krossok; 296 bales do., head-mark E.M.K.; 229 bales do., head-mark Kedirie; 731 bales do., head-mark H.F.

TIN.—A firm tone continues to prevail for this article, and sales have been making of Banca usual prompt at f.80½, and for delivery, ex the next autumn sale at f.77½, f.77¾, f.78½, and f.79. Billiton spot has sold at 79¼ and afloat nearly due at f.79. Stock on warrants of Banca 51,842 slabs; new stock unsold Banca 70,784 slabs, Billiton 2,051 slabs.

RATTANS.—The quantity put up for sale by public auction by the Trading Company at Amsterdam, on the 27th ult., met ready buyers as follows, viz.: 16,351 bundles Borneo sold at f.11 to f.14.90; 14,546 b. Banjermassing at f.13.60 to f.15; 12,669 b. Padang at f.11.60 to f.14.30; 5,667 b. Katve at f.10.70; 43,153 b. mixed parcels at f.12 to f.14.90.

RICE remains very dull, and buyers can only be found at reduced rates. 4,628 bags Java, ex Noach I., changed hands here at f.7⅛, but the 4,438 bags, ex L. J. Enthoven, which were put up to tender last Tuesday have been adjudged. Sales have been closed at Amsterdam of 1,205 bags white Java, ex Alma Elisabeth at f.7⅛.

SPICES.—A good demand continues to prevail for the different articles under this head, but the reservedness of holders causes but little actual business to be done. Prices have further advanced for Nutmegs, which are now quoted—for No. 1, 178c. to 180c.; No. 2, 168c. to 170c. Mace unaltered. Cloves have been less inquired after; No. 2 are held for 29c., which checks the demand. Stock on warrants in the Trading Company's stores: Nutmegs, 2,122 casks; Mace, 56 casks; Cloves, 2,678 casks; Cinnamon, 29 packages; Pepper, 100 bags.

HIDES.—Continue to meet ready buyers at full prices. The business done comprises parcels, ex Vrachtzoeker, Hollandia, Coleroon, Nations Hope, County of Argyle, Jedo and Graaf van Limburg Stirum.

KAPOK.—Sales have been closed here of 108 bales cleaned, and 290 bales not cleaned.

INDIGO.—Small sales have occasionally been making at former rates. Fresh supplies have come to hand by several of the late arrivals from Java.

ARRACK.—Sales have been closed of 35/1 and 10/2 casks Batavia, ex Alma Elisabeth, and 57/1 and 6/2 casks Batavia, ex Bengal.

SHIPPING.

ARRIVALS.—July 26, at Brouwershaven, from Padang, St. Jan; from Sourabaya, Top Gallant; from Samarang, Graafstroom; at Texel from Tjilatjap, Alcyone; from Probolingo, Electric; from Sourabaya, Jacoba Christina; 27, at Texel, from Batavia, Maria Diederika, Pauline Constance Eleonore; 29, at Texel, from Batavia, Hosea Rich; from Passaroeang, Baron van Pallandt van Roosendaal; at Brouwershaven, from Batavia, Nyverheid; from Akyab, Rosemont; at Texel, from Rangoon, Caroline; 31, at Brouwershaven, from Passaroeang, Lord Raglan; at Texel, from Batavia, Stat.

DEPARTURES.—July 29, from Texel, for Batavia, Prins van Orange (str.), Padang Packet (via Newcastle).

PASSENGERS INWARD.—From Java, per Nederland, Messrs. J. Alken and family, R. S. Veenstra and family, D. J. van der Linden, G. ter Marsch and family, Jhr. K. van der Geugten, Mrs. T. H. Marck, Miss A. Weyhenke and brother; per Lichstraal, Messrs. de Rochemont and family, van Bennekom and family, Siermans and family, Pattyn, Valk, van Striemen, the lads Webb, Joosten; per Cornelis Wernard Eduard, Messrs. F. Pyls Rycken and family, Grevelink, Craig, Mrs. E. Revius and family, Mrs. Bool and family, Mrs. Scheltema, Miss Gaal, the lads H. Schallig, Herman Schallig, R. Cornelissen, D. Ketwich, W. Ketwich and F. Bloemen Waanders, J. Wolterbeek and A. Wolterbeek; per Maria Sarah, Mr. Thys and family.

PASSENGERS OUTWARD.—For Java, per Prins van Oranje (str.): Messrs. P. van der velde Erdbrinck, W. Couperus, J. F. Roser and family, M. Canneel, U. C. P. E. de Klopper, Diemont van Langerak, F. Fraukamp, A. P. Fadema, A. de Wendt, J. Schouw Santfoord, F. H. van Verschnur, A. Esscher, J. Fichet, A. Dezentje, W. Dezentje, H. J. Kempe, J. Wesselink, R. H. van Olden, E. H. W. Wynmalen, H. Dirks, J. Hubert, H. G. Maks and family, M. C. J. Lucardie, F. G. Cantervischer, Miss C. C. van Geuns, Messrs. J. Andrea, C. B. von Czudnochowski, S. Rushton Lankaster, A. Dubois, C. A. ter Linde, H. J. de Bruyn Kops, L. Croes, W. van der Linden and family, Mrs. Nagelvoort, Messrs. C. Balkema, J. Wouters and family, Mrs. C. von Leschen-Ditloff Tjassens, Messrs. C. Lawick von Pabst and family, G. Surkerbuck, J. Dykstra, C. Henckel and son. Per Cornelis Gips. Messrs. A. J. L. Weisbecker, P. G. C. Baert, and J. Lawson.

FOREIGN SHIPS IN THE PHILIPPINE ISLANDS.

The Lords of the Committee of Privy Council for Trade, have received from the Secretary of State for Foreign Affairs a translation of a note from the Spanish Minister at this Court, calling attention to the resort of foreign ships to non-qualified ports in the Philippine Archipelago, and requesting the publication of the following circular of the Spanish Government to its representatives abroad, dated 2nd of July, 1860, the provisions of which are still in force:—

"(Translation.) The abuses committed by some foreign vessels which, in violation of the Customs' regulations in force in the Philippine Islands, have taken to the island of Iolo a quantity of goods of unlawful commerce, munitions and stores of war, have attracted the attention of the Queen our Lady, and, in consequence thereof she has been pleased to direct that you be instructed to remind the Government where you are that as no other than the port of Manila, Sual, Ilo Ilo, and Zamboanga are open to external commerce the foreign flag will not be allowed to trade direct with Iolo and the adjacent places, which, according to the capitulations of April 30, 1851, form an integral part of the Philippine Archipelago. By Royal order I communicate this to you, so that you may make the foregoing regulation as public as possible for the information of the trading community of the country where you are."

Digitized by Google

COURT OF ADMIRALTY.

THE WILLEM III.

This was a cause of salvage on behalf of the General Steam Navigation Company, the owners of the steamship *Scorpio*, and the owner, master, and crew of the steam-tug *Cambria*, in respect of services rendered to the screw steamship *Willem III*. On May 20 last, at midnight, the *Scorpio* fell in with the *Willem III.*, on fire, off St. Katherine's in the Isle of Wight. On proceeding closer to the *Willem III.* it was discovered that the vessel had been abandoned. The *Scorpio* then proceeded to look for the boats of the *Willem III.*, and ultimately found four containing the crew and a great number of passengers, many of whom were ladies. About five o'clock in the morning the *Cambria* reached the *Willem III.*, and it was agreed that she should tow the vessel to Spithead, and at about 3 P.M. she succeeded in grounding the vessel, which was still burning, on Hamilton bank.

The Court awarded £1,000 to the *Scorpio*, £2,500 to the *Cambria*, £20 to the pilot who was on board the *Cambria*, and £600 to the pilot cutter *Mary* for her services in rescuing certain of the crew and passengers, with costs.

Monetary and Commercial.

—o—

The tenders for £400,000 in bills on India were received on the 2nd inst. at the Bank of England. The amounts allotted were—to Calcutta, £340,000; and to Bombay, £60,000. The minimum price was fixed, as before, at 1s. 10½d. on all the Presidencies. Tenders on Calcutta at 1s. 10¾d. will receive about 26 per cent; above in full. Tenders on Bombay at 1s. 10¾d. will receive in full. No alteration of importance is shown, compared with the last occasion.

The share lists of the Anglo-Indian Tea Company closed on the 7th inst. for London, and this day for country applications.

A meeting of the proprietors of the London and County Bank was held yesterday. The net profits for the half-year amounted to £90,100, making a total of £94,449, including £4,349 brought forward. A dividend of 6 and a bonus of 3 per cent. were declared for the half-year, free of income-tax, being at the rate of 18 per cent. per annum.

At a meeting of the board of the Anglo-American Telegraph Company, it was resolved to pay the usual interim dividend of two per cent. on the 1st of September for the quarter ending the 31st of July.

At a special meeting of the Telegraph Construction and Maintenance Company (Limited), it was resolved to hold half-yearly, instead of annual meetings, in future. It was also decided to reduce the authorised number of directors from fifteen to eight.

The directors of the Commercial Union Assurance Company have declared an interim dividend of 2s. 6d. per share, being at the rate of 5 per cent. per annum, payable on and after 8th September next.

The silver market is inanimate. Bars, being scarce, are quoted 60 11-16d., but new Mexican dollars have slightly receded to 59 1-16d., while, in consequence of slackness in the demand for China, those of the old description have fallen to 59⅜d.—a decline of ¼d. from the last rate, and of ⅛d. within little more than a fortnight.

Mr. Samuel Barrow, the official liquidator of the Northern Assam Tea Company (Limited), announces the payment of a dividend of 2s. 6d. in the pound to the creditors of that undertaking.

The stoppage is reported of Messrs. W. B. Cooper, jun., and Co., East India merchants, of New York.

It is stated that the new season's tea just imported shows an average loss, according to the present market prices, of about 2d. per lb.

The meeting of steamship owners interested in the India and China trades, *via* the Suez Canal, referred to in our last issue, was held on the 4th inst., at the offices of the General Shipowners' Society, Cornhill, on the subject of the forms of bills of lading. A committee was appointed to meet the merchants' committee appointed at the meeting held on the 11th ult. There is to be a meeting this day of the owners of sailing vessels occupied in the Far Eastern trade, and it is to be hoped that the negotiations between the various interests concerned will settle the question on an equitable basis.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—James Epps & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Hankow to London (via Suez Canal), per Enterprise (str.), entered July 31.—140,070 chests 3107 half-chests tea—Order; 100 chests tea—C. Shaw and Co.; 100 chests tea—F. Huth and Co.

From Hankow to London (via Suez Canal), per Erl King (str.), entered July 31.—3620 packages tea—L. Reiss Bros. and Co.; 15,785 packages tea, 3 cases tortoiseshells—Order.

From Manila to London, per Catalina, entered August 1.—11,605 bars copper—C. D. Murietta and Co.; 1200 bales hemp, 1344 bags sugar—Baring Bros. and Co.; 758 bags coffee—Mildred and Co.; 130 bags coffee, 12 tons sapanwood—G. Inch; 1 case cigars in transit, 20 cases indigo, 336 cases gum, 992 bales hemp, 44 cases mother-o'-pearl shells, 2064 bags sugar, 1501 bags coffee, 22 cases cigars—Order.

From Penang to Liverpool, per Eastern Star, entered July 28.—1428 bundles rattans, 400 boxes cutch, 3145 baskets sugar—Order.

From Singapore to London, per Talbot, entered Aug. 3.—1868 bales 2146 bags gambier, 1382 slabs 273 baskets gutta-percha, 114 baskets white gutta, 58 baskets gutta-susa, 18 baskets india-rubber, 568 cases gum damar, 3 baskets Borneo-rubber, 2055 pcs. buffalo hides, 3217 pcs. 18 bales cowhides, 597 bags sago flour, 532 bags pearl sago, 2599 bags pepper 624 bags teel-seed, 915 bags oil-seed, 794 bags tapioca, 2374 pcs. buffalo horns, 904 bundles canes, 10,310 bundles rattans, 350 cases cassia, 275 boxes 90 cases copal, 4 cases merchandise—Order.

From Hankow, Kiukiang, and Singapore to London (via S.C.), per Craigforth, entered Aug. 3.—From Hankow: 9919 chests 1957 half-chests 889 packages 4617 boxes tea—Order. From Kiukiang: 1100 chests 400 half-chests tea, 7 packages merchandise—Order. From Singapore: 1 package merchandise—Order.

From Java to Bristol, per Cochin, entered July 30.—6338 baskets sugar—Beloe and Co.

ARTICLES OF IMPORT.

—o—

TEA.

The first arrivals of new season's Tea, per steamers Australia, Erl King, and Enterprise, have been placed on the market, and the quality of the portion yet examined is barely equal to that of the preceding season; the demand has been moderate, and only a few chops have been disposed of—good Moning Congou at 1s. 7d. to 1s. 10d., fine to finest 2s. to 2s. 4d. per lb.

At the public sales held on the 31st ult. only 3,892 packages were offered, consisting chiefly of small and undesirable parcels, and nearly the whole was disposed of without reserve at about the valuations. About 1,700 packages consisted of Congou, which sold without reserve at easy rates—siftings, 3d. to 3½d.; common red leaf, 10d. to 10½d.; good common to fully fair red leaf, 11d. to 1s. 1d.; Souchong brought 1s. 3d. to 1s. 3½d., and numerous small parcels of Green 6d. to 10d. per lb.

Another small public sale of 641 chests new season's Moning Congou, per Enterprise, from Hankow, was held on the 2nd inst. This parcel being printed without reserve on the day of sale on account of the importers, was sold at 1s. 10d. to 1s. 10½d. per lb. There was a fair attendance of buyers, but the price realised shows a decline compared with the first sales, ex Australia, on the 31st ult.

SILK.

The activity of purchase and buoyancy of market recently prevailing continues with some further slight advance in prices. The extent of business in China silk has been limited apparently only by the comparatively exhausted stock. The deliveries are good—far in excess of any previous month in the last few years, with the exception of last month and the month of March 1870, and the aggregate stocks are only slightly in excess of last year. A very large portion of the business done recently has been "for arrival"—rather a new feature, but the agency of the telegraph seems to render it comparatively free from difficulty, especially in the early part of the season. Japan Silk shows a large difference in the deliveries as compared with last month, but this was to be expected. They are still good if only present figures can be maintained. The stock is very large. In Canton Silk the stock has been reduced to comparatively moderate dimensions, notwithstanding the very large importation of the two past seasons; but in this Silk prices do not mark the same improvement as in China and Japan Silk.

COFFEE.

The market for Ceylon is still inactive, but prices are steady. The quantity offered at the auctions during the past week has not been extensive, and not having exceeded requirements has all been taken off; the latest rates paid for Plantation have been triage 49s. to 55s., ordinary 55s. 6d. to 57s., small 59s. to 61s., low middling to middling 62s. to 70s., good middling to bold 71s. to 76s., pea-berry 79s. 6d. to 82s. There have been few offers of Native Ceylon at the public sales, and only small transactions have been effected at 53s. 6d. to 54s., for ordinary and good ordinary, but a fair amount of business has been done privately in good ordinary at 54s., bold at 59s., and pea-berry at 59s. 6d. An offer of 382 bags Bonthyne Singapore bought in at 56s. to 57s., excepting 190 bags sea-damaged, which sold at 51s. 6d. to 54s.

SUGAR.

The market for West Indian Sugar has been strengthened by an improvement in the demand, and a considerable business has resulted at an advance of 6d. upon the prices ruling last week. The improved tone has not yet extended to East India descriptions, in which there is not a single transaction to chronicle.

Cocoa-nut Oil is only in limited request, at £39 5s. to £39 10s. for Ceylon in pipes.

Hemp.—At auction 300 bales Manila superior roping Boluzan were bought in at £49; of 148 bales Sunn 55 bales sold, good to fine £25 5s. to £27 5s., fair £21 5s. to £23 5s., the remainder middling bought in at £18 10s. to £19 10s., also 120 bales Coconada at £25.

Digitized by Google

Pepper.—Black: continues in good demand, on the spot moderate sales have been made, Singapare and Penang both at 5 13-16d. For arrival 25 tons Singapore, per Dorothea, have sold at 5⅞d., and about 230 tons Penang, per Black Adder and Contest, now shipping at 5¾d. White: Singapore has been sold by auction at 9¾d. to 10d. and privately at 9⅞d.

Rice.—There has again been an absence of business on the spot, but the following floating cargoes have changed hands:—The Schwergaard 930 tons Rangoon at about 9s. 9d. continental terms, E contract; the Mirella 1,080 tons Rangoon at 9s. 10½d. for the Continent; the Vigilante 1,370 tons Bassein at 9s. 5½d. for the Continent; the Ole Bull 810 tons Rangoon at 9s. 10½d. for the Continent; the N.E. Kirckegaard 670 tons Necransie at 9s. 7½d. for the Continent; the St. Petersburg 1,040 tons Rangoon early May sailing at 10s. for the Continent; and the Elizabeth 510 tons Necransie March sailing at 9s. 9d., ex ship for London or Continental terms.

Tin.—The market continues firm at the last quoted rates for Straits, and at an advance of 10s. for Banca, the current quotations being, Straits on the spot and afloat, £133 10s. to £134; Banca, £136 10s.; Billiton, £134. There have been very large deliveries of foreign Tin from London during the past month—773 tons. The deliveries from Holland were about 400 tons Banca, and 110 tons Billiton, of which 90 tons have been sent here. The stocks here and in Holland are now reduced to a very moderate total, and, as the Tin Plate Trade is active, and the European consumption very good, it appears probable that prices will not go back for some time to come. Those generally best informed in the trade are looking for even higher prices than present quotations. We request attention to the following statistics:—

	Aug. 1, 1871. Tons.	Aug. 1, 1870. Tons.	Aug. 1, 1869. Tons.
Foreign in London estimated at	945	1,053	1,385
Banca in Holland on Warrants...	1,620	1,840	2,789
Billiton in Holland...	125	93	219
Straits Tin afloat for Europe	589	360	1,224
Billiton Tin afloat do.	530	389	760
	3,809	3,735	6,377
Banca in Trading Company's hands, unsold ...	2,220	3,370	1,256
Banca floating	966	869	863
	6,995	7,974	8,496

ARTICLES OF EXPORT.

EXPORT OF WOOLLENS TO CHINA AND JAPAN.

The following is Messrs. Hayter and Hayter's Monthly Statement o the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollns.
Shipped to this date during the present year	To Hong Kong	7,500	7,600	5,499	28,240	17,920
	,, Shanghai	67,520	31,060	34,802	178,816	19,970
	,, Japan	—	300	5,178	42,995	19,530
Total...		75,020	38,960	45,479	250,051	57,420
Shipped to the same date last year ...	To Hong Kong	13,480	4,956	4,831	32,965	30,677
	,, Shanghai	83,100	43,740	37,658	186,523	24,746
	,, Japan	—	600	10,833	28,825	8,111
Total...		96,580	49,296	53,322	248,313	63,534
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,103
	,, Shanghai	115,380	58,640	56,835	274,853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82,856	389,153	79,608
Do. do. 1869	To Hong Kong	25,120	18,570	13,803	35,920	54,836
	,, Shanghai	159,000	60,050	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Had arrived out when the last accounts left of this year's shipments	To Hong Kong	—	4,570	3,497	12,315	2,460
	,, Shanghai	5,000	15,720	18,176	67,560	3,000
	,, Japan	31,600	—	157	7,800	1,900
Total...		36,600	20,290	21,830	87,675	7,360

QUOTATIONS.

	s.	d.	
HH Long Ells	31	6	per piece Scarlet
HH Spa: Stripes	3	1	,, yard ,,
HH SS Camlets	76	0	,, piece ,,
HH Lastings (6 reed)	63	0	,, ,, Gentian
LL ,, (5 reed)	57	6	,, ,, ,,
HH Crape Lastings	52	0	,, ,, ,,
LL Do. do.	48	0	,, ,, ,,
HH China Figures	22	6	,, ,, Scarlet
LL Do. do.	20	0	,, ,, ,,
HH Crape Lustres	20	0	,, ,, Black
China Blankets	1	9	,, lb. Scarlet

The above prices (except for Blankets) include tilleting and packing, and are subject a discount of 1½ per cent. for cash.

NEW YORK MARKET REPORT.—July 22.

TEA.

The following is from Messrs. Beebe's Circular:—Business in all kinds of tea during the past month has been comparatively small, and prices current for Greens and Blacks at the date of our last barely maintained. Japans, other than choice parcels, show a further decline of 2c. to 3c. Our market at the close is somewhat unsettled, and buyers act with extreme caution in view of the near approach of new crop goods. The arrival at San Francisco of the America on the 15th inst., with 24,000 packages, has for the moment increased their disposition to limit purchases to actual wants, and until samples of her goods are shown, and probable values ascertained, Japans are likely to be neglected. Included in the sales reported since June 20 are 12,100 half-chests Green, 5,500 half-chests Japan, and 5,100 half-chests Oolong.

The following are the current quotations (in gold, duty 15c. paid):—Greens (Moyune, Teenki, and Fychow): Gunpowder, first quality, 103c. to 110c.; second, 70c. to 80c.; Imperial, first, 85c. to 95c.; second, 68c. to 78c.; Young Hyson, first, 87c. to 100c.; second, 68c. to 78c.; Hyson, first, 65c. to 75c.; second, 53c. to 58c.; Hyson Skin, 28c. to 35c.; Foochow Oolongs, common and good, 39c. to 46c.; superior and fine, 53c. to 70c.; finest, 75c. to 100c.; Amoy Oolongs, common and good, 38c. to 46c.; superior and fine, 50c. to 60c.; finest, 62c. to 65c.; Souchong and Congou, common and good, 27c. to 38c.; superior and fine, 43c. to 58c.; finest, 60c. to 85c.; Japans, common, 40c. to 43c.; medium, 46c. to 48c.; good medium, 51c. to 53c.; fine and finest, 55c. to 70c.; choice, 75c. to 80c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to July 18, 1871, were as follows:—Greens, 15,334,621 lbs.; Japans, 9,224,250 lbs.; Souchongs, 2,314,708 lbs.; Oolongs, 11,388,370 lbs.; other sorts, 272,006 lbs.; total, 38,533,955 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 55,282,616 lbs., as the total supply. Subtracting from this total the exports from Jan. 1 to July 18, 3,550,161 lbs., and the withdrawals for home consumption during that period, 31,160,338 lbs., there remains a total of 20,572,117 lbs., representing the stock on the last-named date. The receipts from June 18 to July 18 amounted to 2,301,509 lbs.; the withdrawals for home consumption to 2,578,689 lbs.; and the exports to 232,561 lbs.

SILK.

The following is Mr. D. O'Donoghue's report on the market:—Since last circular there has been a fairly active market for silks, confined principally to the re-reeled sorts. Importers having submitted to a further slight decline, in order to close out old lots before the arrival of the new silk, has had the effect, in a few instances, of inducing manufacturers to anticipate their wants, and some transactions have been made for delivery 1st of August. As we approach the time for the new season's silks, however, we note a growing disposition on the part of buyers to hold off, and as a rule, sales have been made for immediate consumption. Re-reeled Tsatlee and Haineen are in fair request, though quality of stock is rather inferior. Usual reel Tsatlee and Taysaam are still slow of sale, the preference being for re-reeled sorts. In re-reeled Cantons an active business has been done. Sales have been principally of the common descriptions for fringes. Extra fine qualities are still very scarce. Japans.—No stock; no demand.

The following are the prices current for China and Japan Silks (currency six months' terms):—Tsatlee, No. 1. none; No. 2, $9; Tsatlee, No. 3, $8.50 to 8.75; Tsatlee, Nos. 4 and 5, none; Taysaam, Nos. 1 $8 to 8.1-8; Taysaam, Nos.2 and 3, $7.50 to 7.55; Taysaam, Nos. 4 and 5, none; Canton, re-reeled, good, $6.50 to 6.75; Canton, re-reeled, fair, $6.1-8 to 6.3-8; Canton, re-reeled, coarse, $5.75 to 5.7-8; Tsatlee, re-reeled, best, $8.3-8; Tsatlee, re-reeled, fair and medium, $8. to 8.1-4; Taysaam, re-reeled, none; Haineen, re-reeled, best, $8.3-8; Haineen, re-reeled, fair, $7.7-8 to 8.1-8; Canton, re-reeled, extra fine, $7; Mahang and Hontang, none; Junkee, coarse yellow, $5; Japans, no stock.

Imports:—In June, 541 packages, $317,333 gold value; corresponding month last year, 251 packages, $196,550 gold value.

Coffee.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing no alteration. The market for Brazil continues quiet, for, while holders are still very firm and offer their stock very sparingly, and only at extreme or advanced prices, there is a reluctance on the part of buyers to operate at present rates, and the business is consequently reduced to very small proportions. The market for East India is also dull, and only a limited business has been doing during the week; prices show a tendency towards decline. The sale is reported of 15,468 mats Java, per Rainbow, and 12,651 mats per Cyclone on private terms. The range for jobbing lots of Java is 18½c. to 19½c. for pale, 19½c. to 19¾c. for medium brown, 20¼c. to 21c. for brown, and 22c. to 24c. for extreme brown, and for Singapore, 17c. to 17½c. for pale, and 19c. to 21c. for brown, all gold.

Cordage continues in fair request at unchanged figures, say 18½c. to 19½c. for Manila, 18c. for tarred Manila, and 16½c. to 17½c. for Sisal.

Camphor.—China is quoted 19c. gold (in bond).

Essential Oils.—Aniseed is quoted $2.10; Cassia, 80c. gold (in bond).

Fire Crackers.—Market without alteration.

Hemp.—The quietude in the market for Manila noticeable at the close of our last report has continued, and business has been very small, while prices show a fractional decline. The only sales of Manila are 500 bales on the spot, 932 bales, per Velocity, and 228 bales, per Nimroud, both to arrive, at or about 11¼c., 60 days, gold.

Indigo.—The market has remained very dull, and only small lots have been quitted at last quoted rates.

Preserved Ginger.—China is quoted $8 currency (duty paid).

Rhubarb.—The quotation for China is 40c. to $1 currency (duty free).

Rice.—The market for Carolina has been unsettled and irregular, owing to parcels of low quality being forced off at a decline. East India shows no alteration, sales of Rangoon being reported to the extent of 1,900 bags at $6.75 to 7.25 currency, and 100 bags in bond at $3.30 gold.

Sugar.—The market has been somewhat less active, and without excitement, but has retained its firmness, the demand having con-

Digitized by Google

tinued steady and good from refiners, with some inquiry also from the trade. There are no sales of East India to report.

SPICES.—There are few, if any, invoices of Nutmegs, Mace, or Pepper offering, and the market for whole parcels of these goods is necessarily quiet, while prices remain firm; 280 cases Nutmegs and 700 bags Pepper at hand, per Rainbow, were sold previously. In Cassia there is a better feeling, and prices are a little higher. Pepper is strong; some orders are on this market for the article from London, but at limits below the views of holders. There is a steady trade demand at $1.50 for Mace, $1 for Penang Nutmegs, 31½c. to 32c. for Cassia, 33c. for Wild Cinnamon, 11c. for Cloves, 16¼c. for Sumatra Pepper, 17¼c. for Singapore, and 25c. for White—all gold.

TIN.—The market is less active, but prices are strong, and are again a little higher; Sales have been made of Straits at 35¼c. to 35¾c., Banca 40c. to 40½c., and English 34¾c. to 35c.—all gold; at the close Straits is held for 35½c.

SHIPPING.

ARRIVALS.—July 17, at New York, from Hong Kong, Osaka; 19, at Boston, from Sourabaya, Hilda; at New York from Hiogo, Vigil; 20, from Padang, Cyclone; 27, from Yokohama, Solent.

DEPARTURES.—None.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship.	Captain.	From	At
July23	Dwina	v. Rittern	Rangoon	Bremerhaven
25	Gaulois	Mouy	Akyab	Belle Isle
19	Menam	Wilson	Bangkok	Gibraltar
28	Wye	—	Rangoon	Liverpool
26	Electric	Pain	Probolingo	Texel
26	Alcyone	Kruisinga	Tjilatjap	Do.
26	Jacoba & Christina	Stevert	Batavia	Do.
26	St. Jan	Lommerse	Padang	Brouwershaven
26	Graafstroom	Leclerq	Samarang	Do.
23	Alavesa	Sanieta	Manila	Cadiz
29	Schweigaard	Koren	Rangoon	Falmouth
29	Rescue	—	Akyab	Liverpool
27	Dora	—	Rangoon	Cuxhaven
27	Therese	Demartino	Colombo	Do.
27	Baron v. Pallandt v. Rosendaal	—	Batavia	Texel
27	Pauline C. & leonore	Kuypers	Do.	Do.
27	Marie Diederiks	v. Lindern	Do.	Do.
31	Enterprise (str.)	Lobnitz	Hankow, via S.C.	London
31	Trevanion	Stevens	Colombo	Do.
31	Catalina	Ansoleaga	Manila	Do.
31	Kebroyd	Bedford	Colombo	Do
31	Erl King (str.)	Steele	Hankow	Do.
31	Pandora	Carruthers	Colombo	Do.
31	Vancouver	Arthurson	Rangoon	Falmouth
29	O'Thyen	Jorden	Akyab, for Bremen	Off do.
29	Hosea Itich	—	Batavia	Texel
29	Nyverheid	Schaap	Do.	Brouwershaven
31	Sydenham	Cain	Bassein	Falmouth
31	Arcot (str.)	Day	Galle, &c., via S.C.	London
31	Lord Raglan	Gorley	Java, for Rotterdam	Deal
31	Susanna	Leith	Rangoon	Falmouth
Aug. 2	Talbot	Oughton	Singapore	London
July31	Vigililate	—	Bassein, for Rottrdm.	Off the Wight
31	Stat	Bjornstadt	Batavia	Texel
11	Encarnacion	Cardoqui	Macao and Marle	Havana
Aug. 3	Craigforth (str.)	—	Hankow, via S.C.	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
July27	Belle of Southesk	Stronach	Sundrlnd.&Singapore	London
28	Portland	Smith	Shanghai	Do.
28	Tanjore	Cobbs	Cardiff & Singapore	Do.
29	Corinna (str.)	Dryden	Colombo, &c., via S.C	Do.
29	Bombay	Heigho	Hong Kong	Do.
29	Hibernia (str.)	Welch	Pt. Darwin & Batavia	Do.
29	Edinburgh (st.)	Cato	Do. do.	Do.
25	Hendrika	Bus	Batavia	Shields
27	Italy	Geary	Shanghai	Newport
29	Nourmahal	—	Yokohama	Liverpool
29	Maria Fidela	—	Manila	Do.
27	Nyassa	Lawson	Hong Kong	Cardiff
30	Sirius	—	Java	Shields
2	Ocean	Jansen	Bangkok	Bahia
Aug. 1	Akola	Huggins	Colombo, &c., via S.C.	London
uly30	Meteor	Dirksen	Hong Kong	Newport
31	New Wabeno	Mathias	Galle	Cardiff
31	Mayola	—	Do.	Newcastle
31	Latona	Thomas	Do.	Swansea

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Odessa, Glengyle. For Singapore, Hong Kong, Chefoo, and Tientsin: Enterprize. For Colombo, &c.: Vixen, Henry the Fourth, Virago.

SAILING VESSELS.—For Hiogo and Nagasaki: Carnarvonshire. For Yokohama and Hiogo: Georgina. For Yokohama: Coulnakyle, John Nicholson. For Shanghai: James Shepherd, Laurel, Ethiopian, Michael Angelo. For Hong Kong: Isles of the South, Northfleet, Caroline Coventry. For Batavia and Sourabaya: Mary. For Singapore: Peterborough, Havelock, Eleanor, Sree Singapura. For Penang: Bristow. For Bangkok: Mary Evans. For Colombo: Rosy Morn, Ocean Beauty, W. E. Gladstone, Hilarion. For Colombo, &c.: Callisto.

At LIVERPOOL.—For Yokohama and Hiogo: Birmah. For Manila: Olaquivel. For Singapore, Hong Kong, and Shanghai (via S.C.): Commander (str.), Warrior (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Singapore: River Eden. For Galle: South America, Anna. For Colombo, &c. (via S.C.): Timsah (str.).

At GLASGOW.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Batavia and Sourabaya: County of Stirling. For Colombo, &c. (via S.C.): Killarney (str.).

SPOKEN.

CYMBELINE (brq.), Singapore to Marseilles, June 7, in Sunda Straits.
SCOTT (bq.), Cardiff to Hong Kong, June 9, near Anjer Straits.
HOLMSTRAND (Nwg. bq.), Hg. Kg. to Falmouth, June 12, in Banca Sts.
ALUMINA, London to Japan, April 5, 6 S., 27 W.
ANITA (Hamb. bq.), for Batavia, June 7, 8 (?) S., 32 (?) W.
CREDO, London to Japan, June 26, 7 N., 24 W.
SINGAPORE, Amsterdam to Hong Kong, June 2, 5 N., 23 W.
MAURITIUS, bound to Cochin China, July 20.
PETER PERKINS, Hong Kong to Falmouth, July 2, 16 N., 31 W.
HELENA and HENRIETTE, Amstdm. to Macassar, June 22, 10 N., 25 W.
NESTOR, Cardiff to Batavia, July 13, 31 N., 19 W.
VYF VRIENDEN, Rotterdam to Batavia, June 18, 6 N., 25 W.
CORNELIS SMIT, Cardiff to Singapore, June 15, 6 N., 22 W.
CATHERINA MARIA, Rotterdam to Batavia, July 24, 50 N., 4 W. [42 W.
A Dut. bq., showing 1st d.p. No. 204, Java to Amstrdm., July 8, 31 N.,
JAN (Dutch barq.), Rotterdam to Batavia, June 8, 19 S., 36 W.
THE CALIPH, London to Shanghai, June 13, 13 N., 25 W.
AURORA (Dutch schnr.), for Batavia, 62 days out, June 6, 10 S., 35 W.

FREIGHTS AND CHARTERS.

Berth freights are still without alteration, but there is more doing at current rates. Coal freights remain as previously quoted.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 27s. 6d. weight, 35s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Bordeaux, dated July 26, state that the Pegasus (barq.), Mackey, from Hiogo, went ashore at Lagrange, but floated off July 26, and was towed into harbour at Bordeaux without apparent damage; half of her cargo is for that port, and the remainder for London.

The Washi (str.), from London to Japan, via Suez Canal, put into Lisbon, July 24, with damage to machinery.

The Yokohama (Amer. barq.), Paul, from New York to Batavia, put into Rio Janeiro June 27, to repair masts.

The Vrede, from Panaroekan to Amsterdam, which put into Surinam leaky Feb. 7, sailed thence for her destination June 30, after repairing, but drifted backward on the Leda and sustained damage.

MISCELLANEOUS.

At Port Said, July, 19, Albatross (stz.), from Singapore, China, &c., for London; Hector (str.), from Shanghai and sailed, July 28, for London; Danube (str.), from China, &c.

At Surinam, June 30, Vrede, van der Plas, from Java, sailed for Amsterdam, after repairing.

At Mauritius, June 9, Kim Eng Seng, Jackson, from Singapore; 21, Sea Ripple, Pringle, from Singapore; 27, Cossack (str.), Parish, from Trincomalee; 26, Riviere d'Abord, Richard, sailed for Galle.

The following steamers have passed the Suez Canal between July 26 and Aug. 1:—Durley, London to Galle, &c.; Alex. Lavalley, Liverpool to Singapore, China, &c.; Atholl, London to Singapore, China, &c.; Penguin, Liverpool to Colombo, &c.; Hector, China, Singapore, &c., to London; Danube, China to London; Cheops, China to London; Kangaroo, China to London.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness
Excellent economica stock for Soups, Sauces. &c.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

DINNEFORD'S FLUID MAGNESIA.
THE Medical Profession for Thirty Year have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS, and for regular use o WARM CLIMATES.
DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD'S Magnesia

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to SAIGON and COCHIN CHINA	£5 17	0
" " " HONG KONG	7 0	0
" " " SHANGHAI	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Princ of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATELSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA. ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Aug. 5, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Aug. 5, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBRAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight,
WHICH HAVE BEEN MUCH REDUCED,
and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	from England.	
Japan	in 38	"	"
China	in 44	"	"
New Zealand	in 42	"	"
Australia	in 47	"	"

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.
16, Cornhill, London, May 5, 1871.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).
Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

HAMBURG—BREMEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED, having been appointed Agents in China for the above-named Company, are prepared to grant Policies against Fire at Shanghai, to the extent of £10,000, on one risk, as under:—

1. On Buildings or on their contents.
2. On Ships lying in port, or on their contents.

WM. PUSTAU and Co.
Hong Kong and Shanghai.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

NOTICE.

THE undersigned have established themselves at Manila as Merchants and Commission Agents, under the style of JACKSON, FRENCH, AND CO.

HUGH SMITH FRENCH.
EDWARD JACKSON.
Manila, Feb. 15, 1871.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

HOLLOWAY'S PILLS

EXCELLENT PILLS.—The resources of medicine and chemistry were long and fruitlessly tried before they yielded a remedy which could overcome disorders of the stomach and nerves, till Professor Holloway discovered his purifying and tonic Pills. They are the safest and surest correctives of indigestion, heartburn, flatulency, torpidity of the liver, twitchings, nervous fancies, despondency, low spirits, and declining strength. Holloway's Pills supersede all irregular action in the body, and so strengthen and support the system that disease departs, and leaves the patient not at all shaken. This is the grand aim and object of medical art, to regulate disordered functions without damaging the constitution by the remedy, and admirably is this end attained by Holloway's Pills.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagrams
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL,
(Over the JERUSALEM.)

Digitized by Google

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9, July 23, Aug. 6, Aug. 20, September 3, Sept. 17 — For Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

July 9, August 6, Septmber 17 — For Pondicherry, Madras, Calcutta.

July 9, and every fourth Sunday rom that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. Fletcher and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA, JAPAN, AND BOMBAY.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Yokohama ...	Coulnakyle .	A1 13 yr.	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.
Shanghai ...	MichlAngelo	A1 16 yr.	SWID	With des.
Hong Kong..	Caroline Coventry ...	A1 13 yr.	SWID	With des.
Bombay.....	Erl King ...	AB	SWID	Aug. 25

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D.	With des.
Shanghai ...	Ethiopian ...	A1	E.I.D.	With des.
Hong Kong	Isles of the South	A1 13 yr.	E.I.D.	With des.
Yokohama...	John Nicholson	A1 14 yr.	E.I.D.	With des.
Yokohama...	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to Killick, Martin and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Singapore, Hg. Kg., Shanghi, Tientsin, & Japan.	Entrprise	100 A1	1521	E.I.D.	Aug. 14
China Prts & Japan.	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Sept. 2

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to Gellatly, Hankey, Sewell, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the well-known clipper ship, NORTHFLEET, A1, 14 years, 876 tons register; THOMAS OATES, Commander; London Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. John Patton, Jun., and Co., 22, Leadenhal'-street; or to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM FROM LONDON to GALLE, SINGAPORE, HONG KONG, SHANGHAI, TIENTSIN, CHEFOO, JAVA, and JAPAN.—The celebrated Clyde-built clipper steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-horse power nominal, 1,350 h.p. effective, having just arrived from Hankow, first steamer with the new season's teas, will be despatched on the 14th August. This beautiful vessel has unequalled accommodation for a number of first and second-class passengers, being provided with bath rooms, piano, punkas, ice-house, &c., and every comfort that can be desired. Will carry a surgeon and stewardess. She will call at Galle to land passengers only, and reserves liberty to tranship her cargo for Tientsin, Chefoo, Java, and Japan.

For Freight or Passage apply to Messrs. Grindlay and Co., 55, Parliament-street, S.W.; or to Gellatly, Hankey, Sewell, and Co., 8, York-street, Manchester, and 109, Leadenhall-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to John Swire and Sons, 19, Billiter-street, London; or to Alfred Holt, 1, India-buildings, Liverpool.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Pen., Sing. Hg.Kg.,& Shanghai	Canton.....	—	1215	SWID	Wth des.

For Freight or Passage apply to Norris and Joyner, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 18th August.

For YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered Screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; Victoria (London) Docks.

For Freight, apply to the Owner, Donald R. Mc Gregor, Esq., Leith; to Smith, Sundius, and Co., 17, Gracechurch-street; or to Shaw, Maxton and Co., 2, Royal Exchange Buildings, London, E.C.

Steam via the Suez Canal. To sail on August 25.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, calling at FOOCHOW, the splendid full-powered screw steamer, LORD OF THE ISLES, 100 A1, 1,846 tons register; 240 horse-power, nominal; RICHARD ROBINSON, Commander; South West India Docks. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess.

For Freight or Passage, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via Suez Canal.—To follow the Glengyle.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offers (taking goods at through rates for Java and Japan at shippers' risk), the magnificent new Clyde-built screw steamship GLENDARROCH, 100 A1, 1,500 tons register, 900-horse power effective, E. W. BERRYMAN, Commander; to load in the South West India Docks. This high-classed and full-powered steamer is confidently recommended to intending shippers and passengers. The state rooms are elegantly fitted, and replete with every comfort.

For Freight or Passage apply to Thos. Skinner and Co., 5, East India Avenue, London, E.C.

STEAM from LONDON to CHINA and JAPAN, via Suez Canal.—RED CROSS LINE of STEAM PACKETS.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan at through rates, the favourite, fast, new screw steamer ODESSA, 820 tons register, 600-horse power, WM. BURKITT, Commander (well known in the China trade), classed A1 18 years in Liverpool Lloyd's, will be despatched punctually on the 16th August, unless previously full. This splendid steamer has made three voyages out and home to Calcutta, via Suez, and has deservedly earned a splendid reputation for quick passages and good deliveries, and is confidently recommended to shippers. Now rapidly loading in the Victoria Docks.

For Freight or Passage apply to Messrs. C. N. Norwood and Co. Hull, or to the agents, Alfred Laming and Co., 8, Leadenhall-street, London, and 110, King-street, Manchester.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Odessa, s.s.	820	Alfred Laming & Co.	Aug. 16
Sree Singapura, A1 15 years	585	R. Tidman & Co. ...	Aug. —
Havelock, A1 13 yrs.	454	Wright, Bros., & Co.	Aug. 12
Peterborough, A1 13 years	560	Mills and Milne.....	Aug. 10
LIVERPOOL.			
River Eden	508	P. Cotesworth & Co.	
GLASGOW.			
Albay, s.s.	609	J. & R. Young & Co.	Aug. 10
Wemyss Castle, A1 14 years	699	Thos. Skinner & Co.	

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 34, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From Liverpool.

Destination.	Ships.	Class.	Dock.	Date.
Bat., Sour.,& Samarang	Rance.....	3-3rds L. 11 9 yr.	Prnce's	With des

From London.

Yoko.&Higo	Georgina...	A1 13 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

JAPAN.—From LIVERPOOL. For YOKOHAMA and HIOGO. Has nearly the whole of her cargo engaged, and will be despatched on the 14th inst., full or not full; loading east side Princes' Dock; the magnificent Clyde-built iron clipper ship BIRMAH, Capt. R. PEARSE; 797 tons register; classed AA1 at Lloyd's, and for 20 years in the Underwriters' Registry. Sails remarkably fast; and as a conveyance for fine goods cannot be surpassed.

For Freight, &c., apply to E. C. Friend and Co., 2, Tower Chambers, Old Church Yard, Liverpool.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Arcot	100 A1	1,780	E.I.D.	Aug. 15
Winestead.....	A1 20 yrs.	2,000	E.I.D.	Aug. 25
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Sept. 10
Yorkshire	100 A1	2,273	S.W.I.D.	To follow
Xantho	A1 18 yrs.	1,800	E I.D.	To follow
Rollo	A1 18 yrs.	1,437	E.I.D	To follow
Red Gauntlet...	100 A1	1,450	E.I.D.	To follow
Hindoo	A1 18 yrs.	1,800	E.I.D.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to Gellatly, Hankey, Sewell, and Co., No. 8, York-street, Manchester; or, 109, Leadenhall-street, E.C.

Guaranteed first ship.

FOR COCHIN, BEYPORE, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the splendid Regular Trader MACEDON, A 1, 13 years; 496 tons register; J. SUMMERFIELD, Commander, West India Docks. This fine vessel is well known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C., or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE. A 1 14 years; 534 tons register; PETER JONES, Commander; S.W. India Docks.—This fine, high-classed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR THE CITY OF BANGKOK, SIAM.
Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

For Freight or Passage apply at 12, George-yard, Lombard-street.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Wednesday, August 9, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 415.] LONDON, MONDAY, AUGUST 14, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

LATEST TELEGRAMS.

LOSS OF THE "MEGÆRA."

BATAVIA, AUG. 9.—Messrs. Shaw, Maxton, and Co. have received the following telegram under this date:—"*Oberon* sailed daylight calling St. Paul's provisions, &c., passengers." The *Oberon* (s.) was on her passage from Hankow to London, when she called on the 8th August at Batavia; she was there engaged to take provisions for the relief of the crew and passengers of H.M.S. *Megæra*. From St. Paul's Island the *Oberon* will continue her voyage to London.

WRECK OF THE "LOUDON CASTLE."

HONG KONG, AUG. 10.—Advices received here announce the arrival at Takao of the master and missing part of the crew of the *London Castle*, from Foochow for Singapore, which vessel was wrecked [illegible]

COMMERCIAL.

STRAITS SETTLEMENTS.

(RECEIVED AUGUST 10.)

SINGAPORE, AUG. 10.—Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6 lbs., $1.62½; Mule Twist, 40's, $112; Gambier, $2.90; Pepper, Black, $10.80; White do., $17⅞; Tin, $34¼. Exchange on London: Bank bills, six m.s., 4s. 4⅝d.

NEW SEASON TEA SHIPS.

The *Ulysses* (steamer), from Hankow, June 4, with new season's teas, reached Gravesend on the 9th inst., and on the following day the *Lord of the Isles*, from the same port, arrived; the latter vessel left Hankow June 8, and Woosung June 15, and has thus made the passage from Woosung to Gravesend in fifty-six days. The *Abbotsford*, from Foochow, has passed the Canal, having arrived at Port Said on the 4th inst.; the *Achilles*, from Shanghai, and the *Glendarroch*, from Foochow, have also passed the Canal. The *Diomed*, from Foochow, left Aden on the 6th inst., after repairing the damages sustained in her collision with the *Peiho*. The *Mongolia* (P. and O. steamer) left Malta on the 11th inst., and may be expected at Southampton on the 20th.

The following are the vessels now afloat according to the latest advices. From Hankow, *Agamemnon*, *Achilles*, *Cheops*, *Mongolia*. From Shanghai, *Hector*, *Thermopylae*, *Ziba*. From Foochow, *Abbotsford*, *Glendarroch*, *Diomed*, *Titania*. From Canton, *Canton*, *Danube*.

The arrivals to the present date have been as follows—all from Hankow:—*Australia*, 1,223,350 lbs.; *Enterprise*, 1,551,750 lbs.; *Erl King*, 1,565,750 lbs.; *Craigforth*, 1,175,800 lbs.; *Lord of the Isles*, 1,348,600 lbs.; *Ulysses*, 2,169,050 lbs.; total 9,034,300 lbs.

The steamer *Hector*, of Holt's line, has arrived from Shanghai and docked in fifty-eight days. She brings a cargo of New Season's Tea and Silk, and several passengers.

LIST OF PASSENGERS.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Aug. 5.—To Yokohama: Mr. Larkin, Mr. Fry, and one second-class passenger. To Shanghai: Mr. and Mrs. McKenzie. Mr. R. Anderson, and one second-class passenger. To Hong Kong: Mr. Hardie. To Singapore: Mr. P. Gowan, and one second-class passenger. To Ceylon: Mr. S. G. D. Skrine, D.I.G. of Hospital Guy. M.D., Staff Assistant Surgeon C. B. Jennings, Mr. A. Murray, and three second-class passengers.

Per P. and O. steamer *Pera*, from Brindisi, Aug 15.—To Hong Kong: Mr. and Mrs. J. Fairbairne. To Singapore: Mr. H. Bulwer. To Ceylon: Mr. Hy. Irving.

Per P. and O. steamer *Candia*, from Southampton, Aug. 19.—To Shanghai: Mr. G. Brown. To Hong Kong: Capt. and Mrs. H. W. G. Hockin. To Singapore: Mr. R. A. Ferguson, Mrs. Wells and child, Miss Wells. To Ceylon: Mr. H. Creasy.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 29.—To Shanghai: Mr. and Mrs. R. W. Little. To Singapore: Mr. L. R. Glass.

Per P. and O. steamer from Southampton, Sept. 2.—To Hong Kong: Miss Smallbone, Assistant-Surgeon J. B. Baker. To Ceylon: Mrs. Puckle and child.

Per P. and O. steamer, from Brindisi, Sept. 12.—To Batavia: Mr. R. Hutchinson. To Ceylon: Mr. E. T. Delmege.

Per French mail steamer, from Marseilles, Aug. 20.—To Shanghai: Mr. and Mrs. Aretz, Mr. Carl Mathael, Misses Box, Cuissart, Tansen.

Per French mail steamer, from Marseilles, Sept. 3.—To Batavia: Mr. and Mrs. Pahud and child.

OUR NEW MINISTER AT PEKING.

ON the eve of important events it is neither safe nor prudent to speculate. We take up the pen, indeed, without knowing what a day, or a telegram, may bring forth. But however the scene may shift on the diplomatic stage—however Cabinets may act, or by whatever influences Ministers may be urged—principles are happily immutable. Upon these we have from the first taken our stand; by these we are resolved in all circumstances to abide. To us the rise or fall, the success or defeat, of a mere party, has, of itself, comparatively but little interest. In our estimation, the importance of such alternations depends, not upon the various fortunes of the contest, but upon the tendency of the result to promote or obstruct the final triumph of those great principles which, whatever may be the resistance opposed to them, are certain sooner or later to prevail.

Recent events in China have shown that the progress of British commerce and civilisation in the Far East is much too dear to the country, and involves interests all over the world much too important to allow it to be counteracted by all the impediments which can be placed in its way by incompetent statesmen at home, or to be baffled by all the artifices which Oriental hypocrisy can employ to abate its energy. The power of resistance has limits, but that of perseverance has none. Our position in China is so plain that nothing but administrative blindness can prevent our Ministers from seeing it. It is necessary, however, that they should learn that it is not enough to mean honestly; they must act boldly and demand guarantees. On the Chinese Court they can have no hold, except through the medium of its fears. The mandarins will only yield to pressure from without; and it is as clear as noonday that no reliance can be placed upon the young Emperor, surrounded as he constantly is by the inveterate enemies of progress—by persons who have systematically persuaded him to submit to anti-foreign influences which have enormously augmented all the difficulties of his Government, and have now once again imperilled the very existence of his throne. If the present dynasty is to be maintained, it must be made clear to the Government that it can only be done by extending and cementing the relations of China with the Western Powers. The time has at length arrived when the really great men of the people — the party of progress and enlightenment—must be so upheld by our Ministers, in spite of the sneers of Court parasites, and the blind hatred of their fanatical dupes, so that they may at once assume a commanding place in the councils of the Empire, and by their talents, their influence, their character, and their experience, enjoy free opportunity to promote the happiness of the people. They must be sustained by the means of developing—what we know to be a fact established beyond all doubt—that the good-will of the great bulk of the Chinese population is, in the main, favourable to foreigners—sensible of the advantage of their trade, anxious to profit by their inventions, and not radically opposed to their institutions if they are sensibly and delicately introduced to them. We can imagine no grander opportunity of extended usefulness, no career which could include a wider field for the accomplishment of that best of all good objects, securing "the greatest happiness of the greatest number," than that which now opens before Mr. WADE on

Digitized by Google

his appointment as the successor of Sir Rutherford Alcock at Peking.

We have on many occasions felt it impossible to record Mr. Wade's proceedings without animadverting in strong terms upon his apparently unaccountable delays, want of firmness, proneness to give the Chinese Government credit for sincerity and goodwill in the face of the most convincing evidence of their duplicity, weakness, and bad faith, and other short-comings. We are certainly not the people to seize the opportunity of his advancement to retract or modify one tittle of the opinions which we have felt called upon to express in regard to his conduct of affairs, though we are free to admit that his policy may possibly have been guided by his late chief in such a way as to have committed him to a course of action which hemay not have entirely approved, but which he may have felt it inconsistent with his honour openly to deprecate. The strange omission to send home full particulars of the Chinese Circular remains still unaccounted for; and it seems only too probable that Parliament will be permitted to rise before the circumstances of that extraordinary proceeding are explained to the country. But we must by no means jump to the conclusion that the absence of the "missing despatch" is attributable to the *laches* of Mr. Wade, and that the indifference or procrastination of our Foreign-office have had no share in it. All that we can do now is to wait with what patience we may for the explanation which must ultimately be made, and console ourselves for the delay by the reflection that, now that Mr. Wade is officially constituted our Minister at Peking, he will feel it due to himself to speak more unreservedly than he may have considered himself entitled to do hitherto. In the mean time his appointment affords us the opportunity, which we gladly avail ourselves of, to express the general feeling of restored confidence which has been excited by the publication of the lucid and comprehensive memorandum which he appended to the Blue-book on the revision of the Treaties, of which we gave a *resumé* in these columns on the 21st ult. Mr. Wade's memorandum is not only conceived in a sense of enlightened statesmanship, but expressed in language which shows such a desire to discuss the views of the commercial community in a candid and conciliatory spirit as justifies the highest hopes of the successful administration of the British interests in the Far East now entrusted to his charge. It is a document which it is impossible to read without observing the great contrast between the temperate, thoughtful, and courteous phrases of our present Minister, and the cynical, sarcastic, and almost offensive language which Sir Rutherford Alcock too often employed when referring to the British community in China, whose interests were confided to him. But the merits of the memorandum before us do not stop here. It is a document which gives assurance that all the terms of the revised Treaty which can fairly be advanced by our merchants, whose representations were formerly so superciliously disregarded, will lose nothing for want of the temperate advocacy of our new Minister.

HONG KONG *VERSUS* SHANGHAI.—AN OLD CONTROVERSY REVIVED.

In the new Blue-book on our Eastern colonies, which we summarise in another column, a lengthy memorandum appears, addressed to his Excellency the Governor of Hong Kong, in September, 1869, by Captain W. M. Deane, superintendent of police, in reference to a letter from Mr. A. J. Johnston, secretary of the Anglo-American Municipal Council at Shanghai, which appeared in our issue of the 8th July previous. Captain Deane directly traverses Mr. Johnston's arguments, and we therefore gladly give prominence to his version of the dispute—the relative good conduct of the populations of Hong Kong and Shanghai. At the same time we cannot but express our regret that Captain Deane should not have felt constrained, in making an official communication, to employ less grating language in reference to a gentleman of Mr. Johnston's position; and we must also confess to some surprise that a document, which is now said to be "published for general information," should not have been so published until twenty months after it was written. Into the general merits of the case we do not now propose to enter. We have little doubt hat Mr. Johnston will be anxious to explain any inaccuracies into which he may have been misled—if he were misled into any inaccuracies at all, which is by no means conclusively settled in Captain Deane's hasty letter. But we must protest against an official communication reflecting on the conduct of the representative of an important body being permitted to remain unanswered for twenty months, and then being published in a form which admits of no satisfactory contradiction. If Captain Deane felt so strongly on the subject as his phraseology would seem to imply, we wonder that he did not think it due to himself, and to Mr. Johnston, to publish an immediate disclaimer of the latter gentleman's temperately-expressed allegations in the columns in which his letter appeared. Mr. Johnston's remarks, whether right or wrong, were certainly not uncalled for, because the general character of the population of Shanghai had been made the subject of debate in the House of Lords; and Captain Deane's reply would have had more weight if its publication had not been delayed so long as to give it rather the appearance of an attack upon an individual than an explanation of matters of fact. The question had slumbered so very long that we think it a pity that it should have been reopened, when the characters of both the communities, pitted against each other in so unceremonious a manner, must, by mere efflux of time, have undergone great modification. For our own part, we must confess that "sweeping charges," especially in morals, carry little weight with them. Like Churchill, we are

> By nature formed to judge with phlegm,
> We can't acquit by wholesale—or condemn.

MATRIMONIAL "MEDIATION."

An "ingenious gentleman," with a very common name, which we do not intend to give, since it might possibly serve him as an advertisement, appears to be endeavouring to give the Germans a very extraordinary idea of the way in which English ladies and gentlemen are "married and given in marriage." We have not the slightest fear that any of our German friends will be misled by it; but, for the amusement of our readers, we cannot resist giving the following translation of an advertisement clipped from the *Hamburger Neichinchten*. The italics only are our own:—

"Office for Marriages, London.

"Old established and only International Institution in "England for Marriage Mediation. Since 1856 officially "registered *sub* R $\frac{1,7,8,0}{5,6}$ Inland Revenue.

"*Rich parties for marriage from the middle classes, and the "nobility of all countries always at disposal.*

"Respectable *(solid)* references, and *one from his Majesty "the Emperor of Germany*, most graciously certifying the "decision of a Court of Honour *(ehrengerichthites)*, com-"posed of a corps of officers, certify *the* happy result of *this* "marriage of the Mediation Institute. The favour of *orders* "is to be directed (postage paid and not anonymous), *from* "*ladies*, to Mrs. Directress ——, and *from gentlemen*, to "—— —— and Co., —— ——, London."

Our blank spaces stand for words which in the original give an address in a metropolitan suburb much patronised by clerks who have not yet reached the minimum of income upon which the benevolent directors of the Union Bank lately drew the line between celibacy and wedlock. To this modest retreat, therefore, if we are to believe the advertiser, "rich parties" and "the nobility of all nations" resort or consign themselves (no doubt *incog.*) with the view of securing to themselves, at whatever apparent sacrifice of display or dignity, that priceless blessing—disinterested affection. If we may judge, however, from the phraseology of the Matrimonial Mediator, his agency has not yet been crowned with any considerable numerical success, for he speaks of *this* marriage in the singular number—and it must have been a very singular marriage indeed—which somehow gives the impression that his Hymeneal offices have only as yet succeeded in founding *one* union. Having regard to the neighbourhood, however, we cannot doubt that his agency, if successful, will pave the way to another union of a very different type—inasmuch as, in the latter establishment, husband and wife are separated instead of being joined. Giving Messrs. —— and Co. all the credit for sincerity which they deserve, and a little more, we will assume that the couple, whose happiness has been certified by the Court of Honour, sprang not from the "rich parties of the middle classes,"

Digitized by Google

but from that "nobility" which seems so dear to him. We must own to some little curiosity to know the names of the titled bride and bridegroom who forsook the fashionable flirtation grounds of Belgravia and Hurlingham for the romantic matrimonial prairies accessible only through the omnibus or the tramway. We can well imagine the delight of the newly-wedded pair on finding their happiness not only the crowning bliss of their own lives, but also "certified by a Court of Honour"—not a dream from which they could soon arouse themselves by "pinching" (as a good many couples in their neighbourhood are obliged to do), but a good substantial article "warranted not to shrink in wear." Nevertheless, we must own to some misgivings lest the peer—or peerless—bridegroom, whom we have supposed, were obliged to publish his title to the world, he might turn out to be the "Lord Knows Who."

It is impossible to resist jesting at such an unblushing piece of absurdity as the advertisement under notice. We are, however, somewhat surprised that it should not have been suppressed by the censor of the press. It *may*, by a remote possibility, delude some innocent out of money which he can ill afford—though he would certainly get a very sufficient amount of experience in return for it. As the Scottish poet, Pollok, says:—

"Fertile is earth in many things—not least
In fools,"

and it seems hardly likely that persons would be found willing to invest in so many outrageous and transparent advertisements as disfigure the pages of some of our contemporaries if there were not as many pigeons as hawks in the world. Perhaps, after all, and morals apart, it is only a new phase of the law of demand and supply. As Mark Lemon said—"Oh, dear! Why do they make laws against swindling, when they ought to punish the greenhorns for tempting the ingenious?"

Sir Harry Parkes, Her Majesty's representative in Japan, with Lady Parkes, arrived from New York, per Cunard steamer *Calabria*, on the 9th inst.

THE BLUE-BOOK ON THE EASTERN COLONIES.

The third volume of the "Reports on the Present State of Her Majesty's Colonial Possessions," just presented to Parliament, is devoted to Ceylon, Hong Kong, Labuan, Mauritius, and the Straits Settlements. We will take them in the order in which they appear.

CEYLON.

Sir Hercules Robinson reports the financial results of the year 1869 as satisfactory. The revenue was £946,494, against £925,265 in the previous year; and the expenditure amounted only to £881,373, showing an excess of revenue over expenditure of £65,121. There is a slight decrease of revenue, under the head of Exports, owing to the postponement of shipments of coffee, &c., in order to get the benefit of the abolition of the export duties, which took effect from Jan. 1, 1870. The net result is, however, as above stated, an increase of revenue for the year of £21,229, while the expenditure, which amounted in 1868 to £974,950, was reduced to £881,373, a decrease of £93,577.

The public debt of the colony consists of a loan of £700,000, raised on debentures for the construction of the Ceylon Government railway from Colombo to Kandy. In consequence of the successful working of this line, the profits of the railway alone proved more than sufficient to meet the interest of the debentures and provide for the gradual extinction of the debt; and, under these circumstances, the export duties, being no longer required, were abolished; the receipts from the railway have been merged into the general revenue of the Island, and that revenue has been charged with an annual payment of £58,000 for fourteen years, which, it is calculated, will, after defraying the interest of the loan, create a sinking fund sufficient to provide for the redemption of the debentures as they arrive at maturity.

The value of goods imported in 1869, exclusive of specie, was £3,407,094 showing an increase of £3,106 as compared with 1868. The total value of Ceylon produce exported in 1869 was £2,989,876. The revenue derived from imports and exports showed an increase of £9,002 over the previous year.

The expenditure on public works amounted to £269,853, or £56,172 less than in 1868. Of new roads the most important is the one from Badulla to Batticaloa, forty-eight miles of which have been completed at a cost of £38,449. Other roads opening outlets for coffee estates have been completed or commenced, from Teldeniya to Galmal Oya, from Ginigathene to Dik Oya, from Galle to Morawak Koralé (the new coffee district in the southern province), and from Colombo to Ambetellé. Many new bridges were also completed in the course of the year. The total expenditure on irrigation works was £13,727.

From the Report of the Surveyor-General it appears that, during the year 1869, 4,420 lots, containing 28,831 acres of Crown land, were disposed of for £48,249, or at the rate of £1 13s. 5d. per acre. The largest sales have taken place in the Western Province.

The working of the railway has been most satisfactory. The profit for the year was £108,465, or six per cent. on the capital. Both goods and passenger traffic show a steady increase.

The principal civil medical officer reports that the public health was exceptionally good throughout the year. Only thirteen cases of cholera and fifty-five of small-pox occurred, and the rate of mortality declined from 16·3 in 1868 to 13·65 per cent.

The number of schools supported by Government was 120, and the returns from the different missionary bodies show an increase of 165 in the number of schools supported by them, so that they now aggregate no less than 497 schools, containing 20,243 pupils.

Eighteen ordinances were enacted in the session of 1869, the one most interesting to our readers being the repeal of the export duties already referred to.

HONG KONG.

The revenue for the year was £192,464, showing an apparent decrease of £43,810. In reality, however, there was some increase, as credit was erroneously taken in 1868 for £55,659, arising from the play-house licences.

The expenditure was £192,309, much less than the preceding year; but this, as in the case of revenue, arose from exceptional causes, viz., the remittance in 1868 of the then arrears of military contribution, and the closing of the Mint in 1869.

The sum expended on public works amounted to £39,958, of this £17,093 was spent on the Pok-foo-hu water-works, which yet remain unfinished, and were expected to draw largely on the resources of the colony in 1870 and 1871. When completed, however, there will be no reason to regret the outlay.

The Mint was closed by the sale of the plant to the Japanese Government for $60,000. The buildings were disposed of for $65,000. Thus the colony has realised only $125,000 as the result of an outlay of nearly half a million of dollars only three years ago.

The population would appear to have increased from 86,941 in 1859, to 121,979 in 1869; but the accuracy of the former census seems to be much questioned. There are now 4,889 English and Americans in the colony.

The increase of the trade of the colony is shown by the excess over 1868 of forty-five British ships, and 135 foreign vessels, owing to extended traffic with Australia, the United States, the Philippines, and Japan.

The number of prisoners committed to gaol for different crimes has been steadily reduced from 6,246 in 1865 to 3,059 in 1869; and the number of convictions at the Supreme Court has decreased from 200 to 75. This decrease of crime is greatly owing to the system of deportation as carried out by Sir Richard Graves MacDonnell.

The delay in the erection of a new hospital, worthy of the colony, owing to want of funds, seems to be the only unsatisfactory part of the Colonial Secretary's Report.

LABUAN.

Mr. Pope Hennessy, the Governor, reports that the revenue continues to increase, and that the chief sources of it are secured until Jan. 1, 1874. The expenditure is "well within the revenue." For twenty-three years the Imperial exchequer has defrayed the cost of maintaining the troops in Labuan, but this year will see a well-trained local force substituted for the troops. This local force will cost the Government less than £3,000 a year, and is expected to be more efficient than the one about to be reduced. The general health of the population was good in 1869, but two companies of the Ceylon Rifles suffered severely from the "Beri-beri," or "bad sickness." Further information regarding this colony is promised at a future time.

MAURITIUS.

The officer administering the Government (Brigadier Selby Smyth) reports a more favourable year than the previous two. Not only has there been an increase of £17,000 over the revenue of the year before, but there has been also an excess of revenue over expenditure of £20,000. A marked improvement has taken place in the railway returns, the receipts exceeding those of last year by £17,000. This is mainly the consequence of the crop having been larger than the previous one; the tonnage of sugar conveyed being 28,700 tons in excess of 1868, and the total increase of goods traffic 41,280 tons. The passenger traffic also increased £3,000. The revenue fell short of the expenditure by about £2,000. The military expenditure was reduced about £18,000, owing to the reduction of the garrison. The expenditure on public works has been limited to repairs, new works being postponed till the finances of the colony will admit of their being resumed. In the Civil Establishment a saving of more than £5,000 has been effected. The population has decreased 1,478; there is, however, a marked improvement in the health of the colony. The total mortality of the island was 11,295, or 7,345 less than in 1868; the deaths from fever being fifty-six per cent. of the total mortality. Immigration from India continued to fall off; the total number of coolies introduced being 1,682, while the departures were 2,320. Wages have continued at a moderate rate, notwithstanding the decrease of population; and this is to be accounted for by the steps taken to suppress

Digitized by Google

vagrancy. The number of scholars in the Government schools had increased 4,500. The criminal returns show a reduction in the number of persons tried, but a great increase of prisoners—a discrepancy which may be explained that the figures given are not believed to be reliable.

The value of imports in 1869 fell to £1,619,906 against £2,000,097 in the previous year; while that of exports rose from £2,313,134 to £2,601,657; so great a difference in favour of exports has not been recorded for 20 years.

The crop of 1869 realised expectation; it amounted to 107,000 tons, against 99,000 tons in the preceding year; and it may rank as third highest in extent of any year. The preservation of the water supply, which has been diminished by the clearing that has been going on for some years, is one of the most important questions of the colony. At the end of 1868 the estimated resident population, exclusive of military and shipping, was 324,402, of which number 115,503 belonged to the general class, which includes Europeans, Creoles, Chinese, &c., and 208,899 to the Indian. These figures are, however, only approximately correct.

STRAITS SETTLEMENTS.

Sir Harry St. George Ord reports the increase of revenue over that of 1868 as a little over $11,000, and of expenditure $43,000. There has been an excess of expenditure in public works owing to the large amounts expended on Government House.

The following table shows the imports and exports of the three settlements for the years 1868 and 1869:—

	Imports.		Exports.	
	1868.	1869.	1868.	1869.
Singapore	$31,579,926	$31,961,941	$26,670,989	$26,982,200
Penang	8,259,038	9,472,240	9,629,475	11,372,923
Malacca	2,280,744	2,552,041	1,693,392	2,228,199
Total	$42,119,708	$43,986,222	$37,993,856	$40,583,322

It will be seen that at Singapore the increase over last year in both imports and exports has been but slight, about 1¼ per cent.

At Penang the increase in the value of imports has been about 14 per cent., and of exports about 17 per cent.

At Malacca there has been an increase of imports of about 10 per cent., and in its exports an extraordinary increase of upwards of 31 per cent.

As the imports of Singapore represent nearly three-fourths of the whole imports of the Settlements, and its exports about two-thirds, the total increase on the imports of the Settlements is reduced to about 4½ per cent., and that on their exports to about 7 per cent.

The results show that the trade of Penang is continuing to improve at a greater rate than that of Singapore, and gives support to the belief that it will eventually attain far larger proportions.

The revenue of Penang shows an increase over that of 1868 of $9,869, and a reduction of expenditure of $17,619. The imports of the year 1868 show a decrease as compared with those of 1867, but those of the past year show an increase over those of 1868 of $1,213,202, and over those of 1867 of $948,507. The new treaty made during the year with Siam, by which an exchange of land was effected with the Rajah of Keddah, caused a slight reduction in the area of Province Wellesley. The land obtained from the Rajah is, however, more advantageously situated for agricultural purposes than that surrendered to him. It is already in demand by Chinese and other cultivators.

The trade of Malacca, which has hitherto shown a steady annual increase, has this year taken a sudden and very large rise; this is no doubt mainly owing to the extension of cultivation which there has been in the Settlement itself, whilst at Penang the result is more due to the development of the trade with Sumatra and other neighbouring ports. The actual revenue for the year 1869 amounted to $123,626 35c., being an increase of $14,716 82c. on that of 1868. The expenditure for 1869 amounted to $124,429 40c., in 1868 $147,687 37c., being a decrease of $23,257 93c. on that for 1868. This decrease is owing to reduction of expenditure in public works, convict departments, and local prisons, &c.

LITERATURE.

The June number of the *Phœnix* fully maintains its reputation as a valuable repertory of information for European students of the Far East, and an interesting literary curiosity for scholars all over the world. We are glad to find that the success which has already attended this publication has encouraged the editor to renewed efforts to increase its usefulness. The reprint of Mr. Brian Hodgson's "Illustrations of Buddhism," which appeared thirty years ago, but which (as the *Academy* says) have lost none of their importance, is presented as the *pièce de resistance* of the current number; but the one before us also contains a valuable "Summary of Burmese History," by the editor, the continuation of the Rev. Mr. Malan's translation of "Misawo, the Japanese Girl," and Mr. Carroll's "Cure for Jealousy," besides several reviews of more than usual interest. It could hardly be expected that the expenses of the *Phœnix* could have been met by the circulation of the first year, but the editor announces that the supporters of the magazine are steadily increasing, and a liberal amount of patronage has been received from the Secretary of State for India. We hope, therefore, that the second volume (which commences with the July number) will show a satisfactory balance-sheet to its energetic promoters. The *Phœnix* is not a magazine that we can afford to lose.

Dr. Bretschneider, physician to the Russian Legation at Peking, is the author of an exhaustive little treatise on *The Knowledge Possessed by the Ancient Chinese of the Arabs and Arabian Colonies, and other Western Countries mentioned in Chinese Books.* Messrs. Trübner and Co. are the publishers.

To the admirers of the policy of the late Richard Cobden the *Report of the Proceedings at the Annual Dinner of the Cobden Club*, which has just been issued in neat pamphlet form, will be a welcome *souvenir* of an enthusiastic gathering. Earl Granville took the chair, and the speeches were above the average.

Around the World by Steam is a pamphlet closely packed with valuable information to all intending travellers by the Pacific Railway to America, Japan, China, India, &c., *en route*. It may be obtained of Messrs. H. H. Starr and Co., 22, Moorgate-street, London, and the agents of the Atlantic steamer lines, Liverpool.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, August 8.

There being a dead calm in politics the German press are rather at a loss how to fill their columns, and have therefore taken up as a godsend the religious question mentioned in my last letter, and are doing their best to fan it into a flame. Not that there is any new feature to report to-day, except perhaps the significant one of Dr. Döllinger, the uncompromising opponent of the Infallibility dogma, and for which he was placed out of the pale of the Catholic Church by excommunication of the highest grade, being elected by an overwhelming majority of his fellow Professors to be rector of the University of Munich, which of course has drawn down on their devoted heads the still greater anger of the Ultramontane party, and will probably lead to their being excommunicated all together.

Rumours are afloat concerning the resignation of the Duke of Brunswick, but there is a difficulty as to the succession. There are so-called House-laws in existence, by which the two branches of the Guelphicf family—Hanover and Brunswick—are to be united in the failure o heirs in one of them. The present Duke is not married, and his only brother was unseated by the revolution of 1848, and has ever since then been leading an eccentric kind of life at Paris; so that before the events of 1866 it was a fully understood thing that on the death or resignation of the present Duke his little Duchy would become incorporated with the Kingdom of Hanover. But now that King George has lost his crown—figuratively at least, for in reality he managed to save his valuable jewels, and has them all with him at Vienna—and his kingdom having been annexed to, and forming now a province of Prussia, the affair becomes more complicated, as not only does Prussia consider herself the inheritor of all the rights and dignities attaching to the Crown of Hanover, but she sets up another and separate claim to the Duchy of Brunswick, should it become vacant, as the successor and heir in direct descent of the great Elector of Brandenburg, whose consort was a Princess of Brunswick. It is but natural that the present Duke should prefer to see the succession go to his nearest relative, the ex-King of Hanover, but the claim of Prussia is well-founded, and under present circumstances requires much consideration in a legal and technical point of view. Negotiations have been opened on the subject, and there is reason to believe that provided the ex-King of Hanover can be induced to recognise the *status quo* and abdicate his throne in favour of Prussia —which he has not done yet, and Prussia only holds Hanover by right of conquest—then the Emperor would acknowledge the succession of the Hanoverian branch to the Duchy of Brunswick, whenever the expected vacancy occurs. It will, however, be exceedingly difficult to persuade the ex-King to resign his pretensions; but if he will not do so for himself, he may perhaps be willing to accede for the sake of his only son, a young man of about twenty-three years of age, who is now kicking his heels at Vienna. It is of course impossible to penetrate the veil that conceals the future, but as matters now stand there is but little chance of a restoration, the more so that the Hanoverians are perfectly content with their transfer, and have no wish for the return of their Guelphic sovereign.

Prince Bismark, who is enjoying his *otium cum dignitate* at his Pomeranian Tusculum of Varzin Castle, has written a very flattering letter of gratitude to Herr Carl Wilhelm, the music-master who composed the spirit-stirring national song of "Die Wacht am Rheim," accompanied by a cheque for one thousand dollars out of the funds at his disposal as Chancellor of the Empire. The equally-deserving author of the poem itself, Max Schneckenberger, did not live long enough to receive a similar compliment, but died last year in very indigent circumstances. The Empress, however, soon after sent a handsome present to his surviving widow.

Our Zoological Gardens here have just received a very valuable present from Messrs. Diekmann Barkhausen and Co., of Rangoon, in the shape of a healthy and beautiful three-year-old elephant, which arrived here in safety by the Hamburg barque *Linda*, whose skipper, Captain Hupfer, had paid it the greatest care and attention during the five months' passage. There was, however, some little danger in landing the animal, to facilitate which the vessel was placed alongside one of the landing-stages, and on to this the elephant walked from the deck of the *Linda*. Perhaps he did not like the appearance of the Hamburgers, who looked and were dressed so differently to the natives of his own country, or perhaps he took it into his capacious head that he was being marched out for execution; whatever may have been the cause, certain it is that he became at first sulky, and then obstreperous, refusing at first to move and afterwards setting off at a round trot, fortunately in the direction he was wanted to go. No accident occurred,

Digitized by Google

and on his arrival at the Gardens he was introduced to his cousin the African elephant, with whom he appears to be on very good terms, for when I saw them a day or two ago they were fraternising and appeared to be both very comfortable. Among the other valuable presents lately received by the Zoological Society may be mentioned several large exemplars of the *chelonia imbricata* —some of them three feet long—a species of turtle from the Pellew Islands, as well as four full grown specimens of the marble-streaked water lizard (*Hydrosaurus Marmoratus*) from the same group of islands, presents from Messrs. J. C. Godeffroy and Son, of this city, in one of whose vessels they were brought over.

When the first instalment of the war indemnity was paid the other day, which was chiefly in bills of exchange, it was discovered at Berlin that they were not *en regle*, and required to be specially and separately endorsed by the French Minister of Finance, and M. Pouyer-Quertier had to sign his name on them three thousand times. A part of the second instalment was also paid in bankers' bills, but to save himself a similar laborious job, the Minister of Finance made no conditions about the amount of each bill, and thus it happened that there were amongst them three of the largest sums perhaps ever drawn in one bill. One was drawn by Rothschild, at Paris, on the London house, for £1,279,000; another was on a Belgian firm for f.14,000,000, and the third was for 8,000,000 florins on Amsterdam. At Berlin no banker could be found able to discount such unwieldy amounts, and they had to be sent to the respective drawees to be changed into sums of more moderate dimensions, an operation attended with considerable expenses and commission, which, however, by the deep forethought of Prince Bismark, who provided for such a contingency by a special stipulation in the Treaty of Peace, have all to be borne exclusively by France.

The number of Germans so harshly expelled from Paris last autumn, and who have reported themselves at the Chancellor's office to claim compensation, amounts in round numbers to 12,300, the South Germans preponderating considerably. It is not yet settled in what manner the distribution of the fund will be made.

COMMERCIAL.

There have been no fluctuations in the Tea market, and prices are firm. The quality of the new Congou only gives partial satisfaction, the quality not being equal to what was expected. The deliveries of cleaned Rice are satisfactory; most of the late arrivals of rough grain were sold for arrival, and only the small cargo of Moulmein, per Dioscuren, is still in the market. The sale of 6,000 bags Rangoon, per Panama, afloat for delivery on arrival, is just reported. Of Cassia Lignea 8,000 chests have been sold at 11 sch. bco. per lb., and the price now is 11¼ to 11½. Flores continues to improve. Pepper is also again higher, 6⅛ sch. bco. having been paid for Singapore. In Spelter no business done, the nominal price being 12 to 12½ mks. bco. per centner.

SHIPPING.

Arrivals.—Fidelio, Wilhelm, Aldeboran, Irene, Maury, from Rangoon; Dioscuren, from Moulmein; Hessen-Darmstadt, from Cochin; Penguin, from Bassein; Peter Rickmers, from Akyab.

Sailed.—Landwursten to Singapore; Therese to Hong Kong; Chatham to Manila.

The German corvette Nymphe has sailed from Kiel to the China station, where she will remain for three years.

MISCELLANEOUS.

JAPANESE IN NEW YORK.

The *New York Times* gives the following high-flown account of the arrival of some Japanese students in that city:—Thirty young Japanese noblemen belonging to the most illustrious families in Japan, and under the leadership of Prince Schemidzo Jugad, have arrived in New York from San Francisco, and occupied quarters at the St. Nicholas Hotel. The young gentlemen are sent to this country by the Government of Japan in order to complete their educations, and especially with a view of examining mechanical inventions. As a general thing, these young Japanese possess very intelligent faces, and gazed around them with an air of half alarm, half astonishment, that was quite amusing. They were all dressed in irreproachable black broadcloth, and had it not been for their almond-shaped eyes and coffee-coloured complexions, they would have passed muster on Broadway for well-dressed Spaniards.

Prince Schemidzo Jugad, who has charge of the party, was educated in this country, and now occupies a very high position near the person of the Mikado. The Prince is about thirty years of age, and has a very prepossessing appearance. He converses in English fluently, and with scarcely a perceptible accent. He is quite intelligent and, though somewhat reserved and haughty, he conversed on various topics with considerable animation, and alluded more than once to his thorough knowledge of the English language and his familiarity with American institutions. He says that the young Japanese, not one of whom is over twenty years of age, are very apt and eager in their desire to acquire knowledge, and will, beyond a doubt, make rapid progress in the various studies to which they may apply their minds. Prince Schemidzo Jugad further stated the young noblemen are to be instructed with the object of fitting them to occupy important positions in the Foreign-office of Japan, which has recently become a very important department of the Japanese State. Upon his arrival, the Prince, followed by his charges, stepped up to the hotel register and wrote, in fair legible characters, "Prince Schemidzo Jugad, Japan, with twenty-nine companions." Soon afterwards the Japanese were shown to their respective rooms, as much as to escape the insolent curiosity of the crowd which had gathered in the hotel vestibule, as to refresh themselves after their long jaunt across the continent. The distinguished visitors will remain but a few days in the city in order to view the objects of interest, when they will be sent in detachments of four or five to the different colleges throughout the country.

The Rev. Hugh Willoughby Jermyn, who, as announced in our last issue, will succeed the Right Rev. Dr. P. C. Claughton in the Bishopric of Colombo, was educated at Trinity-hall, Cambridge, where he took his B.A. degree in 1841. In the following year he was ordained, and after filling some minor offices in the Church became chaplain of the Kensington Workhouse. Afterwards he went to reside at Forres, in the county of Moray, as the incumbent of St. John's Episcopal Church, subsequently becoming dean of the diocese of Moray and Ross. Having remained a few years in that position he resigned it, and went in 1854 to the diocese of Antigua, where he was appointed archdeacon of St. Christopher's. On his return to England he was nominated by Sir W. Trevelyan, Bart., to the rectory of Nettlecombe, near Taunton, and this living he exchanged a few months ago with the Rev. H. F. Seymour, M.A., vicar of Barking.

His Netherlands Majesty's screw corvette *Willem*, 16 guns, Captain Toutenhoofd, arrived at Spithead on the 12th inst. from Batavia, bound for Nieu Diep, and exchanged the usual salutes on entering the roadstead with the flagship of the Port Admiral and Naval Commander-in Chief. Captain Toutenhoofd, accompanied by the Chevalier Van Den Bergh, Netherlands Vice-Consul at Portsmouth, landed at Portsmouth immediately after the corvette's arrival, and made official calls upon Port Admiral Sir James Hope and Lieutenant-General Viscount Templetown. The *Willem* is taking in coals at Spithead, and sails this day for Nieu Diep.

The steamship *Cella*, Captain Gleadell, from China, *via* the Suez Canal and Malta, arrived in Plymouth Sound on the 12th inst. to replenish coal. This steamer has laid the telegraph cable between Hong Kong and Shanghai, and is returning to London, with a full general cargo and the staff who were employed in laying the cable.

Consular Appointments.—The Queen has been pleased to approve of Mr. F. W. Abel as Consul at Cocanada; of Mr. H. Hollmann as Consul at Maulmain; of Mr. B. A. Dickmann as Consul at Rangoon; and of Mr. G. Bircher as Consul at Aden, for the German Empire, also of Mr. Adolphus G. Studer as Consul at Singapore for the United States of America.

The Iron Duke, the new flag-ship of the China Squadron, is still in dock at Devonport having defects made good.

The opening of the Mont Cenis tunnel is fixed for the 17th of September next.

Shipping Intelligence.

(BY TELEGRAM.)

ARRIVALS.

At Yokohama.—From London, Alumina.
At Shanghai.—From London, Aug 5, City of Aberdeen.
At Hong Kong.—From London, Aug. 12, Yangtsze.
At Singapore.—From Clyde, Douglas Castle.

DEPARTURES.

From Penang.—For London, Ninia.
From Batavia.—For London, Aug. 9, Oberon (str.).

PASSED STRAITS OF SUNDA.

The Taitsing and Flying Spur, from London.

COMMERCIAL POSTSCRIPT.

The supplies of new season's Tea have been increased by the arrival of the steamers *Ulysses* and the *Lord of the Isles*. The cargo by these vessels amounts to 3,518,000 lbs., and the prospect of this large quantity being placed upon the market tends to increase the previous depression, and business in new season's Congou continues of very limited extent. At public sale of 505 chests new season's Moning Congou catalogued 188 chests offered without reserve, sold at 1s. 5¾d. to 1s. 6d., but the remainder offered at reserved prices were withdrawn.

The *Produce Markets Review* says there has not been any considerable alteration in prices since our last report; with the present indisposition to buy on the part of the wholesale dealers, there can be no doubt that if large quantities of new tea were placed on the market a further fall would have to be submitted to. The high-priced Monings are relatively very dear, compared with what can be bought from 1s. 8d. to 2s., and in point of quality are inferior even to the second-rate teas of last year. The leaf of most of the Monings this season is unusually good, which is no small advantage, for the common and dusty character, even of many of the best parcels imported in past years, has displeased every one. The season has opened badly for merchants, and at present there is no prospect of a change for the better; already we are assured that large sales have been made which show a clear loss to the importers of from 1d. to 4d. per lb., and those who are holding in the expectation of better prices are hardly likely to fare better than those who have already sold. It was only last year that the home trade were congratulating themselves that a new policy had been adopted in China, which was likely to be firmly adhered to in future years. Successive seasons of heavy losses appeared at last to have produced their natural result, reflection succeeded recklessness, and not only were shipments so regulated as to harmonise with consumption, but the value of Tea in England, for the first time for many years, was adopted as a basis on which to make purchases for this market. The result of the year's trading was such as might have been expected, for large sums were made by many lucky operators, and the result to importers was generally of the most satisfactory character. This year the old and ruinous system of shipping quantities far in excess of what the trade can buy has again been resorted to, and will of course result in heavy losses to the importers,

Digitized by Google

While the dealers' trade for the time is thrown into confusion. These results are the more to be regretted, as there is no reason whatever for supposing that the total imports this year will be excessive; if, therefore, shipments had been regulated somewhat in accordance with the probable demand, a profitable year would no doubt have resulted; as it is, we may expect undue depression in prices for a few months, to be followed by an advance, beneficial only to a few speculative houses.

A telegram from Hong Kong, dated August 4, gives the total exports from China up to that date as 57,000,000 lbs. A private telegram states the quantity exported up to the 8th inst. as 64,000,000 lbs., or nearly one-half of the season's supply.

SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—August 10, at London, from Hankow, &c. (via S. C.), Lord of the Isles (str.); off Penzance, from Colombo, City of Cashmere; July 27, at New York, from Java, George Peabody; from Manila, Great Admiral; Aug. 11, at Deal, from Shanghai, &c. (via S. C.), Hector (str.); July 1, at Callao, from Macao, Pactoli; 13, J. Brinan (or P. Rigan); June 20, at Valparaiso, from China, Pacific; at Queenstown, from Akyab, Corsica; from Rangoon, Assaye; Aug. 12, off Queenstown, from Rangoon, for Liverpool, Theophane; 13, at Plymouth, for Hong Kong, for London, Cella (str.); off Queenstown, from Akyab (via Suez Canal), Waterloo; 14, at Falmouth, from Akyab, Carn Fual.

Departures.—From Rotterdam, for Java, Cornelis Gips; for Batavia, Kosmopoliet III.; Aug. 11, from London, for Hong Kong, Isles of the South; for Cardiff and Singapore, R. C. Rickmers, Surrey; for Cardiff and Hong Kong, Matilda Atheling; 4, from Newport, for Singapore, John Clarke; 9, for Ilo Ilo, Light of the Age; 10, from Newcastle, for Galle, Queen of the Ocean; 12, from London, for Colombo, &c. (via S. C.), Henry the Fourth (str.); for Shanghai, Laurel; from Amsterdam, for Batavia, California; from Rotterdam, for Batavia, Jason; July 31, from New York, for Hong Kong, Gemsbak.

Laid On.—At Liverpool, for Batavia, Sourabaya, Samarang, Macassar, and Padang (via S.C.), Shiraz (str.); for Macassar and Sourabaya, Sliedrecht ex Tecumsen; at London, for Penang, Singapore, Hong Kong, Shanghai, and Foochow (via S.C.), Lord of the Isles (str.); at Liverpool, for Batavia, A. E. Vidal; at Glasgow, for Batavia (via S.C.), Gouverneur Generaal Myer.

Spoken.—Mountain Laurel, Cardiff to Singapore, June 26, 2 N., 22 W.; Arragon (ship), Colombo to London, 49 days out, June 27, 30 S., 10 E.; Early Morn (ship) (of Dundee), Cardiff to Shanghai, June 4, 10 S., 30 W.; Asphodel, from Yokohama, July 31, off the coast below New York; Anna Sophia (barq.), Newcastle to Batavia.

Casualties.—Advices from Rotterdam, dated Aug. 9, state that the Jason (Dutch bq.), bound to Batavia, was aground in the Helligat, between Helvoet and Brouwershaven.

Miscellaneous.—At Port Said, Tweed (str.), Duff, from Canton, and proceeded, Aug. 9, for London; the Den Elshout, from Rotterdam, has arrived at Batavia greatly damaged, and on survey has been found unseaworthy. The vessel will be sold by public auction. The Ornate, London to Hong Kong, has put into Rio de Janeiro leaky, and is discharging cargo.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Ching—On the 7th Aug., at Dover, Mrs. Comyn Ching, of a daughter.

Hackett—On the 1st July, at Penang, Lady Hackett, of a daughter (child survived its birth only a short time).

Sitwell.—On the 12th June, at Yokohama, Japan, the wife of Isla Ashley Sitwell, Esq., of a son.

MARRIAGES.

Caldicott—Helbling.—On the 8th Aug., at St. Stephen's, Dulwich, by the Rev. J. Meek Clark, T. P. Caldicott, Esq., of Coventry and Grosvenor-villas, Brixton-rise, London, to Eliza Vigers, widow of J. C. Helbling, Esq., late of Shanghai. No cards.

Thomas—Wallace.—On the 10th Aug., at Holy Trinity Church, Bayswater, by the Rev. Gustavus Jones, curate of St. John's, Westminster, assisted by the Rev. J. Walker, Thomas Thomas, Esq., of Yokohama, Japan, and Macclesfield, Cheshire, to Jessie Paton, younger daughter of Alexander Wallace, Esq., late of Calcutta.

DEATHS.

Carnie—On the 8th Aug., at 2, Powis-square, Kensington-park, Arthur Davis Carnie, aged 21½ years, fifth son of Charles Carnie, late of Singapore.

Henderson—On the 7th Aug., at Nuthurst Lodge, Horsham, Robert Henderson, Esq., of Randall's Park, Leatherhead, and 7, Mincing-lane. Friends will please accept of this intimation.

Oliphant—On the 3rd Aug., at Upper Norwood, William Henry Oliphant, Esq., late of the Stock Exchange, aged 57.

Monetary and Commercial.

—o—

The report of the Mediterranean Extension Telegraph Company (Limited), to be presented on the 15th instant, recommends the payment of the usual half-yearly dividend on the Eight per Cent. Preference Stock, less income-tax, and of a dividend at the rate of three per cent. per annum, free of income-tax, on the Ordinary Share Capital, leaving £462 to be carried to the reserve fund. The traffic shows a marked falling off, and the claim under the Government guarantee consequently exhibits a corresponding increase.

The extra freight of ten shillings per ton for the first vessel arriving with new season's teas has been awarded to the steamer *Enterprise*, which reached Gravesend on the 31st ult., a few hours in advance of the *Erl King*. Several of the consignees demurred to the premium being paid to the *Enterprise*, on the ground that the teas first on the London market were those by the steamer *Australia*, which were forwarded by railway from Southampton. This objection was, however, overruled on the point that the *Australia* was not despatched direct from Hankow. The officers and crew of the *Enterprise* have received from the owner, Mr. De Bussche, a gratuity of a month's pay.

The suspension is announced of Messrs. Blair and Co., calico printers, of Glasgow and Manchester. The liabilities are stated at £20,000.

A telegram received from Hong Kong by the London manager of the Hong Kong and Shanghai Banking Corporation intimates that for the past half-year a dividend is proposed at the rate of 12 per cent. per annum, $100,000 are to be placed to the reserve fund (which will then amount to $900,000), and $30,000 are to be carried forward to the new account.

BOARD OF TRADE RETURNS.

The Board of Trade Returns for July are satisfactory, both as regards the month and the seven months to which they relate. The exports of British and Irish produce in July were valued at £19,817,991, being an increase of more than two millions sterling over the corresponding period of 1870 and of 1869. For the seven months the total value was £121,455,961, or £6,900,000 more than the same months of last year. The increase on the month is distributed over most of the principal items—alkali, apparel, chemical products, coal, cotton yarn, earthenware, haberdashery, hardware, leather, linen manufactures, machinery silk and woolen manufactures—the latter showing an improvement of 30 per cent. Cotton goods were stationary, and there wasa slight decrease in linen and jute yarn, beer, fish, and some of the miscellaneous goods. The imports in July were valued at £31,251,153, an increase of £6,561,013 over the return for July of last year. For the seven months the total is £186,507,467, exceeding the values of the same period in 1870 by £23,179,122. In the return for the month an increase is shown in respect of wheat, Indian maize, flax, hemp, hides, paper, and raw silk. The quantities of duty-paying articles entered for home consumption were greater in the case of tea, tobacco, coffee, cocoa, wine, spirits, and unrefined sugar—in the last-named to the extent of 50 per cent.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East:—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 31st July.		
China and Hong Kong	lbs.	556,030	927,570	502,700
Japan	,,	414,550	344,670	808,460
Straits Settlements	,,	115,500	134,000	270,300
Ceylon	,,	68,300	14,346	39,200
		For the Seven Months ended 31st July.		
China and Hong Kong	lbs.	2,645,860	5,741,249	5,160,110
Japan	,,	3,240,972	5,308,350	6,122,290
Straits Settlements	,,	623,515	1,545,690	1,785,340
Ceylon	,,	139,222	119,102	223,150

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 31st July.		
China and Hong Kong	yds.	25,312,138	34,119,512	32,197,880
Japan	,,	1,201,305	1,909,140	2,311,000
Philippine Islands	,,	2,259,300	3,440,270	—
Java	,,	—	3,544,200	956,800
Straits Settlements	,,	6,629,053	8,422,696	5,559,124
Ceylon	,,	4,827,959	1,306,944	1,620,921
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	186,537,439	201,875,055	305,655,846
Japan	,,	11,297,057	16,401,512	28,864,464
Philippine Islands	,,	15,251,839	18,055,810	5,793,616
Java	,,	10,181,570	18,059,854	20,728,880
Straits Settlements	,,	37,591,337	55,902,601	45,016,814
Ceylon	,,	13,181,127	15,099,846	16,391,221

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 31st July.		
China and Hong Kong	yds.	2,618,111	1,509,987	1,771,980
Japan	,,	330,316	244,505	54,330
		For the Seven Months ended 31st July.		
China and Hong Kong	yds.	13,327,391	11,181,681	9,635,931
Japan	,,	2,518,448	1,010,658	1,102,934

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	yds.	225,596	212,697	154,505
For the seven months	,,	1,414,413	1,380,790	1,086,310

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	tons	555	722	323
For the seven months	,,	7,529	9,481	4,491

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the six months ended

Digitized by Google

June 30, 1871, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	1869.	1870.	1871.
China (exclusive of H. Kong)	£3,607,010	£3,148,840	£3,768,439
Hong Kong	1,010,461	1,342,020	1,510,688
Japan	800,280	809,273	879,065
Straits Settlements	822,781	1,114,167	1,129,767
Ceylon	279,110	435,434	435,469
Philippine Islands	371,589	376,778	283,172
Java	296,399	361,877	478,175
Siam	14,839	—	31,399
Borneo	896	—	890
Cochin China	—	—	392

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the six months ended June 30, 1871, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	1869.	1870.	1871.
China (exclusive of H. Kong)	£4,465,117	£4,829,265	£5,406,478
Hong Kong	169,193	83,606	173,432
Macao	149,124	110,690	75,497
Japan	141,393	74,784	40,483
Straits Settlements	991,118	955,785	1,333,087
Ceylon	1,488,707	1,460,077	1,555,838
Philippine Islands	695,953	653,841	668,382
Java	27,740	210,375	305,984
Siam	229,848	176,085	—
Borneo	20,063	27,082	39,418
Cochin China	46,763	—	31,345

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¾ to 8¼
25	Bank of Egypt	All	45 to 47 x.d.
20	Chartered Bank Ind., Aust., and China	All	13½ to 14½
25	Chartered Merc. of India and China	All	25 to 26
20	City Bank	10	12 to 12½x.d.
100	Colonial Bank	30	50 to 52
500fr.	Comptoir D'Escompte of Paris	All	f.635
£28¼	Hong Kong and Shanghai Bank	All	37½ to 38½
28¼	Do. Do. new	22½	7½ to 8½ pm.
100	Imperial Bank	20	20 to 21 x.d.
50	London and County	20	55 to 56
50	London Joint Stock	15	39½ to 40½
100	London and Westminster	20	61½ to 62½
25	Oriental Bank Corporation	All	43 to 44
50	Union of London	15	41½ to 42½
	Telegraph Companies.		
100	Anglo-Mediterranean	All	158 to 163
10	British Indian Submarine	All	8 to 8½
10	British Indian Extension	All	10½ to 10¾
10	British Australian	All	7⅜ to 7⅝
10	China Submarine	All	8 to 8½
10	Falmouth, Malta, and Gibraltar	All	10 to 10⅝
10	Great Northern	All	14½ to 15
10	Do. China and Japan Extension	All	12 to 12½
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company	All	32 to 32½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	48½ to 49½
	Miscellaneous		
20	British India Tea Company	All	5½ to 6½
20	Brit. and Foreign Marine Insurance Co.	4	6 to 6½ pm.
20	Ceylon Company	10	4½ to 4 dis.
20	Do. A shares	5	3¾ to 3½ dis.
50	Colonial Company	20	3 to 1 dis.
10	Credit Foncier of England	All	4⅝ to 4⅞
10	General Credit and Discount Company	7½	1⅜ to 1⅝ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2 to 1¾ dis.
98	Japan Loan, 9 per cent.	All	103 to 105
20	London and Prov. Marine Insurance Co.	2	1¾ to 1¾ pm.
25	National Discount Company	5	13 to 13½
2	Ocean Marine Insurance Company	5	13 to 13½ pm.
500fr.	Messageries Maritime of France	All	f.595
50	P. and O. Steam Company	All	46 to 48
50	Do. Do. 1867	10	4 to 2 dis.
100	Royal Mail Steam Company	60	72 to 74
20	Thames and Mersey Marine Insur. Co.	2	5 to 5½ pm.
20	Universal Marine Insurance Company	5	7¾ to 8¼ pm.

BULLION AND SPECIE.

Gold.—Sovereigns continue to be withdrawn from the Bank, the quantity taken away since the 3rd inst. being £456,000. There is no demand for Bar Gold, and about £128,000 has been puchased by the Bank. Further amounts will shortly be sent in, as the Australian mail steamer, with £547,000, is due on the 14th inst. We have received during the past few days £103,500 from New York. The Poonah has taken £5,340 to the East, and the Carolina £36,000 to the Cape.

Silver.—The market is quiet, and the price, although without alteration for the present, is not quite so firm. We have received £68,200 from New York during the week. Quotations 5s. 0⅜d. to 5s. 0¾d.

Mexican Dollars are without any alteration in price. We have received about £25,000 from New York during the week, and the demand for the old coinage for China is not quite so active. Quotations 4s. 11 1-16d. to 4s. 11¾d.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

Year.	India.	China.	Straits.	Total.
1862	£6,890,810	£2,530,663	£659,987	£10,091,460
1863	5,971,632	1,995,909	295,470	8,263,011
1864	5,008,291	891,338	354,375	6,549,004
1865	2,738,762	560,026	299,270	3,598,058
1866	2,009,580	303,196	52,850	2,365,626
1867	370,231	265,766	6,915	642,912
1868	1,000,655	474,945	160,062	1,635,642
1869	1,349,680	780,014	233,119	2,362,943
1870	187,600	887,212	504,661	1,579,473
1871 to date	5,250	887,998	614,768	1,508,016

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Manila to London, per Pepita, entered August 5.—12,429 mats sugar, 357 bales hemp, 360 packages coffee—Benecke and Co.; 2000 bales hemp, 213 bags cowries, 143 cases indigo—Order; 6304 pigs copper—C. de Murrietta and Co.; 15 tons sapanwood—Master.

From Hankow and Shanghai to London (via Suez Canal), per Ulysses (str.), entered Aug. 9.—From Hankow: 15,216 chests 4432 half-chests 1266 boxes 1 package tea—Order; 1929 chests 1240 half-chests 767 packages tea—L. Reiss Bros. and Co.; 150 packages tea—C. J. Hambro and Son; 350 chests tea—C. Shaw and Co.; 356 chests tea—Tesdorff and Co.; 430 chests tea—Overbeck and Co. From Shanghai: 1 package tea—G. Smith; 1 box tea—M. Pignatel.

From Hankow, Kin Kiang, Batavia, &c., to London (via Suez Canal), per Lord of the Isles (str.), entered August 11.—From Hankow: 10,355 chests 3575 half-chests 405 boxes 975 packages tea—Order; 1103 chests—L. Reiss Bros. and Co.; 642 half-chests tea—C. J. Hambro and Son; 12 boxes tea, 12 packages merchandise—C. C. Rainbow; 9 packages tea, 1 package preserves—Robinson. From Kin Kiang: 1431 chests 2893 half-chests 648 boxes tea—Order. From Batavia: 1400 slabs tin—Horstman and Co.; 120 cases gum damar—Suermondt and Co.; 615 bundles canes, 1 case merchandise—J. Mitchell and Co.; 65 cases nutmegs, 1 case sago flour—Caldwell and Co.; 13 baskets gutta-percha, 3 packages cinnamon, 3 baskets india-rubber, 60 packages drugs, 13 packages merchandise—Strekeisen, Bischoff, and Co.; 1050 slabs tin—R. and J. Henderson; 637 hides—Schultze and Co.; 1 case merchandise—Fraser and Co.; 13 cases curiosities—E. Higgins; 1 case curiosities—W. Bull; 1042 slabs tin, 363 cases gum damar, 82 baskets gutta percha, 2000 buffalo hides, 3 cases mace, 21 cases nutmegs, 5 bags pepper siftings, 103 casks oil, 200 pieces wood, 14 cases merchandise, 1297 casks tea, 1 case curiosities—Order. Remainder of cargo from Suez.

From Shanghai, Hong Kong, and Singapore, to London (via S.C.), per Hector (str.), entered July 12.—From Shanghai: 1 package merchandise—Buller and Co.; 2 packages merchandise—Fearon and Co.; 5 packages merchandise—H. C. Batchler; 1 package merchandise—C. A. Dickenson; 1 package merchandise—H. and D. Sharpe; 4 packages merchandise—J. P. Hertz; 7 packages merchandise—G. Wilson; 4 packages merchandise—J. Phillips; 1 package merchandise—H. J. Bell; 1 package merchandise—M. Brown; 16 packages merchandise—F. C. Adams; 1 case wine, 4 packages merchandise—Hall and Co.; 57 bales silk—C. Shaw and Co.; 25 bales silk—Springfield and Co.; 24 bales silk, 626 boxes 498 half-chests tea—L. Reiss, Bros., and Co.; 4 packages tea—C. Matthaei; 18 boxes 1,374 half-chests tea—E. A. Dickenson; 320 half-chests tea—Borneo Co.; 13 boxes tea—J. F. Broadbent; 4 packages tea—S. W. Silver and Co.; 1092 half-chests 456 chests tea—J. Swire and Sons; 2 cases gum, 5 cases cigars, 1 case curry paste, 5 bales waste and 46 bales raw silk, 1093 bales silk, 6832 chests 9150 half-chests 6035 boxes 95 packages tea, 88 packages merchandise—Order. From Hong Kong: 1 package merchandise—Downer and Co.; 3 packages merchandise—Elkan and Co.; 13 packages merchandise—W. Hewett and Co.; 2 packages merchandise—E. and A. Deacon; 1 package merchandise—E. Waller; 6 packages merchandise—Lawrence, Clarke and Co.; 2 cases preserves—Lawrence and Co.; 496 boxes tea—Forbes, Forbes and Co.; 500 boxes tea—Kennett, Dowie and Co.; 54 boxes tea—A. Armour; 3,659 boxes tea—Rathbone Bros.; 9 boxes tea, 1 box silk, 1 bundle canes, 43 packages merchandise—Order. From Singapore: 4 casks mace—Carvalho Bros.; 6 cases merchandise, 3 cases plants—Wheatly and Co.; 32 cases plants—Veitch and Son; 8 baskets gutta-percha, 1188 slabs tin, 31 bags pepper siftings, 9 cases merchandise, 571 bags 1 box cloves, 3400 bundles rattans, 473 bales 1245 bags gambier, 187 cases copal, 287 cases gum damar, 80 cases sticklac, 215 bags tapioca, 200 boxes gum—Order.

COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26 Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Digitized by Google

ARTICLES OF IMPORT.

TEA.

The first of the new season's Teas from Hankow have met with but little demand. Exporters have generally held aloof from the market, whilst the trade have shown an unusual apathy with regard to purchasing, owing to the quality being generally considered inferior to last season's, the finest Teas having been bought by the Russian houses in Hankow for direct shipment to Odessa. The Teas ex Enterprise, Erl King, and Craigforth showed no improvement in quality on those per Australia, and several importers, finding it difficult to get satisfactory offers by private contract, have resorted to public sale without reserve, 610 packages being offered on the 2nd instant, 1,688 packages on the 4th instant, and 4,135 packages on the 9th. The result has been to establish a decline of fully 3d. per lb. on the opening rates for good to fine kinds, whilst finest, from their comparative scarcity, have fairly maintained the opening prices. It has now become difficult to obtain offers privately for the fair to good and fine descriptions; but we trust the moderate range of prices which are now established for these classes will shortly lead to more confidence and larger transactions on the part of buyers. In old season Teas but little has been done, but the sales made have been at rather higher prices for good common Congous, both red-leaf and black-leaf kinds, the lower qualities still showing great depression.

Red-leaf Congous: Siftings remain without improvement. Broken-leaf kinds have sold ½d. to ¼d. per lb. dearer, also fair to good common. Fair to good and fine are scarce; buyers are now waiting the arrival of the new season's. A few hundred boxes of Pak-Ling have sold ex Australia, from 2s. 5d. to 2s. 6d. per lb. Black-leaf kinds: Low to fair common remain difficult of sale, a few of good common have been sold rather dearer. Fair to good and fine of old season have been neglected, the attention of the trade having been directed to the new season's, details of which are given above. Amoy kinds show no change. In new make Canton kinds, further arrivals, per Australia and Overland route, have come to hand, but have met with only a slow sale at from 1s. to 1s. 1d. per lb. for common to fair kinds. Oolongs have been neglected, also Souchongs and Flowery Pekoes. Scented teas: The arrivals per Australia met with only a moderate demand. Medium to fine Capers sold from 1s. 5d. to 2s., and Orange Pekoes from 1s. 7d. to 2s. 2d. per lb. In Foochow kinds there is nothing of interest to report. Uncoloured Japans remain as before. Green Teas: Business has been quite of a retail character, and leaves no subject for remark.

The following is from Messrs. Shepard, Harrison, and Rehden's Tea Circular:—The business during the fortnight has been principally confined to the new season Teas; the steamer Australia, *via* Southampton, bringing the first cargo, followed by the Enterprise and Erl King. The crop, with the exception of Ooanfas, is below an average, owing, we infer, to wet weather during the process of curing, as most chops have a dark leaf after infusion and want of aroma, but they are generally well made, and highly fired. Buyers have acted with extreme caution, and a smaller quantity than usual has been sold and at declining prices, so that recourse has been had to public sale, without reserve, and 7,000 chests have already been disposed of by this channel. The Canton Scenteds, although equal to those of last season, per Taiping (the first arrival), have met with little attention, and only a few sales have been made at 2d. to 3d. per lb. below opening rates of last year. The telegrams from China to 8th inst. give the export at 64,000,000 lbs., and this enormous quantity (nearly half the total supply), shipped in two months, has naturally tended to make buyers cautious. For Export, buyers to the Continent have bought only of finest quality, and to other parts there has been no trade doing. Deliveries are as follows:—

Home consumption for London	1871.	1870.
from 1st Jan. to 31st July ...	52,233,500	46,560,000
Export do. do. ...	21,456,000	17,800,000
Sent coastwise do. ...	20,802,500	25,700,000
Total	94,492,000	90,060,000

SILK.

Messrs. Kilburn, Kershaw, and Co. report as follows:—

The market has been generally active, and prices of China silk have improved 6d. to 1s. per lb., present quotations being 28s. 6d. to 29s. for best chop third Tsatlees, 26s. for Red Peacocks, and 25s. 6d. to 25s. for Nos. 4½ to 5. Sales to arrive have continued on a large scale, and the bulk of the silk coming forward in the next few weeks is placed. The first arrivals of the new season's China silk (250 bales), consisting entirely of medium and common Tsatlees, were taken by the trade at the above quotations. Japan silk, which continued to improve till towards the end of last month, is again dull, and prices are somewhat nominal. Canton silk is 6d. higher than last quoted, and business continues at 17s. to 17s. 6d. for market Tsatlees, and 22s. 6d. to 23s. for finest Loong Kongs. Bengal silk, excepting the best filatures, remains neglected. The deliveries from 1st to 9th inst. were 812 bales China, 289 bales Canton, 239 bales Japan, and 133 bales Bengal respectively; total, 1,473.

London Quotations, Aug. 11.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	25s. 9d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	23s. 6d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 0d to 26s. 6d.
Long Reel	19s. 0d. to 20s. 6d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 28s. 0d.
Idah, Nos. 1 and 2	26s. 0d. to 28s. 6d.
Sodai, Nos. 1 and	25s. 0d. to 26s. 6d.
Oshiu, Nos. 1, 2, and 3...	25s. 6d. to 30s. 0d.
Koshiu, Nos. 1 and 2	23s. 6d. to 26s. 0d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.

The market for Ceylon has improved during the, past week, and prices may be quoted 1s. to 2s. higher than those last given. The supplies at the public sales have been moderate in extent. The current rates are Plantation triage and ordinary 50s. to 57s., small grey to coloury 57s. 6d. to 61s., low middling 63s. 6d. to 65s. 6d., middling 66s. to 71s., fine middling 78s. to 79s., good bold 84s., pea-berry 80s. to 82s. 6d. Native chips 44s. 6d., good ordinary 55s. to 55s. 6d., bold 58s. to 58s. 6d., pea-berry 60s. Offers of 182 bags Manila were quitted at 54s. for mixed brown.

The landings are again large, consisting of Ceylon and Costa Rica, but less than last year by 220 tons; the deliveries, however, being less by almost exactly the same amount, the relative difference in the stock is unaltered. Stock, July 29, 18,322 tons, against 21,142 tons; August 5, 19,646 tons, against 22,461 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 163,106 cwt., against 286,739 cwt. at the corresponding date of 1870; Native 20,927 cwt., against 20,684 cwt. The quantity afloat for the Continent is 5,811 cwt. Plantation, against 22,952 cwt., and 7,036 cwt. Native, against 31,983 cwt. The quantity of Coffee landed in the thirty-one weeks ended Aug. 5, 1871, was, of Ceylon 22,938 tons, against 21,645 tons during the corresponding period of 1870; of all descriptions, 41,706 tons, against 36,245 tons. The quantity entered for home consumption was, of Ceylon, 6,595 tons, against 6,388 tons; of all descriptions, 11,643 tons, against 11,190 tons. The quantity exported was, of Ceylon, 18,660 tons, against 17,128 tons; of all descriptions, 35,215 tons, against 26,813 tons. The stock on Aug. 5 was, of Ceylon, 11,288 tons, against 11,993 tons; of all descriptions, 19,646 tons, against 22,461 tons.

The Dutch Trading Company announce that their next public sale will be held on the 16th inst., when 125,000 bags Java, &c., will be offered.

SUGAR.

The improvement noticed in our last report has not been sustained, the market having again become dull. Scarcely any demand has been shown during the week, and the business done has been very small; prices are, however, firm, and the recent advance is maintained. The sales of East India have been confined to Manila, of which description 4,000 bags Zebu unclayed Manila have been sold privately at 22s. 3d.; while in public sale 15,251 bags, import 1868 and 1869, met few biddings, and were all bought in, 6,663 bags clayed (duty 4s.) very low at 23s., fair to good 25s. to 26s. 6d., and 8,588 bags Taal and Zebu unclayed at 21s. 6d. to 22s.; privately 130 baskets have been sold at 22s. 6d.

The landings for the week are only 800 tons in excess of those in the corresponding week last year, and as the deliveries also exceed those of 1870 by 600 tons, one-half of which occurs in the exports, the deficiency in the stock remains about 29,000 tons. Stock, July 29, 74,413 tons, against 103,709 tons; Aug. 5, 75,120 tons, against 104,192 tons. The quantity of Sugar landed in the thirty-one weeks ended Aug. 5, 1871, was, of Penang, 974 tons, against 2,277 tons in the corresponding period of 1870; of Manila, Java and China, 13,880 tons, against 13,905 tons; the quantity entered for home consumption was, of Penang, 2,546 tons against 1,547 tons; of Manila, Java, and China, 19,373 tons, against 15,234 tons. The quantity exported was, of Penang, 168 tons, against 95 tons; of Manila, Java, and China, 1,043 tons, against 1,825 tons. The stock on Aug. 5 was, of Penang, 1,236 tons, against 2,965 tons; of Manila, Java, and China, 21,258 tons, against 32,636 tons.

Camphor.—A fair amount of business has been done privately in China during the past week at the last quoted rate of 72s. per cwt. for good quality; at auction 100 cases were held for the same price, and retired; Japan are scarce, and in this description no transactions have been effected.

Cardamoms.—Prices higher, and few offering at public sale; 2 cases Ceylon were placed at 3s. for good bold.

Cocoa-nut Oil.—The market is weak, and to sell a reduction of 6d. to 1s. per cwt. would have to be accepted for Ceylon. Privately small sales are reported at 39s. to 39s. 6d. for pipes, and 39s. 6d. to 40s. for puns. and hhds. At auction, of 312 casks offered, only 8 pipes fair mixed sold at £39, the remainder being either taken out or bought in at £38 to £40 5s. for very ordinary to fine.

Coir Goods.—Common Yarn is rather lower. At auction 288 bales 54,113 dholls 756 ballots partly sold, Ceylon common to good £28 to £39 10s., and Cochin, ordinary coarse to superior £24 5s. to £64 10s per ton.

Cutch.—The demand is still dull, but holders remain firm, in spite of the large arrivals. At auction 1,002 boxes good Pegu were bought in at 22s. to 22s. 6d.; 200 boxes old Pegu sold at 21s. per cwt. Privately 100 boxes very fine Pegu have been quitted at 23s.; and for arrival 150 tons Pegu, elephant and flag mark at 22s. per cwt.

Cubebs.—Market continues dull; 122 bags offered at auction were retired.

Copra.—Penang still out of stock.

Dragon's-blood.—Market still steady; at public sale, 4 cases small Zanzibar brought £9 5s. to £11 10s. per cwt. for good to fine.

Essential Oils.—Cinnamon very scarce, and wanted, 3 cases offered and retired. Citronelle dull, and again cheaper, fair trade at 1¾d. per oz.; 72 cases at auction partly sold at 1¾d. for good, and buyers now at the same figure. Lemon Grass quiet; none offered. Anniseed has fluctuated slightly, but at the close there is a good demand with 9s. 3d. paid; 10 cases at public sale sold at 9s. 10d. to 8s. 11d. Cassia quiet; 20 cases brought to auction and retired, but part since sold at 4s. 2d. to 4s. 3d. Nutmeg steady; 4 cases offered and retired.

Ebony.—Market unaltered.

Feathers.—We note the sale of 50 bales Singapore at 3d. to 4d. per lb.

Galls.—There is a good demand for both China and Japan, but no supplies have been placed upon offer, and consequently no business has been done.

Digitized by Google

GAMBIER.—The market has become very quiet, and for arrival sales of block have been made at easier rates. At auction 536 bales block were bought in at 16s. 3d., and 1,249 baskets cubes were partly sold at 18s. per cwt. Privately some business has been done in arrived parcels at 15s. 10½d. ex ship, and for arrival, late sailing, 100 tons at 15s. 9d. ex ship.

GUMS.—Benjamin: Sumatra 2nds firm, good quality scarce, small retail trade up to £10 per cwt.; of 81 cases at auction half sold at £7 15s. to £9 17s. 6d. per cwt., for middling to fine 2nds: 9 cases Siam all sold at £17 17s. 6d. to £19 10s. fine 2nds, and £9 5s. to £9 17s. 6d. 3rds. Manila Copal is steady; but rather quiet. Part of 207 cases hard brought 38s. per cwt. for good, and 32s. 6d. middling, part rather rough; 17 cases soft sold at 29s. for good; at auction today, previous prices were not obtainable. Damar firm and dearer; private trade at extreme rates. Gamboge steady: of 37 cases offered a few only sold at 16s. per cwt. for fine, and £13 12s. 6d. to £13 17s. 6d. fair, part rather run.

GUTTA-PERCHA.—There have been considerable sales made of common and middling quality at easy rates. At auction half of 4,800 packages was placed at 1s. 3d. to 2s. 3d., for ordinary white mealy to good genuine quality.

HEMP.—The market for Manila is steady, but rather quiet; some 1,500 bales have been sold by private contract; fine white quilot at £60; fully fair roping at £47; mixed and superior brown at £40. At public sale 300 bales good roping brought £48 per ton.

HIDES.—At the fortnightly sales held on the 10th a large quantity of East India Kips was brought forward, and the bulk sold without any alteration in prices. Tanned brought full prices to ½d. advance, whilst Buffalo were in limited demand at late rates. OX AND COW: 4.647 Singapore sold, light 6⅓ lbs. to 7 lbs. at 8½d. to 9¼d., best heavy 18¾ lbs. at 10¼d. to 10½d., second 10⅝ lbs. to 18¾ lbs. at 8½d. to 9½d., extra 13⅛ lbs. at 8½d. to 8¾d., thirds 6½d., second small 5⅛ lbs. at 8¾d., third 5 lbs. at 6d., fourths 5d. BUFFALO: Of 3,136 Singapore offered, 1,690 sold, light 11⅞ lbs. to 15¾ lbs. at 5½d. to 6⅝d., heavy 25 lbs. to 38¼ lbs. at 4d. to 5⅛d.

HORNS.—The sales have embraced 53 tons Siam, of which 45 tons sold, 824 to 676 horns to the ton, 40s. to 41s. per cwt., being an improvement.

ISINGLASS.—Market dull, and quite overstocked with common qualities; none offered.

INDIA-RUBBER.—There has been no business during the interval, good quality, which is the only description in demand, being scarce; at auction 214 bags Assam and 56 bales Borneo were offered and withdrawn.

JAPAN WAX.—Transactions privately have been effected up to 96s. for good; 20 cases brought to auction sold at 96s. per cwt. for good saucers; also 5 boxes medium quality at 88s. 6d.

MUSK.—Market continues steady, with a little trade privately, but none at auction.

PLUMBAGO.—Market for Ceylon without change; 1,060 barrels at auction partly sold—lump, good and fine, 26s. to 28s. 6d.; good, rather small but bright, 23s. to 24s. 6d.; fair, 20s. to 22s. 6d.; mixed with foul, 11s. to 16s.; chips, middling to fine, 12s. to 16s.; dust, 10s. to 10s. 9d. good; 6s. 9d. to 8s. 9d. middling to fair.

PEPPER.—BLACK: A considerable trade has been done both on the spot and afloat at gradually advancing figures, and prices are again equal to the highest prices previously paid. Sales of Singapore have been made at 5⅞d. to 5 15-16d.; Penang 5¾d. to 5⅞d., and to arrive at equivalent rates. At auction, 797 bags Singapore sold at 6d., and 493 bags Prang early in the fortnight at 6d. WHITE has been very firmly held, and only moderate trade has been done, chiefly at 9⅞d. At auction 175 bags Singapore offered were reported sold, part before and part after the sale, at 10d. per lb.

RHUBARB.—China has been neglected; but half of 115 cases in auction sold, middling and bold rough grey and pinky fracture 1s. 10d. to 2s., and high dried part dark 1s. to 1s. 2d.

RATTANS.—No transactions to report.

RICE.—The market is without improvement; sales on the spot are effected but slowly, and at low rates, the chief business being in floating cargoes. On the spot 100 tons fine white Bengal have been sold at 12s. 4½d., 200 tons at 11s. 6d. to 11s. 7½d. ex quay, 3,000 bags good white Bengal at 11s, 4,000 bags Askoolie at 10s. 0½d. to 10s. 3d., 7,500 bags Madras at 9s. 1½d. to 9s. 7½d., and 500 bags ordinary Bengal at 9s. 9d. The floating cargo per Auguste Frederick, 525 tons Necransie, March sailing, has been sold at 9s. 9d. Continental terms, or ex ship London; the cargo per Jean Pierre, 860 tons Bassein, at 9s. 7½d. for the Continent, the cargo per Vancouver, 1,500 tons Rangoon, arrived off coast, at 9s. 6d., ex ship for London; the cargo per Suzanne, 390 tons Rangoon, arrived off coast at 9s. 10½d. for the Continent; and the cargo, per Luctor et Emergo, 1,000 tons Necransie at 9s. 4½d. ex ship, or 9s. 6d. ex quay.

ROOTS.—China: Market continues quiet, and beyond a few private sales at previously ruling rates, no business has been done. Colombo: Nothing done worthy of reporting.

SAGO.—Market quiet; of 601 bags at auction, the damaged only sold. Flour still dull; 579 bags retired.

SHELLS.—The periodical auctions were held on the 8th inst. MOTHER-O'PEARL Manila met a good demand and brought dearer rates, but the bulk of the supply consisted of inferior and wormy qualities of Bombay, which sold at irregular and easier rates. Of 328 cases offered 145 cases fair bold sold at £8 to £8 5s., the remainder bought in at £8 7s. 6d. TORTOISE met a good demand, and full rates were paid; 14 boxes (1,155 lbs.) Singapore offered were partly sold at 13s. to 15s. 6d., the remainder good being bought in at 17s. OTHER SHELLS: 50 tons loose Japan Ear were bought in at 20s. to 30s. per cwt., and 7 cases ditto at 1s. 7d. per dozen, also 173 baskets 26,335 loose. Green Snail at 4½d. to 5½d., except one lot, which sold at the latter price; 448 bags Ceylon Maldive Cowries were bought in, good live small 38s., thin light 40s., except 12 bags, which sold at 30s.

SPICES.—Cinnamon: Ceylon steady at previous value; a large stock in second hands; heavy sales fixed for the end of this month. Cassia Lignea: Quieter, and little doing; 30 cases Vera at auction retired. In Buds there is no change to report. Cloves: Penang very firmly held, and in few hands, high figures demanded. Amboyna dull, and stocks heavy. Mace has again been dealt in to a considerable extent at advanced figures. At public sale only 1 case offered, and brought 4s. 1d. per lb. for good. The bulk of the stock in very few hands. Nutmegs have continued in demand, and a fair trade has been done; at auction 6 cases Penang retired.

STICKLAC.—Siam continues firm; 127 packages at auction retired.

SOY.—Market steady; at auction 60 casks China sold at 2s., and there is a small business doing at 2s. 2d. per gallon.

STAR ANNISSEEDS continue to be firmly held; small sales reported at £6 5s. per cwt.

TAPIOCA.—Quiet and little doing. Sales have embraced 37 bags Singapore, 282 bags Penang, and 437 bags Pearl, all retired except the damaged portion. Flour still very flat.

TURMERIC.—Nothing doing.

TIN.—Prices have shown considerable fluctuation, £135 having been paid for Straits, and £136 10s. for Banca, while at the close Straits is quoted £133 to £133 10s., and Banca £135 to £136.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The improvement noticeable in this market at the date of our last report has been barely maintained, and producers show rather less firmness, but the small concession they are disposed to make is not sufficient to tempt buyers, and the business transacted both in Yarns and Goods, but more particularly as applies to the latter, is within small compass. The same quiet feeling has prevailed up to the close of the market, but no desire has been evinced to unduly press sales.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	6s. 3d.	7s. 0d.	7s. 9d.	8s. 0d.	8s. 3d.	8s. 6d.	9s. 1½d.	9s. 4½d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	
Quality...	No. 21	22	24	26	25	28	31	—
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	
Price.....	9s. 9d.	10s. 0d.	11s. 3d.	11s. 6d.	10s. 10½d.	12s. 4½d.	7s. 1½d.	

Width ...	44/45 in.	...	...	...	...	49/50 in.	...	
Quality...	No. 33	35	36	39	—	46	49	—
Weight...	7 0	7 0	8 0	9 0	10 0	9 0	10 0	
Count ...	12×12	14×10	14×12½	16×15	16×18	14×13	16×15	
Price.....	8s. 1½d.	8s. 1½d.	9s. 6d.	10s. 7½d.	12s. 1½d	10s. 7½d.	12s. 0d.	

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	7 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 0d.	6s. 1½d.	6s. 9d.	7s. 3d.	8s. 1½d.	9s. 1½d.	9s. 4½d.

		s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop	...	9 7½	—
Maddapollams	...	3 7½	—
Long Cloths	...	9 4½	—
White Spot Shirtings ... (nominal)	...	11 7	—
,, Brocade... ... do.	...	11 11	—
,, Damasks ... do.	...	20 6	—
Cotton Yarn, Nos. 16-24 China	...	1 0½ to 1 1¾	
Nos. 28-32 do.	...	1 1½ to 1 2½	
No. 40 do.	...	1 1½ to 1 2¾	
No. 40 Mule Twist	...	1 [illegible] to 1 2¾	

METALS.

IRON.—Welsh: Rails, £6 15s. to £7; Bars, £6 12s. 6d. to £6 15s Staffordshire Best: Bars, £7 17s. 6d. to £8 5s.; Nail Rods, £7 15s. to £8; Hoops, £9 to £9 5s.; Sheets, £9 10s. to £10 5s.; Scotch, Pig No. 1, £3 to £3 9s.; Swedes, Bars, Hammered, £10 to £10 10s., Swedes, Steel in kegs, ½ and ⅝ in., £14 to £14 15s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6¾d. to 7d.; Sheathing and Rods, 7d. to 7¼d. per lb.

TIN.—English Refined, £140. Tin Plates: Charcoal I C, per box, 29s. to 33s. 6d.; Coke, 26s. to 27s.

LEAD.—W.B., £20 5s.; do., other brands, £18 to £18 2s. 6d.; Spanish, soft, ex ship, £17 10s.; Sheet, £18 5s. to £19; Shot, kegs, extra, £20 10s. to £21; White, do., £25 10s. to £26; Red do., £20 10s.

SPELTER.—Silesian, £18 5s. to £18 10s.; English, smelted from ores, £18 10s.

The following is from Messrs. French and Smith's Circular:—Business is moderately active. Iron in strong demand. Copper steady. Tin: Foreign in London is easier; some parcels reported as sold at £132. In Holland still firm at 80¼ to 80½. English firm. Tin Plates in demand. Lead firm. Spelter a little higher.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£
Ada	Yokohama	London.	July 21	210	6	...	8	...	...	840	1378329	63935	1025	...	129	2137	1334	437200	...	2	5	32	6	40	925	...	180	22	...	75	150	147	...	18	136
Portland	Shanghai	,,	,, 28	175	29	2	207	...	...	1107	2484825	3000	...	...	...	6398	...	...	...	18	80	...	812	2230	819	520	246	150	...	72	245	83	5	159	14
Copernic (Fr. str.)	Eastern Ports	,,	,, 20	4	...	...	...	...	1000	1380	4361627	24020	1332	4055	568	31141	17	64400	153	...	3	6	126	158	223	224	185	4874	28	140	114	42	11½	195	271
Bombay	Hong Kong	,,	,, 29	267	25	27	...	25	...	1028	47500	...	...	...	170	1500	620	26400	3	63	87	670	4	150	1149	1325	396	...	590	504	1267	330	87	717	314
Corinna, str., via S.C.	Colombo	,,	,, 29	...	...	...	...	...	203	15	282500	99450	...	...	...	150	245	...	...	...	...	...	...	...	...	10	60	...	...	...	...	2½	15	142	156
Lorne, str, via S.C.	Singapore	Livrpool	,, 22	...	...	...	...	...	...	34	707114	247345	...	...	...	284	74	6300	...	...	...	...	5	...	...	...	...	718	...	...	...	...	13	...	150
Do. do.	Hong Kong	,,	,, 22	5	...	3	...	...	1080	257	2751813	222185	36	...	311	1260	...	40000	...	...	...	...	32	...	...	...	...	924	...	...	...	...	5	...	12
Do. do.	Shanghai	,,	,, 22	...	...	13	...	...	...	184	5319925	485360	...	...	...	7611	...	...	...	...	...	8	...	205	32	...	...	290	...	...	85	...	...	...	...
Do. do.	Japan	,,	,, 22	...	...	...	...	...	...	42	156000	9417	...	...	156	3236	...	...	...	...	...	...	...	...	...	...	...	99	...	...	...	86	...	...	...
Maria Fidela	Manila	,,	,, 24	58	108	1	...	27	180	2704	348165	1213606	...	...	555	762	120	21000	...	...	39	...	...	50cs.	339	...	101	431	...	747	2138	...	20	...	...
Nourmahal	Yokohama	,,	,, 27	101	58	...	...	...	...	606	480200	...	...	...	...	1800	...	30000	...	...	57	36cs.	...	...	121c	25cs.	35	...	...	...	120	50	...	25cs.	2cs.

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Ada	Yokohama	...	14	...	24	60	...	...	100	279	...	...	60	194	...
Portland	Shanghai	...	213	...	166	68	77	28	...	89	5	22	...	347	...
Copernic (Fr. str.)	East. Ports	447	772	50	4934	614	565	25	127	303	29	1444	59	340	20
Bombay	Hong Kong	100	117	38	18	110	...	20	...	13	43	...	230	100	50
Corinna, str., via S C	Colombo	...	115	...	...	...	...	60	...	...	28	...	90	...	...
Lorne, str., via S.C.	Singapore	20	...	5gls.	4cs.	118	50	...	8	40	9	24	...	...	...
Do. do.	Hong Kong	40	...	22	300	60	300	...	50	...	...	...	260	...	365
Do. do.	Shanghai	160	15	...	...	...	...	...	...	...	...	14	...	...	...
Do. do.	Japan	104	28	...	...	122	...	...	...	...	...	...	...	...	...
Maria Fidela	Manila	...	250	145	278	582	982	145	...	86	209	...	1395	...	185
Nourmahal	Yokohama	...	...	...	...	25	...	...	...	...	...	...	73	246	...

ADDITIONAL.—Per ADA.—Refined sugar, 21 cwt.; railway materials, £3,613; vinegar, 20 cases; india-rubber packing, £5; matches, £325; soda-water, £6; telegraph wire and fittings, £1,200; slates, £5; cotton manufactures, £1,305; rum, 623 gallons; geneva, 344 gallons; fruits, 2 cwt.

Per PORTLAND.—Corks, £20; Plumbago, £2; effects, £30; matches, £1,385; cotton manufactures, £30; shot, ¼ ton; geneva, 7,419 gallons.

Per COPERNIC (str.).—cotton manufactures, £2,160; goods, manufactured, £350; stone, £3; effects, £150; india-rubber, £80; clocks, £89; tortoiseshell, £290; curled hair, £15; scientific instruments, £23; glass-paper, £6; caoutchouc manufactures, £19.

Per BOMBAY.—refined sugar, 11 cwt.; sheathing felt, £90; goods, manufactured, £5; corks, £178; matches, £340; cotton manufactures, £5,860; geneva, 618 gallons; tar and pitch, 15 barrels.

Per CORINNA (str.).—Refined sugar, 10 cwt.; seeds, £1; effects, £86; fruits, 4¾ cwt.

Per LORNE (str.), to Singapore.—Tissues, £500; hats, 2 cases; cotton manufactures, £50. To Hong Kong.—Cotton manufactures, £80. To Shanghai.—Effects, £29; waggon, £300. To Japan.—Cotton manufactures, £1,630; carpet bags, £24.

Per MARIA FIDELA.—Wine and cheese, £9; yarn, £150; beer, 10 cases; dried blood, £40; paper, 6 cases; wire-rope, £75; cotton manufactures, £646; sugar machinery, £900; coals and coke, 116 tons; zinc, ½ ton; beef and pork, £140.

Per NOURMAHAL.—Railway materials, £1,426; pig iron, 25 tons.

Per KATE CARNIE, to Singapore.—Brimstone, £32; steel, 25 tons.

Per OMBA.—Plain cottons, 72,150 yards.

Per ALBERT VICTOR.—Fire-clay pipes, £975.

Per MERSE.—Bar iron, 12 tons.

Per BAVARIAN (str.), from Liverpool to Alexandria, for overland to Batavia, cleared July 17.—Coloured cottons, 1,200 yards. To Shanghai.—Plain cottons, 16,800 yards. To Hong Kong.—Coloured cottons, 10,980 yards; plain cottons, 35,520 yards.

Per PENGUIN (str.), to Colombo.—Printed cottons, 20,120 yards; sewing machines, £17.

Per VENETIAN (str.), from Liverpool to Alexandria, for overland to Singapore and Penang, cleared July 22.—Plain Cottons, 254,000 yards; woollens, £321; yarn, 2,000 lbs.; printed cottons, 3,900 yards. To Hong Kong.—Linens, £90; dyed cottons, 35,530 yards: yarn, 70,000 lbs.; plain cottons, 187,650 yards. To Shanghai.—Plain cottons, 1,049,499 yards; worsteds, £105. To Yokohama.—Plain cottons, 77,038 yards.

Per MARCHIONESS OF LONDONDERRY.—Earthenware, £200.

Digitized by Google

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug. 2	Affghan	—	Akyab	Liverpool
4	Pepita	Herniaza	Manila	London
4	Salisbury	True	Akyab	Falmouth
1	N.C. Kierkegaard	Halvorsen	Do.	Terneuse
5	Mogul	Freeman	Do.	Falmouth
	Jean Pierre	Legasse	Bassein	Queenstown
5	Luctor et Emergo	Ouwehand	Akyab	London
	Tim Whiffler	Cottler	Rangoon	Queenstown
	Corra Linn	Lamont	Do.	Crookhaven
7	Ardgowan	Kerr	Colombo	Deal
3	Menam	Wilson	Bangkok	Marseilles
8	Mirella	Pitt	Rangoon	Queenstown
6	Vrede	v.d Plas	Panaroekan & Surina.	Texel Roads
7	Samhiri	Lion	Batavia, for Roterdm.	Off St. Alban's Hd
9	Ulysses (str.)	—	Hankow, &c., via S.C.	London

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Augusta	v. Tubergin	Sourabaya	Amsterdam
	Prince v. Orange (str.)	Braat	Batavia	Nieuwe Dieppe
Aug. 3	Mayola	Masson	Galle	Shields
2	Napoleon	—	Do.	Newcastle
3	Moorhill	Murdoch	Singapore	Sunderland
1	Landwursten	Becker	Do.	Hamburg
5	Mary Evans	Jenkins	Bangkok	London
5	Carnarvonshire	Davis	Hiogo and Nagasaki	Do.
6	Nimrod	—	Galle	Newcastle
2	Therese	Jensen	Hong Kong	Hamburg
7	Callisto	Sharp	Colombo, &c.	London
7	Virago (str.)	Brown	Do., via S.C.	Do.
4	Chatham	Roe	Manila	Hamburg
8	Ocean Beauty	Pearce	Colombo	London
1	Sardis	McVicar	Hong Kong	Penarth
4	Lochbulig	Hughes	Newcastle and China	Aberdeen
5	Lesmona	—	Anjer, &c.	Newcastle
9	Glengyle (str.)	McBain	Singapore, &c.—S. C.	London
	Alfred	—	Batavia	Hamburg
7	Sydenham	Bristow	Galle	Cardiff
8	Anna	—	Do.	Liverpool
9	South America	—	Do.	Do.
8	River Eden	—	Singapore	Do.

(*See Commercial Postscript and Correspondents' Letters.*)

FREIGHTS AND CHARTERS.

Berth freights to the East continue with little if any alteration, both steamers and sailing vessels meeting with ready employment at average rates. Coal freights from the northern outports show no immediate signs of improvement, and the undernoted quotations are still ruling:—

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

SPOKEN.

Anita (N. G. barque), London to Batavia, June 16, 22 S., 34 W.
Madone (French ship), from Saigon, June 17, 37 S., 21 E.
John Scott, Java to Rotterdam, June 23, off Algoa Bay.
City of Rotterdam (ship), Batavia to New York, July 3, 18 N., 4 W.
Acacia, Ceylon to London, May 10, 16 S., 85 E.
Maria Elizabeth, Batavia to Rotterdam, June 24, 35 S., 19 E.
Racehorse, Singapore to London, May 16, 7 S., 103 E.
Elizabeth and Ann, Singapore to London, June 12, 29 S., 42 E.
Batavia, Macassar to Amsterdam, July 16, 30 S., 41 E.
Teviot, Ceylon to London, July 4, 18 S., 4 W.
Chacma, Ceylon to London, July 6, 16 S., 5 W.

LOADING.

At London.—Steamers via Suez Canal.—For Singapore, Hong Kong, and Shanghai: Odessa. For Singapore, Hong Kong, Chefoo, and Tientsin: Enterprize. For Colombo, &c.: Vixen, Henry the Fourth, Arcot.

Sailing Vessels.—For Yokohama and Hiogo: Georgina. For Yokohama: Coulnakyle, John Nicholson. For Shanghai: James Shepherd, Laurel, Ethiopian, Michael Angelo. For Hong Kong: Isles of the South, Northfleet, Caroline Coventry. For Batavia and Sourabaya: Mary, Vier Gebroeders. For Singapore: Peterborough, Havelock, Eleanor, Sree Singapura. For Singapore and Port Darwin: Investigator (str.). For Penang: Bristow. For Colombo: Rosy, Morn, W. E. Gladstone, Hilarion.

At Liverpool.—For Yokohama and Hiogo: Birmah. For Manila: Olaquivel. For Singapore, Hong Kong, and Shanghai (via S.C.) Commander (str.), Warrior (str.). For Batavia, Sourabaya, and Samarang: Ranee. For Colombo, &c. (via S.C.): Timsah (str.).

At Glasgow.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Singapore: Kinfauns Castle. For Batavia and Sourabaya: County of Stirling. For Colombo, &c. (via Liverpool and S.C.): Killarney (str.) (via S. C.), Rydal Hall.

At Greenock.—For Galle: May Queen.

MISCELLANEOUS.

At St. Helena.—July 2, Nordzee Kanaal, Tjebbes, from Sourabaya, and sailed, 3, for Amsterdam; Cervantes, Eyzinguire, from Manila, and sailed, 3, for Cadiz; Johanna Maria, van Aalburg, from Batavia, and sailed, 3, for Rotterdam; Gysbert Karel Graaf van Hoogendorp, Horner, from Batavia, and sailed, 3, for Amsterdam; 3, s'Gravenhage, Alberts, from Batavia, and sailed, 5, for Rotterdam; 4, Vanguard, Green, from Shanghai, and sailed, 5, for London; 6, Invincible, Famolaro, from Batavia, and sailed, 8, for Falmouth; Adelia Carleton, Carleton, from Hong Kong, and sailed for New York; 7, Ægidia and Pauline, Hoogland, from Batavia, and sailed for Dordt; Alblasserdam, Willeruse, from Patjitan, and sailed, 8, for Rotterdam; Sonora, Paine, from Ilo Ilo, and sailed for Boston; Kandanghauer, Zeelt, from Batavia, and sailed, 8, for Amsterdam; 8, Kitty, Muller, from Tjilatjap, and sailed for Amsterdam; Marie, Kutcher, from Probolingo, and sailed, 10, for Boston; Mary Tatham, Tulloch, from Singapore, and sailed for London; 9, Susanne, Dammers, from Batavia, and sailed, 10, for Rotterdam; 14, Juno, Stockhuyzen, from Padang, for New York.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfille this expectation. 'Art' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'Art' are Messrs. Blanchard Jerrold, Charles Burton, J. Cordy Jeaffreson, G. W. Reid, Hyde Clarke, George Augustus Sala, W. R. Ralston, John Forbes Robertson, Henry Blackburn, G. W. Yapp, John Piggot, Jun., E. Ollier, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moeline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA. ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Aug. 5, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Aug. 5, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	from England.
Japan	in 38	" "
China	in 44	" "
New Zealand	in 42	" "
Australia	in 47	" "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three: Saturdays Ten to Two

Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces, &c.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.
OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

HOLLOWAY'S PILLS

ARE UNDENIABLY THE FINEST MEDICINE IN the world for biliousness and indigestion. In all cases of deranged stomach, determination of blood to the head, bile, sick headache, liver and stomach complaints, there is no medicine known that will give such immediate relief as these renowned Pills; young and old, rich and poor patronise them, and so many cures are effected by their use that their praise is sounded from the torrid to the frigid zone; in truth, persons who travel consider them a necessary requisite. In sultry weather or warm climates, or in India, the blood becomes overheated, the liver torpid, the skin covered with prickly heat, and the whole system languid and exhausted. Nothing so soon gives relief as Holloway's Pills.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagrams
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMETER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapor
Penang	SANDILANDS BUTTERY, & Co
Batavia	HOUGHTON & Co
Samarang	JACOBSON & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL,
(Over the JERUSALEM.)

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS :—

From LONDON to SAIGON and COCHIN CHINA	£5 17	0
" " " HONG KONG	7 0	0
" " " SHANGHAI	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

ENGLISH GOODS, PER MAIL STEAMER, AT CHEAPEST RATES.

D. NICHOLSON AND CO.,

SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN (WHOLESALE AND RETAIL),

INDIAN, COLONIAL, AND FOREIGN OUTFITTERS,

50 TO 52, ST. PAUL'S CHURCH-YARD (CORNER OF CHEAPSIDE, LONDON),

ESTABLISHED 1843,

Invite the attention of Families residing abroad to their illustrated 120 page Catalogue, gratis, post free, containing full particulars as to Woollen Silk, and Cotton Goods of every description. Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c.

Contractors for Military and Police Clothing and Accoutrements.

Household Furniture	Fire Arms	Carriages	Wines, Ales	Stationery
Musical Instruments	Agricultural Implements	Saddlery and Harness	Beers	Books
Ironmongery	Cutlery	Boots and Shoes	Preserved Provisions	Toys, &c.

Shipped at lowest export prices.

SOLE AGENTS FOR THE "WANZER" AND THE "BRITANNIA" SEWING MACHINES, FOR THE CITY OF LONDON.

Foreign Produce disposed of for a Commission of Two-and-a-Half per Cent. Price Lists post free.

D. NICHOLSON AND CO.,

50, 51, AND 52, ST. PAUL'S CHURCH-YARD, LONDON.

TERMS—NOT LESS THAN 50 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE AGAINST BILLS OF LADING.

Digitized by Google

MANUFACTORY AND SHOW ROOMS, 99, NORFOLK-STREET, SHEFFIELD

AND AT
76, 77, & 78, OXFORD-STREET,
LONDON.

STAMPED
WITH THEIR NAME,
AND GUARANTEED.

AND AT
71 AND 72, CORNHILL,
LONDON.

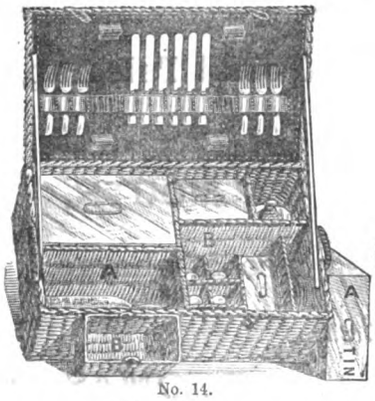
o. 22.

No. 3. No. 4.

No. 7. No. 8. No. 5. No. 6.

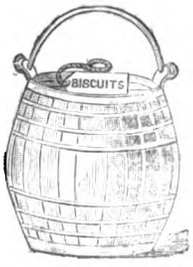
No. 17.

No. 12.


No. 14.

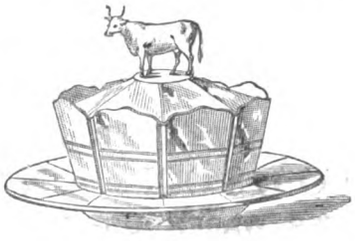
No. 1.

No. 26.



No. 18.

No. 21.


No. 11.

No. 16.

No. 22.—Coffee Percolators.
No. 3.—Soup Tureens, £3, £5, £7 7s., £10.
No. 4.—Toast Racks, 7s., 8s., 10s., 15s.
No. 5.—Claret Jugs, 15s., 18s., 21s.
No. 6.—Cruet Frames, 10s. 6d.
No. 7.—Tea and Coffee Pots, 30s., 40s., 50s.

No. 8.—Centre Stands, £2 10s., £3 15s., £5.
No. 17.—The Indian Bottle Holder, 15s., 21s., 32s.
No. 12.—The new Turn-over Luncheon Dish—A, £4 4s., £5 10s., £6 6s.; B, £3 3s., £4 5s., £5 4s.; C, £2 5s., £3 7s. 6d., £4.

No. 14.—Shooting, Luncheon, and Fishing Baskets as per list.
No. 1.—Biscuit Boxes—C quality, 15s., 18s., 26s., 30s.; B quality, 21s., 31s. 6d., 42s., 56s.; A quality, 38s., 52s. 6d., 72s., £5.
No. 26.—Egg Boilers, 20s., 25s., 35s.

No. 18.—Biscuit Tins.
No. 21.—Ice Pails and Tongs, all prices
No. 11.—Butter Cooler, 6s., 8s., 10s., 15s., 21s., 24s. 6d.
No. 16.—Cake Baskets—C, 10s., 15s., 21s., 36s.; B, 21s., 32s., 42s. 56s.; A, 36s., 45s., 57s., 85s.

ORDERS RECEIVED AND CATALOGUES TO BE HAD OF THE FOLLOWING HOUSES:—

ALEXANDRIA—David Robertson and Co.
POINT DE GALLE—Fredk. Piters.
ADEN—Cowasjee Dinshaw.
COLOMBO—J. Maitland and Co.
SINGAPORE—John Little and Co.

HONG KONG, CANTON, MACAO, and SWATOW—MacEwen and Co.
FOOCHOW—Hedge and Co.
SHANGHAI—H. Fogg and Co.
HANKOW—Virgo, Matthews, and Co.

NAGASAKI—Pignatel and Co.
KURRACHEE—J. W. Potter and Co.
CAIRO—David Robertson and Co.
YOKOHAMA—E. C. Kirby and Co.
HIOGO—E. C. Kirby and Co.

FOR FULL PARTICULARS APPLY FOR

LONDON & SHEFFIELD.

ILLUSTRATED CATALOGUES POST FREE.

CORNHILL. **MAPPIN & WEBB,** OXFORD STREET.

Digitized by Google

PROTECTION FROM FIRE.

TRADE

MARK.

BRYANT AND MAY'S
PATENT SAFETY MATCHES

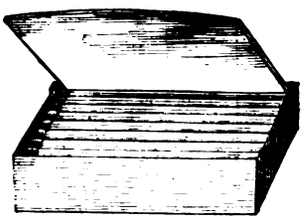
IN LARGE AND SMALL BOXES, ARE DAMP PROOF, FREE FROM SMELL, AND

LIGHT ONLY ON THE BOX.

WARRANTED FOR ALL CLIMATES—INVALUABLE FOR SHIPMENT.

BRYANT AND MAY'S
NEW METAL POCKET VESTA BOX,

WITH PATENT SPRING COVER.


OPEN.

CLOSED.

COMPACT, CHEAP, ORNAMENTAL—INVALUABLE FOR EXPORT.

BRYANT AND MAY'S
RUBY, CROWN, VICTORIA, AND PEARL MATCHES,

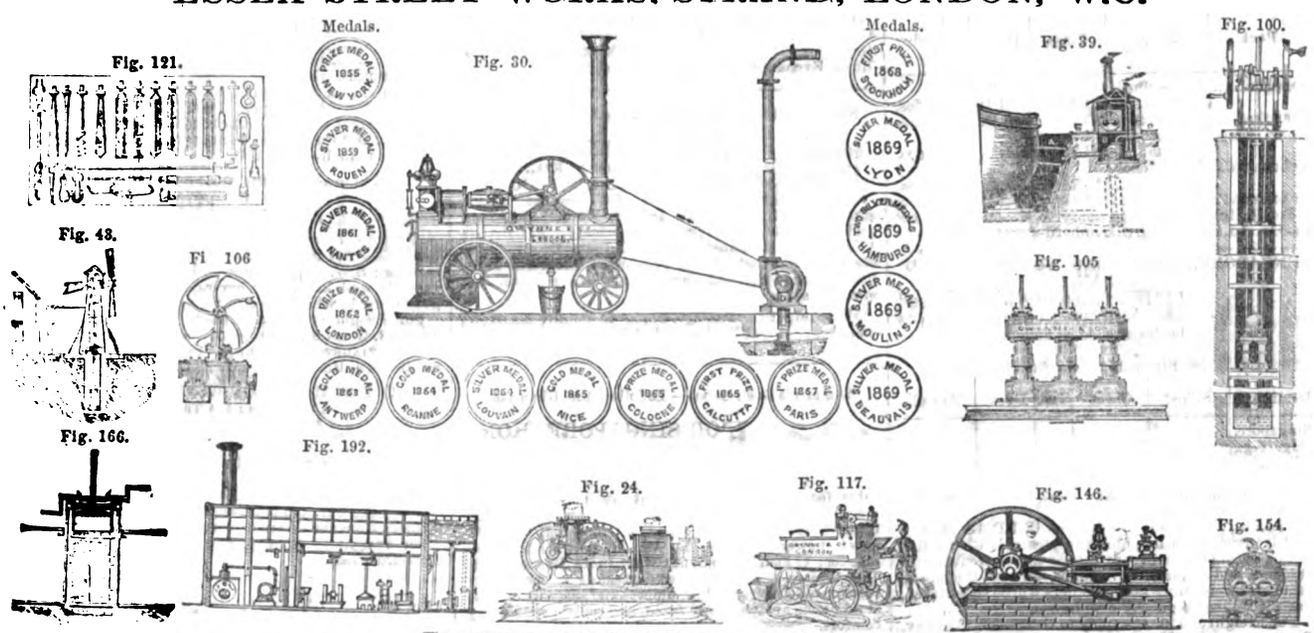
IN LARGE AND SMALL BOXES.

BRYANT AND MAY,

FAIRFIELD WORKS, BOW, AND WHITECHAPEL-ROAD, LONDON. E.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.



These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.
Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.

Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 39.—Gwynne and Co.'s Paten Pumping Machinery, as applied to Emptying Docks.
Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seeds Olives, Fat, &c., &c.

Large Illustrated Catalogue, with many estimates, &c., forwarded on receipt of Twelve Stamps, or can be had through Merchants, &c.
Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presse Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works,
STRAND, LONDON, W.C.

Digitized by Google

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9 July 23 Aug. 6 Aug. 20 September 3 Sept. 17	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
July 9 August 6 Septmber 17	For	Pondicherry, Madras, Calcutta.

July 9, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. Fletcher and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA, JAPAN, AND BOMBAY.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Yokohama ...	Coulnakyle .	A1 13 yr.	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.
Shanghai ...	MichlAngelo	A1 16 yr.	SWID	With des.
Hong Kong..	Caroline Coventry ...	A1 13 yr.	SWID	With des.
Bombay.....	Erl King, s.s.	AB	SWID	Aug. 25

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	James Shepherd	A1 13 yr.	W.I.D.	With des.
Shanghai ...	Ethiopian ...	A1	E.I.D.	With des.
Hong Kong	Isles of the South	A1 18 yr.	E.I.D.	With des.
Yokohama...	John Nicholson	A1 14 yr.	E.I.D.	With des.
Yokohama...	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to Killick, Martin and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Singapore, Hg. Kg., Shanghi, Tientsin, & Japan.	Entrprise	100 A1	1521	E.I.D.	Aug. 16
China Prts & Japan.	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Sept. 2

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to Gellatly, Hankey, Sewell, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

INDIA, CHINA, and JAPAN.—Notice to Passengers.—GELLANTLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to Gellantly, Hankey, Sewell, and Co., 109, Leadenhall-street, E.C.

STEAM FROM LONDON to GALLE, SINGAPORE, HONG KONG, SHANGHAI, TIENTSIN, CHEFOO, JAVA, and JAPAN.—The celebrated Clyde-built clipper steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-horse power nominal, 1,350 h.p. effective, having just arrived from Hankow, first steamer with the new season's teas, will be despatched on the 16th August. This beautiful vessel has unequalled accommodation for a number of first and second-class passengers, being provided with bath rooms, piano, punkahs, ice-house, &c., and every comfort that can be desired. Will carry a surgeon and stewardess. She will call at Galle to land passengers only, and reserves liberty to tranship her cargo for Tientsin, Chefoo, Java, and Japan.

For Freight or Passage apply to Messrs. Grindlay and Co., 55, Parliament-street, S.W.; or to Gellatly, Hankey, Sewell, and Co., 8, York-street, Manchester, and 109, Leadenhall-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to John Swire and Sons, 19, Billiter-street, London; or to Alfred Holt, 1, India-buildings, Liverpool.

STEAM VIA THE SUEZ CANAL.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transshipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered screw steamer CANTON, 100 A1 (highest class at Lloyd's), 1,215 tons register, 200 h.p. nominal, J. C. JACQUES, Commander, will be despatched from the South West India Docks early in September. This magnificent steamer, lately built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is elegantly fitted for first and second-class passengers with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon and stewardess. The last passage from Gravesend to Shanghai was made in 57 days, including all stoppages.

For Freight or Passage apply to the owners, Watts, Milburn, and Co., 85, Gracechurch-street, E.C.; or to Norris and Joyner, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 25th August.

FOR YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered Screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; Victoria (London) Docks.

For Freight, apply to the Owner, Donald R. Mc Gregor, Esq., Leith; to Smith, Sundius, and Co., 17, Gracechurch-street; or to Shaw, Maxton and Co., 2, Royal Exchange Buildings, London, E.C.

Steam via the Suez Canal. To sail on August 25.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, calling at FOOCHOW, the splendid full-powered screw steamer, LORD OF THE ISLES, 100 A1, 1,846 tons register; 240 horse-power, nominal; RICHARD ROBINSON, Commander; S.W. India Docks. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess.

For Freight or Passage, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via Suez Canal.—To follow the Glengyle.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offers (taking goods at through rates for Java and Japan at shippers' risk), the magnificent new Clyde-built screw steamship GLENDARROCH, 100 A1, 1,500 tons register, 900-horse power effective, E. W. BERRYMAN, Commander; to load in the South West India Docks. This high-classed and full-powered steamer is confidently recommended to intending shippers and passengers. The state rooms are elegantly fitted, and replete with every comfort.

For Freight or Passage apply to Thos. Skinner and Co., 5, East India Avenue, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the well-known clipper ship, NORTHFLEET, A1, 14 years, 876 tons register; THOMAS OATES, Commander; London Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. John Patton, jun., and Co., 22, Leadenhall-street; or to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON to CHINA and JAPAN, via Suez Canal.—RED CROSS LINE of STEAM PACKETS.—For SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan at through rates, the favourite, fast, new screw steamer ODESSA, 820 tons register, 600-horse power, WM. BURKITT, Commander (well known in the China trade), classed A1 18 years in Liverpool Lloyd's, will be despatched punctually on the 16th August, unless previously full. This splendid steamer has made three voyages out and home to Calcutta, via Suez, and has deservedly earned a splendid reputation for quick passages and good deliveries and is confidently recommended to shippers. Now rapidly loading in the Victoria Docks.

For Freight or Passage apply to Messrs. C. N. Norwood and Co. Hull, or to the agents, Alfred Laming and Co., 8, Leadenhall-street, London, and 110, King-street, Manchester.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Odessa, s.s.	820	Alfred Laming & Co.	Aug. 16
Sree Singapura, A1 15 years	585	R. Tidman & Co. ...	Aug. 16
Havelock, A1 13 yrs.	454	Wright, Bros., & Co.	Aug. 12
Peterborough, A1 13 years	560	Mills and Milne.....	Aug. 10
GLASGOW.			
Albay, s.s.	609	J. & R. Young & Co.	Aug. 14
Wemyss Castle, A1 14 years	699	Thos. Skinner & Co.	

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 31, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From Liverpool.

Destination.	Ships.	Class.	Dock.	Date.
Bat., Sour., & Samarang	Rance..	3-3rds L. 11 9 yr.	Prnce's	With des

From London.

Yoko.&Higo	Georgina...	A1 13 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Arcot	100 A1	1,780	E.I.D.	Aug. 18
Winestead.....	A1 20 yrs.	2,000	E.I.D.	Aug. 25
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Sept. 10
Yorkshire	100 A1	2,273	S.W.I.D.	To follow
Xantho	A1 18 yrs.	1,800	E.I.D.	To follow
Rollo	A1 18 yrs.	1,437	E.I.D	To follow
Red Gauntlet...	100 A1	1,450	E.I.D.	To follow
Hindoo	A1 18 yrs.	1,800	E.I.D.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to Gellatly, Hankey, Sewell, and Co., No. 8, York-street, Manchester; or, 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE. A 1 14 years 534 tons register; PETER JONES, Commander; S.W. India Docks.—This fine, high-classed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to John C. Campbell, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to Livingston, Holding, and Briggs, 31, Great St. Helen's, Bishopsgate-street, E.C.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

For Freight or Passage apply at 12, George-yard, Lombard-street.

MAC EWEN AND CO.,

QUEEN'S ROAD, HONG KONG,

GENERAL STOREKEEPERS AND COMMISSION AGENTS.

Special Agents for the

London and China Express.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Monday, August 14, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 416.] LONDON, MONDAY, AUGUST 21, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	May 5	June 24	June 27
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki			
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	April 21	„ 9	„ 23
Kiu-kiang	—	—	„ 26
Chin-kiang			
Shanghai	May 12	„ 27	„ 30
Ningpo			
Foochow	„ 12	„ 25	July 1
Formosa			
Amoy	—	—	June 29
Swatow			
Hong Kong	„ 19	„ 29	July 7
Canton			
Macao	—	—	„ 5
PHILIPPINES— Manila	„ 5	„ 23	June 30
COCHIN-CHINA— Saigon			
SIAM — Bangkok	„ 19	„ 24	July 5
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	„ 6
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	June 9	July 10	„ 14
Penang	„ 2	„ 4	„ 15
CEYLON—Galle	„ 30	„ 25	„ 25
Colombo	„ 16	„ 23	„ 24

THE MAILS, &c.

The next inward mail (French), with dates, Yokohama July 4, Shanghai July 7, Hong Kong July 14, Singapore July 22, is due on the 28th inst., *via* Marseilles.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Delta*, arrived Aug. 16.—From Galle: Mr. Cook.

To Southampton, per P. and O. steamer *Simla*, expected to arrive Aug. 26.—From Yokohama: Mr. Houpt. From Hong Kong: Mr. Grey, Mr. Peacock, Mr. McDougall. From Singapore: Staff Commander Raymond, R.N., Capt. Bastian, Mr. Hamschildt, Mr. Clark, Mr. Elder, and two children From Galle: Mr. Perry, Mr. Thomas.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, Aug. 19.—To Shanghai: Mr. G. Brown. To Hong Kong: Capt. and Mrs. H. W. G. Hockin. To Singapore: Mr. R. A. Ferguson, Mrs. Wells and child, Miss Wells. To Ceylon: Mr. H. Creasy, Mr. J. A Rossiter, Mr. J. R. Hime, Mr. P. A. H. Noyles.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 29.—To Shanghai: Mr. and Mrs. R. W. Little. To Hong Kong: Mr. E. Rohl. To Singapore: Mr. L. R. Glass.

Per P. and O. steamer from Southampton, Sept. 2.—To Hong Kong: Miss Smallbone, Assistant-Surgeon J. B. Baker. To Ceylon: Mrs. Peckle and child, Mr. G. A. Baumgartner.

Per P. and O. steamer, from Brindisi, Sept. 12.—To Batavia: Mr. R. Hutchinson.

Per P. and O. steamer, from Southampton, Sept. 16.—To Shanghai: Mrs. F. Barnes, Mrs. Maitland. To Hong Kong: Mrs. Dods and two children. To Ceylon: Mr. J. R. Baillie.

Per P. and O. steamer, from Brindisi, Sept. 26.—To Shanghai: Mr. and Mrs. Reid. To Hong Kong: Mrs. Harcourt Hardy. To Ceylon: Mr. S. Green.

Summary of News from the Far East.

CHINA.

SHANGHAI.

The dates by this mail extend to the 30th June. The outward P. and O. mail from London of 5th May arrived on the 21st June, and the French mail of 12th on the 27th idem.

The following items are from the *North China Herald*:—

The news from Korea foreshadows still more severe fighting before the Government will be brought to recognise the necessity for responding civilly to friendly overtures. Admiral Rodgers has avenged the insult to the American flag offered on the 1st June, by capturing and utterly destroying the batteries on the Island of Kanghoa which fired on the survey party. The letters which we print elsewhere, from our correspondents, give full details of this plucky action. An expedition, comprising the *Monocacy*, *Palos*, twenty boats, and 957 men, started up the river on the 10th June, made good their landing in the evening, and stormed and took the heights on which the Koreans were fortified on the 11th. The fighting was severe, and the loss of the Koreans heavy—240 dead were counted outside the forts, a great many were wounded, and some prisoners taken; the assailants lost one officer and two men killed and seven men wounded, out of a landing force of 680. Lieutenant McKee was mortally wounded in leading the assault on the citadel; a warm tribute to his memory is paid by Admiral Rogers in the general order. Having accomplished its work, the expedition withdrew to the anchorage of the fleet, and the Admiral will no doubt await instructions from Washington before pursuing his success. It is thought likely that the fleet may return to Chefoo, pending the arrival of reinforcements.

ADMIRAL RODGERS'S GENERAL ORDER.

Anchorage, Boisee, June 12th, 1871.

The Commander-in-Chief has pleasure as well as pride in making known to the officers, seamen and marines of the Asiatic Fleet his high satisfaction at the gallantry and endurance evinced by them in the recent operations against the Koreans on Kang-Hoa Island.

On the 1st instant, while the *Monocacy*, *Palos* and four steam launches were engaged in surveying, they were suddenly assailed by a storm of missiles from masked batteries on the shore.

With the greatest promptitude and gallantry this treacherous attack was met, and the enemy driven from his guns and his position.

The Korean Government having failed to make any apology for this murderous attack, on the 10th inst. an expedition, consisting of a landing force detailed from the *Colorado*, *Alaska* and *Benicia*, under Commander L. A. Kimberly, with the gunboats *Monocacy* and *Palos*, all under Commander H. C. Blake, commanding-in-chief, was despatched to punish the enemy.

The operations of the 10th and 11th instant, which resulted in the capture of five smaller forts, culminated on the 11th in taking, by assault, the enemy's stronghold, located in a most formidable position at a very dangerous part of the river, and desperately defended.

Two hundred and forty-three of the enemy's dead were counted within and around these works, and fifty flags were taken.

The works were formidable, not only from the natural features of the land, from shoals and violent currents in the river, but were rendered artificially so by hundreds of weapons of various kinds, placed by the enemy for their defence.

The gallant band which encountered and overcame the perils of the navigation, which fought its way, against vastly superior forces, through mud and marsh, over precipitous hills and across difficult ravines, and finally stormed and captured the enemy's stronghold, is worthy of all praise.

To one and all the Commander-in-Chief expresses his thanks

Digitized by Google

and the pride he feels in commanding such a body of officers and men. He makes known to the commanding officers of vessels his obligations for the efficient drill and organisation which have produced the reliable force composing the Asiatic fleet.

To those brave men now suffering from their wounds he tenders his hearty sympathy.

While rejoicing in the success achieved by our arms, he expresses his profound sorrow for the loss of those gallant men who gave up their lives in vindicating the honour of their flag.

While deploring their loss, let us preserve the memory of their bravery.

Among the honoured dead whose loss we deplore is Lieut. Hugh W. McKee, who, gallantly leading his men to the assault, fell mortally wounded in the centre of the citadel, which he was the first to scale.

His memory is the more endeared to us because we knew him, and his gallantry will be cherished by all as a bright example to the service.

JOHN RODGERS,
Commander-in-Chief of the Asiatic Fleet.

A Chinkiang correspondent writes:—We have no more news about Chen-kwo-jui and his friend Li-san-chou, except that both are in prison in Nanking, one in the Viceroy's, the other in the Tartar General's Yamen. It is currently believed that Tseng-kwo-fan has advised the Government to degrade both. But the respectable Chinese here still hope that the former at least may be executed, and I need hardly add that foreigners warmly endorse the wish.

H.B.M.'s Consul visited Yangchow last week, and found a very satisfactory state of things in that city. He went all over the place; and the people, one and all, were well behaved and civil. One little boy called out "foreign devil," and he was immediately taken to task for using the expression by the people near him.

The Chinese have a report of serious disturbances in Hunan caused by disbanded braves. The province is full of these characters, too proud to beg, and too idle to work. The pay of the soldiers actually under arms, too, is largely in arrears, and they naturally sympathise with the others. Lihung chang was appointed Viceroy of the two Hoo, on purpose to overawe the Hunanese; and the occurrance of disturbances is a natural result of his removal. Li-han-chang, his brother and successor, a mild gentlemanly kind of man, is not at all one of the awe-inspiring sort, and fails to control the rowdies. A memorial by the Governor, on the taxation of the province will go far to explain the condition to which Imperial misgovernment has brought it.

The *Peking Gazette* of June 10 contains an eulogy of Wojen, the Emperor's late tutor, who, as our Tientsin correspondent's letter of the 15th inst. noticed, died on the 8th. He was preceptor to the former Emperor as well as to the present one, having acted as Governor of Moukden in the interval. A tolo pall is decreed—a high posthumous honour.

Tungchow remains quiet. There has been no talk lately of killing foreigners. The city walls have been thoroughly repaired, and the soldiers more assiduously drilled for some months past than during previous years. These things have, however, no local significance, but are doubtless in obedience to orders from the capital. The people are gathering their wheat crops, which seems to be an average one. The droughts which prevailed to the west and north have not been so serious in this part of the province.

The North-German barque *Chusan* has been wrecked on the coast of Korea. The crew embarked in two boats. One, under the chief officer, reached Chefoo on the 9th. Nothing has been heard of the other, in which was the captain. The French gunboat *Scorpion* had gone out in search. H.M.'s corvette *Barrosa* arrived in port on the 18th, from Hong Kong, and was followed a few hours afterwards by H.M.'s despatch vessel *Salamis*, flying the flag of Vice-Admiral Sir Henry Kellett, K.C.B., from Nagasaki. On the following day H.M.'s ships *Ocean* and *Adventure* (the latter with the batallion of marines on board) also arrived at Chefoo.

The *Kiangsi* has brought into port the captain and part of the crew of the North German barque *Nounan*, whom she had picked up near the lightship. The Malay members of the crew mutinied, killed the mate, and severely wounded the captain, who, however, managed to reach his cabin, and kept off his assailants with his revolver. They then seem to have set fire to the ship, and jumped overboard. The captain and remainder of the crew ran the ship in close to the Saddles, and then had to take to the boat to escape the fire.

Both the P and O. and M. M. Companies announce reductions to Tls. 5 in the rate of freight on silk to London and Marseilles, and Tls. 5.60 to Lyons and Genoa. The former offers to carry at Tls. 6, and the latter at Tls. 7 to Brindisi, Trieste, Basle, and Milan; and the latter at Tls. 6 to Paris, and Tls. 8 to New York.

Notice has been given that the creditors of R. F. Thorburn must enter their claims by the 3rd July.

On the 19th June the case of the Hong Kong and Shanghai Bank *v.* Tombruik, trustee in the estate of Glover and Co., came before Mr. Justice Goodwin, on appeal from the ruling of Mr. Acting Consul Annesley, at Nagasaki (reported in our issue of the 5th July). After hearing the arguments of Mr. Rennie, for the plaintiffs, and Mr. Bird, for the defendant, the learned judge ruled that, when the first mortgage had been paid off, the proper thing to do would be to return the securities to Glover and Co. and let the other parties take steps to establish their rights. The claim was for Tls. 2,618 only; but the plaintiff demanded the delivery of goods valued at a larger sum. The Court eventually made an order that defendant pay to plaintiffs the sum of Tls. 2,618, and the latter then surrender to defendants the security. The judgment of Mr. Acting Consul Annesley, at Nagasaki, was thus confirmed.

HONG KONG.

Dates extend to July 7. The outward mail of May 19 arrived on June 29.

The following summary of news is from the *China Mail*:—We hear that the Chinese-Macao difficulty is likely to be amicably settled, without, as it has been rumoured, resorting to force. Mr. Markwick, of the Imperial Customs service at Canton, we understand, has proceeded to Macao in the Customs cruizer *Pung Chew Hai* to settle this vexed question. The Portuguese Government only object to the too close proximity of the proposed Customs House to Macao, and wish it to be removed to a further distance from H.F.M.'s territory.

A well deserved compliment has been paid by a number of leading Chinese in this colony to Capt. Tough, late of the *United Service* steamer, which he has commanded for a long time in the trade between Hong Kong, Shanghai and Saigon. It becoming known that he was about leaving for England, they waited upon him, and with due ceremonial presented him with a handsome richly worked silk flag and streamers, gong, &c., &c., with an appropriate address expressive of their high esteem for him, and of their wishes for his speedy return. Captain Tough replied in suitable terms, declaring the pleasure which such a compliment afforded him. We understand that Captain Roper, whose name is familiarly welcome here, succeeds to the command of the *United Service*.

One of the senior inspectors (Mr. Grey) will proceed home by the mail leaving for England, in order to bring out forty European constables for the Hong Kong police force. We hope on the arrival of these men the efficiency of the force may be greatly augmented. Steady men must be procured, however, otherwise they will be worse than useless.

We hear from native sources that a tempest of a most destructive character has recently passed over the central portions of the Chekiang province. The departmental cities of Kin-hua and Shaoshing are said to have suffered most severely. Scarcely a house is left standing, and the hillsides are bare of trees, which have all been uprooted by the fury of the tempest. We shall be curious to see how far the statements of our native informants will be confirmed by the receipt of news from the North.

On the receipt of intelligence concerning the fate of the British ship *Mirage*, Mr. Kwock Acheong, the owner, proceeded with Capt. Finch in the steamer *Yottung* to the scene of the wreck, which they reached after eighteen hours' steaming. The vessel was found to be lying over on one side off Haeling Island, with very little of the deck above water. Everything had been removed by the natives, who had gone on board in boats. As soon as the steamer was in sight they all scampered away as fast as they could. All the masts had been sawn off, and the deck planks and everything movable in the shape of copper fastenings, &c., had been forcibly severed and carried away. The vessel is valued at $10,000, while her cargo, consisting of rice, copper sheathing, teak planks, ivory, birds' nests, spices, &c., was stated at between $70,000 and $80,000. The goods were to a large extent insured, being owned by several hongs, but the vessel was not. Mr. Kwok Acheong has sent persons down to the scene of the wreck to open negotiations with the natives for the purchase of the goods they have plundered. The wreck is still said to be worth $6,000, but the expense of getting the vessel off and towed into this port is too great to make the undertaking a profitable one. The *Yottung* met a French vessel outside in a disabled state, but she refused proffered assistance; she was in ballast, and was making for Hong Kong.

The 4th of July has been celebrated with a great deal of quiet demonstration and friendly interchange of good feeling between our American residents and their friends. The usual salute was not fired, owing to the absence of the American war vessels at the Korea, but the Pacific mail steamer *Japan*, which arrived shortly after noon, made partial compensation by the firing of her signal guns. The news from the Korea, which was brought down by the *William Miller* in the early forenoon, lent an opportune zest to the abounding congratulations. Most of the American houses were thoroughly "independent," as became the "glorious 4th." but all were equally hospitable, as became the cosmopolitan spirit of Hong Kong.

A further dividend of two per cent. on the estate of Dent & Co. is announced for payment on 1st August.

SIAM.

BANGKOK.

Dates by this mail extend to the 5th July. The London mail of May 17 arrived June 24.

The following items are from the *Siam Advertiser*:—

Digitized by Google

The rainfall of the past week has been such as to inspire hopes that the paddy for the next season will be abundant.

It is rumoured that the British steamer *Bangkok* has been purchased by the Siamese authorities, and that she will soon cease to run as one of the line of steamers plying regularly between this port and Singapore.

It has long been rumoured that H.M. the Supreme King of Siam was contemplating a visit to British India. The proposed visit is now a matter of general conversation among the Siamese noblemen, many of whom are looking forward to it, manifestly with much interest. Though the time for the contemplated visit is still in the distance preliminary preparations for it are evidently being made. We hear that an offer was made for the purchase of the American steamer *Luzon*, with a view of using her for the intended trip, but that the amount proposed was declined by the captain, who named a sum which the Siamese hesitated to give, with their certain prospects of being able to secure the British steamer *Bangkok* as their own.

BORNEO.

—o—

SARAWAK.

The following items are from the *Sarawak Gazette* :—

The steps taken by the Government against the disaffected population on the Katibas river, and at the head of the Batang Lupar, have so far been marked with success. The news of the expeditions under Orang Kaya Empaling and Mingat sets the question at rest as to whether the Dyak Balas, to whom the task of dealing with the enemy has been entrusted, are equal to the emergency. The addition of the doughty warriors of Undup to the Bala of Lang Endang will doubtless render him more than a match for any force which he may fall in with at Mujok and the Upper Katibas, if he has not already met and dispersed the enemy there. The actual effect of these expeditions on the mind of the Katibas may be judged from the wish expressed by Mumbang and others to enter into friendly relations with the Government; though it is but right to add, that the operations of the Dutch force against these Tuahs which resulted in the burning of their houses, must have had a considerable influence on them, apart from our own exertions. The moment these border tribes are made to feel that they no longer secure safety by crossing into our neighbours' territory, there can be no question that nothing will remain for them to do but to submit; and vigorous assistance given once or twice by Dutch residents will do as much towards restoring quiet amongst them as any little campaigns, however spirited on the part of our people.

The Gambling Farm at Kalaka was sold by public auction on the 20th June at an increase of 210 dollars per month.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates by this opportunity are to the 14th July. On the 5th the *Orissa* arrived with the English mail of 2nd June; and, on the 10th, the *Ava* came in with the French mail and London letters to the 9th June.

The following is from the summary of the *Straits Times* :—

The event of the greatest local interest during the fortnight has been the action of H. M. S. *Rinaldo* and the Colonial steamer *Pluto* with the Malays at Salangore. The *Pluto* had gone with a party of police in search of a junk which had been taken and the crew murdered by the passengers. The junk was found in the river at Salangore, a place in Malacca Straits, and after landing and conferring with a son of the Sultan, the police succeeded in recovering a part of the property and securing nine of the pirates. They would have taken more prisoners and got more of the property, but that some of the other Rajahs interfered, and their men threatened violence to the police, who then withdrew and returned to their vessel. The *Pluto* was also fired upon from the native forts, and then went to Penang with the junk and the pirates. A telegram was at once sent to H.E. the Administrator, and H. M. S. *Rinaldo* went down, and after her men had been treacherously fired upon and wounded while endeavouring to persuade the Rajahs to come on board the *Pluto* and settle the matter amicably, she went in next day, and after a spirited action succeeded in destroying the forts. She went in again afterwards, with the *Pluto* and a party of Sepoys, and completely demolished the forts, spiked the guns, and burned the town, all the inhabitants having fled. The place is a regular nest of pirates, and the punishment inflicted by the *Rinaldo* will have a beneficial effect.

On the 3rd of July the question of the cancellation of the appointment of temporary judge was brought forward by Mr. Adamson and Mr. Greenshields. The explanation offered by the Government is at least a full and straightforward one, and, we think, places the affair in a different and decidedly better light than it was previously viewed in. There has been no attempt to interfere with the judge, on the grounds that Government was involved in a particular case coming on for trial. The Colonial Secretary explains that the appointment of Mr. Owen was essentially a temporary one, and that before having the oaths of office administered to him, the limited range of the duties expected of him were clearly explained, so limited, indeed, did the executive estimate this range, that they distinctly declined to relieve him of his ordinary duties as magistrate and commissioner of the Court of Requests. There can be no question of this, and the good faith of the Government in their action both as concerns Mr. Owen and the public. Still, however, the principle enunciated and acted upon is a dangerous and a bad one. A judge is a judge—whether temporary or otherwise; by the oath of office which he takes, he is bound to discharge his duties on the Bench to the best of his own judgment, and if the scope and direction of these duties is to be limited by the Executive, then the oath is an illusion. We can understand the reluctance of the Executive, as expressed in the Colonial Secretary's letter to the bar, to nominate a comparatively junior officer in the service to so important an office, even temporarily, as that of judge—in so far, that such nomination must more or less embarrass the Government in its future selection to judiciary promotion; but, having overcome that reluctance and made the appointment, it should have attempted to attach to it no special conditions, and above all things, have avoided the scandal of a peremptory cancellation of it, when in a few days more it would have quietly lapsed by the arrival from Penang of the acting Chief Justice.

At the meeting of the Legislative Council on July 6 a Bill was introduced for the purpose of sanctioning the introduction of road steamers to run between the town and Sunghie Kranjie, opposite Johore. The scheme is projected by private enterprise, and may prove of vast benefit to the island; it is, for the present at least, preferable to a railway, as instead of stopping at regular stations, the trains will run along the highway, and discharge passengers and goods at any point of the road. The publication of the proceedings of the Legislative Council in the New Harbour Railway inquiry have not yet been published, though we believe they are nearly ready.

The criminal session opened on the 7th, before Sir William Hackett, and most of the cases have been disposed of. There are only two or three cases of any weight, the greater part being for minor offences. A seaman named William Smith, of the ship *Queen of the Seas*, which arrived on the 4th July, was acquitted on the charge of having caused the death of his mate, John Hollands, on the voyage from Cardiff to Singapore, by striking him on the head with a capstan bar, all the evidence tending to show that he did it in self-defence.

The speech of his Excellency the Governor of Labuan on the opening of the Legislative Council, shows the satisfactory state of the finances of that colony under the management of Governor Hennessey, and a very encouraging picture for the future. Labuan, which before Mr. Hennessy's time required a grant-in-aid from the Home Government, is not only able to dispense with this, but can boast of a very creditable surplus.

We learn of the loss of the British ship *Glenavon*, 835 tons, Captain Henderson, in Gaspar Straits. She was from Cardiff, bound to Shanghai, coal laden, and is a total loss. The ship and cargo were to be sold by auction on the 15th July.

Commercial Report.

(*For dates see first page.*)

—o—

IMPORTS.

Hankow.—A large business had been transacted in Grey Cottons, chiefly at last mail's quotations, but at the close telegrams advising higher rates in Manchester, and reduced shipments, holders were firmer. Grey Shirtings had been in good demand. Proceeds of sales of Tea had been remitted to a considerable extent by the Seongtam men in these goods, resulting in an unusually large business for the season. Quotations: Tls. 1.55 to 1.60 for 7 lbs., Tls. 1.78 to 1.92 for 8¼ lbs., and Tls. 2.25 to 2.35 per piece for heavy makes. T-Cloths: 6 and 7 lbs. freely taken at better rates; Mexican 7 lbs. quoted Tls. 1.55 to 1.62, and ordinary Tls. 1.40 to 1.45 per piece. 8 lbs. had not participated in the inquiry. Drills: Demand limited, but holders firm at an advance of 5 candareens. Jeans: Improved; English, Tls. 2.20 to 2.25 per piece. Fancy and Dyed Cottons: Market very dull; a few cases of Turkey Reds sold at Tls. 1.95 to 2.8, and Dyed Brocades at Tls. 2.90 to 3, but quotations nearly nominal. Woollens and Worsteds: Importers asking advanced rates, which had somewhat curtailed business. Camlets: 2 to 3 mace higher. Long Ells: Neglected. Good Spanish Stripes: Asked for up to 52 cents per yard. Orleans and Lustres: Figures not asked for, quoted Tls. 3.50 to 3.80 for ordinary to good assortments and quality; and Crapes, Tls. 3.20 to 3.30 per piece. Lead: Dull, with a large stock. Quicksilver: Nominal at Tls. 70 per picul.

Shanghai.—Cotton Piece Goods: At the date of departure of the last mail telegrams from London, advising a reaction at home and advancing prices for Cotton and Cotton Goods, were received at this port, and caused much excitement. Subsequent telegrams confirming the first report, dealers displayed more anxiety to purchase, and bought heavily of Grey Shirtings at Tls. 1.75 to 1.83 per piece for common to good 8¼ lb. and Tls. 1.85 to 1.90 per piece for best. At the close rates were fully 1c. to 3c. per piece over the latter prices; 7 lb. Shirtings were worth Tls. 1.57 to 1.66 per piece, and Tls. 2.25 to 2.60 were offered for the 910/12 lbs. textiles. Heavy settlements had been made, exceeding 265,000 pieces. White Shirtings: 24,000 pieces reported settled; standard 64-reeds sold at Tls. 2.05, an advance of 5 cents on last quotations

Digitized by Google

T-Cloths: Trade had been very extensive. Mexican qualities had been most wanted, but the supply being almost exhausted buyers had been thrown upon the better kinds of the commoner counts. For 6 lb. Mexicans as high as Tls. 1.50 per piece had been paid, but the ruling rates had been Tls. 1.44/48 for 6 lb., and Tls. 1.60/67 for 7 lb. Drills: Dealers had operated freely at a further advance. Tls. 2.90 refused for English 15 lb., which for last mail sold at Tls. 2.80 to 2.82, and best Dutch were held for Tls. 3.00. Americans changed hands at Tls. 3.15 per piece for a lot of mixed chops. Jeans: Few sales at Tls. 2.25 for English, Tls. 2.37 for best Dutch, and Tls. 2.50 for best American. Sheetings: Without alteration, no stock. Fancy Cottons, with few exceptions, still very difficult to move. Velvets had been in better request, but holders have raised their prices to 16 and 17c. per yard, and so limited business. Small parcels of Brocades, Spotted and Turkey Red had found buyers at former quotations. Woollens: Figured Orleans, sales of good patterns and assortment at Tls. 3.75. Former purchases of Spanish Stripes resold at a profit of 2½c. per yard; C.P.H. and other good chops of well assorted Camlets, quitted at over Tls. 12.00 per piece. Long Ells: C.P.H. Scarlet could not be bought at Tls 5.25 to 5.30 per piece, assorted also higher. Crape Lustres, settlements trifling, prices unchanged. Lastings, small business at former rates. Crape Lastings changed hands at rather easier prices. Metals: Lead continues unsaleable. Iron: 3,000 bundles Nail Rod Iron settled at Tls. 2.15 to 2.20 best assortments. Coals: The market is firmer for Cardiff, sales to arrive at Tls. 9.

Hong Kong.—Messrs. Olyphant and Co. report as follows:—Cotton Yarn: Inquiry for Canton and other country markets having strengthened a good business has been done at improved prices for all counts. Nos. 16 to 24 have been largely and steadily dealt in, and as supplies on offer are now small, the market closes very firm at a rise in values of $2.50 to 3 per bale. Nos. 28 to 32 have been moderately taken at rates $2.50 to 4.00 higher, at which rise they are now steadily held. Nos. 38 to 42 have found buyers for the Tung King District, and are now quoted $2.50 to 5.00 dearer. Piece Goods: The transactions of the fortnight aggregate very moderately, and as compared with those of the preceding interval are only about one-fourth as large; prices for Grey Goods, however, have undergone no change for the worse, but have been further strengthened near the close by the telegrams to hand reporting a firmer market in Manchester. Grey Shirtings have been completely neglected, as natives are still large holders from late heavy purchases; values of all weights unchanged. White Shirtings present no new feature for comment, a slight advance in the better kinds being the only change noticeable. Drills are little wanted, and the advance last reported in all kinds has been lost; English and Dutch have found buyers at the fall, but American are not asked for. In T-Cloths, 6 lbs. common are held for a rise of 2½c., while 6 lbs. Mexicans are quiet and unchanged; 7 lbs. common are saleable at figures 2½c. dearer, and 7 lbs. Mexicans are readily bought "to arrive" at an advance of 2½c.; 8 lbs. are in demand, and now realise a rise of 5c. per piece. Previous quotations rule for Brocades, Spotted Shirtings, and Chintzes. Woollens: A further improvement has taken place in all fabrics except Crape Lastings, which are not wanted and are unchanged in value. Scarlet Long Ells are firmly held at an advance of 10c. to 20c., as supplies offering are limited. Assorted are higher 20c. to 25c., but inquiry is not active at the moment. Spanish Stripes have not been actively dealt in, but a marked rise of 5c. per yard is noticeable. 10 lbs. Blankets are readily saleable at last rates, and 7 lbs. are dearer. Good Lastings are in small stock, and are quoted 50c. higher. Camlets are strongly held for a further advance of 50c. Metals: Nail Rod Iron is little wanted at unchanged values, while Bar and Hoop are quiet at a decline of 5c. to 10c. Lead is very dull at a fall of 5c. Tin is slightly dearer but not in demand. Tin Plates are dull. Quicksilver is $1 higher. Coals: Arrivals have been 3,636 tons of Cardiff, and 1,000 tons of Australian. Sales have been 472 tons Cardiff at $10 per ton. Australian and Anthracite continue neglected. Quotations:—Cotton Yarn, Nos. 16 to 24, $108 to 115 per bale; Nos. 28 to 32, $112 to 120; Nos. 38 to 42, $120 to 127. Grey Shirtings, 7 lbs., $2.10 to 2.15 per piece; 8.4 lbs., $2.37½ to 2.42½; 9.12 to 10 lbs., $3.30 to 3.40. White Shirtings, $1.95 to 2.85; fine, $3.10 to 4.80; T-Cloths, 6 lbs., ordinary, $1.50 to 1.55; Mexicans, $1.65 to 1.75; 7 lbs., ordinary, $1.70 to 1.75; Mexicans, $1.95 to 2.12½; 8 to 8.4 oz., $2.35 to 2.45. Spanish Stripes, Scarlet, f.64 to 69 per yard; Assorted, f.62 to 67; German, f.91 to 92. Long Ells, Scarlet, $6.80 to 7 per piece; Assorted, $5.50 to 5.80. Camlets, SS Scarlet, $15.50 to 15.70; SS Assorted, $15 to 15.50. Lastings, 30 yards, 31 inches, $12.75 to 15.25. Crape Lastings, $7.25 to 8.50.

Foochow.—Sales were reported of T-Cloths, 7 lbs., at $2.12½; Grey Shirtings, 8¼ lbs., at $2.70. Closing quotations:—T-Cloths, 6 lbs., $1.65 to 1.75; 7 lbs., $1.92 to 2.20; Grey Shirtings, $2.25; 8¼ lbs., $2.62 to 2.70; Lead, $6½ to 6¾ per picul.

Manila.—The market had undergone little change. For White Shirtings there had been a moderate inquiry, but other plain staples were in little demand. Coloured Goods were dull, and in some instances lower.

Singapore.—We extract the following from Messrs. Boustead's report:—Grey Shirtings: The demand for 8¼ lb. moderate, and to effect sales lower prices accepted; transactions at $2.42½ to 2.40; 7 lb. and 6 lb. in very limited request; some inquiry for 9 lb. at $2.80 to 2.82½; other weights neglected. T-Cloths: Slight advance, but inquiry limited; 5 lb., $1.25 to 1.27½; 6 lb., $1.55 to 1.57½; 7 lb., $1.75 to 1.77½. Maddapollams: Inquiry has been confined to 2½ to 2¾ lb.; sales at $16¼ to 16½ and 17 respectively. Long Cloths: No transactions. White Shirtings: Quotations unchanged; good inquiry for favourite makes of fine; medium and low descriptions in less request; 45-inch neglected, and nominal. White Spots: Limited inquiry. White Brocades: No demand. White Cambrics: Very little demand. White Maddapollams: Quotations nominal; no demand. Velvets still neglected; stocks. Turkey Red Cambrics: 2½ lb., $2 to 2.02½, and 2¾ lb. $2.07½; 3 lb. dull at $2.25. Woollen Goods: Without improvement; very dull of sale. Grey Yarn: Moderate transactions in 40's at $108 to 109; other counts dull. Turkey Reds: Favourite marks saleable at $127 to 129 for 10 lb., and $133 to 135 for 12 lb. Glasgow dye.

EXPORTS.

TEA.

Kiukiang.—No settlements of Black Teas had been made, nearly all arrivals having been forwarded to Shanghai. Reports regarding New Greens were conflicting.

Hankow.—The following is Messrs. Drysdale, Ringer and Co.'s report, dated 23rd June:—We last advised you on the 10th inst., since when a considerable quantity of Tea has been settled here, viz:—38,695 chests 11,928 half-chests, against 18,000 chests 4,400 half-chests during the corresponding fortnight last year. The greater part of the settlements were made immediately after the departure of the mail, business at the close of the fortnight, owing to the undesirable nature of the small stock offering, being of a very trifling character. The advance in rates reported in our last has been steadily maintained up to the present, and for anything possessing a little quality Teamen are still very firm. The average range of prices at which settlements have been made is Tls. 13.80 to 14½ for Shuntam Tea and Tls. 16½ to 25 for medium to fine Oopacks and Oonams, a few better parcels selling up to Tls. 29 to 30. Oonfars still continue in favour, and have been readily taken at Tls. 23 to 25. Total settlements to date are—236,070 chests 118,975 half-chests, against last year 225,600 chests 33,400 half-chests, showing an increase of 10,470 chests 85,574 half-chests, which is owing to the much larger quantity of Ningchow Tea forwarded to this port this year. The shipments on native account to Shanghai are considerably less than last year, namely, 41,000 chests, against 96,000 chests. A few chops of mixed first and second crop Teas have come to hand, and two or three settlements are reported at Tls. 22¼ to 22½. We quote Oopacks and Oonfars, fair to medium, Tls. 19 to 24; Shuntams and low Oonams, Tls. 14 to 18½.

Shanghai.—Black: A large business had been transacted at rather irregular rates. Choice Ningchows showed an advance, but common and medium Teas had been bought at prices much on a par with those existing at the time of the departure of the last English mail. Supplies had been fairly liberal, and embraced almost all the first crop yield to come forward. Second crop Teas were looked for in bulk in a few days; musters of the few shown were of rather good quality. Consequent on the free shipments of the month, the market closed quiet, with a drooping tendency. Settlements for the fortnight, 48,000 chests; re-shipments on owners' account, 40,000 chests; stock, 175 chops, or 69,000 packages. Quotations (duty paid, exchange at 6s. 0½d., freight at £2 10s.)—Hohow, fair to fine, 1s. 1¼d. to 1s. 6½d.; Oonam, common, 1s. 0½d. to 1s. 1d.; Oanfan, fair to good, 1s. 4¾d. to 1s. 8½d.; Ningchow, fair to choice, 1s. 3½d. to 1s. 11½d.; Oopack, common to fine, 1s. 3¼d. to 1s. 9¾d. Green: Pingsueys had been in active demand during the fortnight, principally for American account, and prices had advanced from three to four taels upon opening rates. Quotations were Tls. 38.5 for chops containing some common lines to Tls. 61.5 for fine lines in boxes. The few musters at hand at the date of the last report had led to the supposition that the crop would be as good as that of last year, but that opinion had not been confirmed. A few parcels of fine Teas had been received, but the bulk of arrivals, comprising about three-fourths of the first crop, were very much inferior to last season's growth, and taking this into account, present prices were estimated to be fully five taels over last year's opening quotations. Settlements for the fortnight, 12,519 half-chests. Stock, 14,663 half-chestss.

Foochow.—Transactions during the past week had been on a large scale; and common medium Teas costing from Tls. 16 to 20 showed an advance (taking quality into consideration) of from a tael to a tael and a half per picul. Finer kinds continued to be taken at full prices. A few parcels, mixed second crop, had been settled at extreme rates. Settlements of Congou for the fortnight amounted to 96,345 chests at Tls. 5 to 27. The following were the current quotations, the cost at which teas lay down in London calculated at exchange of 4s. 5½d. and freight £3:—Dust and siftings, 6¼d. to 8½d.; broken leaf to ordinary, 9d. to 11¾d.; fair to good common, 11¾d. to 1s. 1¾d.; flavoury to medium, 1s. 2½d. to 1s. 6½d.; good medium to fine, 1s. 7d. to 1s. 8d. Souchongs are beginning to arrive more freely, but had been dealt in sparingly, owing to extreme rates asked by teamen. The quality of the crop was disappointing; settlements at Tls. 29; a small chop of boxes at Tls. 45. Oolongs: Small settlements at Tls. 21 to 23 for fair to good cargo grades. These teas were arriving more freely than in former seasons, and the fine kinds from Saryune were expected down during July. Settlements at Tls. 18 to 27. Scented Teas: Settlements at Tls. 24 for Caper, and Tls. 26 to 32 for Scented Orange Pekoe. Flowery Pekoes: Settlements at Tls. 28 to 60.

Amoy.—Purchases began on June 23, and since that date an eager competition had existed, Oolongs having been bought up as fast as brought to market. Prices paid for these Teas had been high, ranging from $2 to 6 above those ruling last season; and as many of the chops had been settled before being placed on offer, Teamen continued to demand extreme rates. Settlements aggregate about 35,000 half-chests, while arrivals had been only about 24,000 half-chests. Quotations: Fair cargo, $26 to 28; good cargo, $29 to 31; superior, $32 to 36; fine to finest, $37 to 42. Supplies of Congou thus far received had been small, and about 3,000 half-chests had been settled at prices above those of last season. The British barques Lanercost and Ardentinny, chartered in Hong Kong, were expected to load for New York.

Canton.—A quiet tone prevailed during the first part of the interval, but latterly a little more disposition to meet the views of buyers being shown by the teamen, a moderate business had been the result. The common to medium descriptions do not show much change, but medium to fine and finest may be quoted Tls. 2 lower. Scented Orange Pekoes were firmer in price, and the short leaf descriptions commanded ready sale at full rates, Tls. 17 to 18.50 being paid for these kinds. For Canton Greens there was little inquiry at the prices required by teamen. Settlements:—Scented Orange Pekoe, 11,000 boxes at Tls. 17 to 30; Scented Caper, 9,000 boxes at Tls. 15 to 32; Gunpowder, 1,000 boxes at Tls. 16 to 26.

Digitized by Google

SILK.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—Telegrams have been received almost daily during the past fortnight, announcing a great improvement on the home market, this has naturally caused much excitement here, and prices have been driven up Tls. 10 to 30 per picul; dealers report the second crop as being satisfactorily secured, and that 50,000 bales will be about the quantity available for export. The following are a few of the prices paid:—Koo Fong Sing chop 3rd, 28s. 3d. to 28s. 8d., Chooping check chop 3rd, 28s. 3d. 28s. 8d., Dragon chop 3rd, 28s. 3d. to 28s. 8d., Cock and Worm chop 3rd, 28s. to 28s. 3d., Yankee chop 3rd, 28s. 3d., Donkey, 28s. to 28s. 3d., Powling Cat and Bee chop, 27s. 2d. to 27s. 5d., Blue Flag chop 3, No. 3, 26s. to 26s. 6d., Gold Lion, No. 1 and 2, 27s. to 26s., Euke fung Elephant chop, 26s., Kukee Chin Jan, 25s. 8d. to 26s., Red Peacock, 25s. 2d. to 25s. 7d., Dancing Bear, No. 2 and 3, 24s. 8d. to 23s. 8d., Medium and Common Tsatlee, 24s. 5d. to 22s. 4d., Fatmow Haineen 24s. 5d. to 24s. 11d., Ching Yuen Sing Tinghow Kahing, 26s. 5d. Prices for all Silk with character and quality are firmly held and advancing.

CANTON.—For fine Tsatlee and Loong Kongs there had been considerable inquiry for Europe, and prices for these kinds were firmer, but the commoner descriptions of Silk had been offered at easier rates. A large business had been done for Europe, settlements amounting to 600 bales. For America transactions had been very limited. Quotations: Tsatlee, best selected $515 per picul; Loong Kong, $535 to 540; Re-reeled Cumchook, best selected, $525 to 530; ditto, Cumchook, market No. 1, $510 to 515.

STRAITS PRODUCE.

SINGAPORE.—There had been a good demand for Produce of all descriptions; prices were well maintained, and a fair amount of business had transpired. Gambier was bought to a small extent in the early part of the fortnight on slightly easier terms, but latterly the price had hardened, and the bulk of the business was done at $2.85 per picul; about 1,050 tons had been contracted for. Rhio Gambier: In fair demand and considerable business done, price weaker than last quoted. Black Pepper: Again advanced; active inquiry, and still rising. White Pepper: Scarce and only to be obtained in small lots; higher prices paid. Pearl Sago: In fair demand and firmer. Sago Flour: Weaker, and supplies bought at lower rates. Tapioca: Rapidly risen, eager demand. Tin: Bought early in the fortnight at $32¾ to 33 per picul, but telegrams of a further rise at home had caused the price to advance. Nutmegs and Mace had risen considerably. The Rice market was rather weaker; a moderate business had been done in Rangoon.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to May 31, 1871	10826	71079427	47262939	349447	13267211	131969850	42141
Corresponding period last season	74573	71[illegible]4[illegible]556	50285884	1349918	16403096	139235050	45429

Shipments Since:

June 3 per Craigforth (str.)	From Shanghai, &c.		...1,175,791	
... Erl King (str.)	...	Do.	...1,565,753	
— 4 ... Ulysses (s.)	...	Do.	...2,169,053	
— 5 ... Enterprise (s.)	...	Do.	...1,551,757	
— 8 ... Lord of the Isles (s.)	...	Do.	...1,685,576	
— 9 ... Australia (str.)	...	Do.	...1,223,347	857
— 13 ... Cheops (s.)	...	Do.	...1,575,560	
— 15 ... Danube (s.)	...	Canton	...1,097,494	21
— 18 ... Agamemnon (s.)	...	Shanghai, &c.	...2,392,004	
— 21 ... Thermopylæ	...	Shanghai	...1,361,309	
— 22 ... Canton (s.)	...	Do.	... 894,737	229
— 23 ... Hector (s.)	...	Shanghai, &c.	...1,483,606	1,400
— 23 ... Mongolia (s.)	...	Do.	... 276,337	1,821
— 23 .. Forward Ho	...	Shanghai	...1,031,146	
— 24 ... Vanguard	...	Do.	...1,285,463	605
— 27 ... Undine	...	Do.	...1,010,585	74
— 29 .. Tweed (s.)	...	—	Cargo not reported.	
July 4 ... Achilles (s.)	...	—		20

TO THE CONTINENT.

							Bales
From June 1 to May 31, 1871	...	...	...	...	...	2386282	9188
Corresponding period last season	...	...	...	...	...	4128270	18378

Shipments Since:

June 9 per Australia (s.	From Shanghai, &c.	... —	96
— 18 ... Tchihatchoff (s.)	... Do.	... —1,983,999	
— 23 ... Mongolia (str.)	... Do.	... —	565

TO UNITED STATES.

							Pcls.
From June 1 to May 31, 1871	...	...	...	...	...	49063207	2862
Corresponding period last season	...	...	...	...	...	40283667	1001

Shipments Since:

June 12 per Arizona	From Shanghai	... 130,544

TO AUSTRALIA.

From June 1 to May 31, 1871	... 11,779,521 lbs
Corresponding period last year	... 13,640,823

Shipments Since:

June 7 per Mary Miller	From Hong Kong	... 14,000
— 30 ... Charlotte Andrews	... Do.	... 62,000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,860	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 5¾d.	4s. 5¾d.
Shanghai ,, ,, ...	5s. 11¼d.	6s. 0d.	6s. 0½d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4¾d.	4s. 5½d.	4s. 5½d.
Singapore ,, ,, ...	4s. 4¾d.	4s. 5½d.	4s. 5¾d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	309½	228½
,, Hong Kong	26¼ to 26¾ dis.	—
Bar silver	111.5.0	8½ prem.
Mexican dollars	77.0.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 36 to 37; Old, 40 to 41 per cent. prem.
Hong Kong Gas Company, 58 dols. per share.
Hong Kong and Whampoa Dock, 25 to 30 per cent. discount.
China Traders' Insurance, 2,300 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 33 to 34 dols premium.
Hong Kong Fire Insurance Company, 290 dols. premium.
Union Insurance Company, New, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 41 premium.
China Fire Insurance Company, 50 dols. premium.
Victoria Fire Insurance Company, 42 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $20 to $25 dis.
Indo-Chinese Sugar Company, $15 dis.
North China Insurance Company, Tls. 340 premium.
Shanghai Steam Navigation Company, Tls. 44 premium.

SHANGHAI SILK SHIPPERS.

1st June to 28th June, 1871.

	Bales.		Bales.
Adamson, Bell, and Co. ...	327	Maertens, A. H.	20
Barnet and Co.	153	Milsom and Tod	385
Birley, Worthington, & Co.	473	Nachtrieb, A., and Co. ...	31
Birt and Co.	77	Pila and Co.	70
Borntraeger and Co. ...	50	Pustau, W., and Co. ...	30
Bourjau, Hubener, and Co.	39	Reiss and Co.	450
Bovet, Brothers and Co. ...	55	J. S. Robison	20
Bower, Hanbury and Co....	302	Russell and Co.	60
Butterfield and Swire ...	109	Sassoon, D., Sons, and Co.	209
Essex and Co.	82	Shaw Brothers and Co. ...	100
Fogg and Co.	55	Skeggs, C. J. and Co. ...	14
Findlay, Wade, and Co. ...	7	Textor and Co.	25
Gamwell, F. R.	95	Thorne Brothers and Co. ...	123
Gibb, Livingston, and Co...	209	Turner and Co.	54
Gilman and Co.	25	Vaucher Freres	6
Heard, Augustine, and Co.	33	Westall, Brand, and Co. ...	95
Helbling, J. C. and Co. ...	30	Wright, Burkill and Co. ...	85
Hogg Brothers	151	Sundries	407
Jardine, Matheson, and Co.	185		
Jarvie, John, and Co. ...	184	Total bales... ...	4,833
Lindsay and Head... ...	18		

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ...	169 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ...	130 ...	12p.c
Shanghai S.N. Company ...	100 ...	100 ...	144 ...	12p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ...	50 ...	60 ...	8 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$510 ...	12p.c
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.340 ...	trien
North China Steamer Company	500 ...	500 ...	150 ...	
Union S.N. Company	100 ...	100 ...	80 ...	10p.c
Yangtzee Ins. Association ...	500 ...	500 ...	835 ...	15p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ..	3,200 ...	475p.s

Digitized by Google

Shipping Intelligence.

—o—

ARRIVALS.

Mail Advices.

At Yokohama.—None.

At Shanghai.—from London, June 23, Weymouth; 24, Wanja; 25, Arracan; Aug. 17, Una (str.) (reported by telegram), Veronica, Yangtsze.

At Hong Kong and Canton.—From London, July 5, Great Northern (str.); from Liverpool, 6, Ajax (str.); from Cardiff, June 22, Joseph Haydn; 23, Glamorganshire; July 4, Joseph Clark; 6, Muslah, Araby Maid; from Southampton, June 28, Khedive (str.); from New York, 23, Endeavour; from London, Veronica; Aug. 11, Hong Kong (str.) (reported by telegram).

At Manila.—From Liverpool, June 16, Amigos; from Cardiff, Glytic.

At Singapore.—From London, July 3, Benares; 5, Africa (str.); 7, Avon (str.); from Liverpool, 3, Beuno Ventura; 11, Priam (str.); from Cardiff, 4, Queen of the Seas; from Hamburg, Anna; from London, Menelaus, Dagupan (str.); from Southampton, Sedan (str.) (by telegram).

At Batavia.—From London, June 25, Agra; 27, Orient; from Glasgow, 1, County of Berwick; from Texel, July 3, Nieuwe Waterweg; from Holland, 11, Rotterdam; from New York, June 28, Mars; from Boston, 29, Hazard.

At Bangkok.—From Hamburg, June 30, Feiga.

DEPARTURES.

From Yokohama.—None.

From Shanghai.—For London, June 24, Forward Ho; 25, Thermopylæ; 28, Undine.

From Foochow.—For London, June 20, Diomed (str.), Glendarroch; 22, Abbotsford (str.); 25, Emblehope (str.); 28, Ziba.

From Hong Kong and Canton.—For London, July 4, Achilles (str.); for Callao, June 23, Edouard.

From Manila.—For Liverpool, June 17, Cicero; for Cadiz 19, Elise.

From Singapore.—For London, July 2, Canton (str.), Hector (str.); 3, Abbotsford (str.), Glendarroch; 5, Agamemnon; 6, Emblehope (str.); 7, Vanguard (str.); for Liverpool, 3, Prince Arthur; 12, Bothwell Castle; for Southampton 1, Mongolia (str.); for Odessa, 8, Tchihatschoff (str.).

From Batavia.—For London, June 30, Lord of the Isles; for Holland, 26, Waterloo; July 5, Tonic; 6, Niat; 7, Rotterdam.

VESSELS LOADING.

At Hankow.—For London, Oberon (str.).

At Shanghai.—For London, Elgin (str.), Leucadia, Woodlark, Sir W. Wallace, Argonaut, Arracan.

At Foochow.—For London, Harlaw, Titania (expected), Tigre (str.), Maitland, Westward Ho, Lahloo.

At Hong Kong and Canton.—For London, Clan Alpine (s.), Sea Gull (s.), Norman Court, Deerhound; for New York, Cingala, Sir Harry Parkes.

At Manila.—For London, Vale of Doon, Marlborough, Hengist, Matador, Belted Will; for Liverpool, John o' Gaunt; for Cadiz, Reyna de los Angeles; for Falmouth, Assyrian, Clymenes, Peter Rohland; for New York, Sacramento, Carnarvon Castle, Fontenaye, Franklin; for Boston, George Trent.

At Singapore.—For London, Benares, Charger (via Penang); for New York, Queen of the Seas; for Boston, Fearless.

FREIGHTS AND CHARTERS.

At Hankow.—The Oberon (str.), for London, is loading at £4 per ton.

At Shanghai.—Steamers are loading for London at £3, and sailing vessels at £2 10s. per ton.

At Foochow.—To London £3 per ton.

At Canton.—To London, per steamer, £4; per sailing vessel, £3 per ton; to New York, £2 5s. per 40 feet.

At Manila.—To London, The Vale of Doon fills up at £3 per 50 cubic feet; to Liverpool, wet sugar £2 15s. per ton.

At Singapore.—For the U. K. there is plenty of cargo offering, chiefly dead weight, the rate for which is firm at £2 12s. 6d. to £3; to New York £3 to £3 10s.

At Batavia.—To Rotterdam, Sugar f.70; Hides f.85.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
June —	Golden Sea	Hong Kong	New York
,, 24	Johanna Margaretha	Rotterdam	Batavia
,, —	Orient	London	Batavia
,, —	Resolution	Sunderland	Amoor River
,, —	T. Cross	London	Yokohama
,, 25	J. C. Potter	Singapore	London
,, —	Holmestrand	Saigon	Falmouth
,, 26	Hazard	Boston	Falmouth
,, —	Concepcion	Cadiz	Manila
,, 28	Surprice	Manila	New York
,, 30	Copernicus	Sourabaya	Rotterdam
,, —	Martin Luther	St. Petersburg	Amoor River
,, —	Archos	Cardiff	Hong Kong
July 2	Nieuwe Waterweg II.	Amsterdam	Batavia
,, 4	Noach II.	Rotterdam	Batavia
,, —	County of Berwick	Glasgow	Batavia
,, 6	Amazon	Montevideo	Batavia
,, 7	Jonge Cornelis	Amsterdam	Batavia
,, —	Fairwind	Cardiff	Batavia
,, —	Merse	Liverpool	Batavia

SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—Aug. 16, at Plymouth, from Bassein, Queen of Australia; 15, off Plymouth, from Batavia, for Rotterdam, Triton; 17, at Falmouth, from Akyab, Gauthiod; 15, off Scilly, from Batavia, for Amsterdam, Electra; —, off Queenstown, from Bassein, for Bremen, North; for Liverpool, Adriatic; 18, at Deal, from China, &c. (via Suez Canal), Agamemnon (str.); at Falmouth, from Akyab, Velocity; from Rangoon, La Houri, Metis; from Bassein, Ariadne; from Rangoon, for Hamburg, Panama; from Akyab, August Frederick; Aug. 18, at Falmouth, from Rangoon, Mount Royal, Black Prince; for Bremen, 19, off Falmouth, from Akyab, Michiels Loos; 18, at Falmouth, from Rangoon, Melissa, Dolbadern Castle, Wilhelm Aberg, Maury; off Falmouth, from Saigon, Madonna; from Rangoon, for Bremen, Woolloomooloo; 19, at Deal, from Ceylon, W. H. Harkness; from Rangoon, for Bremen, Corra Linn; at Dartmouth, from Akyab, Heros; 18, at Plymouth, from Rangoon, Rene d'Anjou; 19, at Falmouth, from Akyab, Caroline, Tuisco; from Maulmain, Tangier, Ernst and Maria; off Falmouth, from Rangoon, Hugo and Otto; at Queenstown, from Akyab, Dennis; 19, at Cowes, from Rangoon, Mozambique; at Scilly, from Akyab, Elisabeth; 20, at Queenstown, from Akyab, Legion of Honour; 21, at Deal, from Manila, Staffa; at Falmouth, from Akyab, Locksley Hall; at Queenstown, from Maulmain, Otago; from Rangoon, Ottawa

Departures.—Aug. 17, from London, for Colombo, &c. (via S.C.), Vixen (str.); for Shanghai, James Shepherd; for Singapore, Sree Singapura; for Sunderland and Singapore, Victoria; from Liverpool, for Singapore (via S.C.), Commander (str.); 16, from Sunderland, for Ceylon, Fluellen; 17, from Liverpool, for Batavia and Sourabaya, Rance; 18, from London, for Singapore and Port Darwin (via S.C.), Investigator (str.); for Callao and China, Alsager; 17, from Liverpool, for Singapore, Kinfauns Castle; from Newcastle, for Singapore, Mary Emma; 19, from London, for Singapore, China, &c. (via S.C.), Enterprise (str.); for Cardiff and Singapore, James A. Wright; —, from Sunderland, for Singapore, Stanfield; 18, from Liverpool, for Colombo, &c. (via S.C.), Timsah (s.s.); 19, for Singapore, Hong Kong, and Shanghai (via S.C.), Warrior (s.s.)

Laid On.—At London, for Colombo, &c., Northern Queen; at Liverpool, for Galle, Rescue; at London, for Manila, Catalina.

Miscellaneous.—At Aden: Statesman (str), from Foochow, and left Aug. 17, for London.

Spoken.—Staffa (ship), from Manila, July 12, 8 N., 24 W.; Berenice Shields to Galle, July 15, 12 N., 27 W.; Ardville (Dutch ship), Batavia to Rotterdam, June 29, 8 S., 15 W.; Rolla (barq.), London to Hong Kong, 23 days out, 11 N., 28 W.; Robin Hood (ship), of London, for Batavia, July 20, 9 N., 24 W.; Acacia (barq.), Colombo to London, July 28, 19 N., 24 W.

SHIP LAUNCHES.

On the 17th inst., Messrs. John Elder and Co. launched from their building-yard at Govan, Clyde, an iron screw-steamer for the Stoomvaart Nederland Company. The vessel, which is an exceedingly fine craft, is designed and has been constructed for the company's service between Amsterdam and Java, via the Suez Canal. She measures 350 feet in length between perpendiculars, 39 feet in width of beam, and 31 feet in moulded width. Her gross measurement is 3,000 tons builder's measurement, and she is propelled by compound high and low pressure engines of 400-horse nominal, but capable of being worked up to 2,000. In her construction and equipment she has been fitted with all the latest improvements. Her saloon is elegant and commodious, her staterooms are capacious, light, and well aired, and they are furnished in a style of great elegance and beauty, while the comfort of passengers has been sedulously cared for. She has ample accommodation for 100 first-class, fifty second, and a number of third-class passengers. As the vessel glided off the ways she was named the *Prins Hendrick* by Mrs. Elder. The *Prins Hendrick* is similar to the *Willem III.* and the *Prins van Orange*, launched for the same company by Messrs. Elder and Co., with the exception that she is twenty feet longer than those vessels. Like them, she is amply lighted and ventilated, and possesses a large carrying capacity, with a light draft of water. The firm have yet another vessel on the stocks for the same company.

Last week there was launched from Messrs. Hall, Russell, and Co.'s building yard, Footdee, Aberdeen, a handsome screw steamer of the following dimensions:—Length, 160 feet; breadth, 24 feet; depth, 16 feet 6 inches. This vessel, which is named the *Hailoong*, is 480 tons register, and 65-horse power, and is intended for the China coasting trade. She is owned by Messrs. James Morrison and Co., London, and is to be commanded by Captain Farrow.

LATEST TELEGRAMS.

—o—

COMMERCIAL.

—o—

STRAITS SETTLEMENTS.

(Received August 17.)

Singapore, Aug. 17.—Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6 lbs. $1.62½; Mule Twist, 40's, $112; Gambier, $2.90; Pepper, Black, $10.90; White do., $17.25; Tin, $34¼. Exchange on London: Bank bills, six m s., 4s. 4¼d.

Penang, Aug. 16.—Grey Shirtings, $55 per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $102 per bale; 40's $111. Tin, $33 10 per picul. Pepper: Black, $11.10; White, $18.50. Nutmegs 110's, $64. Exchange on London: Bank bills, six m.s., 4s. 4½d.

Digitized by Google

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Asmus—On the 2nd July, at Singapore, Mrs. Hugo Asmus, of a son.

Baker—On the 19th June, at Bellevue, Singapore, the wife of R. Baker, Esq., of a daughter.

Cazalet—On the 9th Aug., at St. Petersbug, the wife of C. A. Cazalet, Esq., of a son.

Crawford—On the 13th Aug., at Pirbright Lodge, West Surrey, the wife of Ninian Crawford, of a daughter.

McClintock—On the 11th Aug., at No. 1, FitzGibbon-street, Dublin, the wife of Sir Leopold McClintock, of a son.

Parker—On the 28th June, at Sarawak, the wife of E. C. Parker, Esq., of a daughter.

Wagener—On the 24th June, at Chefoo, Mrs. G. B. Wagener, of a son.

MARRIAGES.

Fergusson—Gilbert.—On the 13th July, at Pewsey Vale, South Australia, by the Lord Bishop of Adelaide, John A. Fergusson, Esq., Lieut. Rifle Brigade, youngest son of the late Sir Charles Dalrymple Fergusson, Bart., to Sarah, second daughter of Joseph Gilbert, Esq., of Pewsey Vale, South Australia.

Rees—Llewellyn—On the 3rd Aug., at Llawhaden Church, by the Rev. Llewellyn Lloyd Thomas, Rector of Newport, Pembrokeshire, assisted by the Rev. D. Thomas, Curate of Llawhaden, Wm. Rees, Esq., of the firm of Wm. Rees and Co., Ningpo, China, to Emmeline Sarah, daughter of the late John Llewellyn, Esq., surgeon, Newport, Pembrokeshire.

Turner—Harper.—On the 16th Aug., at St. Stephen's, Lewisham, Herbert William Turner, Scholar of St John's College, Oxford, second son of R. E. Turner, Esq., of 25, St. George's square, to Ellen Elizabeth, second daughter of E. Norton Harper, Esq., of Northbrook House, Lee, Kent, and the "Jerusalem."

DEATHS.

Davies—At the Jersey Marine Hotel, near Neath, Alfred Chines Davies, the beloved child of William Henry Davies, Aden, and 51, Fregunter-road, S.W., aged five years and three months.

De Luz—On the 22nd June, at Bangkok, Anna Magdalena, daughter of the late Capt. Antonio Andre de Luz, aged 17 years.

Drysdale—On the 26th June, at Hong Kong, of apoplexy, aged 26, Mr. Dougal MacLachlan Drysdale, of Dumbarton.

Encarnacao—On the 22nd June, at Macao, the wife of Mr. Antonio de Encarnacao of the P. and O. Company's service.

Hallam—On the 15th Aug., at Blackheath, Samuel James Hallam, Esq., of 1, Dunster-court, Mincing-lane, aged 69.

Hartwig—On the 3rd July, at Hill-street, Singapore, Carl, only son of Mr. F. von Hartwig, aged 25 years.

Jarman—On the 28th May, at Melbourne, Capt. John Thomas Jarman, of the *Wadonga*, formerly commander of the *Bernicia* and *Tientsin*, aged 42.

Staveley—On the 12th Aug., at 19, Kildare-gardens, Bayswater, Sarah, widow of Lieut.-General William Staveley, C.B., aged 73.

Watson—On the 21st June, at Bangkok, William Watson, late Master Mariner.

Weatherspoon—On the 6th July, at the General Hospital, Singapore, Capt. John Weatherspoon, aged 45.

Weeks—On the 22nd June, at the Shanghai General Hospital, Mr. Richard Weeks, late Master of the British schooner *Anne*.

NEW SEASON'S TEA SHIPS.

We have to add to our previous record of arrivals the *Danube*, from Canton, on the 16th (fifty-seven days), the *Cheops*, from Hankow, on the same day, and the *Agamemnon*, from Hankow, on the 18th inst. The *Cheops* brings a cargo amounting to 1,575,560 lbs., and the *Agamemnon* 2,392,004 lbs.

The *Canton*, from Canton, left Aden on the 26th ult., and passed through the Suez Canal on the 10th inst.; the *Diomed*, *Embiekope*, and *Vanguard* have also passed the Canal. The *Statesman*, from Foochow, left Aden on the 17th inst.

MALOO MIXTURE.

The last number of the *Food Journal* contains the following article —signed "Cha"—on the subject of spurious Tea:—

The occasional seizures of spurious Tea will have the effect of exciting the attention of the public, who should naturally be alive to anything concerning the adulteration of food, and more especially with regard to that universal beverage Tea. It is not the poor alone who are concerned in this matter, but the rich also, who have become most critical of late as to the quality of the Tea which they consume so largely. The recent disclosures are certainly most startling, and many will take for granted, that while seeking the cheapest Tea for the sake of economy, they have been victimised to a certain extent. It is not, perhaps, generally known of late years, owing to the great demand for Tea, and the difficulties attending its cultivation and transport, caused by the general disturbance throughout China, an inducement has been held out to the Chinese of the lowest class to resort to the practice of preparing the used Tea leaves, so as to make them resemble the marketable Tea. To a low-class Chinaman, such a proceeding was quite in keeping with his natural ingenuity, and there was no difficulty in collecting an unlimited quantity of used Tea leaves from the Tea houses, which are as numerous in a Chinese city as the publics are in ours. I have frequently seen in my rambles through Shanghai large quantities of these Tea-leaves in process of drying, and otherwise being prepared for sale to the foreign merchants. Though it was impossible to get any precise information how this was done, it struck me from always observing large quantities of buffalo droppings heaped up in the drying yards where the Tea-leaves were spread out, that this ingredient was largely used to impart colouring-matter and flavour to the leaves, so as to make them resemble Black Tea, and probably the mass obtained an addition of weight from the clay of the floor on which it was spread. No doubt Tea-leaves so treated in unfavourable conditions of the weather—the drying was done in the open air—would cause a certain amount of decay or breakage of the leaves to take place, but otherwise there would be little difficulty in making the Tea-leaves assume once more the appearance which they presented before infusion. I also had frequent opportunities of noticing that Green Tea was prepared in an almost similar manner, with this difference, that instead of using buffalo droppings, which would impart a brown colour, the leaf, being originally the early growth of the spring, and not the usual matured leaf of the Tea plant it was 'renovated' by means of some acrid bitter fruits of a species of unripe rhamnus, &c., which were cut up and thrown into the heap of damp leaves, and allowed to remain in it for a certain time. They were afterwards withdrawn, as soon as sufficient bitterness was imparted. The Tea leaver were then submitted to a process of drying, rolling, &c., so as to make them resemble, as closely as possible, the Green Tea of commerce. The appearances of the Teas examined by Drs. Letheby and Stenhouse may be thus accounted for. Of course our Tea merchants in China are fully aware of these, and doubtless many other rogueries of the Chinamen; but the great competition for trade, and the eagerness to realise the utmost profits by every possible means, now so much in vogue amongst all but the most respectable of the merchants, induce them to traffic in such suppositious articles, of the existence of which the disclosures now made public are but the sad evidence. Unfortunately, there is much facility for this kind of questionable practice in the Tea trade. Tea is the most complicated food product that we consume, and did we know all the preparations, mixtures, roastings and re-roastings, sortings, &c., which it undergoes from the time when it is collected from the shrub growing on the Chinese hills to its final infusion in the Tea-pot, we should be no less amazed at its history than at the intricacies of the trade which brings it to its ultimate destination. But notwithstanding Chinese roguery, we need not be afraid of being always imposed upon in buying our Tea. There is still good Tea produced in China. There are merchants who import it in an unadulterated state, and there are honest tradesmen who sell it.

NAVAL AND MILITARY.

—o—

The following are the names of the vessels belonging to the Mediterranean and Channel Fleets which, united with the detached squadron and the reserve ships, are now cruising, and form a total force of twenty-five vessels, of which nineteen are ironclads:—Mediterranean Squadron: Lord Warden, Caledonia, Defence, Prince Consort. Channel Squadron: Northumberland, Warrior, Hercules, Monarch, Agincourt, Minotaur (the two latter detained by court-martial). First Reserve Squadron: Achilles, Black Prince, Hector, Valiant, Vanguard, Invincible, Repulse, Resistance, Penelope. Detached Squadron: Narcissus, Inconstant, Topaze, Immortalité, Volage, Cadmus, and despatch-vessel Helicon. Vice-Admiral Sir Hastings Yelverton, K.C.B., Commander-in-Chief of the Mediterranean station, takes the command of the combined fleet, and will, during the cruise, use every opportunity of exercising it in manœuvres under sail and steam. The nine ironclad vessels of the reserve squadron were to join the Vice-Admiral and rest of the fleet on the 9th inst., twenty-two miles west of Ushant. A few days afterwards Rear-Admiral Beauchamp Seymour, with the detached squadron, will be directed to proceed to Portland, and from thence will sail on a cruise to the Baltic. The rest of the fleet will continue united on a more protracted cruise.

The following iron and armour-plated men-of-war are at the present time under construction for the Government in Her Majesty's dock-yards and by private contract:—The Fury, armour-plated turret-ship, 4 guns, 5,030 tons, and 1,000-horse power engines, building at Pembroke; the Blonde, iron steam-frigate, cased with wood, 26 guns, 4,039 tons, 1,000-horse power engines, building at Portsmouth; the Thunderer, armour-plated turret-ship, of 4 guns, 4,406 tons, and 800-horse power engines, building at Pembroke; the Rupert, ironclad ram, 4 guns, 3,159 tons, engines of 700-horse power, building at Chatham; the Gorgon, double-screw iron armour-plated turret-ship, 4 guns, 2,107 tons, and 250-horse power engines, building at Jarrow-on-Tyne; the Raleigh, iron frigate sheathed with wood, 22 guns, 3,210 tons, and 800-horse power engines, building at Chatham Dock-yard; the Hecate and Hydra, double screw iron armour-plated turret-ships, of 4 guns, 2,107 tons, and engines of 250-horse power each, building at Poplar and Glasgow; the Frolic, Kestrel, Ready, and Rifleman, double screw composite gun-vessels, of 4 guns, 462 tons, and 100-horse power engines each, building at Chatham.

The new casemated fort at Garrison Point, Sheerness, which is being built for the defence of the River Medway, is rapidly approaching completion. The whole of the granite work was finished some time since, and is now sufficiently firm to allow the arming operations to be proceeded with. About half of the immense iron plates which are to protect the embrasures have already been fixed, and fourteen of the thirty-eight heavy rifled guns with which the fort is to be armed are mounted. These are 9-inch guns, weighing 12 tons each, and throwing projectiles of 250lb. weight with a force considered capable of penetrating any ordinary ironclad ship at ranges of about 1,000 yards. The fort is what sailors term a "two-decker," there being a double tier of guns, nineteen in each tier. It is in shape like the letter D, the round side being armed, and fronting the mouths of the Thames and Medway, and a considerable extent of the seaboard, while the straight part forms the gorge or entrance on the land side, and is unarmed.

His Netherlands Majesty's screw corvette Willem, 16 guns, Captain Toutenhoofd, arrived at Spithead on the 12th inst. from Batavia, bound for Nieu Diep, and exchanged the usual salutes on entering the roadstead with the flagship of the Port Admiral and Naval Commander-in Chief. Captain Toutenhoofd, accompanied by the Chevalier Van Den Bergh, Netherlands Vice-Consul at Portsmouth, landed at Portsmouth immediately after the corvette's arrival, and made official calls upon Port Admiral Sir James Hope and Lieutenant-General Viscount Templetown. The Willem has since sailed for Nieu Diep.

A fine battalion of 600 men paraded a few days since in the park at Greenwich, under command of Major Richmond, and marched thence to Chelsea Barracks, there to be stationed during four days for organisation and drill. This is the first time that any body of the First Class Army Reserve has been called out for training. The uniform is a mixture, consisting of a neat scarlet patrol tunic, the Parisian cap, and black accoutrements.

Digitized by Google

LITERATURE.

—o—

The July number of the *Phœnix* commences with a note in which the editor states that he has reason to be satisfied with the progress of the past year; and on the completion of his first volume he proposes to make some improvements which, we think, will be appreciated by his subscribers. The new issue will contain a page or two monthly of a brief chronicle of events, and also tables of works, and other information, valuable to the student of oriental lore. Besides this, it is intended to reprint some rare books of limited size, such as the history of the Hei-ho family of Japan, the fables of Æsop in that language, from an unique copy printed in the Jesuit College of Amacuse in 1592, &c.

The number before us, which commences the new volume, contains an interesting variety of articles of the usual kind, by Professor Hoffmann, Messrs. Howarth, Carroll, Hodgson, and Alabaster, and Dr. Smith. The first volume of the *Phœnix*, just issued in very neat style, is a repertory of valuable information, of which it may be truly said that it cannot be found in any other collection.

LEGAL.

—o—

NORTHERN CIRCUIT.

MORRISON V. UNIVERSAL MARINE INSURANCE COMPANY.

This was an action on a valued policy of marine insurance to recover £500 in respect of the chartered freight of the ship *Cambria*, on a voyage from Bahia to the South-West Pass (one of the mouths of the Mississippi) for orders, thence to a port in the Gulf of Mexico to load, and thence to Liverpool. The only pleas of the defendants were pleas of fraud and misrepresentation and concealment of material facts. The plaintiff, a merchant in Liverpool, trading under the name of Charles Morrison and Co., was the owner of the ship *Cambria*, which sailed from Bahia on the 18th of August, and in October the plaintiff began to get uneasy, not being insured either upon the vessel or freight. On Saturday, the 8th of October, therefore, he wrote and posted, before closing his office in the middle of the day (as usual with business men in Liverpool on Saturdays), an order to Messrs. Previté and Greig, his insurance brokers in London, to insure his ship for £5,000, and the freight for a like sum. He at the same time gave to his brokers all the information about the ship in his possession, stating that she sailed from Bahia in August, that he had not heard of her since, and that he had become a little uneasy, and enclosing the last letter from his captain (Captain Owen), of the 18th of August, and a copy of the charter-party. The letter contained this passage:—"Do it on the best terms in your power, as I do not like running the risk any longer. I am prepared to hand you a check for amount of premiums on or before 8th proximo. I suppose you will have to pay something like ten guineas per cent., but telegraph to me the rate." After posting this letter the plaintiff left Liverpool for his home, at a distance of some miles from Liverpool, where he was shown by one of his sons a paragraph in that day's *Liverpool Mercury*, which caused him considerable anxiety, and, in consequence, he went to business earlier than usual on Monday morning, and at once despatched the following telegram to Messrs. Previté and Greig, in London:—"Since writing, Saturday, paragraph in *Mercury*. '*Cambria* (query Callao, query from New Orleans) aground North Breaker.' To-day's *Mercury* says, 'vessel reported yesterday to be *Cambria* is stated to be the *Cameo*, for New Orleans.' Can you find out at Lloyd's? Let me know by wire before acting." It appeared that the North Breaker is a rock near Galveston, a port in the Gulf of Mexico. The answer which the plaintiff received from his brokers by telegraph the same day was:—"Vessel on North Breaker appears to be *Cameo*, not *Cambria*;" to which he at once replied, "Your telegram received, and a great relief. Nevertheless, have been so frightened that wish insurance done on best terms." To this he received the reply:—"*Cambria*. Same done £1,350 freight, six guineas. Hull refused; Bremen only chance." The plaintiff sent a further telegram to his brokers as follows:—"Thanks for all done. Get all done on freight you can. Send hull to Bremen. Do not stick at rate." And received a letter from them stating:—"Now £3,150 at six guineas, and £500 at eight guineas. Underwriters do not much care about risk, for in any case she must be in bad weather in the Gulf, and, moreover, there has been some very bad weather lately, and she may just catch it." On the 12th the brokers telegraphed:—"Done £500 more on freight, at eight guineas. Here cannot do more. Underwriters fear hurricane of the 17th and 18th of September." This last was the particular insurance of £500 with the defendants which was sought to be recovered in this action. It appeared that Mr. Previté, who was the gentleman who actually effected it, went to the defendants' office and presented the risk to Mr. Pritchett, the sub-underwriter there. He told him (as was the case) that Mr. Fisk, the defendants' principal underwriter, had given him to understand that he would do the risk at eight guineas, and Mr. Pritchett then wrote it at that premium. Mr. Previté then went to Lloyd's, and turning to the "Loss Book," found the entry above mentioned, and a few minutes later Mr. Pritchett followed him into Lloyd's and saw the entry also. The latter thereupon said, "That must be your ship;" but Mr. Previté stated his impression to the contrary, saying, "We have known of that for some days, and I don't think anything of it;" and Mr. Pritchett made no further objection and appeared satisfied. The stamped policy was afterwards issued, dated October 12. On the 19th notice of the loss of the *Cambria*, without a "query" or reserve, was posted at Lloyd's and subsequently all the underwriters refused to receive premiums or to pay upon this risk. There was a record at the Post-office (which about that time first assumed the control of the telegraphic department) of a telegram having been sent out at half-past five on the 7th of October, "From Owen to Charles Morrison and Co., Liverpool," announcing "Ship *Cambria* ashore near here; full of water, probably lost." The plaintiff, however, was prepared positively to swear that he never received that telegram, and this might be accounted for, since there were more than one firm of the name of Morrison in Liverpool, and by the fact that the Post-office had only recently assumed the control of the telegraphic business, and that it was well known that numerous mistakes had occurred at that time. This case was fully supported by evidence, and the plaintiff himself swore most positively and unreservedly that he never received the telegram in question, and knew nothing more of the fate of the vessel than had been communicated to his brokers, and through them to the defendants' underwriters.

The evidence called for the defendants consisted of officials from the Post-office, tracing the telegram. The telegraph boy, whose duty it was to deliver it, said that he was well acquainted with the plaintiffs' office, but could not recollect delivering this, or, indeed, any telegram at any time at that office. He said that if he had found the outer doors of the Court shut, or even the door of the plaintiff's office shut, inasmuch as it had not a safe letter-box attached to it, he would have taken the message back and delivered it again at a different hour, according to orders he received, delivering also in the meantime a memorandum that a telegram had arrived, and was waiting, if ordered to do so by his superior in the Post-office. He recollected, however, nothing of this kind occurring. The contention on the part of the defendants was, that not only was there fraud on the part of the plaintiff with reference to the receipt by him of the private telegram from his own captain, but there was concealment of material facts in the omission on the part of Mr. Previté to communicate to Mr. Pritchett the notices which had appeared in the *Liverpool Mercury* and the contents of the captain's letter of the 18th of August, forwarded to him by the plaintiff. Upon the point of fraud the telegram had been traced almost to the plaintiff's own door, and it was impossible not to suppose that it was the fact of his having it in his own pocket which set him upon endeavouring with such sudden anxiety to insure a sum of £10,000 upon his ship and freight at premiums of the rates of which he appeared to be regardless.

The jury stated that there was no chance of their agreeing upon the main question of fraud, and they were discharged without delivering a verdict.

THE INTERNATIONAL SOCIETY.

The Berlin *National Zeitung* publishes an article of much interest on the International Society, from which it appears that the Association is organised on the model of the Jesuit Order, in a strictly despotic fashion. During the London Exhibition in 1862 the refugees of all countries, and the workmen who flocked to London from all parts, conceived the idea of founding an association composed of artisans without distinction of nationality. Two years afterwards, in 1864, the society was constituted; the plan is said to be work of Karl Marx, who is gifted with a special talent for organisation. The fundamental idea of the society is:—That workmen shall entirely ignore political and religious questions, and pursue one single and common interest—the struggle against capital. Under the Monarchy as under the Republic, in Germany as in France, the artisans are united by the community of interests. The International is the form in which the working classes throughout the civilised world are to organise themselves and fight the great battle of emancipation. For the Jesuit Order the different countries and States are only so many provinces of their society; in the eyes of the International they form so many sections. There is an English, an American, a Russian, a French, a Belgian, an Italian, a Spanish, a Dutch, and a German section; in the last are included Austria and Switzerland. Under the name of "Congress," a parliament of the working classes assembles periodically, and peremptorily decides all questions that concern the society as a whole; this parliament possesses legislative powers, and in all disputes its verdict is final. Coexistent with, and appointed by it, is a central committee, or high international council, which forms a centre for the various subdivisions and is at the same time the managing committee of the association. This council, to which all correspondence and all reports concerning the society are addressed, draws up the programmes to be submitted to the Congress and proposes resolutions; it orders strikes, sustains them with the resources of the association, revokes them, and is, in short, the very soul of the organism, for everything is set in motion in the Congress by its members or delegates. Subordinate to these general councils are the provincial councils, which are for the sections of the society what the central committee is for the whole association, and form a connecting link between these sections and the supreme council. The latter has its seat in London (for no continental State would tolerate a body of men who have systematised civil war), and is mainly composed of Englishmen and Germans.

With regard to its pecuniary resources, the association claims to have constantly two millions of thalers at its disposal, and pretends that it numbers 800,000 members in France; whilst a document of the ex-Imperial French Government (laid before the Correctional Tribunal on the 22nd June, 1870) gave the number of the French members as only 433,785. In Belgium the International claims 200,000 members, in Switzerland 60,000, in Italy 100,000, in Germany 300,000, and in Spain 40,000. In England the association is relatively weak, for in Great Britain it lays claim to no more than 80,000 adherents.

On several occasions the world has already seen the International at work; in its assemblies it reminds us of a madhouse; in the strikes begun by its command it reveals its tyrannical character by tearing from the industrial workman his employment by brute force; in its ephemeral successes—witness the Paris Commune—it has shown us, by a long catalogue of crimes, of what it would be capable if eventually triumphant.

Digitized by Google

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Aug. 16.

We are in the midst of the dog-days, a tropical heat prevails, and everyone to whom it is possible has left the towns to spend these very hot days in the country. Politics have come to a standstill, and the only matter discussed by the papers is whether Parliament ought not to be convoked in order to discuss the Contagious Diseases Act, which is being examined by the Council of State. The majority of the public are of opinion that this is strictly necessary, because of the fear which is entertained that the cholera, which has actually entered North Germany, will reach us. It seems impossible for our local council to apply such measures as should tend to prevent an epidemic. For instance, the annual fair is permitted to be held here, notwithstanding that it has been forbidden in almost every other place throughout the country, on the ground that the fairs greatly promote the spreading of contagious diseases.

In the Hague an exhibition has been held of objects made by workmen, and I am glad to state that a large number of articles manufactured by Javanese, were exhibited, and that several prizes were awarded to them. A meeting has been held of members of the Society for Promoting Dutch Industry. In the long list of matters which were discussed appeared the revisal of the East India tariff. The meeting protested most energetically against the project of the Minister to levy an export duty of three per cent. The imposition of this duty upon sugar was especially objected to, on the grounds that it is now most difficult for colonial produce to compete with the beetroot sugar, which is manufactured every year on an increasing scale in Europe. A resolution was carried that it was necessary to abolish the differential duties, if not at once then gradually.

The Minister of the War Department has at last taken a first step towards the reorganisation of the army. The "shako" is to be replaced by the French képi. This is certainly a good beginning, but it is still a mystery what will be proposed with the view to place our means of defence in a satisfactory position. The Bill with reference to our fortresses is not yet laid before the Council of State, notwithstanding that the new Session will be opened within a month, and the reorganisation of our army will be fixed, it seems, by Royal decree, notwithstanding the Liberals generally consider that this should be done by the authority of the States General.

The Government will shortly publish a most important report of the Netherlands India engineer, Mr. W. de Greve, about the coal mines in the several parts of the East India Archipelago.

An address, underwritten by 104 of our principal trading houses, has been forwarded to our Chamber of Commerce, for the purpose of urging the consideration of the system adopted by steamship owners, who print their bills of lading with clauses which practically annul their liability.

Early next month two steamers belonging to the Company Nederland, the *Shiraz* and the *Gouverneur Generaal Myer*, will leave Texel for Java, *via* the Suez Canal. The *Prins van Oranje*, we hear by telegraph, has arrived safely at Port Said.

H.M. has conferred the knighthood of the Netherlands Lion on the Regent of Bandong raders adhipati Wira Nata Koesoema.

I regret that I have to record the deaths of Mr. A. F. Jongstra, an ex-member of the Second Chamber of the States General, and of Dr. H. van Beeck Vollenhoven, president of the First Chamber of States General.

The fears which were entertained about the fate of the vessel *Haek van Holland* have happily been unfounded. By telegraph we hear that she has arrived at Batavia.

In the last days of this month the *Zind Holland* will start for Java with troops to reinforce our East India Army.

PRODUCE MARKETS.

There is no alteration whatever to report in the general feature of our market for Colonial Produce, which continues to exhibit but little activity, but the forbearance of holders to press sales causes prices to be in general well supported. The most important occurrence on record, by which the attention on the part of the trade has been mainly engrossed, has been the examination of the samples of the Coffees to be put up at the Trading Company's public sale, to be held to-day.

COFFEE.—In the face of the Trading Company's public sale the article continues to be thought well of. The sales made from first hands were closed at very full prices, and the same embrace 1,075 b. Java, ex Caprera, 416 b. do., ex Aristos, 1,215 b. do., ex Aristos, 540 b. Padang Paré paré, ex Hollandia, 2,896 b. Java, ex Henriette Adriana.

SUGAR remains in a very quiet position, and prices are but nominally supported.

TEA.—Without anything doing; prices firm.

TOBACCO (JAVA).—Sales have been closed by private tender of 267 bs. headmark FA/Kedirie, 388 bs. PA/Malang, 250 bs. NT/Krossok, 44 bs. J, 2,250 bs. Djambean, 880 bs. Kotta, 2,029 bs. BVL and R, 1,531 bs. Tanl/Blitar, 1,457 bs. GBM.

RICE offers nothing of moment to report, beyond a sale closed of 386 bs. Java, ex Nederland. This article is under the influence of the crops, which the very hot weather of the last few days has pushed to maturity, so that the harvest is already commenced in this country. The produce is very satisfactory, and of an excellent quality.

RATTANS.—No sales to report.

SPICES.—Without anything doing, in anticipation of the coming annual public sale for account of the Netherlands Trading Company, consisting of 1,010 casks Nutmegs, 560 casks Mace, 180 casks Cloves. Until the 1st August next year no further quantities of this article will be offered for sale by the Company. Nothwithstanding it has been confirmed by the Java papers that the whole crop on Banda is destroyed, this has had no further influence on our market.

TIN.—There is hardly any demand, and only small sales of Banca are to be reported at the late price of f.80½ for usual prompt.

HIDES.—Continue to meet ready buyers. Some parcels ex Noach I., Coleroon, Maria and Elisabeth, and Nation's Hope were realised.

INDIGO.—A good demand continues to prevail for the fine sorts of Java, but for want of stock no sales are to be reported. The late arrivals are in course of being sampled and examined.

DRUGS.—The business doing in the various articles under this head remains upon the whole unimportant, but a pretty large parcel of Java Vanilla 22 chests (about 575 kilos) has made its appearance in the market, and immediately found buyers at a full price.

COTTON.—A dull tone pervades the market, and even at easier prices transactions have been on a limited scale. The decline reached 1c. We quote American low middling 44½c. to 45½c., middling 46c. to 47c., strict middling 47c. to 48c., fair Oomrawutte spot 39c.

ARRACK—Continues to meet ready buyers. A parcel of 48/1 and 48/2 casks, ex Coleroon, has changed hands.

SHIPPING.

ARRIVALS.—Aug. 3, at Brouwershaven, from Rangoon, Vigillate; 5, at Flushing, from Akyab, E. Ostle; 5, at Texel, from Java, Vrede; 8, at Texel, from Batavia, Professor van der Boon Mesch, Bato; 14, at Brouwershaven, from Batavia, Samhiri.

DEPARTURES.—Aug. 3, from Brouwershaven, for Batavia; Kosmopoliet, II., from Texel, for Batavia, via Cardiff; Ottolina, 7, from Brouwershaven, for Batavia; Kosmopoliet III., Cornelis Gips, from Hellevoet, for Batavia, Marie Elisabeth; from Texel, for Batavia, Java, H. W. M.; 8, from Brouwershaven, for Batavia, Jason; 9, from Hellevoet, for Padang, California; 11, from Texel, for Batavia, Jacob Roggeveen; 14, from Hellevoet, for Sourabaya, Henriette Gertruida.

PASSENGERS OUTWARD.—For Java, per Kosmopoliet III., Messrs. W. J. Pahud and family, A. J. Spaan and family, J. de Clerq Zubli and family, H. J. Oosting and family, J. Gobel and family, M. J. H. ter Linden, D. Mounier, G. J. Blumberger, J. H. Geertsema, Mrs. Beth, Van Es, Miss C. Booghmans, A. M. van der Werff; per Jason, Messrs. R. W. Besier, W. C. A. van Rosenthal, C. J. Hausmann, J. de Crane and family; per Jacob Roggeveen, Messrs. L. C. J. Gaster and family, P. T. Filtz, C. L. Filtz, N. B. T. H. Arriens, W. Horsch and family.

PASSENGERS INWARD.—From Java, per Vrede, Messrs. Hoeffelman and son, Malmberg and family.

TRAVEL IN SWITZERLAND.

There is no part of Europe in which the Anglo-Saxon can so satisfactorily spend his time and money as in Switzerland. The great charm and speciality of the country is, of course, the combination of mountain and lake, with its impenetrable snow and ice. After this the greatest essential is the hotel. No scenery, however beautiful, could be enjoyed without a thoroughly satisfactory hotel. Of the many fine hotels on the lakes of Geneva and Lucerne the last one, opened at the head of the lake of Geneva, is the Grand Hotel at Vevey. This establishment has a beautiful site, standing in its own grounds, which are tastefully laid out, and supplied with seats and tables. It has some of the finest salons and apartments, at most moderate rates; a band plays morning and evening, and the management of the hotel is well-nigh perfect. It accommodates about 150 persons, and is, on the whole, a most charming house. The cost, we believe, was 2,500,000 francs. On the lake of Lucerne the last hotel opened is the National. This house accommodates about 200 persons, and is now on its second season. The construction of the house and all its fittings are on the most improved principles; every known invention for the management of the hotel is introduced, and almost every part of the house is connected with tubes for the conveyance of orders. The apartments for the use of visitors consist of a large salle à manger, a very fine salon, a ladies' salon, smoking and billiard rooms, and every other possible convenience. The apartments, considering the style, are remarkably cheap; large rooms, with double beds, most handsomely furnished—indeed, fit for any prince—are only six to eight francs. This is in most agreeable contrast to the hotels in Paris, and is found generally throughout Switzerland. The apartments are simply beautiful, and with their polished floors in summer so much cooler and better than the everlasting carpet "all the year round." Last, but not the least, of the new inventions is the "lift," an immense boon, for all such hotels must have their third, fourth, and fifth *étage* to toil up, which, when arriving from a journey is to a lady the last straw. The discipline maintained amongst the servants, and the general comfort obtained by all visitors to the National Hotel at Lucerne, is highly creditable to the manager, M. Faucherre, and the proprietors, Messrs. Segesser Freres.

A NUMBER of time-expired men and convalescent troops have arrived at Gravesend, from China, in the screw steamer Hector. The troops, who belonged to the 1st battalion of the 10th Regiment, and the 75th Regiment, were under the command of Lieut. A. R. D. Tosowill, 75th Regiment, and in medical charge of Mr. F. F. Hill, M.D., civil surgeon.

THE great tunnel under Mont Cenis, which is to be opened on the 15th proximo, will then have been completed three months before the time stipulated in the contract—viz., December, 1871. The works were commenced in 1857, and have thus been fourteen years in hand. The rate of progress has been about three yards per day. On the French side there is still part of the connecting line—about six miles in length—incomplete, and this will not be ready until a month after the opening.

WE are glad to learn that at the meeting of the Royal Humane Society, the silver medallion of the society was unanimously voted to Lieut. W. H. S. Browne, of Her Majesty's ship *Ocean*, for having saved the life of Lieut. L. Eyde, R.M.L.I., on the night of the 31st March last, at Hong Kong.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, AUGUST 21, 1871.

THE CLOSING SESSION AND THE FAR EAST.

WE regret to find that our anticipations are realised, and that, as far as the Ministry are concerned, the year of grace 1871 must be reckoned as an *annus non*. Our readers and ourselves—the merchants who silently contribute so much by their enterprise in the Far East to the prosperity of the manufacturers and the working classes of the mother country—the missionaries who diffuse the truth among peoples overrun with prejudice and overawed by Power—and our brethren of the press, whom we proudly recognise everywhere in the Far East as the pioneers of information, and the architects or developers of public opinion, companions "fit though few" for the leviathan organs of Printing-house-square and Fleet-street—all have especial cause of complaint at the disregard, not only of their recommendations, but of their complaints, by the present Government. In no year within our recollection have so many, or so important, questions arisen, involving the interests, the property — nay, the lives — of our countrymen in the Far East, as well as the maintenance of our Treaties and the protection of our trade there. Almost from week to week questions of the most pressing importance have been urged upon the Foreign Secretary and his subordinates; yet, now the Session is virtually over, we defy the most ardent admirers of the Ministry to deny that the duty of the English Government to its great dependencies in the East has been virtually ignored and systematically put out of sight. Mr. GLADSTONE seems to care no more for popular opinion, or the welfare of his countrymen, in China than in Greenwich. The Pythagorean doctrine of imperative silence has left its mark on the Government's majority of the miscalled representatives of the country. There have been no open questions; the supporters of the Government have been dragged through the mud by the hand of Power, condemned to silence under the perpetual threat of dissolution, and compelled either to vote against their avowed opinions, or to absent themselves from divisions, leaving them to settle their pledges with their constituents in the best way they may. The Ministry having thus taken their stand on one side, it becomes the constituencies to take their ground on the other, and to reject all candidates holding office under them, who are manifestly unfit for the offices they fill, or ready to sacrifice the interests confided to them to the clamour of petty disputes about home policy—Licensing Bills, Ballot Bills, and Army Bills—not one of which can by any possibility be strained into having the slightest bearing on the interests or welfare of the great mercantile class in our dependencies abroad, which contributes by its imports and its exports, by its demand and supply, more than all the others put together to the true greatness of Great Britain. If the holders of the great offices in the Foreign, the Indian, and the Colonial Secretariats are not free agents, they are not fit to represent *any* constituency. If they were unseated at the next election, no doubt some very excellent men would be excluded from Parliament; but the injury which would arise from their exclusion would be incomparably less than that which must necessarily arise from allowing the Minister of the day openly to dictate how the representative of any constituency shall vote, and, what is even more important, whether the special administrator of any Colonial interests shall speak out, or hold his tongue.

The present session closes in dead silence so far as the Far East is concerned. The Chinese Circular, the Maloo tea adulteration scandal, the unjust rate of postage, the want of a harbour at Galle, the iniquities of the coolie traffic, the Tientsin Massacre, and the presence of CHUNG HOW—all these important questions have been pooh-poohed, postponed, ignored, or got rid of by some side-wind. We cannot but express the great obligations which the British communities of the Far East owe to the perseverance of such men as Earl CARNARVON, Mr. MAGNIAC, Mr. WHITE, Mr. MACFIE, and others, who have not been daunted by the *insouciance* of the Government from pressing their inquiries on the attention of Parliament. In the closing session China and India, *cum multis aliis*, have been completely ignored for the sake of discussing at wearisome length questions which can affect interests no larger than those of the district of Cockaigne. And until the electors and the elected stand on the well-known footing of principal and agent, the interest of the former will never, we believe, be properly attended to. It will always be liable to be sacrificed to the vanity or love of place of the representative.

RUMOURED ABANDONMENT OF COCHIN CHINA.

NOTWITHSTANDING some circumstances which seem to give colour to the rumour which has now been revived, we cannot believe that the French Government will ever resolve on withdrawing from Cochin China. It would be a suicidal act to do so. Not only are the mineral resources of the country almost unexplored, and its agriculture and manufactures comparatively undeveloped, but whatever has from time to time been added to our stock of information and experience on these points has been highly encouraging. By all recent accounts the natives are becoming more friendly to foreigners every day, and the great number of excellent harbours and valuable products would seem certain to attract an ever-increasing foreign trade. It is possible that the French possessions may not at present "pay" in that narrow sense of the word which regards only the time-being, but the experiment has not yet had a fair trial. The feeble attempts made by some European nations to establish a regular trade were frustrated by the long internal wars of the eighteenth century, and the commerce of Cochin China was limited to its intercourse with China. Since the establishment of Singapore, however, the case is altered, and by communication with Bangkok another channel of commerce was opened up, which only requires a little time and energy to develop. To withdraw from such a country at the present moment would be to cast away an unknown advantage which can never be regained without greater difficulty than before. The effect of such a withdrawal would, moreover, be prejudicial to the *prestige* of European nations in the East, as disturbing the network of commerce, and giving the anti-foreign party an excuse for depreciating us.

THE AMERICANS IN JAPAN.

IT is evident from a paragraph which we find in a New York journal that our American cousins continue fully alive to the importance of securing a more important standing in the Far East than they now hold. The expedition to Korea will doubtless result eventually in the conclusion of a commercial treaty with that country, in which the American merchants will be insured advantages beyond those granted to other foreigners, and, as regards Japan, should the existing treaty be revised in accordance with the wishes of the United States Government, and the fortnightly service of the Pacific Mail Line, which has been so long in contemplation, be established, it is evident that a considerable impetus will be given to American commerce with that country. The following is the extract referred to :—

The United States Minister in Japan has given notice to the Minister of Foreign Affairs at Yedo of the desire of our Government for a revision of the existing treaty between the two countries. The treaty expires by limitation in 1872, and a year's notice is required of any purpose to renew or revise it. It is understood that an effort will be made by our Minister to have all the ports of Japan opened to our commerce, and from the friendly relations existing between the two Governments, there is a fair prospect that the request will be granted. Under the present treaty stipulation, our commerce suffers from unequal competition with Great Britain. We are the largest consumers of the Teas of Japan, but as a

Digitized by Google

very considerable portion of the trade in that article is in the hands of foreign houses, the balance is much against us. By opening the other ports, we should doubtless increase our export trade with Japan, while our purchases could be made directly, instead of paying toll to a commercial rival, as at present.

Edward Baldwin Malet, Esq., C.B., now a Second Secretary in the Diplomatic Service, has been appointed Secretary to Her Majesty's Legation in China.

THE RISE AND FALL OF THE YANGTSZE RIVER.

At the recent session of the British Association at Edinburgh in the Geographical section, Mr. Samuel Mossman read a paper on the "Inundation and Subsidence of the Yangtsze River." This he compared generally to the annual flooding of the Nile, only of a greater extent and more devastating in its effects during great floods. These depend upon the rainfall from the clouds caused by the south-west monsoon rising in the Indian Ocean, and the melting of snow on the elevated lands of Thibet near its source. The river begins to rise at Hankow in May, and reaches its highest point variously from about the end of July until the middle of August; and the floods range from thirty-five feet to fifty feet above low water-mark, while the most frequent rise is about forty feet, when no great danger is apprehended from the inundation of its banks. Mr. Mossman described the aspect of the country at this time, when he ascended the Yangtsze in one of the American side-wheel steamers that ply between Shanghai and Hankow, a distance of 688 statute miles, penetrating thus far into the interior of China, surrounded by all the comforts of a first-class hotel. It was not until the boat passed Nanking that the inundation of the river banks assumed its magnitude, which increased at every mile on the route. In some of the long reaches the wide-spreading flood took away the ordinary aspect of river landscape, and gave to it the appearance of lake scenery, and in some it bounded the horizon, so that it required no stretch of imagination to suppose that the boat was sailing towards the sea. This was rendered more real by seeing numbers of the Chinese boats scudding over the flood, where, during subsidence, the husbandman may be seen tilling the soil, or buffalo grazing on the plain. Then, when the wind was adverse, the river banks could be traced where strings of boatmen appeared up to their waists in water, tracking their junks against the stream. Again, narrow strips of land would appear not more than a foot or two above the flood, whereon the industrious peasantry had built their houses. Should it rise above its ordinary level at any time these frail tenements are swept away, and the inhabitants have to escape for their lives in boats, or perish in the flood. A catastrophe of this kind happened in 1850, when, it is stated, the town of Hankow was swept away, excepting one solitary building to show where it once stood. However, as these great floods—*Ta shwui*—occur only at intervals of eighteen or twenty years, the inhabitants returned after the subsidence of the waters, and in a few years the town was rebuilt larger than before. This has been since increased by the establishment of a British settlement on the river bank eastward of the native town. In acceding to the treaty stipulations, it has been said that the Chinese authorities hoped that some day a great flood would come and sweep the intruding foreigners and their houses into the river. This is no idle prediction. In July, 1869, the flood rose rapidly above its usual level, and in twenty-four hours inundated the settlement and native town from five to ten feet deep. The streets were turned into temporary canals, and the only mode of communication was by boats. The lower parts of the warehouses were flooded and much property destroyed, while many of the native tenements collapsed. From careful observation the river rose 51½ feet above its previous low water mark; and it was calculated that if it had risen four or five feet higher in all probability Hankow would have been swept away as in 1850. Hence the residents who have purchased ground and erected costly buildings have a just cause of complaint against the local British authorities for selecting this dangerous site for a settlement, while they might have chosen one more eligible on the opposite side of the Han River, where Hanyang Hill stands high above the greatest floods. To what extent the inundation reaches has not been ascertained, but at an approximate estimate it has been computed at 10,000 square miles below Hankow, ranging from four to six feet deep, and leaving a detritus on the submerged lands of two or three inches. The amount of sediment carried *in situ* by the Yang-tsze has formed the chief portion of the great eastern plain of China, and is gradually extending beyond Shanghai, which, as its name denotes, was once "upon the sea," from which it is now some twenty miles distant. Moreover, the channels of the streams flowing through the *delta* are gradually filling up, and it is apprehended that the Wong-poo, which forms the anchorage of Shanghai, may at no distant date become so narrow and shallow that vessels of large tonnage will not reach the settlement in safety if deeply laden. Mr. Mossman illustrated this part of his paper by exhibiting a large plan of the country around Shanghai. This was the original plan of the survey made by Colonel Gordon, R.E., and C.B., assisted by other officers of the Royal Engineers. It is ten feet square, and beautifully executed on silk by a Chinese draughtsman, with the names of the streams, lakes, hills, and towns in native characters. The members of the Association present looked with much interest upon this specimen of Chinese draughtsmanship.

In connection with the subsidence of the Yangtsze, Mr. Mossman mentioned a curious atmospheric phenomenon which he witnessed at Shanghai. At the end of March, when the river had nearly reached low water mark, there passed over the settlement from west to east what appeared to be a dense mist obscuring the sun by day and the stars at night. All this time there fell what appeared to be fine dust of an ash-grey colour, so light that it floated in the air like the sporules of the firn-brake. Outside in the streets it swept along like a very light shower of snow, covering one's clothes and hair; flying up the nostrils, and causing the eyelids of many to smart and become inflamed. Inside the houses it penetrated everywhere, settling down on the furniture, not only like ordinary dust, but clinging to the under parts of tables and chairs. This strange phenomenon continued all next day and night, and for a quarter of an hour in the afternoon it was so dark that it was difficult to read or write. Vessels arriving at Woosung were reported to have met with it from fifty to sixty miles along the coast, and as far a hundred and fifty miles at sea, where it fell on the rigging, sails, and deck so as to be easily gathered. The residents who had witnessed this before called it a "dust storm," and supposed it to be light sand blown from the plains in the interior. Mr. Mossman, however, on examining the particles, and consulting the *Chinese Repository*, found that it was not mineral dust at all, but dried remains of minute *infusoriæ* and *conferoæ*—the former being animalcules of various forms, and the latter aquatic plants, or hair-weed, growing in fresh water. These are in all probability generated in the flood-waters of the Yang-tsze and their *exuviæ* left on the land after subsidence. Then, if the winter and spring be dry, and the electric state of the atmosphere be favourable, they rise into the air, and are wafted away towards the sea, where they fall by increased density from humidity. As far as it was possible to calculate, the width of this *organic* cloud was not less than sixty miles, its depth one thousand feet, and its average rate of progress ten miles an hour.

QUARTERLY REPORT ON CHINA TRADE.

The *Customs Gazette* to the end of March has just appeared. It is got up in the usual creditable style, and contains much information of importance. We will give a *résumé* of the contents in the order in which they are printed.

From Niuchuang Mr. Acting Commissioner Luson reports a decrease of tonnage in vessels entered from 3,570 tons in 1870 to 1,508 tons in the corresponding first quarter of 1871. The total tonnage cleared was, however, 1,508 tons, against *nil*, so that there is no appreciable disparagement in this respect. The imports show Tls. 21,551, against 5,000 in the first quarter of 1870, *nil* in 1869, and 43,180 in 1868, as regards shirtings. In other products and manufactures the imports show an even more discouraging result. In exports the return is not more satisfactory. The revenue from opium was Tls. 6,330, against 8,280; and the total revenue Tls. 9,037, against 9,602. This is accounted for by the port having been closed during the greater part of the quarter.

From Tientsin Mr. Commissioner Hannen reports a decrease of tonnage entered from 11,654 to 10,193, and of tonnage cleared from 10,247 to 8,629. In imports grey shirtings show Tls. 166,696, against 213,900 last years. T-cloths have declined from 91,659 pieces to 28,315 pieces, and drills make a far worse appearance. Camlets declined from 3,270 pieces to 670 pieces; and woollen and cotton mixtures from 9,330 pieces to 6,020. On the other hand Malwa opium rose from 602 piculs to 803. Exports show a falling off in every item, the principal being red dates, which fell from Tls. 3,425 to 719. The revenue, however, gives Tls. 43,398, against 43,099 in 1870, chiefly owing to the increase of opium.

From Chefoo Mr. Commissioner Wright reports a great increase in tonnage both entered and cleared. In imports grey shirtings rose from 65,450 pieces in 1870 to 175,499 pieces in the corresponding quarter of 1871. They were, however, 163,250 pieces in 1869. Metals show an astonishing increase; bar iron from 897 to 2,666, and nail-rod from 1,387 to 4,161. Seaweed shows an equal falling off. The import of native sugar has, however, increased 50 per cent. Exports show generally an improvement, and the revenue consequently appears as Tls. 69,216, against Tls. 71,735 in 1870, and Tls. 40,091 in 1869.

From Hankow Mr. Hobson, assistant in charge, reports the trade in piece goods as unsatisfactory. In metals very little was done, except in quicksilver. Opium remained as usual. In native goods the transactions were below the average, except in raw cotton. The export trade was highly satisfactory, the products most largely dealt in being wood oil, vegetable tallow, white wax, Schechuen silk, and brick tea, the result being an augmentation of the revenue over previous collections of Tls. 22,965.

From Kiukiang Mr. Commissioner Drew reports long ells in demand, but sugars and opium show a falling-off. The native troops in this city were drilling very industriously, and numbered about 2,000, of whom a few hundred were armed with foreign muzzle-loaders. The Fut'ai was expected to review them shortly. On the other hand, the Catholic chapel and other buildings de-

Digitized by Google

stroyed at Wach'eng and Foochow have been fully rebuilt by the Chinese authorities of their own accord, and without direct foreign pressure locally.

From Chinkiang Mr. Acting Commissioner Woodruff reports that the most marked change in the quarter under review is the gain in sugar. There is a falling-off in the quantity of cotton piece goods imported, but that the sales made at the port have not decreased may be inferred from the gain in the quantity sent inland under Transit Pass. Opium shows a decline from 1,756 to 1,578 piculs. The revenue shows Tls. 16,984, against Tls. 10,338 in the corresponding quarter of last year, and Tls. 8,585 in 1869. The gratuitous distribution of mulberry plants is to be continued at the rate of 100,000 cuttings for the present year.

From Shanghai Mr. Commissioner Dick reports an increase of revenue from Tls. 677,107 in last year to Tls. 681,836. The tonnage both entered and cleared has greatly increased. The import of grey shirtings shows 1,590,264 pieces, against 816,765 pieces in the corresponding quarter last year. T-cloths, on the other hand, show only 415,145 pieces, against 879,608. Woollens fell considerably, and metals from 81,738 piculs to 36,958 in iron alone. Exports generally fell off, but in raw cotton they rose from 29,409 to no less than 194,587—more than double the highest amount attained in the last four years.

From Ningpo Mr. Commissioner White reports great depression, caused by over-trading. With few exceptions the articles of both import and export show a decrease. The total revenue collected shows a decrease of Tls. 23,381, involving every department of the trade of the port.

From Foochow Mr. Commissioner de Méritens reports the quarter's revenue as Tls. 330,389, against Tls. 213,478 in 1870, and Tls. 220,650 in 1869. Nothing can be more encouraging than this, but we may notice that the import duties fell off. They will no doubt recover themselves, and then the balance-sheet will be without a blot.

From Tamsui Mr. Detring, assistant in charge, reports a favourable contrast of the trade of the quarter with that of preceding years. The revenue shows Tls. 14,596, against Tls. 8,179 in 1870, and Tls. 10,768 in 1869. The firms engaged in the tea trade received very good reports of the reception of the Formosan teas in the American markets. A crop greatly exceeding the last is expected, and orders are counted on in proportion. Messrs. Elles and Co. have announced a steamer to run between Amoy and the Formosan ports. Mails for Tamsui and Kelung ought now to be forwarded *via* Amoy, instead of Foochow.

From Takow Mr. Cartwright, assistant in charge, reports an increase of revenue on the quarter from Tls. 32,184 in 1869 to Tls. 35,591 in 1871. The sugar and the opium trades have been unusally active, and have, in most cases, left a good margin for profit. Regarding piece goods there is little to remark. The usual supply has been received and distributed. The more extensive fabrics find little favour. For woollens there has been no demand.

From Amoy Mr. Commissioner Hughes reports the decline of the quarter's revenue from Tls. 137,119 in 1869, to Tls. 95,319 in 1870, and Tls. 88,350, apparently owing to the continual decrease in the exports. In imports, however, an increase in almost all descriptions is perceptible, though prices have generally declined. The only woollens in request are Camlets. The export of Oolong tea shows a great decrease. The yield of sugar has been greatly in excess of many previous years. Disturbances have been of frequent occurrence among the coolies at the jetties, owing to overcharges, &c., and unless these men are firmly repressed by the authorities Mr. Hughes thinks their acts may extend into actual strife and bloodshed.

From Swatow Mr. Acting Commissioner Huber reports an increase of revenue from Tls. 75,138 to Tls. 112,503. The trade of the port continues to flourish in the same uninterrupted proportion observable in recent quarters. This is by no means attributable to opium, there was not less than 430 chests in excess. Cotton yarn increased 2,877 piculs, and raw cotton above 18,000 piculs; grey shirtings increased 4,900 pieces; T-cloths, 8,500 pieces; and drills, 4,700 pieces.

From Canton Mr. Bowra (acting commissioner) reports an increase of revenue from Tls. 162,017 in 1869, and Tls. 156,053 in 1870, to Tls. 214,709 in the corresponding quarter of 1871. Opium has fallen a little, but imports and exports show a great and continuous advance.

The total amount of the quarterly dues and duties from the fourteen ports enumerated is Tls. 1,812,576; and on the whole it appears that the general returns afford matter for congratulation, though, no doubt, they would soon display even greater activity if the influence of the British Minister were used for their development.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—James Epps & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Monetary and Commercial.

The tenders for £400,000 in bills on India were received on the 16th inst. at the Bank of England. The minimum was fixed, as before, at 1s. 10½d. on all the Presidencies. Tenders on Calcutta and Bombay at 1s. 10⅞d. will receive about 32 per cent.; above in full. There were no tenders on Madras. An increased demand for the means of remittance to the East is shown.

The meeting of the Mediterranean Extension Telegraph Company (Limited), convened for the 15th inst., was adjourned till the 22nd, there not being a sufficient number of shareholders present to form a quorum.

The following, on the arrival of the *Danube* with New Season's Tea, is from *The Times*:—"The *Danube*, steamer, from Canton, is the first which was ever loaded up at that city. She is discharging at Hay's Dock, near London-bridge, and has consequently brought her cargo direct from the warehouses in Canton city to the warehouses in the centre of the port of London, thus saving lighterage from Canton to Whampoa, as well as the employment of lighters in London. She has made the passage in fifty-seven days, all stoppages included."

The directors of the Ceylon Coffee Estates Company (Limited) have invited subscriptions for £58,000 Seven per Cent. Perpetual Debentures.

The amount of bullion by the P. and O. Company's steamer *Candia*, which left Southampton on the 19th inst., was, in gold, to Galle, £10,000; to Bombay, £26,578; to Madras, £10,000; to Singapore, £3,000—in silver, to Hong Kong, £40,500; total in gold, £49,578; in silver, £40,500.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th August, 1871, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th August, 1871, 6,137,668 yards; for the twelve months, 113,794,722 yards; for the twelve months, 1870, 50,427,789 yards; for the twelve months 1869, 47,401,390 yards. Increase for 1871 against 1870, 63,366,933 yards.

Coloured Cottons.—Export for the month ended 16th August, 1871, 290,405 yards; for the twelve months, 13,334,910 yards; for the twelve months, 1870, 4,635,314 yards; for the twelve months, 1869, 1,450,539 yards. Increase for 1871 against 1870, 8,699,596 yards.

Printed Cottons.—Export for the month ended 16th August, 1871, 40,342 yards; for the twelve months, 2,000,046 yards; for the twelve months 1870, 2,035,438 yards; for the twelve months, 1869, 1,162,482 yards. Decrease for 1871 against 1870, 35,392 yards.

Cotton Yarn.—Export for the month ended 16th August, 1871, 380,200 lbs.; for the twelve months, 10,832,946 lbs.; for the twelve months 1870, 7,663,415 lbs.; for the twelve months 1869, 5,243,750 lbs. Increase for 1871 against 1870, 3,169,541 lbs.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th August, 1871, 20,730,786 yards; for the twelve months, 369,764,259 yards; for the twelve months 1870, 240,878,048 yards; for the twelve months 1869, 247,626,075 yards. Increase for 1871 against 1870, 128,886,211 yards.

Coloured Cottons.—Export for the month ended 16th August, 1871, 807,437 yards; for the twelve months, 8,125,748 yards; for the twelve months 1870, 14,070,944 yards; for the twelve months 1869, 11,155,837 yards. Decrease for 1871 against 1870, 5,945,196 yards.

Printed Cottons.—Export for the month ended 16th August, 1871, 106,520 yards; for the twelve months, 2,424,440 yards; for the twelve months 1870, 6,481,924 yards; for the twelve months 1869, 3,213,514 yards. Decrease for 1871 against 1870, 4,057,484 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1871, 16,000 lbs.; for the twelve months, 371,282 lbs.; for the twelve months 1870, 582,340 lbs.; for the twelve months 1869, 482,423 lbs. Decrease for 1871 against 1870, 211,058 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 16th August, 1871, 3,082,320 yards; for the twelve months, 47,064,331 yards; for the twelve months 1870, 20,872,568 yards; for the twelve months 1869, 19,904,783 yards. Increase for 1871 against 1870, 26,191,763 yards.

Coloured Cottons.—Export for the month ended 16th August, 1871, 475,532 yards; for the twelve months, 2,473,015 yards; for the twelve months 1870, 2,647,933 yards; for the twelve months 1869, 1,499,385 yards. Decrease for 1871 against 1870, 174,918 yards.

Printed Cottons.—Export for the month ended 16th August, 1871, 42,457 yards; for the twelve months, 740,339 yards; for the twelve months 1870, 1,002,988 yards; for the twelve months 1869, 833,788 yards. Decrease for 1871 against 1870, 262,649 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1871, 816,400 lbs.; for the twelve months, 10,651,741 lbs.; for the twelve months 1870, 8,639,547 lbs.; for the twelve months 1869, 6,218,534 lbs. Increase for 1871 against 1870, 2,012,194 lbs.

Digitized by Google

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th August, 1871, 2,441,004 yards; for the twelve months, 71,308,527 yards; for the twelve months 1870, 67,614,254 yards; for the twelve months 1869, 47,002,912 yards. Increase for 1871 against 1870, 3,694,273 yards.

Coloured Cottons.—Export for the month ended 16th August, 1871, 317,160 yards; for the twelve months, 8,115,818 yards; for the twelve months 1870, 8,568,995 yards; for the twelve months 1869, 4,895,774 yards. Decrease for 1871 against 1870, 453,177 yards.

Printed Cottons.—Export for the month ended 16th August, 1871, 112,055 yards; for the twelve months, 4,338,960 yards; for the twelve months 1870, 6,068,474 yards; for the twelve months 1869, 3,041,859 yards. Decrease for 1871 against 1870, 1,729,514 yards.

Cotton Yarn.—Export for the month ended 16th August, 1871, 49,743 lbs.; for the twelve months, 3,307,577 lbs.; for the twelve months 1870, 2,909,889 lbs.; for the twelve months 1869, 1,350,318 lbs. Increase for 1871 against 1870, 397,688 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 16th August, 1871, 387,428 yards; for the twelve months, 17,533,009 yards; for the twelve months 1870, 14,454,061 yards; for the twelve months 1869, 14,373,386 yards. Increase for 1871 against 1870, 3,078,948 yards.

Coloured Cottons.—Export for the month ended 16th August, 1871, 437,478 yards; for the twelve months, 10,982,258 yards; for the twelve months 1870, 10,298,021 yards; for the twelve months 1869, 6,625,881 yards. Increase for 1871 against 1870, 684,237 yards.

Printed Cottons.—Export for the month ended 16th August, 1871, 254,044 yards; for the twelve months, 12,469,794 yards; for the twelve months 1870, 7,219,891 yards; for the twelve months 1869, 4,856,873 yards. Increase for 1871 against 1870, 5,249,903 yards.

Cotton Yarn.—Export for the month ended 16th August, 1871, 41,300 lbs.; for the twelve months, 736,918 lbs.; for the twelve months 1870, 342,960 lbs.; for the twelve months 1869, 466,530 lbs. Increase for 1871 against 1870, 393,958 lbs.

MANILA.

Plain Cottons.—Export for the month ended 16th August, 1871, 392,335 yards; for the twelve months, 10,954,917 yards; for the twelve months 1870, 21,463,186 yards; for the twelve months 1869, 15,788,000 yards. Decrease for 1871 against 1870, 10,508,269 yards.

Coloured Cottons.—Export for the month ended 16th August, 1871, 1,243,630 yards; for the twelve months, 7,927,577 yards; for the twelve months 1870, 10,175,009 yards; for the twelve months 1869, 12,998,473 yards. Decrease for 1871 against 1870, 2,247,432 yards.

Printed Cottons.—Export for the month ended 16th August, 1871, 9,312 yards; for the twelve months, 630,048 yards; for the twelve months 1870, 1,568,180 yards; for the twelve months 1869, 1,287,405 yards. Decrease for 1871 against 1870, 938,132 yards.

Cotton Yarn.—Export for the month ended 16th August, 1871, 24,000 lbs.; for the twelve months, 432,761 lbs.; for the twelve months 1870, 371,220 lbs.; for the twelve months 1869, 211,764 lbs. Increase for 1871 against 1870, 61,541 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 16th August, 1871, 1,802,977 yards; for the twelve months, 27,897,315 yards; for the twelve months 1870, 22,817,648 yards; for the twelve months 1869, 20,654,125 yards. Increase for 1871 against 1870, 5,079,667 yards.

Coloured Cottons.—Export for the month ended 16th August, 1871, 307,311 yards; for the twelve months, 2,947,925 yards; for the twelve months 1870, 2,323,405 yards; for the twelve months 1869, 978,311 yards. Increase for 1871 against 1870, 624,520 yards.

Printed Cottons.—Export for the month ended 16th August, 1871, 206,190 yards; for the twelve months, 1,944,243 yards; for the twelve months 1870, 2,543,255 yards; for the twelve months 1869, 3,020,969 yards. Decrease for 1871 against 1870, 599,012 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1871, 29,200 lbs.; for the twelve months, 372,749 lbs.; for the twelve months 1870, 450,463 lbs.; for the twelve months 1869, 275,560 lbs. Decrease for 1871 against 1870, 77,714 lbs.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Canton, Hong Kong, Singapore, &c., to London (via Suez Canal), per Danube (str.), entered August 16.—From Canton: 15 cases silks, 21 bales raw silk, 7 packages merchandise, 7 packages preserves, 5066 packages 48,280 boxes tea, 1 package flax, 1 case skins—Order; From Hong Kong: 7 packages merchandise—Order. From Singapore: 362 slabs tin—Order. Remainder of cargo from Malta.

From Manila, Singapore, &c., to London (via Suez Canal), per Albatross (str.), entered August 17.—From Manila: 1 bale fibre, 1 case plants—Matheson and Co.; 6 cases cigars—W. H. Miller; 1 case merchandise—Sieveking and Co.; 4 cases plants—Veitch and Sons; 3 cases cigars, 1 case merchandise—Richardson, Finlay, and Co.; 44 bales hemp, 18 bags coffee, 3 cases shells, 877 bales tobacco—Suse and Sibeth; 1 case cigars—Kerr, Bolton, and Co.; 7500 cigars—Master; 1 case merchandise, E. H. Green; 6 cases cigars—F. A. Rangel; 952 bags coffee, 36 cases cigars, 638 bales tobacco, 32 bales hemp in transit, 59 packages merchandise, 3 cases 6 bags coffee, 238 bales tobacco, 1 bale fibre, 1 barrel rum, 836 bales hemp, 341 cases cigars—Order. From Singapore: 2 cases merchandise, 1918 bales gambier, 5 cases fish maws, 210 slabs tin, 5 cases indigo, 405 bags sago 357 bags pepper—Order; 3 cases preserves, 15 packages merchandise—J. M. Little. Remainder of cargo from Malta

From Hankow to London (via S.C.), per Cheops (str.), entered Aug. 17.—20 boxes tea—R. D. Sassoon; 300 half-chests—Koebel, Jamieson, and Co.; 4 packages merchandise, 11,028 chests 8664 half-chests 7055 boxes 498 packages tea—Order.

From Singapore, Hong Kong, &c. (via S.C.), per Cella (s.), entered Aug. 17.—From Singapore: 4253 bales gambier, 1348 bags tapioca, 1225 bags sago, 764 slabs tin, 116 baskets india rubber, 1602 slabs gutta percha, 12 cases gamboge, 7 packages merchandise, 1336 bags pepper, 6 casks wood, 124 bales cow hides, 16 packages tobacco, 39 cases nutmegs, 41 bundles malacca canes, 2654 buffalo hides, 3484 bundles rattans—Order.—From Hong Kong: 229 packages merchandise, 9 cases preserves, 3 packages curiosities, 51 cases rhubarb, 29 bales 36 boxes 1 parcel silk, 544 half-chest 350 boxes 782 packages tea—Order; 2 cases merchandise, 40 boxes 46 packages tea, 70 packages tea and Cassia in transit—Order; remainder of cargo from Suez.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¾ to 8¼
25	Bank of Egypt	All	45 to 47
20	Chartered Bank Ind., Aust., and China	All	13½ to 14½
25	Chartered Merc. of India and China ...	All	25 to 26
20	City Bank	10	12 to 13
100	Colonial Bank	30	50 to 52
500fr.	Comptoir D'Escompte of Paris	All	f.635
£28½	Hong Kong and Shanghai Bank ...	All	37½ to 38½
28½	Do. Do. new	22½	7½ to 8½ pm.
100	Imperial Bank	20	20 to 21
50	London and County	20	53 to 54
50	London Joint Stock	15	40 to 41
100	London and Westminster	20	61½ to 62½
25	Oriental Bank Corporation	All	43½ to 44½
50	Union of London	15	41½ to 42½
	Telegraph Companies.		
100	Anglo-Mediterranean	All	170 to 173
10	British Indian Submarine	All	8½ to 8¾
10	British Indian Extension	All	10¾ to 11
10	British Australian...	All	8½ to 8¾
10	China Submarine	All	8¾ to 8⅞
10	Falmouth, Malta, and Gibraltar ...	All	10⅞ to 10⅞
10	Great Northern	All	15 to 15½
10	Do. China and Japan Extension	All	12⅞ to 12⅞
25	Indo-European	All	12 to 14
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company ..	All	33½ to 33¾
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	47½ to 48½
	Miscellaneous		
20	British India Tea Company	All	4½ to 5½
20	Brit. and Foreign Marine Insurance Co.	4	6 to 6½ pm.
20	Ceylon Company	10	5 to 4 dis.
20	Do. A shares	5	3¾ to 3½ dis.
50	Colonial Company	20	3 to 1 dis.
10	Credit Foncier of England	All	4⅞ to 4⅞
10	General Credit and Discount Company	7½	1⅞ to 1⅞ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2 to 1⅞ dis.
98	Japan Loan, 9 per cent.	All	103 to 105
20	London and Prov. Marine Insurance Co.	2	1⅞ to 1⅞ pm.
25	National Discount Company	5	13 to 13½
2	Ocean Marine Insurance Company ...	5	13 to 13½ pm.
500fr.	Messageries Maritime of France ...	All	f.595
50	P. and O. Steam Company	All	46 to 48
50	Do. Do. 1867	10	4 to 2 dis.
100	Royal Mail Steam Company	60	76 to 79
20	Thames and Mersey Marine Insur. Co.	2	4⅞ to 4⅞ pm.
20	Universal Marine Insurance Company	5	8 to 10 pm.

ARTICLES OF IMPORT.

—o—

TEA.

The arrival of the steamers *Agamemnon*, *Cheops*, *Hector*, and *Danube* has tended to increase the depression previously prevailing, and the trade still holding back large quantities have been forced off at public sale with the result of establishing a further decline in prices.

A public sale commenced on the 15th inst., comprising a total of about 8,500 packages catalogued; 5,130 packages passed on the first day, of which 4,300 packages sold, including nearly 1,000 previous to the auctions, the remainder chiefly offered with reserved prices were withdrawn. The catalogues included 1,757 chests new season's Congou per Enterprise and Ulysses, of which 621 chests were withdrawn, the bulk of the remainder being previously disposed of, only a few lots were sold at 1s. 6½d. to 1s. 7d. Old season's descriptions brought steady rates, especially for Green Teas. Very common to common Congou brought 6d. to 7½d.; about 850 packages Oolong low 5½d. to 6d., common kinds 8½d., to 9½d., fair to medium 1s. 0½d. to 1s. 4d., Souchoung 1s. 0½d. to 1s. 1d. Young Hyson, common 8¾d. to 10d. good common 11½d. to 11½d., middling 1s. 3d. to 1s. 4d., Hyson 8¾d. to 1s. 4¾d. Imperial, common 8¾d. to 9d., good common 1s. 0¾d. to 1s. 3d., medium 1s. 6½d., to 1s. 10½d., Gunpowder 1s. 0½d. to 1s. 6d., low to common 7¾d. to 10¾d. per lb. This sale concluded on the 16th, when 3,920 packages passed, nearly the whole of which sold without reserve. The bulk consisted of small parcels, and prices showed no material alteration.

On the 17th public sales of 6,907 packages China were held, consisting almost wholly of new season's per Hector and Ulysses, viz., 3,883 chests, 770 half-chests new Moning Congou, and 2,254 packages Green. The whole was offered without reserve and therefore sold. New Moning Congou went off flatly at irregular and mostly lower prices, a large proportion consisted of inferior qualities, which sold at 1s. 0¾d. to 1s. 1d., good medium selling at 1s. 5½d. to 1s. 6¼d. New season's Ping Suey Green met a good demand and sold at fair prices, No. 1 Gunpowder at 3s. 8d., No. 2 at 2s. 11d., No. 1 Young Hyson at 2s. 5d. per lb. Some parcels of old Moyune, especially low qualities, sold at easy rates. Further public sales of 7,700 packages, chiefly Congou, were held on the 18th, without reserve, and were all sold as follows:—New season's Congou, 1,750 chests Moning at 1s. 5½d. to 1s. 7¾d., 650 boxes flavoury broken leaf ditto at 1s. 8¾d. to 1s. 9d., and 3,500 half-chests good and fine Ningchow kind at 1s. 8d. to 1s. 10d.; 1,900 boxes Scented, per Danube, sold at depressed rates; 1,300 boxes Scented Caper, common, 11¾d. to 1s. 0½d.; good common, 1s. 1½d. to

Digitized by Google

1s. 3½d.; fair, 1s. 7½d. to 1s. 8d.; and 600 boxes Scented Orange Pekoe at 11¾d. to 1s. 4½d. per lb.

The following is from Messrs. Huth and Co.'s Price Current:—The market is in a most depressed state, and is likely to be much worse. In China, as of old, the natives have gained the battle; 1s. 9d. to 2s. per lb. has been paid for second and third-rate teas, of which the Chinamen have, of course, been willing sellers; moreover, every financial facility seems to have been accorded to buyers indiscriminately, and the consequence is, that 64,000,000 lb. have been forced off to our shores up to the 8th August, or nearly half the supply of the season. The end is easily foretold; already teas have been sold in auction "without reserve" and privately, which leave a loss of up to 4d. to 5d. per lb. on China cost. But this is only the beginning of it; we have the new Foochow teas close at hand; from overland samples, which we tasted, the quality of that crop may be placed decidedly above that of last season—the fine and finest kinds have much flavour, combined with pungency, just the character wanted by the trade. Common blackleafs of Ninchow growth are being forced for sale at about 8d. to 9d. per lb. Good redleafs at 1s. to 1s. 1d. will, we expect, be wanted soon. The only really fine Moning teas as yet arrived have been sold at 2s. 5d., 2s. 6d., and 2s. 7d. per lb. respectively.

SILK.

There has been no alteration in the market since our report of the 14th inst.

COFFEE.

The favourable result of the Dutch sale of the 16th inst., noticed below, has tended to increase the buoyancy of this market, and the public sales have gone off with good competition for all kinds, Plantation Ceylon selling at a further slight advance, and other East India kinds realising somewhat improved rates. The prices paid for Plantation have been triage, 53s. to 59s.; small, 60s. to 63s. 6d.; low middling, 64s. to 67s. 6d.; middling, 68s. to 72s. 6d.; good middling coloury and bold, 74s. to 77s.; pea-berry, 81s. to 83s. There have been no transactions in Native Ceylon. Manila: Following our last report of 742 bags pale offered, 520 bags sold at 57s.; sea damaged at 53s. 6d. to 56s.; subsequently 1,054 bags have been chiefly sold, mixed brown, 54s.; fine ordinary Indian sort at 58s.; superior bold brownish at 73s. 6d. Singapore: 216 bags Bonthyne country damaged have been sold at 56s. 6d., and 200 bags mixed at 54s. to 55s.; one lot at 55s. 6d.

Further large arrivals of Ceylon have swelled the weekly landings to 2,779 tons, or 1,460 tons in excess of the previous year, and export deliveries being only 300 tons larger, the deficiency in the stock is further diminished to 1,650 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 163,106 cwt., against 286,739 cwt. at the corresponding date of 1870; Native 20,927 cwt., against 20,684 cwt. The quantity afloat for the Continent is 5,811 cwt. Plantation, against 22,952 cwt., and 7,036 cwt. Native, against 31,983 cwt. The quantity of Coffee landed in the thirty-two weeks ended Aug. 12, 1871, was, of Ceylon, 24,869 tons, against 22,328 tons during the corresponding period of 1870; of all descriptions, 44,475 tons, against 37,559 tons. The quantity entered for home consumption was, of Ceylon, 6,800 tons, against 6,578 tons; of all descriptions, 11,994 tons, against 11,529 tons. The quantity exported was, of Ceylon, 19,314 tons, against 17,427 tons; of all descriptions, 36,128 tons, against 27,431 tons. The stock on Aug. 12 was, of Ceylon, 12,360 tons, against 12,187 tons; of all descriptions, 21,161 tons, against 22,818 tons.

The Dutch Trading Company's public sale of 125,000 bags Java, &c., was held on the 16th inst., and with a strong demand the whole found buyers at nearly 2c. above the previous sales, or 1c. to 1½c. above the valuations, good ordinary selling at 36c. to 36½c. The following are the particulars of the sale:—

LYING AT ROTTERDAM.

Bags.	Valued at Cents.	Result. Cents.
4,318	38	39½ to 39¾
3,538	39	40½ to 40½
3,590	37½	38¾ to 39
3,877	38½	39½ —
5,670	36½	37½ —
3,052	35½	36¾ —
1,706	34	35½ —
2,254	34	35 to 35½
1,711	34½	35 —

LYING AT AMSTERDAM.

4,090	34½	35¾ —
1,257	34½	35½ —
3,012	36	37½ —
2,538	35½	37 —
5,061	35½	36½ —
6,315	35	36 to 36½
1,749	35	36 to 36½
1,587	34½	35½ —
1,603	34½	35½ —
1,274	36½	37½ —

SUGAR.

A steady but not active demand has prevailed during the week for British West India, and sales of fair amount have been effected at previous rates. In other descriptions sales continue unimportant, and the business has been chiefly confined to Penang; of 1,509 bags in auction 550 bags sold, low to middling soft yellow (duties 4s. 9d. to 5s. 3d.) at 29s. 6d. to 30s. 6d., middling fine brown at 27s. to 29s.; privately 1,120 baskets common date have been sold at 22s. 3d.; also 2,570 bags unclayed Manila at 21s. 6d.

Only a slight variation has occurred in the stock, and as the landings are almost exactly on a par with those of last year, and the deliveries only 200 tons more, the relative deficiency in the stock remains about the same as last week. Stock, Aug. 5, 75,120 tons, against 104,192 tons; Aug. 12, 75,341 tons, against 104,642 tons The quantity of Sugar landed in the thirty two weeks ended Aug. 12, 1871, was, of Penang, 974 tons, against 2,277 tons in the corresponding period of 1870; of Manila, Java and China, 15,080 tons, against 14,360 tons; the quantity entered for home consumption was, of Penang, 2,581 tons, against 1,565 tons; of Manila, Java, and China, 20,051 tons, against 16,191 tons. The quantity exported was, of Penang, 168 tons, against 95 tons; of Manila, Java, and China, 1,054 tons, against 1,825 tons. The stock on Aug. 12 was, of Penang, 1,201 tons, against 2,947 tons; of Manila, Java, and China, 21,769 tons, against 32,134 tons.

Cocoa-nut Oil.—The market continues quiet; Ceylon is quoted £39 on the spot with buyers at £38 10s. to arrive and sellers at £39. At public sale over 100 tons Ceylon, June shipment, sold at £39; 77 casks Cochin were bought in at £51, and 27 pipes Ceylon at £39, both with 14 days' prompt.

Hemp.—About 150 bales Manila have been sold, brown at £38, good fair roping at £48 per ton.

Pepper.—Black continues in good request, at a further advance of ⅛d. per lb., Singapore 6⅛d., sea damaged 5⅞d. to 6d., Penang 6⅛d. White steady; Singapore at 10⅛d., Penang at 10d.

Rice.—Only a limited demand continues to prevail on the spot, but for floating cargoes of soft grain steady rates are obtainable. The following cargoes have been sold during the week:—The cargo of 320 tons Rangoon, recently arrived per George Croshaw, at 9s. 7½d., ex quay; the Assaye, 1,460 tons Rangoon, arrived off coast, at 9s. 6d., ex ship for London; the Tim Whiffler, 1,500 tons Rangoon, arrived off coast, at 9s. 9d., quay terms for Liverpool; the Ann Main, 675 tons Necransie Arracan, April sailing, at 9s. 7½d. for the Continent; the One, 730 tons do., early June sailing, at 9s. 11½d., Continental terms; the Broderene, 610 tons Rangoon, end of April sailing, at 9s. 10½d. for the Continent; the Ernest Maria, 400 tons Moulmein, at 10s. 1½d. for the Continent; the Cærn Taal, 700 tons Necransie, at 9s. 3d. for the Continent; the Vesta, 960 tons Rangoon, end of April sailing, at 9s. 10½d. for the Continent; and the Gauthoid, 950 tons Necransie Arracau, at 9s. 3d. for the Continent.

Tin.—Dulness has prevailed during the week, and prices show a declining tendency; Straits has been sold as low as £131, and Banca here at £136; some few parcels having been pressed on the market.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The market has been inactive during the week, but without producing any change in values, and the actual business transacted has been on a moderate scale. At a fractional concession on last quoted rates orders to some extent are offered, without finding general acceptance.

QUOTATIONS.

Grey Shirtings, 38½-39 Yds. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality.	No. 4.	7	10	12	14	16	—	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×13	16×16	16×15
Price.....	6s. 3d.	7s. 0d.	7s. 9d.	7s. 10½d.	8s. 0d.	8s. 6d.	9s. 0d.	9s. 4½d.

Width ...	39 in.	...	...	...	...	...	44/45 in.	44/45 in
Quality...	No. 21	22	24	26	25	28	31	No. 33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 6d.	9s. 9d.	11s. 3d.	11s. 3d.	10s. 9d.	12s. 4½d.	7s. 0d.	8s. 1½d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	
Quality...	35	36	39	—	46	49	56	
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	—
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	
Price.....	8s. 1½d.	9s. 4½d.	10s. 7½d.	12s. 1½d	10s. 7½d.	12s. 0d.	14s. 6d.	

T-Cloths.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 10½d.	6s. 0d.	6s. 9d.	6s. 10½d.	7s. 9d.	8s. 9d.	9s. 1½d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop ...	9 7½	—
Maddapollams	3 7½	—
Long Cloths	9 4½	—
White Spot Shirtings ... (nominal)	11 7	—
,, Brocade... ... do.	11 11	—
,, Damasks ... do.	20 6	—
Cotton Yarn, Nos. 16-24 China	1 0½	to 1 1½
Nos. 28-32 do.	1 1½	to 1 2½
No. 40 do.	1 1½	to 1 2½
No. 40 Mule Twist	1 4	to 1 2½

METALS.

Iron.—Welsh: Rails, £6 15s. to £7; Bars, £6 12s. 6d. to £6 15s Staffordshire Best: Bars, £7 17s. 6d. to £8 5s.; Nail Rods, £7 15s. to £8; Hoops, £9 to £9 5s.; Sheets, £9 10s. to £10 5s.; Scotch, Pig No. 1, £3 to £3 9s.; Swedes, Bars, Hammered, £10 to £10 10s, Swedes, Steel in kegs, ½ and ⅝ in., £14 to £14 15s.

Yellow Metal.—Sheets, 4 by 4 ft., 6¾d. to 7d.; Sheathing and Rods, 7d. to 7½d. per lb.

Tin.—English Refined, £139. Tin Plates: Charcoal I C, per box, 29s. to 33s. 6d.; Coke, 26s. to 27s.

Lead.—W.B., £20 5s.; do., other brands, £18 to £18 2s. 6d.; Spanish, soft, ex ship, £17 10s.; Sheet, £18 5s. to £19; Shot, kegs, extra, £20 10s. to £21; White, do., £25 10s. to £26; Red do., £20 10s.

Spelter.—Silesian, £18 5s. to £18 10s.; English, smelted from ores, £18 10s.

The following is from Messrs. French and Smith's Circular:—Iron is in large demand; manufacturers find it very difficult to give early delivery. Copper is quiet. Tin Plates very firm. Lead firm. Spelter firm. Quicksilver advanced to £9 10s. per bottle.

Digitized by Google

NEW YORK MARKET REPORT.—August 5.

TEA.

The principal feature of the market since our last has been an auction sale held on the 2nd inst. The offerings were nearly all disposed of, and the prices realised were generally satisfactory, the particulars being as follows: 308 half-chests Hyson, 40c. to 80c. per lb.; 639 half-chests Young Hyson, 40c. to 98c.; 232 half-chests Gunpowder, 70c. to 109c.; 296 half-chests Imperial, 50c. to 90c.; 51 half-chests Twankay, 34c. to 34½c.; 1,473 half-chests Oolong, 38c. to 69c.; 100 half-chests Powchong, 51½c.; 999 half-chests Japan, 47c. to 83c. The demand for invoices continues moderate, and prices for all descriptions are maintained. The sales are 1,000 half-chests Green, per Witch, 3,900 half-chests Oolong, 2,000 half-chests Japan, and 350 half-chests Green, vessels not named.

The importations of Tea at San Francisco have steadily increased since the completion of the Pacific railroad. We find in the *Bulletin* of that city the following statistics of the increase this year, compared with last:

	Six Months, 1870.	Six Months, 1871.
China	lbs. 328,978	452 681
Japan	„ 749,977	1,481 085
Total	lbs. 1,078,955	1,933,766

In the first six months of 1869, 1,096,000 lbs. was received, against 949,000 lbs. same time in 1868, and 761,000 lbs. in 1867. These amounts are exclusive of the quantities received in transit for Atlantic States, most of which lots come overland by rail direct from the wharf, though some are shipped by the Panama steamers. The quantity of Tea shipped to the East over the railroad for the first five months of the year aggregates 2,463,000 lbs. The returns for the month of June will swell the amount to 3,000,000 lbs., which, added to the imports on San Francisco account, makes a total of 5,000,000 lbs. received since January 1st.

Coffee.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 16½c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c. Advices from Rio Janeiro to July 12 bring a confirmation of the probable short crop in Brazil, and the market has shown increased firmness, with a further advance, making one cent improvement from the lowest point of the season. Java is in large stock and dull in a wholesale way; the only sales of this and Singapore are in a jobbing way, at 18¾c. to 19c. for pale Java, 19¼c. to 19½c. for medium brown, 20c. to 20½c. for brown, and 22c. to 23c. for extreme brown; 16¼c. to 17c. for pale Singapore, and 18c. to 19c. for brown—all gold.

Stock in New York, Aug. 1.

	1868.	1869.	1870.	1871.
Java Government	bags 2,462	1,495	615	—
Java	mats 58,028	54,000	32,998	42,867
Singapore	pkts. —	—	5,171	—
Ceylon	bags 100	7,771	3,989	8,676
Manila	„ —	6,769	1,700	225

Cordage.—An advance of one cent per lb. in Manila Hemp has carried up the price of Manila Cordage three-quarters of a cent, and we now quote as follows:—Sizes above 12 thread, 19¼ cents; do., 6 thread and 9 thread (¼ inch and 5-16 inch diam.), 20¼c.; do., 12 thread (⅜ inch diam.), 19¾c.; Manila Hay Rope, 19¾c.; Manila Cordage, Bolt Rope Yarns, 21¼c.; do., 6 thread and 9 thread, 22¼c.; Tarred Manila, 18¾c.; Fine Tarred Manila Lath Yarn, 20¼c. cash. There is an active demand at the above quoted prices.

Camphor.—China is quoted 19c. gold (in bond).

Essential Oils.—Aniseed is quoted $2.10; Cassia, 80c. gold (in bond).

Fire Crackers.—Market without alteration.

Gunny Cloth.—There is some inquiry, but the stock is held above buyers' views, and there is no business to report. We quote Borneo, 18c. to 18¼c. for present and future delivery.

Hemp.—Shortly after the date of our last report the quiet tone lately characterising the markets for Manila gave place to considerable activity and excitement; both manufacturers and speculators purchased largely, and in a few days sales were effected to the extent of 21,000 bales, including the following:—11,000 bales from store, 1,000 do. to arrive, per Nimrod, 2,500 do. to arrive by another vessel, the latter at 11½c., 1,000 per Mindora, 500 do. per Bunker Hill, and subsequently 1,000 bales, a resale, in Boston, 12c., and to arrive 2,400 bales per S. G. Glover, and 600 per Nimrod, 11⅞ gold. The active movement, we understand, was largely, if not wholly, based on the fact that the consumption of the country for the first six months of 1871 exceeded by 35,000 bales the whole shipments of Manila to the United States for the same time. Since the large business reported above there has been quieter market, but extreme firmness has prevailed, and a further advance has been realised. Some of the sales have been made as high as 12c., and we quote 12½. gold, below which there is none to be obtained, the stock being reduced to 4,000 bales in first hands, and the market quite sensitive, so that no considerable parcels could be had even at this price, 13 being demanded by some holders. The late free purchases have, however, pretty fully supplied the wants of consumers, and there is at the close no inquiry of moment.

	1871. Bales.	1870. Bales.	1869. Bales.
Manila Hemp imported into the United States from Jan. 1 to July 31	95,195	83,353	61,235
On the way to the United States from Manila, July 31	31,835	33,045	60,952
Stock in importers' and speculators' hands in Boston, July 31	2,640	18,000	225
Stock in importers' and speculators' hands in New York, July 31	8,530	17,500	2,216

Preserved Ginger.—China is quoted $8 currency (duty paid).

Rhubarb.—The quotation for China is 40c. to $1 currency (duty free).

Rice.—Carolina is very firm, with a small stock, and as advices to hand from the South indicates that there will not be enough left of the old crop to meet the wants of consumers till the new comes forward, the market has a hardening tendency for both Foreign and American produce. Rangoon has been quitted to the extent of 2,000 bags at $6.75 to 7.12½ currency, and 1,600 bags in bond at about $2.25 gold.

Sugar.—The market has been depressed, and a general decline of one-eighth of a cent per lb. has been submitted to. There is not much increase in the offerings, and holders generally continue firm, but the absence of demand weighs on the market, and prices have been carried down without much effort to maintain them. The only business in East India consists of the sale of 16,787 bags extra Manila at 9c.

Spices.—Following our last report mail advices and cable despatches from Europe very favourable to holders of Nutmegs imparted a stimulus to an already sensitive market, and a large business was done, including 100 casks No. 1 Government, and about 100 cases Penang and Batavia to arrive, and embracing all that is offering on private terms, but at full prices, with resales of some 400 to 500 cases. Subsequently the market has become quiet, and with the falling off in demand the advancing tendency in prices before noted seems to be checked; while there is no quotable change in values, it is more difficult to obtain previous extreme rates than before, and the advantage is rather with the buyer. For trade lots there is a fair demand, and prices are firm at—for Mace, $1.50; Penang Nutmegs, $1; Cassia, 32½c.; Pepper, 16½c. to 17½c.; Cloves, 11c.—all gold. The Argonaut, from Singapore, brings 3,620 bags Pepper and 293 boxes Nutmegs; the latter were sold previous to arrival, and the former since, on private terms.

Tin.—An active demand has been exhibited, and sales have been effected of 800 slabs Straits on a basis of 36c. and 300 slabs at 36c. to 36¼c. gold. At the close the market is quiet, no inquiry being manifested, but prices are firmly sustained, Straits being held at 36¼c. to 36½c., and Banca at 40½c. to 41c. gold.

SHIPPING.

Arrivals.—July 24, at New York, from Batavia, Alycone; 27, from Manila, Great Admiral; from Java, George Peabody; Aug. 1, from Yokohama, Asphodel; 3, from Singapore and Penang, Argonaut.

Departures.—July 31, from New York, for Hong Kong, Gemsbok.

SUNDRIES PER "GEMSBOK," FROM NEW YORK, FOR HONG KONG.—July 31, 1871.

S. F. Dickman & Bros.
308 pkgs. fish 16,663 lbs.
5 do. ginseng 1,022 lbs.
5 cs. varnish 20 gls.
7 cs. toilet soap
2400 do. refd. petrolm. 24,000 gls.
100 do. oysters
30 brls. pork
8 pkgs. machinery, &c.
44 do. missionary goods
100 tcs. beef
5 do. hams
1 gun and carriage
76 bxs. shot and shell
2 cs. carriage
6 pkgs. missionary goods
50 cs. bitters
1 do. signs
1 box opium samples
5 cs. almanacs
18 cs. mftd. tobacco 3,001 lbs.
5 brls. ginseng 537 lbs.
200 tons coal
41 pcs. white oak plank
30 hackmetack ship knees
51 bls. duck 5,664 yds.
1 bale twine 86 lbs.
100 bls. oakum 5,000 lbs.

G. A. Potter.
100 cs. petroleum 1,000 gls.
2 cks. glassware
4 cs. oilcloth 599 yds.
15 pkgs. butter 1,737 lbs.
20 kegs nails 2,000 lbs.
9 cs. wooden ware
1 do. stationery
12 do. scales
7 bls. cotton goods 1,049 yds.

Lanman & Kemp.
1 cask drugs
19 bxs. advertising matter
1 do. druggists' articles
145 pkgs. perfumery
90 do. medicine
100 bxs. perfumery

A. A. Low & Bros.
50 cs. cider
56 kegs nails
75 oars
20 cs. turpentine 200 gls.
20 brls. beef 4,000 lbs.
6 scales
1 cs. tin tacks 100 lbs.
60 cks. ginseng 23,000 lbs.
25 cs. Florida water
100 do. condensed milk
1000 oars

Witte & Co.
10 tcs. butter 999 lbs.
14 cks. ginseng 3,921 lbs.

Cary & Co.
500 cs. kerosene oil 5,000 gls.
25 brls. butter 2,500 lbs.

Moller & Thebaud.
6 cs. patent leather
6 do. varnish 120 gls.

Schuyler & Co.
12 cs. artillery
111 do. cartridges

D. O. Clark.
12 stoves
2 cs. stove pipe and elbows

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug10	Lord of the Isles(str.)	Robinson	Hankow, &c., via S.C.	London
16	City of Cashmere ...	Bryce	Colombo	Do.
11	Hector (str.)	Bewley	Shanghai,&c.,via S.C	Deal
July 1	Pactole	—	Macao	Callao
13	J. Brinan, or P. Rigan	Urtubiaga.....	Do.	Do.
Jne.20	Pacific	Hamming	China	Valparaiso
	Corsica	Cousin	Akyab	Queenstown
	Assaye	Ritchie	Rangoon	Do.
Aug12	Theophane	—	Do., for Liverpool.	Off do.
13	Cella (str.).....	Gleadell.....	Hong Kong, via S.C	Plymouth
13	Waterloo	—	Akyab	Off Queenstown
14	Carn Tual	Kellow	Do.	Falmouth
16	Danube (str.)	Hopkins	China, &c., via S.C ...	London
16	Albatross (str.)	Hewett	Manila, &c., via S C.	London
16	Cheops (str.).....	Croudace	Singapore, &c.—S C.	Deal
16	Papa	Piening	Rangoon.....	Falmouth
17	Adriatic.....	—	Bassein, for Bremen .	Off Queenstown

Digitized by Google

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Cornelis Gips	Romyn	Java	Rotterdam
	Kosmopoliet III.	Wierix	Batavia	Do.
Aug 11	Isles of the South	Davidson	Hong Kong	London
11	R. C. Rickmers	Kraob	Cardiff & Singapore.	Do.
11	Surrey	Marshall	Do.	Do.
11	Matilda Atheling	Whereat	Do., and H. Kong.	Do.
4	John Clarke	Parks	Singapore	Newport
9	Light of the Age	Andrews	Ho Ho	Do.
10	Queen of the Ocean	—	Galle	Newcastle
12	Henry of the Fourth	Angel	Colombo, &c., via S.C	London
12	Laurel	Davies	Shanghai	Do.
	California	Deinum	Batavia	Amsterdam
	Jason	Rusman	Do.	Rotterdam
	Marie and Elizabeth	Bonjer	Batavia	Do.
12	G. T. Ray	Fraser	Singapore	Cardiff
	Jacob Roggeveen	—	Batavia	Amsterdam
14	Stanfield	Cummings	Singapore	Sunderland
	Henriette Geertruida	de Boer	Sourabaya	Rotterdam
11	Washi (str.)	—	Japan	Lisbon
16	Dan	Lund	Batavia	Rio de Janeiro

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Shanghai, and Foochow: Lord of the Isles. For Singapore, Hong Kong, and Shanghai: Odessa. For Singapore, Yokohama, Hiogo, and Osaka: Danube. For Singapore, Hong Kong, Chefoo, and Tientsin: Enterprize. For Colombo, &c.: Vixen, Arcot.

Sailing Vessels.—For Yokohama and Hiogo: Georgina. For Yokohama: Coulnakyle, John Nicholson. For Shanghai: James Shepherd, Ethiopian, Michael Angelo. For Hong Kong: Northfleet, Caroline Coventry. For Batavia and Sourabaya: Mary, Vier Gebroeders. For Singapore: Peterborough, Havelock, Eleanor, Sree Singapura. For Singapore and Port Darwin: Investigator (str.). For Penang: Bristow. For Colombo: Rosy Morn, W. E. Gladstone, Hilarion.

At Liverpool.—For Yokohama and Hiogo: Birmah. For Singapore: Paix. For Manila: Olaquivel. For Batavia, Sourabaya, Samarang, Macassar, and Padang (via S.C.): Shiraz (str.) For Singapore, Hong Kong, and Shanghai (via S.C.): Warrior (str.). For Batavia: A. E. Vidal, Batavia. For Batavia, Sourabaya, and Samarang: Ranee. For Macassar and Sourabaya: Sliedrecht ex Tecumsen. For Colombo, &c. (via S.C.): Timsah (str.). For Galle: Suez. For Galle and Rangoon: Rowena.

At Glasgow.—For Penang, Singapore, and Manila (via S.C.): Albay (str.). For Singapore: Kinfauns Castle. For Batavia and Sourabaya: County of Stirling. For Batavia (via S.C.): Gouverneur Generaal Mijer (str.). For Colombo, &c. (via Liverpool and S.C.): Killarney (str.) (via S. C.), Rydal Hall (str.).

SPOKEN.

Anna & Sophia (barq.), Newcastle to Batavia, July 15, 11 N., 28 W.
Cornelia, Rotterdam to Batavia, July 31, 24 N., 11 W.
Miako, London to Japan, June 29, 4 N., 25 W.
Ellen Munroe, Liverpool to Galle, 9 S., 34 W. [30 W.
Early Morn (ship) (of Dundee), Cardiff to Shanghai, June 4, 10 S.,

FREIGHTS AND CHARTERS.

Berth freights are without alteration, but both steamers and sailing vessels are still meeting with ready engagement.

There is no improvement in coal freights, and rates remain as previously quoted.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Rotterdam, dated Aug. 10, state that the Jason (Dutch barque), bound to Batavia, reported as aground in the Hellegat, had got off.

Advices from Rio de Janeiro, received by telegram from Lisbon, dated Aug. 13, state that the Ornate, Samson, from London to China, put into Rio de Janeiro, leaky, and was discharging.

The Asphodel, Norton, which arrived at New York Aug. 1, from Yokohama, reported having experienced strong westerly gales off the Cape of Good Hope, during which she lost and split sails.

The Yokohama, Paul, from New York to Batavia, which put into Rio de Janeiro June 27 for repairs, was in collision June 15, 9 S., 34 W., with an English vessel, and carried away mizenmast, maintopgallantmast, main and maintopsail yards, &c., and stove quarter.

MISCELLANEOUS.

The following steamers have passed the Suez Canal between Aug. 1 to 8:—Abbotsford, Foochow to London; Achilles, Shanghai to London; Tchihatchoff (str.), Hankow to Odessa: Glendarroch, Foochow to Liverpool; Lorne, Liverpool to Singapore, China, &c.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
The *London and China Express* on Sale.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness
Excellent economica stock for Soups, Sauces, &c.

MAC EWEN AND CO.,
QUEEN'S ROAD, HONG KONG,
GENERAL STOREKEEPERS AND COMMISSION AGENTS.
Special Agents for the
London and China Express.

ENGLISH GOODS, PER MAIL STEAMER, AT CHEAPEST RATES.
D. NICHOLSON AND CO.,
SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN (WHOLESALE AND RETAIL),
INDIAN, COLONIAL, AND FOREIGN OUTFITTERS,
50 TO 52, ST. PAUL'S CHURCH-YARD (CORNER OF CHEAPSIDE, LONDON),
ESTABLISHED 1843,
Invite the attention of Families residing abroad to their illustrated 120 page Catalogue, gratis, post free, containing full particulars as to Woollen Silk, and Cotton Goods of every description. Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c.
Contractors for Military and Police Clothing and Accoutrements.

Household Furniture	Fire Arms	Carriages	Wines, Ales	Stationery
Musical Instruments	Agricultural Implements	Saddlery and Harness	Beers	Books
Ironmongery	Cutlery	Boots and Shoes	Preserved Provisions	Toys, &c.

Shipped at lowest export prices.
SOLE AGENTS FOR THE "WANZER" AND THE "BRITANNIA" SEWING MACHINES, FOR THE CITY OF LONDON.
Foreign Produce disposed of for a Commission of Two-and-a-Half per Cent. Price Lists post free.
D. NICHOLSON AND CO.,
50, 51, AND 52, ST. PAUL'S CHURCH-YARD, LONDON.
TERMS—NOT LESS THAN 50 PER CENT. TO ACCOMPANY INDENTS, AND BALANCE AGAINST BILLS OF LADING.

Digitized by Google

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Aug. 5, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Aug. 5, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

July 9 July 23 Aug. 6 Aug. 20 September 3 Sept. 17	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
July 9 August 6 September 17	For	Pondicherry, Madras, Calcutta.

July 9, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

For Freight or Passage apply at 12, George-yard, Lombard-street.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,

P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles

CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shal be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Princ of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

---

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagrams
Brindisi.....	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York.....	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapor
Penang	SANDILANDS BUTTERY, & Co
Batavia.....	HOUGHTON & Co
Samarang.....	JACOBSON & Co.
Sourabaya.....	HOUGHTON & Co.
Anjer—Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, (Over the JERUSALEM.)

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS :—

From LONDON to SAIGON and COCHIN CHINA	**£5 17 0**
" " " HONG KONG	**7 0 0**
" " " SHANGHAI	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'Art' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'Art' are Messrs. Blanchard Jerrold, Charles Burton, J. Cordy Jeaffreson, G. W. Reid, Hyde Clarke, George Augustus Sala, W. R. Ralston, John Forbes Robertson, Henry Blackburn, G. W. Yapp, John Piggot, Jun., E. Ollier, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d'Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

HOLLOWAY'S PILLS

Bilious Affection.—In this country nothing is more common, and few ailments more distressing, than the class of diseases dependent on disordered liver. The sensation of nausea, headache, listlessness, and loss of appetite will at once be recognised as the symptoms of liver affection, which can only be relieved by regulating the action of that organ. Holloway's Pills exercise over the biliary secretion a healthful influence known and appreciated throughout Great Britain and her colonies. These Pills cure, after everything else fails. Sufferers for years from biliousness, sick headache, and liver complaints, have been thoroughly restored by these Pills to sound health and a good digestion, who previously had no enjoyment in life.

Digitized by Google

PROTECTION FROM FIRE.

TRADE

MARK.

BRYANT AND MAY'S
PATENT SAFETY MATCHES

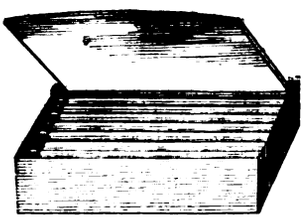
IN LARGE AND SMALL BOXES, ARE DAMP PROOF, FREE FROM SMELL, AND

LIGHT ONLY ON THE BOX.

WARRANTED FOR ALL CLIMATES—INVALUABLE FOR SHIPMENT.

BRYANT AND MAY'S
NEW METAL POCKET VESTA BOX,

WITH PATENT SPRING COVER.


OPEN.

CLOSED.

COMPACT, CHEAP, ORNAMENTAL—INVALUABLE FOR EXPORT.

BRYANT AND MAY'S
RUBY, CROWN, VICTORIA, AND PEARL MATCHES,

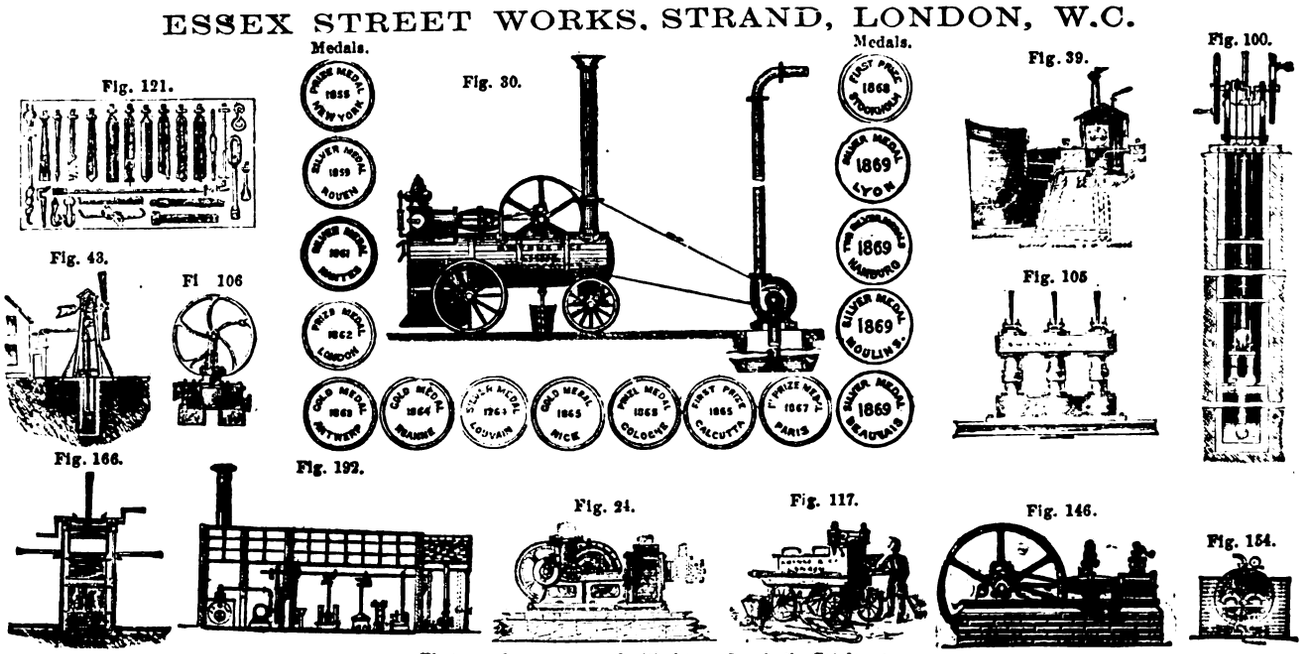
IN LARGE AND SMALL BOXES.

BRYANT AND MAY,

FAIRFIELD WORKS, BOW, AND WHITECHAPEL-ROAD, LONDON. E.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.



These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.

Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.

Fig. 154.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.

Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.

Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.

Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.

Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.

Fig. 121.—Gwynne and Co.'s Improved Boring Tools.

Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.

Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.

Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seeds Olives, Fat, &c., &c.

Large Illustrated Catalogue, with many estimates, &c., forwarded on receipt of Twelve Stamps, or can be had through Merchants, &c.

Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presso Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works,
STRAND, LONDON, W.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

MAIL ROUTE FOR CALIFORNIA JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*). thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

CHINA, JAPAN, BOMBAY, AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Bombay.....	Erl King, s.s.	AB	SWID	Aug. 25
Hong Kong.	Caroline Coventry ...	A1 13 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Shanghai ...	MichlAngelo	A1 16 yr.	SWID	With des.
Yokohama ...	Coulnakyle .	A1 13 yr.	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Ethiopian ...	A1	E.I.D.	With des.
Shanghai ...	Osaka.....	A1 17 yr.	E.I.D.	To follow
Shanghai ..	Wylo	A1 16 yr.	E.I.D.	To follow
Yokohama...	John Nicholson	A1 14 yr	E.I.D	With des.
Yokohama .	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
Singapore, Hg. Kg., Shanghi, Tientsin, & Japan.	Entrprise	100 A1	1521	E.I.D.	Aug. 21
China Prts & Japan.	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Sept. 2

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

INDIA, CHINA, and JAPAN.—Notice to Passengers — GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to GELLATLY, HANKEY, SEWELL, and Co., 109, Leadenhall-street, E.C.

NOTICE to PASSENGERS for CHINA (via Suez Canal), SINGAPORE, HONG KONG, SHANGHAI, CHEFOO, and TIENTSIN, calling at GALLE to land passengers only. The celebrated steamship ENTERPRISE, 100 A1, 1,521 tons gross register, 280-h.p. nominal, 1,350 effective, just arrived from Hankow in fifty-five days, and Singapore in forty-two, will embark her passengers in the East India Docks this day, at Two o'Clock. Has a few berths still to let.

Immediate application should be made to Messrs. GRINDLAY and Co., 55, Parliament-street, S.W.; or to GELLATLY, HANKEY, SEWELL, and Co., 109, Leadenhall-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

STEAM VIA THE SUEZ CANAL. — For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered screw steamer CANTON, 100 A1 (highest class at Lloyd's), 1,215 tons register, 200 h.p. nominal, J. C. JACQUES, Commander, will be despatched from the South West India Docks early in September. This magnificent steamer, lately built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is elegantly fitted for first and second-class passengers with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon and stewardess. The last passage from Gravesend to Shanghai was made in 57 days, including all stoppages.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR SHANGHAI DIRECT, the composite clipper ship CARMARTHENSHIRE, A1 14 years, 812 tons register; R. WATSON, Commander; Loads in the East India Docks. This splendid clipper is well known in the China trade for her fast passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 28th August.

FOR YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; S.W. India Docks.

For Freight, apply to the Owner, DONALD R. Mc GREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Steam via the Suez Canal. To sail on August 25.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, calling at FOOCHOW, the splendid full-powered screw steamer, LORD OF THE ISLES, 100 A1, 1,846 tons register; 240 horse-power, nominal; RICHARD ROBINSON, Commander; S.W. India Docks. Has elegant accommodation for passengers, including cabin fittings, bedding, and linen. Carries a surgeon and stewardess.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the well-known clipper ship, NORTHFLEET, A1, 14 years, 876 tons register; THOMAS OATES, Commander; London Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. JOHN PATTON, jun., and Co., 22, Leadenhall-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Odessa, s.s.	820	Alfred Laming & Co.	Aug. 22
Glendarroch, s.s. ...	1,500	Thos. Skinner & Co.	
Canton, s.s.	1,215	Norris & Joyner ...	
Eleanor, A1 13 yrs.	433	Wright, Bros., & Co.	Aug. 25
Peterborough, A1 13 years	560	Mills and Milne.....	Aug. 22
LIVERPOOL.			
Hector, s.s.....	1,522	Alfred Holt	Aug. 29
La Paix, 3-3rds.....	478		
GLASGOW.			
Wemyss Castle, A1 14 years	699	Thos. Skinner & Co.	
Kinfauns Castle, A1	800	Do.	

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

Steam from London, via Suez Canal.—To follow the "Glengyle."

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offers (taking goods at through rates for Java and Japan at shippers' risk), the magnificent new Clyde-built screw steamship GLENDARROCH, 100 A1, 1,500 tons register, 900-horse power effective, E. W. BERRYMAN, Commander; will be at a loading berth in the South West India Dock in a few days. This high-classed and full-powered steamer is confidently recommended to intending shippers and passengers. Her state rooms are elegantly fitted, and replete with every comfort.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

The new s.s. GORDON CASTLE is intended to follow as the October packet.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Singapore ...	La Paix	2-3rds L. 11	Prnce's	With des.

From LONDON.

Yoko.&Higo	Georgina...	A1 13 yr.	L.D.	Aug. 30

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Arcot	100 A1	1,780	E.I.D.	Aug. 21
Winestead.....	A1 20 yrs.	2,000	E.I.D.	Aug. 25
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Sept. 10
Yorkshire	100 A1	2,273	S.W.I.D.	To follow
Xantho	A1 18 yrs.	1,800	E.I.D.	To follow
Rollo	A1 18 yrs.	1,437	E.I.D	To follow
Red Gauntlet...	100 A1	1,450	E.I.D.	To follow
Hindoo	A1 18 yrs.	1,800	E.I.D.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or, 109, Leadenhall-street, E.C.

First ship.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE. A 1 14 years 534 tons register; PETER JONES, Commander; S.W. India Docks.—This fine, high-classed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES CHILDREN, and INFANTS, and for regular use of WARM CLIMATES.

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD's Magnesia

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Monday, August 21, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 417.] LONDON, WEDNESDAY, AUG. 30, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE MAILS.

Owing to the detention of the Messageries Maritimes steamer *Tigre*, in the Red Sea, by it is supposed a derangement of machinery, the French mail, due here on Monday last, will not be delivered until Friday next the 1st proximo. The following inward mail (P. and O.), with dates Shanghai, July 15, Hong Kong, July 21, Singapore, July 29 is due on the following day, the 2nd September, and advices by Pacific Mail, *via* San Francisco, from Yokohama, to the 22nd July—a telegraphic summary of which has already been received from New York—may be expected the same day.

THE KOREA.

ANOTHER ENGAGEMENT WITH THE AMERICANS.

By the Pacific Mail Company's steamer *China*, which arrived at San Francisco on the 13th inst., with dates from Yokohama to 22nd July, we have the following account of another engagement, which was telegraphed to the New York papers:—

"In the second battle between the American squadron and the Koreans the latter had 6,000 men, armed with gingals, and their bullets fell short, while the deadly fire of the American rifles told fearfully on the enemy. Under the cover of the rank vegetation and the shoulder of a hill the Americans advanced to within 120 yards of the forts before they came within range of the Korean musketry. The Koreans resisted desperately to the last. Lieut. McKee was killed as he entered the entrenchments. When the Americans reached the entrenchments the Koreans succumbed. A number of prisoners were taken, including the officer second in command, who was badly wounded, the Commander-in-Chief having been killed. The American force bivouacked in the forts, and next day demolished the forts and spiked all the guns.

"The fleet returned to the Boize anchorage two days later. The Koreans sent on board a letter filled with the most insulting and busive language, to which no reply was made. Admiral Rodgers, however, sent to the Koreans to know what he should do with the prisoners. The Koreans answered he might do what he liked with them. Two days later he set them at liberty and sent two messages ashore, but the local authority refused to receive them, saying it was as much as his head was worth to send them, and it was no use to attempt to communicate further with the Court.

"Mr. Low, the American Minister, then sent a formal protest that his mission was peaceful, and that the American attack was not for a refusal to negociate, but because the Koreans had treacherously fired on the boats.

"Their weapons are wretched old firelocks, and their cutlasses made of soft iron, which bent like old hoop. They were dressed in armour of nine thicknesses, cotton padded, so that only rifle balls could penetrate them. Their swords produced no effect. Documents captured showed that the Korean Government had planned the surprise of the American fleet, and were astonished at the failure of the forts to annihilate foreign vessels at the first fire.

"The expedition has accomplished no change in the relations of the two countries, and Minister Low and Admiral Rodgers will await instructions from Washington before proceeding to further hostilities.

"Twelve native Christians came alongside the Admiral's flagship in a junk, and begged to be taken to Shanghai, and that their junk might be burned, to prevent its falling into the hands of the native authorities, who would thereby discover from what village they came, and punish their relatives. The request was granted.

"Two Englishmen and one German, engaged in saving materials from the wreck of the German schooner *Chusan*, on Sir James Hall's Island, have been captured by Koreans, bound hand and foot, slung on bamboos and packed off to the interior of Korea The British fleet has sailed from Japan to inquire into the matter.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

(RECEIVED AUGUST 21.)

HONG KONG, AUG. 19.—Manchester goods more inquiry. Total export of tea 66,000,000 lbs. Exchange on London: Bank Bills, six m.s. 4s. 4d.

SHANGHAI, AUG. 19.—Tea quiet. Silk, unchanged. Exchange on London: Bank bills, six m.s. 6s. 0½d. Freight: Tea, 70s.

STRAITS SETTLEMENTS.

(RECEIVED AUGUST 24.)

SINGAPORE, AUG. 23.—Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6 lbs, $1.62½; Mule Twist, 40's, $112; Gambier, $2.92½; Pepper, Black, $11.10; White do., $17½; Tin, $34. Exchange on London: Bank bills, six m.s., 4s. 4½d.

PENANG, AUG. 23.—Grey Shirtings, 8¼ lbs., $49.50 per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $102 per bale; 40's, $111. Tin, $32.80 per picul. Pepper: Black, $11.50; White, $18.50. Nutmegs, 110's, $65. Exchange on London: Bank bills, six m.s., 4s. 4½d.

List of Passengers.

PASSENGERS INWARD.

Per steamer *China* (Pacific mail line), arrived at San Francisco, Aug. 13.—For Europe: Mr. Muller, Capt. Scott and wife, Lieut. J. H. Hodgson, B.A., Mr. Kedo. Mr. Norwilnda. Mr. Fejul, Mr. Mansuna, Master Hiratara, Mr. E. Ajerose, Lieut. Crofton, R.N., Miss C. Wardlow, Hugh Heiley, Thomas Fox, C. Kachmacher.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, Aug. 19.—To Yokohama: Miss E. Robertson. To Shanghai: Mr. G. Brown. To Singapore: Mr. R. A. Ferguson. Mrs. Wells and child. Miss Wells, and one second-class passenger. To Ceylon: Mr. H. Creasy, Mr. J. A. Rossiter, Mr. J. R. Hime, Mr. P. A. H. Noyles, Mr. P. Union, and two second-class passengers.

Per P. and O. steamer *Poonah*, from Brindisi, Aug. 29.—To Shanghai: Mr. and Mrs. R. W. Little. To Hong Kong: Mr. E. Rohl, Mr. C. R. Menser, Mr. R. G. Head, To Singapore: Mr. L. R. Glass.

Per P. and O. steamer from Southampton, Sept. 2.—To Yokohama: Mr. E. George, Mr. Foster. To Hong Kong: Miss Smallbone, Assistant-Surgeon J. B. Baker. To Ceylon: Mrs. Peckle and child, Mr. G. A. Baumgartner, Mrs. M. J. Cook, Miss Tulloch, Mr. F. P. Ellis.

Per P. and O. steamer, from Brindisi, Sept. 12.—To Batavia: Mr. R. Hutchinson.

Per P. and O. steamer, from Southampton, Sept. 16.—To Shanghai: Mrs. F. Barnes. Mrs. Maitland. To Hong Kong: Mrs. Dods and two children. To Ceylon Mr. J. R. Baillie.

Per P. and O. steamer, from Brindisi, Sept. 26.—To Shanghai: Mr. and Mrs Reid. To Hong Kong: Mrs. Harcourt Hardy. To Ceylon: Mr. S. Green.

Per P. and O. steamer, from Southampton, Sept. 30.—To Yokohama: Mr. T. Thomas, Mr. W. H. Carter. To Shanghai: Mr. and Mrs. H. Tapp.

Per P. and O. steamer, from Brindisi, Oct. 10.—To Shanghai: Mr. A. Myburgh. To Singapore: Mr. R. Wright. To Ceylon: Mr. and Mrs. Delmege, Mr. W. G. Brodie.

Per French mail steamer *Tigre*, from Marseilles, Oct. 1.—For Batavia: Mr. and Mrs. L. G. Diepenheim.

Per French mail steamer *Ava*, from Marseilles, Oct. 29.—For Batavia: Mr. London (Governor of Java), family, and servants (twelve persons), Mr. Mohr, Mr. Smith, Mrs. Reyers.

Per Pacific mail steamer *America*, from San Francisco, Aug. 1.—For China and Japan: A. Beznotte, J. Stoffel, C. Briscions, L. Inselvini, S. McClellan, Mrs. John Corning, Miss Davis, Fred. F. Jones, F. L. Stockwell, Dr. R. T. Hayes and son, Edward Dent, James H. Jones, W. W. Battles, J. G. Glazier, E. C. Strobell, Mrs. C. M. B. Hussey and three children, F. Schoede, M. Dohmen, James Davidson, George Trefftz, Wm. S. Smith, F. G. McKean, P. A. Mowat and wife, Mrs. J. Allman, J. R. Wasson, U.S.A., Wm. Rowbotham, U.S.A., Rev. J. W. Johnson and wife, Major A. G. Warfield, jun., Gen. Horace Capron, Professor Stuart Eldridge, Dr. Thomas Antisell, Chas L. Mueller and wife, Dr. J. H. Hoffman and wife, Thos. W. Stephens, Ernest Stephens, A. J. Bandwin, Henry Busch, St. J. Hutchinson, D. M. Fulmer, U.S.N.

Per French mail steamer *Provence*, from Marseilles, Sept. 3.—To Singapore: M. Jeanouin, M. Quetric. To Saigon: Mr. Spooner. To Shanghai: M. Gatin.

Digitized by Google

NEW SEASON'S TEA SHIPS.

The arrivals since our last have been the *Abbotsford*, from Foochow; the *Mongolia* (P. and O. steamer), from Hong Kong, with teas from Hankow; the *Achilles*, from Foochow; and the *Tweed*, from Canton. The *Vanguard*, the last of the old season's tea ships, arrived on the 20th inst. The *Glendarroch*, from Foochow, is expected to arrive this day.

The *Vanguard* (str.), from Shanghai, has been detained four days at Malta, by an accident to her machinery.

The following are the cargoes of new season's tea now known to be afloat :—

Ship.	Sailed.	From.	Cargo. lbs.
Vanguard (s.)	June 24	Shanghai	1,285,509
Forward Ho...	— 23	Do.	1,301,100
Thermopylæ	— 21	Do.	1,361,300
Canton (s.) ...	— 17	Do.	894,700
Undine ...	— 27	Do.	1,010,600
Diomed (s.) ...	— 20	Foochow	1,916,200
Glendarroch (s.)	— 20	Do.	1,508,000
Emblehope (s.)	— 24	Do.	2,010,400
Ziba	— 27	Do.	731,800
Titania ...	— 30	Do.	1,250,000

COMMERCIAL POSTSCRIPT.

—o—

A special meeting of the Association of Chambers of Commerce will be held at Plymouth on the 26th and 27th proximo. Among the resolutions to be proposed is the following by the Bradford Chamber :—"That a memorial be presented to her Majesty's Government, calling their attention to the vast increase in our trade with China which would result from the opening up of the Yangtze River to steamers, and to the necessity of stipulations for this purpose being inserted in any future treaty or convention with China."

At a meeting of the Suez Canal Company, which has been held in Paris, the directors were authorised to raise a new loan of f.20,000,000, for which the Viceroy of Egypt has accorded permission to increase the tolls by one franc per ton to provide for the interest and amortization. The question of a uniform system of measurement for vessels of all countries was raised, and the directors stated that a committee had been appointed to inquire into the subject, and propose some plan for equalising the tolls on the shipping of all nations. It was stated that the vessels which now adopt the Canal route represent a tonnage of 340,000 tons, which, multiplied by the number of voyages they make, represent annually 2,000,000 tons, and f.20,000,000 of receipts. The company has received notice that between the months of September, 1871, and March, 1872, nineteen English Government transports will pass through the Canal, procuring a receipt o from f.700,000 to f.800,000. The English Admiralty has purchased 16,500 square metres of land of the company of Port Said, at the price of f.40 per metre. The costs of navigation and of maintenance for the year had been estimated at f.1,578,000 for the former and f.1,700,000 for the latter. The expenditure during the first six months was within the estimates.

SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—Aug. 24, at London, from Galle, &c., Brierly Hill; at Deal, from Maulmain, for the Weser, Sadowa; 23, at Falmouth, from Rangoon, Ellen Rickmers; 24, at Liverpool, from Rangoon, Oliver Cromwell, Great Australia, Jane Henderson; 21, at Bremerhaven, from Rangoon, Fortuna; 25, at Queenstown, from Rangoon, Menzies; from Akyab, F. Troop; 25, at Deal, from Penang, Naomi; 24, at Falmouth, from Bassein, Jeverland; 25, from Akyab, Queen of the North; from Rangoon, Scandia; 24, off Dungeness, from Java, for Amsterdam, Noordze Kanaal; 25, off the Goodwin, from Java, for Holland, County of Elgin; 26, at Bristol, from Manila, Alavesa; 25, off Dungeness, from Batavia, for Rotterdam, Susanne; at Liverpool, from Bassein, Mindora; 28, at London from Singapore, Elizabeth Ann; from China, Tweed (str.); 25, at London, from Singapore, Elizabeth Ann; 26, at Flushing, from Akyab, Theodore Engels; 28, at London, from Canton and Macao, Tweed (str.); 26, off Prawle Point, from Singapore, Mary Tatham; 29, at Falmouth, from Bassein, Doctor Peterman; from Rangoon, Asterion; 29, at Liverpool, from Akyab, Times; 26, at Antwerp, from Akyab, Regent; 28, at Flushing, from Akyab, Marietta; 27, at Texel, from Batavia, Gysbert Karel Graaf van Hogendorp; off Texel, from Passaroeang, Noord Brabant.

Departures.—Aug. 24, from London, for Colombo, &c. (via S. C.), Arcot (str.); for Galle, via Swansea, Rhutinas; 23, from Cardiff, for Batavia, Cochin; —, from the Clyde, for Colombo, Killarney; 22, from Glasgow, for Batavia, Gouverneur General Mijer (str.) (via S. C.); for Colombo, Rydall Hall (str.) (via S. C.); 24, from Clyde, for Galle, May Queen; from Sunderland, for Singapore, Belle of Southesk; 25, from London, for Batavia and Sourabaya, Mary; for Yokohama, Coulnakyle; 26, from London, for Singapore, Hong Kong, and Shanghai, Odessa (s.s.); 25, from London, for Batavia and Sourabaya Mary; for Yokohama, Coulnakyle; 28, for Penang, Bristow; 26, for Singapore, &c. (via S.C.), Odessa (str.); 27, from Liverpool, for Manila, Olaquivel; 26, for Yokohama, Birmah; 28, for Suez and Penang, Hector (str.); from Newcastle, for Galle, Hercules; 29, from London, for Galle, Canning; 25, from Greenock, for Galle, May Queen; July, 30, from Rio Janeiro, for Batavia, Petunia; Aug. 29, from Liverpool for Galle, Suez.

Laid On.—At London, for Yokohama and Hiogo, Lothair; for Shanghai, Carmarthenshire; at London, for Java, Java; at Liverpool, for Colombo, &c., via S.C., Killarney (str.), Rydal Hall (str.); at Glasgow, for Singapore, Kinfauns Castle; at London, for Yokohama and Hiogo, Georgina; for Colombo, &c., Acacia; for Penang, Singapore, Hong Kong, and Shanghai (via S. C.), Cheops (str.); at Glasgow, for Singapore, Lochleven Castle.

Miscellaneous.—At Port Said: Nestor (str.), from Shanghai, and left Aug. 26, for London.

Spoken.—Anna Margaretha, Cardiff to Singapore, July 2, 5 N., 24 W.; Henry Grenfell (barque), Java to Falmouth, May 20, off Anjer; County of Lanark (ship), Sourabaya to Rotterdam, July 14, 14 N. (? S.), 7 W.; Teviot (barque), Colombo to London, July 19, 6 N., 23 W.; Shields, of Shields, for Galle, July 20th, 7 N., 25 W.; Vigilant, Cardiff to Colombo, July 21, 9 N., 25 W.; Fergus (!) (Ger. barq.), Singapore to New York, July 16, 17 S., 84 E.; Shields, of Shields, for Galle, July 20, 7 N., 25 W.; Vigilant, Cardiff to Colombo, July 21, 9 N., 25 W.; Fergus (!) (Germ. Barq.), Singapore to New York, July 16, 17 S., 84 E.; Nora (barq. of Liverpool), Sunderland to Galle, Aug. 19, 49 N., 5 W.; Annie Betsy, Amsterdam to Batavia, July 7, 3 N., 25 W.; Amanda (ship), Sourabaya to Rotterdam, July 22, 48 N., 9 W.; Gijsbertus Hermanus, Amsterdam to Batavia, July 20, 12 N., 27 W.; Shepherd (barq.), Colombo to London, May 7, 3 S., 84 E.

Casualties.—The Kadosh (American brq.), Crocker, from Batavia to Boston, with sugar and coffee, put into Mauritius, July 19, to stop a leak, having experienced a succession of heavy gales from lon. 90 E. to long. 28 E., the leak increasing with every gale, and the vessel making 25 inches of water at sea. She was discharging her cargo and would go into dry dock; The Vanguard (str.), Ranton, from Shanghai to London, put into Malta, Aug. 18, to repair damage to machinery, and proceeded Aug. 22 for her destination.

NOTICES TO MARINERS.

Japan.—Inland Sea; Fixed Light on Awadji Island, North Point.—Information has been received from the Japanese Government that a light has been placed at Matsu-wo-no-hana, the north point of Awadji Island, Akasi Strait. The light is a *fixed* light of the first order, 158 feet above the sea, illuminating an arc from seaward between the bearings of West round southward to N.E. by E. ¾ E., and in clear weather can be seen from a distance of eighteen miles. The tower is built of stone, fifteen feet high; position, lat. 34 degs. 36 min. 40 secs. N., lon. 135 deg. 30 secs. E.

Gulf of Oösaka.—Fixed Light on Wada Misaki, Hiogo.—A temporary light, until the completion of the permanent apparatus, has been placed on Wada Misaki, to the south-west of Kobe anchorage. The light is a fixed red light, 52 feet above the sea, and in clear weather can be seen from a distance of ten miles. The tower is an octagonal-shaped white wooden building, 46 feet high; position, lat. 34 deg. 39 min. 30 sec. N., long. 135 deg. 12 min. E. Also a temporary light, until the completion of the permanent apparatus, has been placed in Temposan Fort, at the mouth of the Agi Kawa; the light is a fixed light, 53 feet above the sea, and in clear weather can be seen from a distance of ten miles. The tower is a square-shaped white wooden building, 30 feet high; position, lat. 34 deg. 39 min. 45 sec. N., long. 135 deg. 26 min. 35 sec. E. All bearings are Magnetic Variation 4 deg. 15 min. Westerly in 1871. Hydrographic Office, Admiralty, 24th August.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to May 31, 1871	10826	71079427	47262939	349447	13267211	131969850	42141
Corresponding period last season.....	74573	71541556	50285884	1349918	16403096	139235050	45429

Shipments Since :

June 3 per Craigforth (str.)	From Shanghai, &c.	...1,175,791		
... Erl King (str.)	...	Do.	...1,565,753	
— 4 ... Ulysses (s.)	...	Do.	...2,169,053	
— 5 ... Enterprise (s.)	...	Do.	...1,551,757	
— 8 ... Lord of the Isles (s.)	...	Do.	...1,685,576	
— 9 ... Australia (str.)	...	Do.	...1,223,347	857
— 13 ... Cheops (s.)	...	Do.	...1,575,560	
— 15 ... Danube (s.)	...	Canton	...1,097 494	21
— 18 ... Agamemnon (s.)	...	Shanghai, &c.	...2,392,004	
— 21 ... Thermopylæ	...	Shanghai	...1,361,309	
— 22 ... Canton (s.)	...	Do.	... 894,737	229
— 23 ... Hector (s.)	...	Shanghai, &c.	...1,483,606	1,400
— 23 ... Mongolia (s.)	...	Do.	... 276,337	1,821
— 23 ... Forward Ho	...	Shanghai	...1,031,146	
— 24 ... Vanguard	...	Do.	...1,285,463	605
— 27 ... Undine	...	Do.	...1,010,585	74
— 29 .. Tweed (s.)	...	—	Cargo not reported.	
July 4 ... Achilles (s.)	...	—		20

TO THE CONTINENT.

From June 1 to May 31, 1871	...	...	...	...	...	2386282	Bales 9188
Corresponding period last season.....	...	...	...	...	...	4128270	18378

Digitized by Google

Shipments Since:

June 9 per Australia (s.	From Shanghai, &c.	...	— 9
— 18 ... Tchihatchoff (s.)	... Do.	...	—1,983,99
— 23 ... Mongolia (str.)	... Do.	...	— 56

TO UNITED STATES.

							Pcls.
From June 1 to May 31, 1871	...	...	...	...	...	49063207	2862
Corresponding period last season.....	...	...	...	...	...	40283667	1001

Shipments Since:

June 12 per Arizona From Shanghai ... 139,544

TO AUSTRALIA.

From June 1 to May 31, 1871 ... ... 11,779,521 lbs
Corresponding period last year 13,640,823

Shipments Since:

June 7 per Mary Miller	From Hong Kong	...	14,000
— 30 ... Charlotte Andrews	... Do.	...	62,000

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70,917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ...	169 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ...	130 ...	12p.c
Shanghai S.N. Company ...	100 ...	100 ...	144 ...	12p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ...	50 ...	60 ...	8 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$510 ...	12p.c
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.340 ...	trien.
North China Steamer Company	500 ...	500 ...	150 ...	
Union S.N. Company	100 ...	100 ...	80 ...	10p.c
Yangtzee Ins. Association ...	500 ...	500 ...	835 ...	15p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	3,200 ...	475p.s

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Cowie—On the 21st Aug., at Brookfield, Hooton, Cheshire, the wife of Alfred H Cowie, Esq., of a daughter.

Dowden—On the 13th Aug., at Palmacottah, the wife of Mr. C. B. Dowden, of Colombo and Tuticorin, of a son.

Maxwell—On the 21st Aug., at 106, Lauriston-place, Edinburgh, the wife of Richard Maxwell, Esq., Hankow, of a daughter.

Padday—On the 20th Aug., at 7, Westbourne-street, Hyde-park, the wife of Henry J. D. Padday, Esq., of a daughter.

Whittall—On the 20th Aug., at 4, The Terrace, Richmond, the wife of James Whittall, Esq., of a son.

MARRIAGES.

Geikie—Pignatel—On the 17th Aug., at St. George's, Campden-hill, Archibald Geikie, F.R.S., Director of the Geological Survey of Scotland, and Professor of Geology in the University of Edinburgh, to Alice Gabrielle, youngest daughter of the late Eugene Pignatel, of Lyons.

DEATHS.

FitzGerald—On the 20th July, at Point de Galle, Ceylon, Captain Henry Lewis FitzGerald, Ceylon Rifle Regiment, aged 35.

Harris—On the 23rd Aug., Frederick Mills Harris, Lieut. H.M.'s 8th Regiment N.I., aged 25.

Jumeaux—On the 12th Aug., at Oulton House, Stone, Julie Marie, relict of the late John Jumeaux, Esq., of Colombo, Ceylon, in the 72nd year of her age.

Wedekend—On the 23rd Aug., at 1 Chandos Villa, Lorn-road, Brixton-road, Frank Victor, youngest son of Julius C. Wedekind, Esq., aged six months.

Willoughby—On the 20th Aug., at 15, Kensington-gardens-square, Hyde-park, Major-General Michael F. Willoughby, C.B., late Royal Artillery (Bombay).

THE MONT CENIS TUNNEL.

The total expenses of the Mont Cenis Tunnel amount to f.65,000,000; of these f.20,000,000 are to be contributed by the Victor Emmanuel Railway, or Railway of Northern Italy. This sum is to be paid on or before the opening of the tunnel. The French Government was to pay f.19,000,000 if the work was accomplished within twenty years, reckoning from 1862. But if the work was accomplished at an earlier date France bound herself to pay f.500,000 more for every year gained upon the stipulated time. As there have been eleven years thus gained, France will have to pay f.5,500,000 besides the f.20,000,000 of the original stipulation. She has, besides to pay 5 per cent. interest on the money due for the work as it proceeded from year to year. Thus the charge borne by Italy in this enterprise will be something less than f.20,000,000, an advantage fairly gained by her diligence in carrying on the work, a diligence stimulated by the very conditions of the contract. It must be observed that had the construction of the tunnel continued beyond the stipulated term of twenty years, it was Italy that would have lost f.500,000 for every year in excess of that period. There was a time in which the hard quartz, with which the excavators fell in on the side of Modane rendered it extremely difficult to foretell how long it might be before the tunnel could be terminated. Fortunately, the quartz stratum was only 380 metres thick, and no very serious resistance was met elsewhere. The masonry of the tunnel is excellent throughout. No inconvenience whatever from smoke, steam, or mephitic air is apprehended.

A French engineer, M. E. Legout, has written a letter to the *Siecle*, in which he says that as the problem of cutting through high mountains has now been solved by the successful completion of this tunnel, there is nothing to prevent a railway being made from Paris to Peking. He estimates that the cost of the great tunnels would be only 220 millions of francs,

It having been finally arranged that the opening of the Mont Cenis Tunnel is to take place on the 18th of next month, great efforts are being made to give importance to the ceremony. In connection with the *fetes*, there will be an Industrial Exhibition at Turin, which will remain open until the 25th of September. King Victor Emmanuel will, it is expected, be present at the opening of the tunnel; and, according to the French papers, M. Thiers is also likely to be present.

The Russo-China Steamship Line.—The *Tchichatchoff* steamer, belonging to the Russian Steam Navigation and Odessa Railway Company, arrived at Odessa last week from her first voyage to China, bringing a cargo of 2,600 tons of tea. In order to celebrate this event, on the 20th inst. a grand dinner was given by Vice-Admiral Tchichatchoff, the director of the company, on board the steamer. The Admiral referred to the marked success which had attended the efforts of the company during the last few years, and the importance he attached to the Suez Canal as an easy route for them to India and China. He also humorously referred to the inveterate habit of tea-drinking among the Russian people, and the obligation which devolved upon them to supply the demand arising out of this practice in a manner as direct and cheap as possible. The company were very enthusiastic at the success of their undertaking, and believe have some reason to expect important trade in connection with this newly-established line.

It is a noticeable fact that the first public appearance at home of Sir Harry Parkes, our Minister in Japan, should have been made at a meeting, convened under the auspices of the Glasgow Working Men's Sabbath Protection Association, when a congratulatory address was presented to Lord Shaftesbury.

A telegram has been received announcing the arrival at Penang of the small screw-steamer *Deli*, in fifty-four days from London, including all stoppages. This is an excellent passage for so tiny a craft, and great credit is due both to her builders and navigator.

The Rev. Joseph Henry Maclean, late of Matale, Ceylon, has been appointed assistant chaplain to the Chapel Royal in the Savoy.

Foreign Intelligence.

—o—

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Aug. 22.

According to a letter from Berlin in the *Magdeburg Zeitung* there is a favourable chance of finding purchasers in the Far East for a considerable part of the muskets, ammunition, accoutrements, pieces of ordnance, and other materials of war captured from the French in the late campaign. It is even asserted that a contract has been signed for the delivery of 80,000 needle-guns, chassepots, and other breechloaders to the Government of Japan. An idea may be formed of the immense quantity of superfluous war materials in the Prussian and other German arsenals from the fact that at Berlin alone there are stored no less than 560,000 chassepot guns captured in the late war, of which above 200,000 were found in the arsenals of Strasburg and Metz that were quite new and had never been used, neatly packed in cases of twenty-five each, just as they had been received from the manufacturers. Add to this number the 120,000 stand of arms partly captured from the Austrian and South German Contingents in the war of 1866, and partly found in the arsenals at Stade, Hanover, Cassel, Dresden, and Prague, when those places were conquered by Prussia in the same year. There is not sufficient available space at Berlin for placing all these trophies under shelter from the weather, and thus it happens that a large park of artillery, consisting of fifteen hundred French field-pieces and mitrailleuses, are drawn up on the artillery exercising ground outside the city. Including the heavy siege guns and those of lighter calibre, captured at the Damevirke, the redoubts at Duppel, and at Alsen and elsewhere, during the Danish war in 1864, the total number of pieces of ordnance taken from the enemy during those three short but decisive conflicts is estimated to be more than seven thousand; and —wonderful to relate—not a single one was taken by the enemy. As the general principle of having one single pattern of gun for the artillery and one for the infantry of the whole of the German army has been laid down and will be strictly adhered to, it follows that all this treasure of arms are of no real use in their present state, though it is not improbable that the alteration of the chassepot to the new needle-gun of the Werder pattern may be effected with satisfactory results and at a cheap rate.

A letter has been received here from one of the passengers per Hamburg steamer *Sedan*, from this port to China, *via* Suez Canal, who writes that the hatred and malice of the French towards everything German are flourishing in the East to an incredible extent. On their arrival at Port Said not a single Frenchman could be induced to come on board, and the seven pilots first on the list for duty, being all French, flatly refused to pilot the steamer through the Canal. The eighth on the list was a Greek, and he was engaged. The principal cause of their irritation was the name "Sedan," to which was superadded the, to them,

Digitized by Google

significant fact that the eagles over the name on both bows had lost their heads, one of them being carried away by a heavy sea in the Bay of Biscay, and for the sake of symmetrical appearance the captain had the other removed by the ship's carpenter. The French took this as an unjustifiable impertinence and *persiflage*, as much as to suggest that it was at Sedan that the empire lost its head. The Greek pilot stated that their arrival was telegraphed all the way down to Suez with the words, "*Vapour Sedan, deux aigles, les têtes coupées.*"

A considerable batch of German Consuls has been appointed by the Emperor at ports in the Far East; many of them having served hitherto in the same capacity for the North German Confederation are now raised to the dignity of Consuls for the Empire of Germany. Among the list I find the following names:—Mr. G. Bircher, at Aden; Friedrich Gerlach, at Akyab; August Carl Gumpert, at Bombay; Johann Schmidt, at Calcutta; F. W. Abel, at Cocanada; Adolph Theodor Eimbcke, at Hong Kong; F. M. Cartright, at Madras; H. Hollemann, at Moulmein; Alfred Hasche, at Penang; John Louis Vanderspar, at Point de Galle; B. A. Dieckmann, at Rangoon, and Saul Solomon, at St. Helena.

The annual statistical returns of the trade and navigation of this po for 1870, compiled by the Board of Trade here, have just been published, and show that the falling off in the value of the imports was nearly sixty millions of marks banco—the exact figures being 369,636, 970 M. B. in 1870 against 427,863,770 M. B. in 1869. The falling off in the weight is comparatively not so great, the imports of last year amounting to 52,877,650 centners of 50 kilo. each, against 57,525,301 do. in 1869. In shipping the falling off is not so large as might have been expected from the blockade of the Elbe and the interruptions caused by the war, for though 1,000 fewer vessels of all descriptions arrived yet as their tonnage was generally larger, the falling-off was not more than 142,000 lasts, or 282,000 tons; the figures being 4,144 vessels, of 926,526 lasts, and crews of 56,141 men in 1870, against 5,192 vessels, 1,069,208 lasts, and 68,362 men in 1869. In the vessels that sailed from this port the falling-off is in nearly the same proportion.

The number of vessels that arrived from the Far East last year was as follows:—

From	Vessels.	Lasts.	From	Vessels.	Lasts.
Canton ...	1	237	Akyab ...	1	225
Macao ...	7	1,519	Calcutta ...	1	271
Foochow ...	2	258	Rangoon ...	4	1,376
Shanghai ...	1	143	Singapore ...	5	887
Batavia ...	2	583	Bangkok ...	3	551
Indramayo...	2	425	Navigators Islands	4	722
Samarang ...	1	182			
Sourabaya ...	1	290		37	8,549
Passaroeang	2	880			

The departures in 1870 were as follows:—

To	Vessels.	Lasts.	To	Vessels.	Lasts.
Australia ...	7	1,684	Macassar ...	1	212
Honolulu ...	1	457	Rangoon ...	1	402
Amoor ...	5	645	Singapore...	6	941
Hong Kong	9	1,795	Bangkok ...	1	133
Shanghai ...	5	774			
Batavia ...	1	131		37	7,174

COMMERCIAL.

The Tea market is firm, and sales are effected for local consumption and the interior of Germany. Among the transactions reported were 1,000 chests of Congou, ex warehouse, and 358 do. of the finest Onfa Congou, per Ulysses, for delivery on arrival. In cleaned Rice a fair amount of business has been done at previous prices. No sales of rough Grain reported. Cassia Lignea in great request, and higher, 11¼ and 11½ sch. bco. having been paid. Flores firm, at 15¼ paid. Pepper in favour, several parcels of Singapore having changed hands at 6½ sch. bco.; of Penang there is none in the market. Holders of Spelter find they have been asking too high prices, and reduced their demands to 11¾ marks bco., at which figure 2,000 centners were taken.

SHIPPING.

Sailed.—Lady Bulleau, to Bassein; Deutchland, to Rangoon.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Aug. 23.

The reorganisation of the present system of taxation has been for several years the *question brulante* in Java, and the new Governor-General, Mr. Loudon, seems inclined to solve it. In a few days the *Staats Courant* will publish a Royal decree, by which Mr. P. H. B. Motké, Inspector of the Department of Finance, will be appointed to start with Mr. Loudon to Java to prepare for the introduction of a new system. It is said that Mr. Motké, a functionary of great ability, after having inspected all parts of Java, will lay his plans before the Government. I fervently hope that this measure will have the wished for result. It proves so far that Mr. Loudon is convinced that some reorganisation is necessary.

The commission charged with the examination of the construction of railways in Java has finished its difficult duty, and the report is ready to be printed. This commission, composed of persons interested in trade and the management of railways, has decided with unanimity that it is necessary to construct the lines Banjoemaas-Djoejocarta, and to construct a branch from the Samarang-Djoejocarta line to Sourabaya and Passaroeang.

The remains of eight officers, who died about forty years ago during the defence of the Citadel of Antwerp, and who were buried there, have been transported with much ceremony to Holland, and are to be buried at *het Ginniken*. A flotilla of five men-of-war—the *Tyger*, *Buffel*, *Valk*, *Krokodil*, and *Schorpiven*—started to Antwerp, where our officers were received most cordially by the Belgian military authorities. After many speeches and military salutes the remains were taken on board, and our men-of-war returned to the Moerdyk, from whence the coffins were transported by rail to Breda. The more than friendly behaviour of the Belgian Government in this matter is regarded as having some political significance. At all events it is proved that the relations between these small countries are cordial. The speech delivered on the occasion by the Earl van Limburg Stirum has excited much remark, and I give the principal and most significant passage:—"We were united at Quatre Bras and Waterloo. Let us aspire again to an alliance between these two peoples, and let us hope that whenever we should be involved in a war, the fine Belgian army will fight in union with Dutch soldiers." I need not add that this phrase was enormously applauded by our Antwerp friends, who, contrary to the prevailing opinion in Holland, have much sympathy for a federative league between Holland and Belgium.

In a few days the African Trading Society, established in this town, will issue a prospectus for a loan of f.2,500,000, by which its capital will be doubled. This company has done an excellent business on the (English) west coast of Africa, and no doubt the money will be forthcoming. It is curious that this occurs just after the endeavours of our Government to transfer our African settlements to England.

I regret to record the death of Professor G. E. Voorhelm Schneevoogt. He was born in 1814, and died at his seat, Heyenoord, near Arnheim.

His Majesty has appointed Mr. T. H. der Kinderen, Director of the Department of Justice in Netherlands-India, President of the High Court of Netherlands-India.

The Bourse is as dull as our politics. There is plenty of capital, but no means for its employment.

PRODUCE MARKETS.

Beyond the August coffee sale of the Netherlands Trading Company, last Wednesday, which was attended with a good result, there has been upon the whole but little stirring in our market for Colonial produce, and buyers evidently confine their operations to the requirements for pressing wants. Prices remain for the most part unaltered.

Coffee.—The favourable anticipations entertained of the result of the August sale of the Netherlands Trading Company have been fully realised. The whole of the 125,000 bags put up met ready buyers at an advance of 1 to 1½c. over the brokers' valuations. Good ord. Java sold at 36 to 36½c., and samples of defective taste at 34½ to 35½c. A firm tone continues to prevail, but holders keep back, which checks business. Sales have been closed by private treaty of 988 bags Java, ex Nyverheid, 150 do., ex Top Gallant, 2,896 bags do., ex Henriette Adriana.

Sugar.—A quiet tone continues to pervade the market. Sales have been closed on secret terms of 1,256 baskets Java ex Assens, stored, partly for export, and 1,231 Java, ex Triton.

Tea continues to exhibit a firm appearance, but transactions are on a limited scale.

Indigo quiet; only small lots Java of fine quality change hands. Several parcels came to hand recently by sundry vessels, together about 500 chests, which will soon make their appearance in the market.

Cotton.—The week opened upon a quiet market, but more demand sprang up, and towards the close increasing buoyancy has prevailed, and prices have advanced ⅛c. to 1c. both for spot, afloat, and for forward delivery.

Hides continue to meet ready buyers. The business done since my last has, however, been confined to the sale of parcels, ex Levant, Samarang, and Nation's Hope.

Kapok.—150 bales uncleaned were sold by public auction at 30½c. to 33½c., averaging fully 32c.

Tin.—A quiet tone continues to prevail for this article, and prices rule in favour of buyers. Banca sold at f.80 for usual prompt, and Billiton at f.78½.

Rattans.—A shipment of 80 piculs, ex County of Argyll, changed hands at a price not named.

Rice remains very dull, and prices are barely supported.

Spices.—A steady demand continues to prevail for Nutmegs in the face of the coming public sale, and prices are firmly supported. Mace and Cloves without anything doing. Black Pepper is held for 33c.; a small shipment of 45 bags White do., ex Top Gallant, changed hands on secret terms. According to the descriptive particulars of the Spices to be put up at the Trading Company's annual sale, to be held at Amsterdam on the 30th inst., the valuation in bond of the Nutmegs are of 105c. to 185c.; of the 529 casks of Mace, 255c.; and of the 174 casks Cloves, No. 3, 27c.

Tobacco (Java).—The business in our market embraces since my last small parcels ex Julie, afloat per County of Elgin and per County of Bute. The market is very dull.

Ceylon Cocoa-nut Oil has sold at f.26¼. Prime Cochin is wanting.

Arrack.—The following parcels were put up here for sale by secret tender, but the same have not been adjudged, viz., 100 casks Sourabaya ex Gladstone, and 30 casks Passaroeang ex Top Gallant.

SHIPPING.

Arrivals.—Aug. 19, at Brouwershaven, from Batavia, Triton, 's Gravenhage; from Rangoon, Berwickshire, Murella; at Texel, from Batavia, H.M.S. Willem, Willemina and Clara, Electra; at Flushing, from Akyab, Jolly; 20, at Brouwershaven, from Batavia, Neptunus; 21, at Brouwershaven, from Batavia, Prinses Amalia; from Samarang, Erasmus; at Texel, from Batavia, Nehalennia, G. C. Michels; from Tjilatjap, Java Packet; at Zierikzee, from Batavia, Johanna Maria; from Akyab, Michiels Loos; at Flushing, from Batavia, Europa.

Departures.—Aug. 17, from Texel, for Sourabaya, Geziena Maria; 22, from Hellevoet, for Singapore, Nederland and Oranje.

Passengers Inward.—From Java, per Triton, Messrs. Schultze and family, Heyting and family, Mrs. Terbraak and family, Abraus and children, Miss Pohl, Messrs. J. and P. Amidjojo, Berlaut and Fissot; per Willemina and Clara, Messrs. G. J. Buyskes, C. J. de Jong, H. van der Sande, J. A. T. Cramer and family, M. v. d. Wall and family, J.; H. Lake and family, Mrs. S. Clignett; per Electra, Messrs. van Haeften and family, Miseroy and family, J. F. de Vries; per 's Gravenhage, Mrs. Briet van Leeuwen, Muller Tromp, Messrs. W. van der Valk and family, Strikwerda and family, de Bie and family, Huismans and family, Medenach, Ehule, Rochell, Sieberg, Lindwurm, Futterer, Havelaar, Valette, D. Kalkhoven, O. Born and Court; per Johanna Maria, Mr. T. B. van Soest.

Digitized by Google

CHEAP TEA.

(To the Editor of the *Daily News*.)

Sir,—I take the liberty of asking for a place in your columns upon a matter of serious public interest, relying upon your own judgment, after perusal of my letter, to decide whether it is worthy of the attention which I solicit. My subject is not a popular one. It relates not to politics, nor any of the great questions of the day; but it is one in which all classes are interested, and which, on that account, demands the attention and interference of the press, that rectifier of all wrongs, and radical reformer of all abuses. I have been connected in a variety of ways with the tea trade for forty years; have seen it, therefore, in all its phases and aspects during that lengthened period. When the East India Company alone imported it, I was a member of the trade. When the first shipments of private merchants came into the market, I was there. Since that period I have spent several years in China, and have never been absent from the trade for a single season. Few men, therefore, can boast of a larger experience. From various causes the quality of tea has undergone great changes during the time in which I have been connected with the trade. Latterly, however, the change for the worse has been marked to a degree. When I was in China there were but two ports open to foreigners, viz., Canton and Shanghai. Sometimes even then the growth of one season would be superior to that of another, but there was no general decline of quality. If 1849-50 was not so good as the preceding year, the succeeding season would be better, and so on—as in wheat, hops, or any other article grown in this country. When, however, the ports of Foochow and Hankow were opened, a general change for the worse was soon perceptible, and a gradual decline from year to year. Occasionally a better crop would come, but never one approaching to those of former times when only the two ports—which were further removed from the plantations in which the teas are grown—were open to foreign merchants. The reasons assigned for this falling off have never been thoroughly satisfactory. Some have attributed it to hurried preparation, with the view to get the teas early to the London and other markets; others, to the increased demand consequent upon our rapid reduction of duty, and the opening by Russia of her markets, which were previously closed by excessive duties and prohibitions; and others, again, have thought that the great Chinese rebellion destroyed many plantations, or so injured them that the quality could never afterwards be obtained. These opinions, however, it is not my object at present to deal with. Another matter, more serious than any of these, has this year cropped up in a form so decided as to require energetic notice from the press and serious action on the part of all lovers of fine tea. What I allude to is this, viz.: All the choice chops of Congou brought to the Hankow market this season had been bought for the Russian market and shipped direct to Odessa, without coming to London at all. Not a single chop of the finest grade of first crop tea has been seen in England (nor will be) of the growth of 1871 and 1872. You may say, what have we to do with that? How can we help it, and what business is it of ours? I will endeavour to answer those questions, and in doing so to show you why I ask for your assistance. I need not tell you, sir, how universal the cry is, We can get no good tea! Though willing to pay any reasonable price for it we find it impossible to get it. And it is perfectly true. For a long time past the chief portion of the finest chops have been bought in this market for Russia, and shipped from London to that country; but our retailers always get some little of it. This year they cannot get it at all unless they send to Russia for it, which would be rather too costly a process. So John Bull must fain be satisfied with the commoner grades, and allow the Russ to gloat over what used to be one of the boasts (and pride) of his breakfast table. What has led to this, and what can be done to alter it? The puffing and professed cheap selling of the retail grocer and tea dealer has brought it about and nothing else. For many years past there has been a rage throughout the kingdom for reduced prices. Every tea seller has professed to sell cheaper than any other tea seller, the British public has listened with a greedy ear, and taking the tea seller at his word, has gradually reduced his price, until the general retail price has fallen below the actual cost of superior qualities on the China market, many a retailer professing to sell the finest tea at 2s. 6d. or 3s. per lb., when really fine tea costs that money to the importer, and the Russians are willing to pay it rather than take inferior quality. Now, sir, you will see the remedy, and I think the press should help to bring it about. The retail price of tea is too low. There is no truth in the statement put forth so generally that really fine tea is sold retail at 2s. 6d., or even 3s. per lb. It is simply impossible that it can be done, and if the public continues to believe it and to patronise those shops that profess to do it, we must bid farewell for ever to that delicious thing, a cup of choice tea. The Russians will continue to outbid us, and all the fine Congou will go away, as nearly all the choice greens have done, to America, for the same reason, viz., because they will pay a higher price. If the press would go heartily into this matter, sift my statements through and through, and persuade the public to insist on paying a higher price and having a really fine article, they would confer a greater benefit upon the people than household suffrage, or vote by ballot can ever procure for them. Until the retail price rises to 4s. per lb. instead of 2s. 6d., which is now the ordinary figure, you will never again get fine tea to Great Britain, for the Russians know it, and appreciate it too well and too much to part with it, now they have once got possession.—I am, sir, yours, obediently,

A Lover of Fine Tea.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—James Epps & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

THE AMERICANS IN KOREA.

(The Times.)

In one of the remotest regions of the world, between the Yellow Sea and the Sea of Japan, there lies a country at present almost unknown, but which a few months may perhaps suffice to bring within the sphere of international intercourse and modern civilisation. The new story of the Americans in Korea so exactly resembles a chapter of our own experience that we can appreciate every incident of the narrative; and, indeed, our correspondent at Shanghai ventured, with a confidence which events have justified, to predict the course and issue of the expedition while affairs were still pending. An ordinary map of Asia will show the reader the position of the peninsula in which the scene is laid, and, unless the discoveries of the French five years ago have been embodied in the latest charts, we know not where any more special information is to be found. Such details, however, are not indispensable. For the immediate purpose it is sufficient to observe that the Koreans—the inhabitants of the country in question—had given offence to the Americans by the destruction of an American vessel and the massacre of her crew, and that it was resolved to despatch an expedition to impress on them the obligation of succouring the shipwrecked, and to establish, if possible, some better communication with the people and their Government. It is, however, a significant feature of the story that its point of departure should be in Japan. That country, but a few years since a mystery to the world, now serves as a base of operations for fresh adventure, and the American flotilla sailed, as an English squadron might have done, from a Japanese port to the scene of action.

We enjoy on the present occasion one singular advantage. We know precisely what the Koreans thought of the invasion, what policy they determined to pursue, and on what grounds this policy was adopted. No sooner did the expedition arrive at the mouth of the River Kanghoa than a Government vessel came off to the flagship, and the officials on board, without waiting for any communication from the Americans, presented them with a formal despatch. This document, for a copy of which we are indebted to the activity of our Shanghai Correspondent, is so comprehensive as well as important, that we subjoin it entire:—"In the year 1868 a man of your nation, whose name was Febizer, came here and communicated with us and went away. Why cannot you do the same? In the year 1866 a people called the French came here, and we refer you to them for what happened. This people and kingdom have lived in the enjoyment of their own civilisation four thousand years, and we want no other. We trouble no other nations; why should they trouble us? Our country is in the farthest East, yours in the farthest West; for what purpose do you come so many thousand miles across the sea? Is it to inquire about the vessel destroyed? Her men committed piracy and murder, and they were punished with death. Do you want our land? That cannot be. Do you want intercourse with us? That cannot be."

The men who drew up this note were no savages. They anticipated, and correctly anticipated, all the demands of their visitors. They meant to refuse these demands, and they spoke their mind; nor would it be very easy to put their case in a more specious form. They obviously felt that an account was due of the shipwrecked vessel and her murdered crew, and they allege, therefore, that the treatment was deserved. They reject beforehand all overtures towards commercial or social intercourse, and claim to be let alone, to live, as they have contentedly lived, "for four thousand years." What are they to the Americans, or the Americans to them? Let the expedition depart, as other expeditions had departed—the French in 1866, and the Americans themselves two years afterwards. There could be no objection to following a course for which such precedents were at hand. Little more, we think, is needed for the comprehension of the whole story. This despatch tells the tale for both sides. The Americans desired to obtain redress for the destruction of their vessel, or, at least, to prevent such catastrophes in future by establishing the title of foreign mariners to safety and succour. For this purpose they intended to visit the Korean capital, and so produce an effect upon the Government; while the Koreans, on their side, were resolved that no such visit should ever be allowed. Accordingly they evaded the charge of murder, refused further communication, and in the meantime, as events proved, prepared themselves for resisting force by force.

On the 1st of June the expedition proceeded up the river. It was intended to be amicable if circumstances should permit, but it was well equipped for the chances of war, and the precaution was justified. The vessels—four steam launches and two corvettes—advanced for some miles without interruption, until they came to a point where the stream narrowed considerably, and where batteries had been erected with some skill to command the river. The instant the boats reached this point the Koreans opened fire, and maintained for some minutes a cannonade so hot that men who had gone through the battles of the Civil War were astonished at its intensity. Happily for the Americans, however, either the guns or the practice were so bad that the iron storm did very little damage; the launches with their 12-pounders made a most effective reply, and the corvettes, presently coming up, with their heavy ordnance, finished the whole work in less than a quarter of an hour. The Koreans could not withstand the shells pitched into their batteries, and they left their works and fled, though to no great distance. Two men only were hurt on the side of the Americans, but the vessels had received some injuries, and, as it had now become evident that war, and not peace, must be expected, the flotilla dropped down again with the tide to the river's mouth. The Americans, however, were naturally indisposed to desist from their designs at this stage. The Koreans had fired upon the United States flag, and had done their best to destroy American ships feeling their way to the capital, on a peaceful expedition. After an interval, therefore, of ten days had been allowed to the Koreans for apology or explanation, another and a stronger force was despatched, with orders to destroy the forts which had fired upon the squadron. These instructions were punctually executed. The American artillery again carried everything before it, and, after a contest in which, although the Koreans evinced much spirit, the Americans suffered little loss, the forts were captured, and the second expedition returned like the first.

Digitized by Google

But now occurs the question, what is to be done, or to what end are things tending? The Americans having experienced an affront have chastised the offenders, and so far as the immediate point of honour is concerned may well be content. They have made, however, no progress towards the original object of the expedition. They have not advanced to the Korean capital; they have opened no communications with its Government; and, if the matter is dropped at its present stage, the lives of sailors shipwrecked on the Korean coast will certainly be no safer than before. The Koreans will consider themselves, and not entirely without reason, as successful in the contest. Without heeding the capture of the forts or the defeat of their soldiers, they will remember only that an expedition which attempted to reach their capital never did reach it, and that they were left in undisturbed enjoyment of the isolation for which they contended. Nor is it in the least anticipated that they would be found more conceding on a fresh application. On the contrary, information has been received that an army of 30,000 men is assembled between the coast and the capital, prepared to encounter any invading force. Of the Koreans themselves, we are told that they are men of good stature, well trained, and, after their fashion, well equipped. That they are not deficient in courage these affairs have shown, and, though they can never offer an effectual resistance to an American Army, the United States' commander must receive both reinforcements and authority before he can renew the attack. Of course our countrymen in those parts are unanimous in thinking the attack must be renewed. They consider, indeed, it is only fair that the Americans should take their share in the inevitable work of subjugating the East, and would look with alarm on any policy which left refractory natives triumphant or unsubdued. Such reflections, we admit, arise naturally from their position; it remains only to be seen what view of the case may be taken at Washington.

THE LOSS OF THE "MEGÆRA."

Sir James Elphinstone has addressed a letter to *The Times* with reference to the loss of the Megæra, which recapitulates the conditions under which the vessel was despatched from England, and shows the strong grounds which existed for the remonstrances that were forwarded to the Admiralty at the time. We subjoin the principal statements made in the letter:—

In the early part of the year the Megæra was selected to carry thirty-three officers and 320 men, being the officers and crews of two sloops, which by the present practice were to be relieved on the Australian station, instead of being brought home for that purpose. There were two routes by which this service could be performed—the direct and safe course (seeing the ship only drew 17ft.) being by the Suez Canal, when she would have availed herself of the south-east trade after crossing the Line, and would certainly have carried fine weather as far as the supposed position of the Tryal Rocks, if not the whole way to Cape Leewin. The alternative route by the Cape of Good Hope would oblige the ship to run down 9,000 miles of easting in high Southern latitudes in the depth of winter, heavy gales of wind, accompanied by great seas, rain, and sleet, being the normal condition of the weather. The distance by the former route is, in round numbers, say, 10,000 miles; by the latter not less than 15,000. Why was the longest and more stormy passage selected? Sir John Hay said it was from motives of economy. This Mr. Goschen indignantly denied; but Mr. Gladstone, who came to the aid of his lieutenant, told the House that "a considerable portion of her stores were to be left at the Cape." Was it for the saving of freight on some 120 tons of stores to the Cape that this old ship was sent 5,000 miles out of her way at the risk of the comfort and convenience, if not the lives of 400 souls? If it was not economy, it was absurdity.

Now let us see what was the condition of the Megæra. She was built in 1846, before the construction of iron ships was so well understood as it is at present. It is not denied that as long ago as 1866 she was placed at the bottom of the list of store, not troop, ships, and was reported to be fit for only eighteen months or two years' service, if "repaired." Mr. Goschen, quoting from a report, said, "She may remain fit for service eighteen months or two years longer when repaired." It does not appear that she was ever thoroughly repaired. But Mr. Gladstone produced a report, dated July 30, 1866, which stated that the thinnest plates in the Megæra's bottom were three-eighths of an inch. "But the plates between wind and water, all round the vessel, to about twenty feet from the stern, from the wall down to the first lap, about eight feet in breadth in midships, and about five feet in breadth forward and aft, are very thin." Let any of your readers take a foot rule and lay off three-eighths of an inch on his thumbnail, and he will see the thickness of some of the Megæra's bottom plates in 1866. Mr. Gladstone seemed to think he had made a point when he showed that her bottom was not the worst of her. Well, this old ship was selected for service, and early this year she left Chatham with her cargo ill-stowed, and arrived at Plymouth in a miserable state. Instead of ordering her to be unstowed, her cargo re-stowed, and a critical examination instituted into her fitness to perform the duty which was to devolve upon her, she was sent to sea at a stormy season of the year, with her decks lumbered and her berths overcrowded. She next makes her appearance at Cork, with her outer bobstay gone, her ports leaking, her water-way seams open, her decks flooded, and her passengers' effects and bedding sacked with water. This is the condition the First Lord describes as one of "some discomfort." I should term it one of considerable danger, and, seeing what the ship had before her, one for the gravest anxiety.

Questions were asked in the House of Commons, and most flippant answers returned, though subsequent events show what good ground for inquiry there was, and how correct both Mr. Kavanagh and Mr. Walpole were in their queries and statements. Nevertheless, the ship was sent to sea, and we next hear of her stranded in a sinking state on a desolate island in the Southern Ocean.

In about eighteen months three ships have been lost by default of the Admiralty,—the Slaney, the Captain, and the Megæra. The first was driven ashore and wrecked on the Paracels in the China Sea, from sheer weakness of steam power; the second I will not here allude to —we have not done with her; the third is another perfect specimen of the result of Mr. Childers's reformed administration of naval affairs, and it is a remarkable feature in the discussion that the late Secretary to the Admiralty did not appear to explain the reasons why the Megæra was selected for the service she was sent on; Mr. Goschen alone can tell why she was not recalled from Ireland when she showed so plainly her unfitness for the work.

We are promised an inquiry when the crew of the Megæra are rescued from their present situation; it is a matter of course that such an inquiry should be made, but who is to inquire into the shortcomings of the Government! That will be the duty of another tribunal, and will not form a pleasant introduction to the Session of 1872.

I believe the loss of the last two ships, at all events, is due to gross mismanagement and to the confusion which has reigned supreme ever since Mr. Corry left the office.

A PERILOUS VOYAGE.

We have received an account of the arrival at Aden of the screw steamer *Vixen* under somewhat exceptional circumstances. She is a screw steamer of 1,081 tons register, plying between Calcutta and London, via the Suez Canal, with cargo and passengers. She left Madras on the evening of the 15th of May. Her speed was unusually slow, seldom exceeding 7½ knots an hour, and the day's run did not average more than 170 miles. On the 2nd of June the discovery was made that the vessel was completely out of coal. At first sight it would seem that the circumstances were not very grave. The ship was within 200 miles of her destination; she was in the track of all the vessels plying up and down the Red Sea; and she had masts and sails at her disposal, being rigged as a brig, with two fore-and-aft sails, and a set of square sails on the foremast. But the vessel was a very bad sailer, being barely able to go within seven points of the wind; the wind was, in this case, less than six points off the course to Aden; the screw was found to be stiff, and would not turn with the water, when the vessel was propelled by the sails; and as a consequence of all this, more lee way was being made than movement in advance.

Under these circumstances it was resolved to make for the coast of Arabia and anchor there; and in the meantime to try and establish communication with Aden. In the first place, however, every endeavour was made to lessen the distance by making the most of the fuel left on board. Everything in the shape of wood was cut up and thrown into the furnaces. On the afternoon of the 4th the distance between the ship and Aden had been reduced to about forty-five miles, but all the fuel had been expended, and the distance of the shore on the lee bow was not less than fifty miles; and the ship was a long distance now from the track of other vessels. At this stage matters were becoming so urgent that the captain fitted up a boat to sail to Aden. The chief officer took charge of this with a crew of ten men and one volunteer from the second-class passengers. On the 6th the vessel came to an anchor near the shore, at a distance, as then ascertained, of about 165 miles from Aden, the motion of the ship having been retrograde as regarded her destination. On the morning of the 7th a small expedition was organised for reconnoitring the shore, with a view, if possible, to obtaining water, or at least firewood. The captain and one or two passengers went ashore with two boats' crews. About every other man had a rifle, or a revolver, and they might be said, when viewed as a body, to be fairly armed. The party had not advanced more than a quarter of a mile from the shore when a number of Arabs appeared from behind the bushes. As the Arabs refused to sell water or give any other assistance the party drew off, and, while keeping well together, managed to cut down a little firewood, and carry it to the boats. A diversion had already taken place at the boats, a group of about fifty armed Arabs having suddenly come down upon them in a threatening manner. The men in charge of the boats immediately pushed off from the land, and waited in that manner till the party had rejoined them, when everybody re-embarked without further molestation. The manner of the natives was towards the last so conciliatory that many of the party really believed them to be friendly. This feeling was carried so far that the ship's doctor, Mr. Mathews, suddenly announced his intention of walking along the coast to Aden. His enthusiasm was caught by another European, the second steward of the ship, and by two of the seamen. The captain gave his consent, and these four started at once, on their walk of 165 miles along the burning sand, with nothing to eat and drink but a few biscuits and a bottle of water each, and with no arms on them but one rifle and three small revolvers.

Next day a small sail appeared in sight, the first that had been seen since the ship's troubles began. Signals were made and a boat was sent to intercept the vessel in her course. The latter measure succeeded, and the Arab in charge of the craft came to a parley, from which it was ascertained that the chief officer with his crew had been seen safe in Aden.

On the same day the white sail of a large Arab "dhow" was seen bearing down on the unfortunate steamer. The enthusiastic welcome of the chief officer, the rapid transfer of twenty tons of coal-bags to the hold of the ship, the huzzas of the whole ship's company as the first stream of smoke was noticed stealing out of the funnel, are not difficult to conceive! One or two on board, who were behind the scenes, knew that a real danger had been avoided. For news had just been brought from the walking party, who had got into the hands of a friendly Sultan, narrating their own experiences, and warning the ship's company not to go on shore a second time, as the Hill Arabs had formed a plan for overpowering them and taking possession of the ship. If any doubt had been entertained as to the truth of the warning sent by the Sultan it would have been dispelled by the appearance of the shore. For whereas during the whole day not a trace of any living being had been visible there, immediately the smoke appeared from the funnel of the vessel thousands of Arabs were seen to throng the coast. The *Vixen* steamed into Aden on the 10th of June, and there the story ends.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Akola, str., via S.C.	Colombo	London.	Aug. 1	1	...	...	...	...	...	82449	13450	...	...	...	...	...	...	...	...	...	81	164	561	775	...	...	265	...	...	...	26	6	...	...	...
Mary Evans	Bangkok	,,	,, 3	17	...	...	...	3000	1253	...	...	...	...	...	...	...	...	...	...	9	162	...	...	...	200	77	...	166	60	855	...	...	...	...	...
Carnarvonshire	Japan	,,	,, 5	200	29	...	9	2419	497	334900	331860	...	...	312	7867	1047	8000	...	22	90	10	288	792	724	...	150	...	...	...	153	17	...	109	129	250
Virago, str., via S.C.	Colombo	,,	,, 7	20	...	...	...	163	1836	626828	187450	...	...	...	640	...	1 cs.	123	...	...	28	46	95	319	50	201	1556	120	...	215	11½	14	200	793	648
Callisto	Do.	,,	,, 7	...	40	1¼	...	...	534	...	...	...	...	...	...	...	...	...	107	54	802	195	...	108	312	60	55	...	...	192	...	...	118	...	36
Ocean Beauty	Do.	,,	,, 8	58½	179¼	5	¾	37	2122	14357	163696	...	...	...	...	...	1904	18	172	59	1883	1092	20	1083	890	405	87	...	61	2155	40	50	487	187	155
Glengyle, str, via S.C.	Singapore	,,	,, 9	...	...	17½	...	...	430	332000	4800	...	...	...	405	...	...	...	...	...	...	...	...	...	...	...	5	...	...	12	...	15	236	25	...
Do. do.	Hong Kong	,,	,, 9	...	2¾	34¼	...	35	1030	770300	...	420	27	...	6527	...	112582	...	...	...	4	44	...	118	...	100	889	445	...	272	...	5¼	59	156	87
Do. do.	Shanghai	,,	,, 9	...	3½	9	108	...	76	6547850	515950	1683	560	...	25193	...	410	130	...	...	...	...	...	100	...	...	205	...	...	35	...	7½	133	268	55
Do. do.	Japan	,,	,, 9	...	...	...	...	84	93	68800	232726	...	72	...	3373	...	...	...	...	...	...	...	...	...	...	...	73	...	...	14	...	...	...	15	...
Isles of the South	Hong Kong	,,	,, 11	...	25	23	405	10	1146	702300	12500	...	...	...	560	...	87840	...	194	112	964	279	1210	2731	943	607	829	170	200	779	406	22	2906	265	2
Laurel	Shanghai	,,	,, 12	320	...	...	151	...	500	234000	...	...	...	80	280	14	...	...	115	140	239	281	1123	907	...	64	20	...	...	15	361	10	454	146	...
Henry the Fourth	Colombo	,,	,, 13	...	...	...	...	161	109	129688	73903	...	...	53	..	46	...	93	...	...	...	11	...	9	50	94	48	...	...	124	...	17½	17	169	30
River Eden	Singapore	Livrpool	,, 8	149	...	15½	...	520	2277	617354	58001	...	...	...	160	462	24000	...	...	30	...	...	...	407	450	95	...	310	395	640	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Akola, str., via S.C.	Colombo	120	24	57	19	155	...	16	...	...	...	...	...	...
Mary Evans	Bangkok	40	...	...	...	150	...	...	...	...	...	200	...	...
Carnarvonshire	Japan	158	28	437	1452	...	...	100	50	6	...	306	...	...
Virago, str., via S.C.	Colombo	1037	38	2282	273	135	67	247	23	281	...	164	1579	7
Callisto	Colombo	...	...	...	...	...	...	...	...	...	...	...	...	...
Ocean Beauty	Colombo	149	...	444	66	...	9	145	10	350	204	...	1377	25
Glengyle, str., via S.C.	Singapore	60	...	349	80	64	...	130	27	...	2223	...	...	300
Do. do.	Hong Kong	73	122	994	690	157	...	10	30	39	806	...	...	70
Do. do.	Shanghai	439	68	665	540	317	79	48	43	35	3768	415	410	...
Do. do.	Japan	76	18	310	832	...	...	65	50	20	...	...	...	...
Isles of the South	Hong Kong	476	62	195	114	...	3	95	30	121	1102	...	127	...
Laurel	Shanghai	93	...	...	...	20	...	...	53	...	30	...	...	...
Henry the Fourth	Colombo	178	8	44	42	12	52	48	...	4	38	10	...	4
River Eden	Singapore	42	...	...	...	...	...	...	335	...	...	...	158	...

ADDITIONAL.—Per AKOLA (str.).—Effects, £14; goods, manufactured, £29; clocks, £18.

Per MARY EVANS.—Coal products, £300; fire bricks, £25; steam launch, £198; coals and coke, 200 tons; gums, 16 tons.

Per CARNARVONSHIRE.—Refined sugar, 51 cwt.; sealskins, £150; goods, manufactured, £77; cottons, £1,340; effects, £18; fruits, 3 cwt.

Per VIRAGO (str.).—India-rubber manufactures, £16; lawn-mower, £5; plants, £10; self-propelling chair, £16; surgical instruments, £105; sheep's wool, £10; scientific instruments, £67; effects, £90; clocks, £12; empty bags, £188; fire-engine, £50; garden-engine, £10; goods, manufactured, £5; corks, £71.

Per CALLISTO.—Corks, £68; carriage materials, £25; cement, £188; goods, manufactured, £18; geneva, 1,560 gallons.

Per OCEAN BEAUTY.—Refined sugar, 4 cwt.; tarpaulins, £32; manure, 30 tons; chalk, £7; goods, manufactured, £45; corks, £95 roofing felt, £12; effects, £14; stonework, £32; grindstones, £48; cement, £32; coals and coke, 10 tons; zinc, 1 ton; steel, 5 tons; geneva, 2,504 gallons; tar and pitch, 30 barrels; gunpowder, 12,004 lbs.; beef and pork, 14 cwt.

Per GLENGYLE (str.).—To Singapore: goods, manufactured, £50; scientific instruments, £117; effects, £165; cottons, £500. To Hong Kong: Goods, manufactured, £11; aerated waters, £13; effects, £80; india-rubber manufactures, £70; cottons, £150; quicksilver, 200 bottles. To Shanghai: Goods, manufactured, £100; chocolate, 1 case; dogs, £30, effects, £180; amber goods, £400; scientific instruments, £4; steam packing, £20; cottons, £12,012; quicksilver, 400 bottles; fruits, 3 cases. To Japan: Refined sugar, 5 cwt.; effects, £130. To Sourabaya: Saddlery, £5; millinery, £25; plain cottons, 14,000 yards.

Per ISLES OF THE SOUTH.—Condensed milk, 45 cases; wire rope, £41; mineral waters, £26; lighthouse, £2,975; goods, manufactured, £80; cottons, £625; tin plates, 5 boxes; gunpowder, 68,525 lbs.; fruits, 52 cwt.

Per LAUREL.—Refined sugar, 28 cwt.; effects, £60; granite, £5; pickles, 1 case; bricks, £15; coal products, £11; hemp, £25; soda-water, £12; goods, manufactured. £25; pig iron, 50 tons; gunpowder, 300 lbs.

Per HENRY THE FOURTH.—Refined sugar, 62 cwt.; clocks, £12; effects, £25; tin foil, £15; corks, £30; billiard and bagatelle tables, £332.

Per RIVER EDEN.—Cork fenders, £5; sheathing felt, £24.

Per HIBERNIA (str.), from London to Port Darwin, cleared July 22.—Stationery, £123; telegraph cable, £102,500. To Singapore: Hardware, £133; plated ware, £20; billiard table, £60; earthenware, £20; stationery, £30; drugs, £10; grindstone, £7.

Per JUANPORE (short shipped) —Coke, 25 tons.

Per ALBERT VICTOR (short shipped).—Coal products, £55.

Per JOHN MILTON —Coloured cottons, 15,773 yards (short shipped); glass, £246; ammunition, £10; paints, £97; oil, 250 gallons.

Per SCAWFELL.—Haberdashery, £456; hats, £130; hardware, £78; woollens, £168; glass, £21; provisions, £32; leather, £32; clocks, £30; stationery, £38; perfumery, £14; plain cottons, 44,800 yards (short shipped); oilman's stores, £36.

Per ADA.—Woollens, £1,181; yarn, 10,000 lbs. (short shipped); bar iron, 52 tons; sheet iron, 6 tons; yarn, 3,360 lbs.

Per PORTLAND.—Oil, 374 gallons; cottons, £50 (short shipped); lead, 3 tons; vestas, £38; paints, £45.

Per EDINBURGH, for Port Darwin and Batavia, cleared July 29.—Telegraph cable, £202,250.

Per BOMBAY.—Provisions, £30 (short shipped); butter, £12.

Per LORNE.—Plain cottons, 143,000 yards; coloured cottons, 79,900 yards; twist, 15,000 lbs.; bar iron, 5 tons; hardware, £53; fire-arms, £1.

Per FIDELA.—Yarn, 10,200 lbs.; coloured cottons, 9,600 yards; glass, £657; stationery, £21; chemicals, £20; corks, £15; curry combs, £18.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: WEDNESDAY, AUGUST 30, 1871.

THE SINGAPORE JUDGESHIP SCANDAL.

A FRENCH wit has told us that there are three ways of getting out of a scrape. The first is to make such an excuse as will cause our mistake to be overlooked, but this is an inferior branch of the art. Far higher is the second method, which teaches us how to make capital out of our blunders, and absolutely to stand better with the world, after we have confessed them, than before they were perpetrated. It requires genius to do this, and, moreover, there is always a certain risk of the person who rashly attempts it involving himself in a greater trouble by extricating himself from the less—stepping out of a puddle into a morass. The part which the COLONIAL SECRETARY and the ATTORNEY-GENERAL took in the debate at the Legislative Council of Singapore on the late legal scandal there forcibly reminds us of the risks incurred by those adventurous spirits who, when they have got into scrapes, elect to stand or fall between the second and third of the alternatives of the Frenchman. It seems to us that both gentlemen offered a very unsatisfactory, though tiresomely lengthy excuse for their part in the supersession of Mr. OWEN; but this is not a matter of so much moment as it might otherwise have been, since the matter in dispute has been referred to the Colonial Office at home, and will be brought before Parliament at the commencement of next session. The ATTORNEY-GENERAL of the Straits Settlements may perhaps "be surprised "to learn" that the course pursued towards Mr. OWEN has excited as much indignation among influential legal authorities in London as it seems to have caused in the bar of Singapore. But this, as we have already said, is beside the main question. There can be little doubt that the insult offered to Mr. OWEN will be made amends for in due time. Meanwhile, perhaps, the perusal of an odd number or two of the legal journals of London might afford the ATTORNEY-GENERAL some useful information—if his time is not so fully occupied that he has no leisure to devote to the forms and etiquette of his profession, as we fear, from his speech in Council, must have been the case. We shall probably deal in a future issue with the statements of the COLONIAL SECRETARY (of the Straits) on this unfortunate subject. To-day we have only space to indicate the extraordinary state of bewilderment in which his brother CURTIUS—the ATTORNEY-GENERAL—leaped into the senatorial gulf and stopped its yawning by, what we think he must consider now, an act of personal sacrifice not repaid by its result. It never fell to our lot to read any speech in which confessions of ignorance were made in such rapid succession as by the ATTORNEY-GENERAL. Such phrases as "I was not at the Court, and did not know, &c.;" "I was very busy "at the time, and did not take much notice, &c.;" "to "this moment I know nothing about this case &c," crop up with very suggestive frequency in the course of the hon. gentleman's address, though the pith and gist of his speech seems to have been entirely unperceived by himself. DOUGLAS JERROLD never made one of his personages say anything more severe of themselves than the ATTORNEY-GENERAL did, when, after explaining the monstrous injustice of referring all causes exceeding $50 to the Supreme Court, he said "it was *matter of surprise* that a Legislative "Council had been in existence in Singapore for more than "four years, without any means having been adopted for "altering the system." Cool people at home, who are not "so very busy at the time that they don't take notice," will probably ask *whose duty* it was to bring an Ordinance before Council to remedy this state of things. Such persons will entirely fail to perceive any justification of the personal slight, which was unquestionably passed on Mr. OWEN, in the explanation of a vicious system which the ATTORNEY-GENERAL was generally expected to reform. In a very few days the arrival of Sir WILLIAM HACKETT would have superseded Mr. OWEN'S acting appointment. The Straits Government, however, could not resist the opportunity of resenting the Acting Judge's independent conduct with regard to a "particular case," which the COLONIAL SECRETARY says he "unfortunately alluded to" in a "private note." We repeat that we believe that if Sir WILLIAM HACKETT were called upon to take the course suggested to Mr. OWEN, he would refuse to do so; and we say that an "Acting Judge," for the period in which he acts is entitled to all the authority and consideration due to a confirmed servant of the State. The public and the profession in this country are of opinion that this consideration was not extended to Mr. OWEN, and that his authority was withdrawn contrary to all legal usage; and it will take much more straightforward language than the lame apologies of the COLONIAL SECRETARY and the ATTORNEY-GENERAL of the Straits to put their conduct in this matter in a favourable light.

THE SITUATION IN THE KOREA.

THE accounts from Korea, as well as Admiral RODGERS'S general order on the occasion of the recent engagement, point conclusively to the necessity of carrying forward the expedition till some more tangible object is gained than the Koreans seem prepared at present to grant. Whether the expedition was wisely undertaken, and whether it was sensibly conducted, is beside the question. The prestige of foreigners in Korea (to say nothing of China and Japan) will suffer severely if affairs are allowed to remain as they stand now. The French expedition, some half-dozen years ago, exercised a very prejudicial effect, because it was not followed up; and the present American action will certainly tend still further to weaken the apprehensions of the Koreans with regard to foreigners, unless they are made to regard them, not as cropping up from time to time in the character of fitful foes, but as determined under reasonable conditions to secure themselves a permanent position as trustworthy allies. The Koreans have certainly been shown that they are no match for the Americans; but the Americans by the engagement on Kang Hoa Island have acquired no *locus standi* in the Korea. In fact, they are regarded with more dislike than before, and it therefore devolves upon them, in the interests of civilisation and commerce, to insist, by pacific but firm demands, on securing that recognition of foreigners in the Korea which Admiral RODGERS'S expedition, whatever gallantry may have distinguished it, has entirely failed to acquire. *The Times*, in a leading article, which will be found in another column, confirms its Shanghai correspondent's views on this subject, which we need scarcely add echo those of the majority of the foreign community of Shanghai.

The latest advices *via* San Francisco, which we also reproduce elsewhere, state that the English press in China denounces the return of the American fleet to Chefoo, as having all the moral effect of a defeat. It is also stated that two Englishmen and a German have been captured by the Koreans, and sent into the interior, and that the British fleet has sailed from Japan to inquire into the matter. We give these reports for what they are worth; but they do not correspond with our own information, which is to the effect that, although Admiral KELLETT was most anxious to take part in the expedition, and render our American friends all the aid in his power, he was unable to obtain permission to do so and was greatly disappointed in consequence.

CHUNG HOW, with his suite, has arrived in London, and taken up his residence at the Grosvenor Hotel. We understand that no definite result has been arrived at in the negotiations entered into with the French Government.

Digitized by Google

THE RETIRING GOVERNOR OF LABUAN.

No doubt it is an admirable quality to be able to do a little thing well. It shows at least the capacity to apply the mind to details, and the disposition to regard nothing as trifling that contributes to even petty results when they come within the sphere of duty. And this "power of attention," which Charles Dickens praised so justly in almost his last public speech, not seldom proves the groundwork of a career which may be usefully extended to more ambitious and responsible offices. Therefore we are far from grudging Mr. Pope Hennessy the satisfaction with which at a late meeting of the Legislative Council of Labuan the retiring Governor reviewed the progress of that "tight little island" under his administration. It was much to say that the exchequer had always previous to Mr. Hennessy's government been a drain on the Home Government, till the debt had risen to no less a sum than a quarter of a million; and that, almost immediately after his accession to office, he was enabled to turn the financial tables, and, instead of a continuing deficit, to show a rising surplus, which promises to pay off the island's debt in half the time it took to incur it. But in order to permit us to receive with unaffected satisfaction the announcement of such a boon as this, it is desirable that the claim on our gratitude should be advanced with a quality for which Irishmen are perhaps less distinguished than most other Europeans — modesty. Mr. Hennessy was no doubt carried away with enthusiasm, and the consequence is that his speech smacks somewhat too much of Milesian bombast. It reads rather like a proclamation of the virtues of Brian Boru, accompanied by himself on the harp of Erin, than the modest account of the administration of a little speck on the ocean which even now raises a revenue of no more than £8,000. When we perceive that Mr. Hennessy's panacea for the failing exchequer of 1867 was the simple expedient of pushing the opium trade, we must own that we are not struck with the originality of the idea, and cannot quite understand Mr. Hennessy's being proud of it. From 1867 to the present time, under new regulations, the opium farm of Labuan has risen so greatly in value that, while it realised in the former year only $8,700, the crop for 1873 has already been sold for $16,800—a transaction which, however favourable in a mere pounds shillings and pence point of view, will, we can assure Mr. Hennessy, be regarded by a large section of the people at home with disapprobation.

We have only one more word to add. There are no European merchants in Labuan, and we therefore see no reason for the gratuitous sneer at the "little group of Europeans, who had for so many years been the governing class," until Mr. Hennessy was so much struck with the superior virtues of the Chinese as to "report that they were the only industrious and enterprising people he found in the island, and "that consequently he intended to rely on *them* for counsel "and assistance." This may be all very well in its way, and within due bounds, but we think that Mr. Hennessy, who is himself an industrious and enterprising person, would have done better if he had taken measures to attract some of his mercantile countrymen to the seat of his government. It strikes us that the prosperity of Europeans in connection with Labuan—as with every other dependency—is the sole reason why the island was ever occupied, and why a British Governor is set over it now. If Mr. Hennessy has done no more than consult the advancement of the Chinese, at the expense of the progress of the Europeans, he may not be able to speak with so much pride of the results of his government, now he is returning to England, as he did among the obsequious natives of the little dependency which he leaves, as he found it, without European merchants. We hope that Mr. Bulwer's government will be more fortunate in this respect at least; and that the revenue may be increased by the expansion of legitimate commerce rather than by raising the opium trade to high pressure. We hear that a portion of the Singapore community have been so far captivated by Mr. Hennessy's report of himself that they think he would make a very desirable successor to Sir Harry Ord. This view, however, we have reason to believe, is not shared by the general public of the Straits; and we are therefore glad that Mr. Hennessy's appointment to the Bahamas will prevent this occurrence.

We have already announced that the railway service through the Mont Cenis Tunnel is to be inaugurated in September. This route (*via* Paris) to Brindisi will probably effect a saving of about twenty-four hours on the present one through Germany and the Brenner Pass, but we understand that our Postal authorities hesitate to make any change until the Tunnel service has been well proved and the general condition of France becomes more settled.

The P. and O. Company's new steamer *Mirzapore* leaves on 2nd Sept. for Alexandria, and on return will be despatched to the Indian side. The *Peking* will be ready in October, and the *Peshawer* will be launched about that time. Four new steamers, of about 3,000 tons, have been contracted for with Messrs. Caird and Co. and Messrs. Denny and Bros.

LITERATURE.

—o—

The Claims of China on Christian Men. By the Rev. Alexander Williamson, LL.D. Edinburgh: Oliphant and Co.

This is a very little book which contains a great deal more than many ponderous tomes. The author of "Journeys in North China" needs no introduction to our readers, nor, we believe, to any commonly intelligent section of the public, for the rare merits of that work were acknowledged at once by the great London literary organs, whose chorus of praise we only contributed our mite to swell. As the *British Quarterly* justly observed, "Mr. Williamson's volumes are full of minute, thorough, and novel information of all kinds concerning the country." The reviewer might have added that there is a charm in the simplicity, sincerity, and earnestness of the writer, which must always command the respectful attention, and go far towards bringing over to his views those who have hitherto been of an opposite opinion, or, what is much more likely, ignorant and indifferent as to the subject. We have no hesitation in saying that such books as those of Miss Frere and Mr. Williamson are at this moment doing incalculable good by disseminating information about an almost unknown but deeply interesting country in a style at once unaffected, considerate, and penetrating. There is not a library of any pretension in the kingdom that has not got both these books on its list, and the benefit to be derived from them is now silently working in the minds of the readers who will take our places in the next generation.

The pamphlet before us is the "moral" of Mr. Williamson's larger work, but it contains so great a mass of information that those who may not have the opportunity of procuring "Journeys in China" will read it with as much interest in its facts as sympathy with its object. By way of striking a key-note, the author says (and we quote the observation in order to show his apt and striking way of bringing facts before us): "Suppose no China, and suppose that the Chinamen were distributed over the whole world—Europe, Asia, Africa, America, Australia, and the isles of the sea—why, *every third man you would meet would be a Chinaman!*" The author continues:—

> Here, then, we have a people embracing one-third of the human race—a people possessing vast territories, as rich and fertile as ever they were, territories full of immense mineral wealth as yet practically untouched, all indicative of a triumphant future—a people of great reach of intellect, fertility of resources, full of energy and enterprise, fitted by nature and disposed by training to contend with any obstacle, and carry out their enterprises in spite of all opposition—a people, in a measure, cultivated and prepared to receive all that can be placed before them for acceptance—a people whose youthful minds are directed towards moral excellence as the acmé of all ambition, trained to imitate virtuous examples and to watch the springs of action, taught to set mental accomplishments above wealth, and virtue above nobility.

Here we feel ourselves compelled to pause an instant and ask Mr. Williamson whether he is quite sure of his facts in this last particular. If "virtue is set above nobility," why is Chung How, the assassin (virtually) of Tientsin, sent over to us as ambassador? With all due respect to our author, we must confess that we fear he has inverted his argument on this occasion. We are totally unable to disbelieve that in China at the present day—whatever may have been her former traditions—nobility is set so very much above virtue as to be quite out of sight of it. It is in order to reverse these relative positions, as we take it, that Mr. Williamson, and men as devoted as he, expend their lives as missionaries in the unenlightened regions—unenlightened at least as regards religious and moral truth. As our author himself says, "the *literati* are only one in a thousand. We need men for the masses, and women for the masses." But, if the *literati*, being only one in a thousand, govern the masses, and guide them to crime, how can it be maintained that "virtue is set above nobility?"

By a note at the beginning of the present pamphlet we learn that Mr. Williamson left this country for China on the 3rd of this month. While devoting himself once more to the missionary labour, the necessity for which he so ably points out, he has left behind him the valuable little work before us, by way of encouragement to those who have always been interested in missionary enterprise, and of information for those who have not yet given the subject the attention it deserves. We cordially hope it will have the large circulation which a production so valuable ought to command. The "Claims of China" has but one fault—it is not stated on its cover where it can be obtained in London; an oversight very easily remedied, but one which may possibly check its sale in England.

Digitized by Google

Monetary and Commercial.

—o—

In the current number of the *Law Magazine* is an article of great interest to the mercantile community of the Far East, on "The transmission of Bills of Lading and other negotiable Instruments by Telegraph." The question is discussed with great fairness and ability by the writer, who arrives at the conclusion that it would be feasible to substitute for the Bill of Lading, or any other Bill, a "certified telegram," which should have the effect of cancelling the bill, and which should thereupon become as negotiable, to all intents and purposes, as, but for its cancellation, the bill itself would have become. The proposition is startling but it recommends itself by its obvious convenience. The opportunity that it might afford for fraud, unless regulated by a very strict system, is the difficulty which the writer sets himself to contend with. The plan he recommends has at least the merit of simplicity. He proposes that, in all cases where the "certified telegram" is employed, all validity should be withdrawn from the bill, and invested in the telegram. Thus the latter instrument could always be negotiated; the former, never. The subject is one which will no doubt attract the attention of many of our readers, and we shall be glad to receive any suggestions on the subject.

The following letter relates to the tolls on the Suez Canal:—

"Sir,—You were good enough to publish a communication of mine pointing out the difficulties in the way of establishing an equitable uniformity of transit dues for the passage of ships through the Suez Canal, in consequence of the various systems of measurement prevailing in different countries, and, further, mentioning that these and other matters would be taken into earnest consideration, should any change in the mode of levying the dues be found desirable in the interest of shipping and of the Suez Canal Company. I have now to state that at present there is no intention on the part of the company to raise the existing dues, but simply to appoint a new special commission with the view to inquiry into these questions.—I have the honour to be, Sir, your obedient servant, "Daniel A. Lange, English Director of "the Suez Canal Company."

A meeting has been held of the Mediterranean Hotel Company (Limited). The directors' report, which was adopted, referred to the unsatisfactosy result of the business of the hotel during the year, arising from the recent war in France. The neighbourhood of Nice was not disturbed, but "the fear of interruption of the usual means of communication deterred even those invalids whose existence almost depended on their spending the winter in the South from venturing on the journey."

At the meeting of the Mediterranean Extension Telegraph Company (Limited), held on the 22nd inst., the usual half-yearly dividend was declared on the 8 per cent. preference stock, less income tax, in addition to a dividend at the rate of 3 per cent. per annum, free of income tax, on the ordinary shares.

At the meeting of the Submarine Telegraph Company. a dividend was declared at the rate of 15 per cent. per annum, free of income tax.

The *Financier* has the following with reference to the hypothecation of shipping documents:—

The question of a uniform bill of lading, which is now being discussed by a committee of merchants and shipowners, leads to one of equal importance—viz., that of a uniform letter of hypothecation of produce or merchandise represented by bills of lading; and whether such a document, to be legal and binding, should not bear a bill of lading stamp, or an *ad valorem* stamp, according to the value of the property so hypothecated. On the subject of letters of hypothecation we believe the law to be singularly defective, and to admit of such a form as may suit the legal taste or acumen of any one to adopt, according to the best of his judgment. It would be difficult also to find a treatise on this important question that could be depended upon or referred to as an authority. In all transactions connected with goods or merchandise transported by sea from one place to another, and on which money is advanced by a third party, there is no part of commercial law that more requires revision, and adaptaion to the laws of other countries, as well as to our own recognised customs. A great want of information as to the laws of foreign countries, it may be added, in such respects is generally admitted, which makes the business of advancing on produce shipped thither, from India, China, or other parts of the world where our commercial relations extend doubly hazardous.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Hankow to London (via S.C.), per Agamemnon (s.), entered Aug. 19.—12 packages merchandise, 2 cases preserved ginger, 17,775 chests 8353 half-chests 3130 boxes 5245 packages tea—Order.

From Galle, &c., to London, per Zenobia, entered Aug. 21.—168 barrels plumbago dust, 536 barrels plumbago, 638 ballots, 1 bale coir fibre, 3 bales fibre, 136 coils coir rope, 1563 ballots coir yarn, 20 bundles cinnamon, 3 bales hides—Order. Remainder of cargo from Madras.

From Shanghai to London, per Vanguard, entered Aug. 22.—1 package merchandise—Hall and Holtz; 2569 chests tea—Gledstanes and Co.; 136 half-chests tea—Tyers, Thompson and Co.; 22 cases wine, 271 boxes ear shells, 4 bales waste silk, 9 cases skins, 1 case curiosities, 52 packages merchandise, 630 chests 5015 half-chests 1507 boxes 3222 packages tea—Order.

From Foochow and Singapore to London (via S.C.), per Abbotsford, entered Aug. 22.—From Foochow: 3719 chests 9575 half-chests 9001 boxes 9 half-boxes tea, 1 box merchandise, 6 cases preserves—Order. From Singapore: 795 slabs tin—Order.

From Manila to London, per Staffa, entered Aug. 22.—1 case cigars—Brenner and Laycock; 443 bales hemp—Benecke and Co.; 50 bales hemp—Suse and Sibeth; 3,274 bales hemp, 17,997 bags sugar, 1 case cigars, 58 tons sapanwood, 2,627 bags coffee—Order.

From Singapore and Penang, to London (via S.C.), per Kangaroo (s.), entered Aug. 22.—From Singapore: 403 bales gambier, 45 bags coffee, 795 pieces cow hides, 218 baskets gutta percha, 196 baskets sticklac, 68 boxes copal, 1 box isinglass, 3 boxes gum benjamin, 503 boxes gum elastic, 1261 bags tapioca, 1088 bags pearl sago, 253 bags sago flour, 418 bags pepper, 20 slabs tin, 215 baskets 422 cases shells, 1 box cigars—Order. From Penang: 4538 slabs tin, 110 baskets india rubber, 46 cases gum benjamin, 390 bags tapioca, 6763 bags pepper, 360 buffalo and 46 bales cow hides, 15 cases nutmegs, 12 cases fish maws, 3 cases mace, 5 packages merchandise—Order.

From Nagasaki and Hiogo, to London, per Lorton, entered Aug. 24.—From Nagasaki: 1211 bales tobacco, 8 cases curiosities, 1 box tea—Order. From Hiogo: 1439 bales tobacco, 110 packages merchandise, 1½ chest tea, 12 cases curiosities, 9 tons shells—Order; 444 packages tea—Cowan; 1 box cigars—J. R. Hooper; 3 cases curiosities—King and Co.; 231 packages ear shells—Ehlers and Co.; 10 packages merchandise—H. Joseph; 7 packages merchandise—L. Joseph and Co.

From Galle, &c., to London, per Brierly Hill, entered Aug. 24.—1150 ballots coir yarn, 210 barrels plumbago—Order; remainder of cargo from Tuticorin.

From Singapore to Liverpool, per Tiber, entered Aug. 22.—142 baskets gutta percha, 7190 bags sago flour, 50 boxes 100 bags tapioca, 300 bags sago, 5991 bags 4548 bales gambier, 8137 hides, 106 slabs tin, 982 bags pepper, 5 cases merchandise, 8918 bundles rattans, 300 bags pearl sago, 5 cases mace, 7 cases nutmegs, 35 baskets rubber—Order.

From Shanghai, Hong Kong, and Singapore, to London (via S.C.), per Achilles (str.), entered Aug. 25.—From Shanghai: 1 case merchandise—R. de Montigny; 210 bales silk—L. Reiss, Bros. and Co.; 20 bales silk—Springfield, Son and Co.; 7 bales silk—C. Shaw and Co.; 4 packages merchandise—J. P. Hertz; 1 package cheroots, 4 packages tea—A. W. Santar, 4 boxes 3 half-chests tea—P. Bell and Co.; 423 chests tea—Springfield, Son and Co.; 3 packages curiosities, 3 packages merchandise, 11,525 chests 9913 half-chests 8213 boxes 2949 packages tea, 1706 bales silk—Order. From Hong Kong, 20 bales silk—L. Reiss, Bros. and Co.; 1 case cigars—Farbridge and Co.; merchandise 2 packages—T. Salisbury; 2 packages—C. Donner and Co.; 20 packages—J. Meyer; 6 boxes tea—Fearon and Co.; 27 boxes tea, 1 box merchandise—J. Morrison and Co; 23 packages merchandise—Order. From Singapore, 2 cases curiosities—J. Little; 1 case shells, 1 case gum, 4 cases gamboge, 1 case tiger skins—W. R. Graham and Co.; 370 blocks tin, 98 boxes sticklac, 169 bags tapioca, 5 cases gamboge, 49 cases gum, 3 packages merchandise—Order.

ARTICLES OF IMPORT.

—o—

TEA.

Messrs. Capel and Co.'s Circular says:—

The market remains in a very unsatisfactory state, the large total of Exports from China, reported by telegram, viz., 66,000,000 lbs. to 19th August, or little more than two months, having had a very depressing effect. Importers in many cases show no confidence in the market, but press their Teas for sale by public auction, from day to day without reserve, thus inducing if possible greater reluctance on the part of the dealers to buy. The result, as may be supposed, has been a further decline in prices for all but the finest Chops of new season Teas, which from their relative scarcity command a fair sale at about the opening range of prices. The Abbotsford, from Foochow, the first ship from that port, arrived in dock on the 22nd inst. The samples have been on offer, but the quality has proved disappointing, and at present but few transactions have taken place. Public Sales took place on the 18th, 21st, 22nd, 23rd, and 24th inst. chiefly of new season's Teas, of which 35,217 packages have been sold without reserve.

Red-leaf Congous: Siftings and broken-leaf kinds show no alteration; the demand is limited. Fair to good common fully maintain previous prices, the supplies on offer being moderate. In fair to good Kaisow kinds but few transactions have taken place, buyers waiting the arrival of the new season's. The same remark applies to the Pak Lin kinds. Black-leaf kinds: The low qualities show no improvement. Fair to good common remain dull of sale at former prices. In new season's sales have been made chiefly at public auction without reserve. Good common 11d. to 11½d., fair kinds from 1s. 0¾d., to 1s. 1d. per lb., good from 1s. 3½d. to 1s. 7d. per lb., fine from 1s. 8d. to 1s. 10d. per lb., showing a further decline of 1d. to 2d. per lb.; finest remain without alteration. Amoy kinds have sold, at public sale, without reserve, at lower rates. In new-make Canton kinds there have been no further arrivals. In Oolongs, Souchongs, and Flowery Pekoes there has been nothing of interest to report. Scented Teas.—The very large arrival of 50,000 boxes Scented Caper, per Danube, has created a sort

Digitized by Google

of panic in the market, the desire to sell, both privately and at public sale, without reserve, being so great as to lead to a heavy fall in prices, the decline being equal to 2d. to 3d. per lb. on previous prices for fair to good and fine kinds, the finest being better supported. Orange Pekoes have also sold about 1d. per lb. lower, though the supplies continue moderate. In Foochow kinds but little has been done, and prices are unchanged. In Uncoloured Japans business has been dull. Green Teas: The arrivals of new Ping Suey Teas have met with a fair market; No. 1 Gunpowder has sold up to 3s. 8d. per lb. and No. 1 Young Hyson up to 2s. 6d. per lb.; the common to medium kinds less readily, but at fair prices. The market for old Teas remains without improvement.

Messrs. Shepard, Harrison and Rehden report as follows:—The market during the greater part of the past fortnight has been thoroughly disorganised, owing to a want of confidence shown by several importers, who, finding it impossible to effect sales privately, have resorted to public auction, without reserve, and 22,900 packages have been disposed of between the 15th and 22nd inst.; the lowest point was reached on the 18th inst., when finest Ning Chow touched 1s. 8½d. to 1s. 10d. per lb., but there has since been a recovery of 1d. per lb. The Abbotsford, from Foochow, arrived on Tuesday with the first of the new red leafs; the various parcels shown are of second class quality, and appear useful teas. A few sales have transpired from 1s. 6d. to 1s. 9d. per lb. The export from all China to the 19th inst. is 66,000,000 lbs., being only 2,000,000 lbs. in eleven days, and if shipments continue on this moderate scale, it will soon bring about a favourable reaction in this market. For export, shippers continue to buy but sparingly, but some large parcels after being offered on the market have been withdrawn the last days for shipment to Russia.

The following is from Messrs. F. Huth and Co.'s Circular:—Since our last report the further arrivals of Moning tea, with the exception of some counterparts of the first arrivals, and a small quantity of boxes, per Cheops (which were very superior, and sold at 2s. 10d. per lb.), have included hardly any very fine tea. The highest price realised is, we understand, 2s. 3d. per lb., except for one small lot of 56 half-chests sold at 2s. 8d. per lb. The Russian demand is stopped for the present, the great dealers there having left for the Nishni fair; most of the teas sent for transhipment are now on their way to Russia, and will arrive, it is expected, a good deal before the time at which the shipments *via* Odessa are likely to reach Moscow. It is not unlikely that the fact of the shipments *via* London having had the quickest run will have an important effect on the prescribed route of next season's Russian orders. The prices realised for the Kysows and Pechlings by the Abbotsford are from 1s. 4d. to 2s. per lb. The character of the tea by the Abbotsford shows strength and point, without on an average being very fine; some not yet sold are of very superior quality, for which up to 3s. per lb. is demanded.

SILK.

The market has become quieter during the last week or so, and although Chinas are not quotably lower, still there is some difficulty in obtaining the quotations current a fortnight ago, and the knowledge that 6,000 to 7,000 bales of China Silk are at hand, and will be here in a few days, tends to keep buyers from operating, under the belief that they can ensure easier prices by holding back; Red Peacocks are offering at 26s., and "best chop thirds" at 29s. Japan Silk is quite neglected, and there is no business to report; prices are again to a certain extent nominal. Canton Silk is unchanged, prices remain the same, and keep firm, best qualities of Silk which are scarce being much wanted.

The *Salut Public* of Lyons gives the following as the situation of the trade there:—"Prices are far from being remunerative, and do not correspond with the cost of the raw material. The latter remains at a decline, which seems to be only logical; hardly can any allowances be obtained for the spun silks which arrive, and which already form a considerable stock. The supplies from Shanghai are expected; they will be welcome on our market; they are necessary to supply the provision which is at this moment so restricted. The exportations from China are estimated for the present season at 45,000 to 50,000 bales, the half of which is already on its way to Europe. Japan has recommenced sending material, but it will have a difficulty in regaining lost ground. Its exportations in 1871 do not exceed 8,000 bales, 6,000 less than in 1870, when they were 14,400. The new harvest will, however, be satisfactory, and the Japanese seem to have made serious efforts to improve their qualities; that progress is indispensable if they desire their goods to regain the place they formerly held in this market."

Deliveries of Silks have sensibly declined, but although much below the immense clearances in June and July, still are fairly good, being from 1st to 23rd inst.—

	1871.	1870.
China	1,915	1,299
Canton	728	338
Bengal	271	198
Japan	505	283
Total ...	3,419	2,118 bales.

London Quotations, Aug. 25.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
Red Peacock	25s. 9d. to 26s. 0d.
Yuenfaa, Nos. 1, 2, and 3	24s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	25s. 6d. to 27s. 6d.
Leng Reel	19s. 0d. to 20s. 6d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	22s. 0d. to 24s. 0d
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 6d. to 28s. 0d.
Idah, Nos. 1 and 2	26s. 0d. to 28s. 6d.
Sodai, Nos. 1 and 2	25s. 0d. to 25s. 6d.
Oshiu, Nos. 1, 2, and 3...	25s. 6d. to 30s. 0d.
Koshiu, Nos. 1 and 2	23s. 6d. to 26s. 0d.
Eichizen	22s. 0d. to 26s. 0d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	Nonc.

COFFEE.

The improvement in the market caused by the favourable result of the Dutch sale last week has been maintained. The greater part of the supply at the public sales has consisted of Plantation Ceylon, which has met a good demand at existing rates, so that quotations for this description are about 1s. higher than those given in our report of a week since. For Native Ceylon, of which the supply placed on offer has been moderate, a fair demand has been shown at last quoted rates. The last prices paid have been Platantion, triage and ordinary, 52s. to 61s.; small, 61s. to 65s. 6d.; low middling greyish and pale greenish, 66s. to 69s.; middling coloury, 69s. 6d. to 75s.; good middling to fine middling, 75s. 6d. to 80s.; good bold coloury, 83s. to 86s.; pea-berry, 81s. to 84s. 6d.; Native ordinary, 53s. 6d.; real good ordinary, 57s. 6d.; good bold 60s. 6d.; pea-berry, 58s. 6d. to 60s. There have been no offers of East India other than Ceylon.

SUGAR.

The tone of the market is still quiet, but some demand has been shown for East India descriptions, and sales have been effected to a moderate extent at previously ruling rates. Penang: At auction 118 bags fine grainy (duties 5s. 8d. and 6s.) sold at 36s. to 36s. 6d. Java: At auction 7,400 bags low Java syrups (duty 4s.) were bought in at 22s., but subsequently 1,500 bags were sold privately at that price. Manila: Privately 6,000 bags unclayed Taal have been sold, half at 20s. 6d., half at 21s.; 2,600 bags low brown (duty 4s.) at 23s.; 6,800 bags Zebu at 22s.; also 4,400 bags clayed (duty 4s.), 1,900 bags at 24s., and 2,500 bags at 26s. per cwt. At public sale 1,300 bags clayed (duty 4s.) have been sold at 25s. 6d.; also 6,000 bags Zebu unclayed at 22s. 6d.

Cocoa Nut Oil.—The quotation for Ceylon still rules at £39 per ton, but the market is dull and there is very little doing; for arrival 100 tons have been sold at £38 15s. At auction an offer of 16 hogsheads Ceylon met no biddings and was withdrawn.

Camphor.—There has been a good inquiry, but holders are generally asking 75s. per cwt. for China, which has checked business so that only a small trade has been done at 70s. to 72s. 6d. for good quality; 200 cases at auction were retired at 75s. Japan is scarce.

Cardamoms.—Very firm, and again higher, and very few fine to be had. No transactions in Ceylon.

Coir Goods.—Yarn has met a fair inquiry, and at the auctions of the 18th inst. dholls realised full prices to a slight advance, other sorts being steady; 137 tons 518 bales 88 ballots 39,865 dholls partly sold—Ceylon at £24 up to £37 15s. for common to fair; Cochin at £23 10s. to £50 10s. for low to fine; and Madras at £11 15s. to £12 5s. Of Fibre, 294 bales 3,791 ballots sold at £16 5s. to £16 10s. per ton, and 533 bundles Kitool at 8d. to 9½d. per lb.

Cutch.—Holders are firm, but the demand is inactive; fine Pegue, 22s. 6d. to 23s. per cwt. At auction 316 bags Calcutta taken in at 20s. 6d. per cwt.; large sales are announced to take place in a few days.

Cubebs.—Without alteration; at public sale of 78 bags offered, 30 bags sold at 25s. to 25s. 6d. per cwt. for good quality, but rather stalky.

Copra.—Penang still out of stock.

Dragon's-blood.—Scarce, and no offers have been made during the fortnight.

Essential Oils.—Cinnamon very scarce, and wanted. Citronelle steady; fair trade at 1¾d. per oz.; 76 cases at auction partly sold at 1¾d. for good, and buyers now at the same figure. Lemon Grass quiet; none offered. Anniseed has been in speculative demand to a considerable extent, and is rather scarce; some 40 cases have been sold and resold up to 9s. 9d. per lb.; but the market closes quieter. Cassia has been sold largely, 100 cases 4s. 3d. and 4s. 4d., now asked; 13 cases at public sale retired. Nutmegs steady; 4 cases offered and retired.

Ebony.—Fine figured wood continues to command extreme rates 51 logs Ceylon at public sale brought a slight advance, viz.; £13 to £13 7s. 6d. per ton.

Galls.—Prices are steadily maintained, but there are no transactions to report; 75 boxes offered at auction were bought in.

Gambier.—Market rather firmer, but some considerable arrivals have occurred. For arrival 150 tons have been sold at 15s. 9d. to 16s. ex ship. On the spot 16s. to 16s. 6d. is the value of bales, and some business has been done in cubes at an advance, 20s. being paid for fair rather blocky.

Gums.—Benjamin: Sumatra 2nds held firmly; 6 cases at auction sold at £9 2s. 6d.; 3rds steady; of 32 cases, half sold at 80s. for fair, and 53s. low; Siam steady; 8 cases offered and 5 sold; block £14 5s. to £15 15s.; yellow dark £10 12s. 6d. Manila Copal rather easier; at auction 316 chests hard retired; 80 chests fair yellow soft brought 30s. 6d. to 31s.; at a subsequent sale of 1,271 cases offered 400 cases sold, fine pale clean scraped at 39s. to 39s. 6d.; ditto blocky, 34s. 6d.; dark scraped, 33s. 6d. to 34s. 6d.; ditto blocky, 31s.; soft yellow, 29s. 6d.; a small lot fine, 32s. 6d.; siftings, 15s. Damar very firmly held; of 201 chests offered, 40 chests sold at 57s. 6d. to 62s. 6d. for sorts, part rather dark; the fine Batavian retired at 72s. 6d. Gamboge steady, but there have been considerable arrivals, and little business done.

Gutta-percha.—Market very quiet; 3,204 slabs at auction retired.

Hemp.—There is no alteration to note in the market. Manila is held firmly, but the demand is only limited,—Sorsagon has sold at £50 to £50 10s. per ton. Of Sunn, 93 bales in auction were partly sold at £22 10s. to £24 10s. for middling to fair; privately very common has sold at £17 to £17 10s. per ton.

Hides.—At the fortnightly public sales held on the 24th a large quantity of East India kips was brought forward, and the bulk sold generally at fully previous prices to ¼d. per lb. advance. Tanned sold at previous rates. Buffalo were in improved demand without any alteration in prices, except for a parcel of Batavian, which brought extreme rates. Ox and Cow, 3,347 Singapore sold, light 5¼ to 7⅛ lb. at 9¼d. to

Digitized by Google

10½d., heavy 8½ to 9½ lb. at 8½d. to 9½d., extra 11½ to 12⅝ lb. at 8¾d. to 9d., small 4¾ lb. at 8½d. Buffalo, 4,968 Singapore and Penang partly sold, light 12½ to 17 lb. at 6d. to 6⅞d., heavy 28⅝ to 36½ lb. at 5d. to 5½d., second 26¼ to 31 lb. at 4¾d. Of 2,987 Batavian 987 sold, light 13⅝ lb. at 8⅝d., heavy 17 to 20 lb. at 5½d. to 8d.

Horns.—Without change.

Isinglass.—The market continues dull, except for good qualities, for which prices are steadily maintained. We are quite overstocked with common qualities. At auction, 11 packages were offered, and partly sold; leaf, 3s. 5d. to 4s., good to fine pale pipe 2s. 5d.; middling cake, 1s. 4d. fine.

India-rubber.—There is no change in the market.

Japan Wax has advanced, private transactions having been effected up to 97s. 6d. for good, and higher figures are now demanded, as there is scarcely any in stock.

Musk.—Market firmer, and at auction 72 caddies Tonquin were offered and all sold, good even well-shaped selected pods, 33s. to 36s. 6d. per oz.; rough and bally, part hard and heavy, 16s. to 20s.; wet pickings, mixed, part very good, 24s. to 25s. 6d.; 7 tins grain, fair to good, brought 52s. 6d. to 56s. 6d.

Plumbago.—Prices of Ceylon steady, and good quality in request: 1,043 barrels at auction partly sold—lump, good and fair, 25s. 6d. to 21s.; middling, 18s.; mixed with foul, 13s. to 16s.; low, 7s. 9d. to 9s. 3d.; chips, good to fine, 13s. to 15s. 3d.; ordinary, 7s. to 9s.; dust, 9s. to 10s. good, 6s. 6d. to 7s. 6d. middling to fair.

Pepper.—Black has again been dealt in to a considerable extent, and some 5,000 bags Singapore have changed hands at a further advance of ⅛d. per lb., closing at 6½d. cash. Penang is very scarce, and only a little business has been done at 6d. to 6½d. At auction of 2,424 bags offered about half sold, Singapore 6½d., one lot 6¼d., Penang being retired; 80 bags Trang sold at 6½d. to 6¼d. To arrive about 100 tons Singapore near at hand have realised 6d. to 6¼d.; 100 tons Penang and West Coast 5¾d. to 5 15-16d., part distant. White has been very steady, and firmly held with small sales at 10d. per lb. for fair. At sale 363 bags offered, and part sold at 10d. to 10⅛d. per lb. for Singapore, and 10d. for Penang.

Rhubarb.—China is rather higher, and at public sale 71 cases were offered, and the greater part was sold, fair root in colour and break, well trimmed, but rather small 2s. 6d.; middling ditto, bolder but rougher and slightly darker fracture 2s. 2d.; ditto, rather more unsightly 1s. 10d.; pale rough high dried 1s. 2d. to 1s. 4d.

Rattans.—Market steady, and at auction about one-third of 15,915 bundles offered, was sold at 2s. 10d. to 5s. 2d. per 100 canes.

Rice.—On the spot the inquiry is still restricted, and but small sales have been effected of Ballam and Moonghy from 8s. 10½d. to 10s. Madras at 9s. 6d. to 9s. 7½d., and sea damaged Rangoon at 9s. 4½d. for first class; for arrival 500 tons Moulmein per Dunkeld, May shipment, have been sold at 10s., ex ship London, and were subsequently resold at the same price. Floating cargoes of soft grain descriptions have continued in demand, and the following sales are reported. The Mount Royal 1,730 tons Rangoon at 9s. 7½d., continental terms, damaged at valuation. The Silistria 1,400 tons Bassein, at 9s. 4½d., ex ship for London. The Manray 800 tons Rangoon at 9s. 10½d. for the Continent. The Houri 1,280 tons Rangoon at 9s. 9d. for the Continent. The Scandia 515 tons Rangoon at 9s. 10½d. for the Continent. The Velocity 650 tons Necransie at 9s. 3d. for, the Continent. The Papa, 500 tons Rangoon at 9s. 10½d., for the Continent. The Sarah and Emma, 1,480 tons Rangoon, at 10s. 3d., landed terms for London. The Britomart, 750 tons Rangoon at 9s. 10½d., Continental terms. The Marietta, 1,630 tons Necransie, price not reported, but supposed at barely 9s. 3d., for the Continent.

Roots.—China quiet, small transactions privately up to 21s. Colombo: Steady, with small business at £29 per ton for fair quality.

Spices.—Cassia Lignea quieter, and little doing; small private sales at good prices. 433 cases Vera at auction and part sold at 73s. per cwt. for good. In Buds we have no change to report; 11 cases at public sale were retired. Cloves: Penang very firmly held, and in few hands, high figures demanded. Amboyna dull, and stocks heavy; 52 packages at auction sold at 7¼d. to 7½d. for good, 4½d. ordinary. Cinnamon: No alteration in the market for Ceylon in anticipation of the quarterly sales to be held next week. Of Chips, 570 bags in auction were partly disposed of; coarse bark at 2½d., very coarse 1¾d. to 2d., and middling shavings at 2¾d. to 3d. per lb. Mace has been held very firmly, and, for the small quantity sold, extravagant prices were obtained; 5 cases at sale retired. Nutmegs have continued in demand, but little trade done privately; 51 cases Penang at auction, of which half were sold at 2s. 9d. per lb. for 107's, being again 1d. dearer.

Shells.—Mother o'Pearl without change. Tortoise: A good general demand prevails for the better kinds; but common and undesirable are quite neglected, the stock being large.

Sago is on the average about 6d. per cwt. lower, and the market is very quiet. Public sales have embraced 4,042 bags 462 boxes, about half sold—small middling to good bright, 16s. to 16s. 6d.; ordinary to good greyish, 14s. 6d. to 15s. 6d.; fair large, 17s. Flour unchanged.

Sapanwood.—Manila and Siam: Firm, with but little good wood offering; 17 tons Manila at auction brought £7 15s. per ton for good small roughish wood, being a high figure. Ceylon: Market firm, and there is a fair demand, especially for fine quality, but no supply.

Sticklac.—Siam firm, the stock being in few hands; at auction 80 cases of fresh import sold readily at dearer rates—fine bold clean sifted, 77s. to 78s.; medium do., 75s. to 76s.; a small lot dust 49s.

Soy.—Market steady with small business in China at last quoted rates, viz., 2s. to 2s. 2d. per gallon.

Star Anniseeds.—In little request; no business to report.

Tapioca.—The market continues quiet; 1,083 bags Penang, and 596 bags Singapore offered at auction, and part of the latter only sold at 2¾d. per lb. for fine. Flour still and very dull; 381 bags Penang retired.

Turmeric.—Nothing doing.

Tin.—Early in the week the market for Straits was flat, owing to speculative realisations, £130 being accepted; but later, more demand sprang up, and business has been transacted at £131 to £132. The market closes firm at the latter figure, both on the spot and afloat; Banca is quoted £136, Billiton, £133 per ton.

NEW YORK MARKET REPORT.—August 12.

TEA.

There has been a little more inquiry for the various descriptions, but there is an increased firmness on the part of holders, which has greatly checked business, the market closing quiet, but very firm. The sales are 3,530 half-chests green, 1,100 do. Souchong, and 2,100 do. Oolong—vessels not named.

Coffee.—The current quotations for East India kinds are. Java Government bags, 20c. to 22c.; Java mats, 22c. to 23½c.; Singapore, 19½c. to 20c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c., showing an advance for Java and Singapore. The demand for Brazil increases, and the advanced prices are well sustained, the market closing with a firm, buoyant feeling, the tendency being rather in sellers' favour. Values are now 1c. to 1½c. gold above the lowest point of the season. The leading feature of the market, however, has been a large movement in Java and Singapore; the sales and resales here, to arrive, and in Boston, amounting to about 95,000 to 98,000 mats, being the largest purchases ever recorded within a like period. The sales noted include all of these descriptions at this port and in Boston, and all the Java to arrive between the present date and the close of the year; the stock now being concentrated, holders have advanced their prices 1c. to 1½c. per lb.: buyers, however, hold off, apparently waiting to see if these higher figures are to be maintained. The following are the particulars of the sales: Of Java, 8,318 mats per Alcyone, 25,046 mats per Cyclone, 15,468 mats per Rainbow, 3,500 piculs, or about 7,500 mats to arrive per Juno, and 4,000 piculs to arrive per Desdemona; of Singapore, 11,136 mats per Argonaut (the third resale), and 23,000 to 25,000 mats in Boston, per Victor, Polly Lewis, Napier, &c., &c. The closing rates for jobbing lots are Singapore 19¾c. to 20c., pale Java 20c. to 20¾c., medium Brown 21c. to 22½c., and extra Brown 23c. to 23½c., with sales of 500 mats at prices within this range.

Cordage.—Manila continues in active request for consumption at the late advances, beyond the capacity of manufacturers to supply it, and has further advanced, in sympathy with the rising market for this description of Hemp. We quote:—Manila Cordage, sizes above 12-thread, 20c.; do., 6-thread and 9-thread (¼ in. and 5-16 in. in diam.), 21c.; do., 12-thread (⅜ in. in diam.), 20½c.; do. Hay Rope, 20½c.; Manila Cordage, Bolt Rope Yarns, 22c.; do., 6-thread and 9-thread, 23c.; Tarred Manila, 19½c.; Fine Tarred Manila Lath Yarn, 21c.; Sisal Rope, sizes above 12-thread, 17½c.; do., 6-thread and 9-thread, 18½c.; do., 12-thread and Hay Rope, 18c.; all net cash.

Camphor.—China is quoted 19c. gold (in bond).

Essential Oils.—Aniseed is quoted $2.10; Cassia, 80c. gold (in bond).

Fire Crackers.—Market without alteration.

Gunny Cloth.—Is in better demand, and there has been considerable business at about the prices previously ruling. The sales are 600 bales Native at 16c.; 138 do. Borneo, 18c.; and, in lots, 100 bales at 16½c. to 16¾c. for Native, and 18½c. to 18¾c. for Borneo.

Hemp.—Manila is firm, and prices are well supported at the advance reported last week, the market being strengthened somewhat by a telegram from Liverpool announcing that the ship Nimroud, from Manila for this port, was at Mauritius, "leaky, cargo damaged, and would have to discharge." Sales have been made of 500 bales Manila here, and 500 in Boston, at 12½c. gold; at the close the quotation is 13c. The cargo of 4,300 bales at hand, per Great Admiral, was sold before arrival.

Indigo.—Is in better demand, and the business has been larger than for some time past. The sales are 50 chests Manila, $1 to $1.20 currency.

Preserved Ginger.—China is quoted $8 currency (duty paid).

Rhubarb.—The quotation for China is 40c. to $1 currency (duty free).

Rice.—Carolina has again advanced 25c. per 100 lb., the stock being reduced to such small proportions that it is doubtful whether there will be sufficient for the wants of home use until the advent of the new crop. Rangoon is steady; most of the common and fair qualities have been sold for export. The stock of good and prime grades is much less than at this date last year, and as importations have stopped, the general demand will have to be supplied from parcels now here for nearly two months, or until the receipts of the "new crop" Carolina are sufficient; the prospects indicate a firmer market. The sales of this description have been 1,300 bags at $6.75 to 7.12½ currency, and 562 bags in bond at $3.25 to 3.35 gold.

Sugar.—The weakness in the market for Raw, noted in our last, has resulted in a decline of ⅛ cent per lb. on all descriptions, most marked, however, on the low grades of Refining Muscovado, which are less desirable to store than good dry qualities; at the reduction there is an improved demand, chiefly from refiners, though the trade have bought to a fair extent, and the market closes steady. In East India the only sale to report is of 429 baskets Java at 9⅝c. four months terms.

Spices.—There are but few whole parcels offering, and these are held above buyers' views; the market, however, may be called steady, though the excitement noted a fortnight ago has entirely subsided. In invoices there has been no business; but there continues a steady jobbing demand at $1.50 for Mace, 95c. to 100c. for Nutmegs, 32½c. for Cassia, 16½c. to 17½c. for Black Pepper, 25c. for White, and 11 for Cloves.

Tin.—The market for Straits has been irregular, and, in some instances, lower prices have been accepted; sales have been made of 400 slabs Straits at 36c. to 36½c. gold; and 500 do. on private terms; at the close there is a better feeling, with Straits held at 36½c. to 36½c., and Banca nominally 40c. to 41c. gold.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug16	Queen of Australia	Page	Bassein	Plymouth
15	Triton	Oostrom	Batavia, for Roterdm.	Off Plymouth
17	Gauthiod	Gellerstedt	Akyab	Falmouth
15	Electra	Landweer	Batavia, for Amstdm	Off Scilly
	North	Boyd	Bassein, for Bremen	Off Queenstown
18	Mount Royal	Wilmerth	Rangoon	Falmouth
18	Black Prince	Saddler	Do., for Bremen	Do.
19	Michiels Loos	Zeplien	Akyab	Off do.
18	Melissa	Wiese	Rangoon	Falmouth
18	Dolbadern Castle	Morgan	Do.	Do.
17	Hourl	Stapleton	Do.	Do.
17	Velocity	Ellertsen	Akyab	Do.
17	August Friedrich	Bruhn	Do.	Do.
17	Panama	Neilson	Rangoon, for Hmbrg.	Do.
17	Ariadne	Holtz	Bassein	Do.
18	Wilhelm Aberg	Langstrom	Rangoon	Do.
18	Maury	Wiese	Do.	Do.
17	Metis	—	Do.	Off do.
18	Madonna	Jagoret	Saigon	Off do.
18	Woolloomooloo	Largie	Rangoon, for Bremen	Off do.
19	W. H. Harkness	Merryweather.	Ceylon	Deal
19	Heros	Olsen	Akyab	Dartmouth
18	Rene d'Anjou	Provost	Rangoon	Plymouth
19	Caroline	Malgraf	Akyab	Falmouth
19	Tuisco	Thulen	Do.	Do.
19	Tangier	McNabb	Maulmain	Do
19	Ernst and Maria	Gennerich	Do.	Do.
	Hugo and Otto	—	Rangoon	Off do.
	Dennis	Decourt	Akyab	Queenstown
19	Mozambique	Oehlmann	Rangoon	Cowes
19	Elisabeth	Tryselius	Akyab	Scilly
20	Legion of Honour	Williams	Do.	Queenstown
18	Agamemnon (str.)	Middleton	China, &c., via S.C.	London
21	Staffa	Jopp	Manila	Deal
19	PMLD (Nehalennia).	—	Java, for Holland	Off Beachy Head
20	Hercules	Lincoln	Akyab	Falmouth
20	Wilhelm Gyntha	Norberg	Bassein	Do.
19	Locksley Hall	Richards	Akyab	Off do.
	Albatross	Larson	Bassein, for Hmbrg.	Do.
20	Vanguard	Green	Shanghai	Do.
	Otago	Brakenridge	Maulmain	Queenstown
	Ottawa	Robinson	Rangoon	Do.
21	Corsica	—	Akyab	London
21	Sarah and Emma	Roberts	Rangoon	Off Falmouth
21	Marietta	Evans	Akyab	Do.
21	Slieve Donard	—	Rangoon	Liverpool
21	Tiber	—	Singapore	Do.
21	Elisa Queirolo	Pittaluga	Rangoon	Queenstown
21	Gertrude	Dewer	Maulmain	Do.
18	Pres. v. Ryckevorsel.	—	Batavia	New York
22	Abbotsford (str.)	Mann	Foochow & Singapore	London
21	Bellatrix	—	Batavia, for Amtdam	Off Dungeness
21	Ellen	Chapman	Do. do.	Do.
	Australia	Molsa	Akyab	Plymouth
22	Ferdinand Brumm	Voss	Do.	Falmouth
22	Persia	Sternberg	Do.	Do.
20	Acacia	Henderson	Colombo	Off the Lizard
22	Kangaroo (s.)	Manning	Singapore	London
19	Gravenage	Alberts	Batavia	Brouwershaven
19	Berwickshire	Wilson	Rangoon	Do.
21	Rathfern	—	Do.	Liverpool
9	Great Admiral	Jackson	Manila	New York
22	D. H. Watjen	Deetjen	Rangoon, for Bremen	Falmouth
22	City Camp	Homewood	Maulmain	Do.
22	Pellechi Chiozza	Chioza	Akyab	Do.
23	Forfarshire	—	Rangoon	Liverpool
20	Neptunus	Hessels	Batavia	Brouwershaven
19	Willemina Clara	van Herwerden	Do.	Texel
21	Prinses Amalia	Bentveld	Do.	Brouwershaven
21	Erasmus	Hulshoff	Samarang	Do.
23	Augusta	Lundberg	Akyab	Plymouth
22	Southern Queen	Richards	Bassein	Falmouth
21	G. C. Michiels	Dillwitz	Batavia	Texel
20	Johann Maria	Aalburg	Do.	Zierikzee
24	Lorton	—	Japan	London
24	Achilles (s s.)	—	China, &c., via S.C.	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug17	Vixen (str.)	Keay	Colombo, &c., via S.C.	London
17	James Shepherd	Madder	Shanghai	Do.
17	Sree Singapura	McKenzie	Singapore	Do.
17	Victoria	Gregory	Sndrlnd. & Singapore	Do.
17	Commander (str)	—	Singapore, &c.—S. C.	Liverpool
16	Fluellen	Simpson	Ceylon	Sunderland
18	Investigator (str.)	Moody	Singapore, &c.—S.C.	London
18	Alsager	Chapman	Callao and China	Do.
17	Kinfauns Castle	—	Singapore	Liverpool
17	Mary Emma	—	Do.	Newcastle
19	Enterprise (str.)	Lobnitz	Sing., China, &c., S.C.	London
19	James A. Wright	Morrison	Cardiff and Singapore	Do.
	Stanfield	Cummings	Singapore	Sunderland
	Venus	Jones	Ilo Ilo	Bristol
19	Ocean	Petterson	Galle	Cardiff
20	Rance	—	Batavia	Liverpool
19	Warrior (str.)	—	Sing., H.K., &c.—S.C.	Do.
21	Timsah (str.)	—	Colombo, &c., via S.C.	Do.
21	Champion	Jandron	Galle	Swansea
	Gesiena Maria	—	Sourabaya	Amsterdam
20	Picciola	Grafe	Singapore	Hamburg
16	Albay (s.a.)	Murray	Peng., Sing., &c. S.C.	Glasgow

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, Shanghai, and Foochow: Lord of the Isles. For Singapore, Hong Kong, and Shanghai: Odessa, Abbotsford. For Singapore, Yokohama, Hiogo, and Osaka: Danube. For Colombo, &c.: Arcot, Wimstead.

Sailing Vessels.—For Yokohama and Hiogo: Georgina, Denbighshire. For Yokohama: Coulnakyle, John Nicholson, Solent. For Shanghai: Ethiopian, Michael Angelo. For Hong Kong: Northfleet, Caroline Coventry. For Manila: Catalina. For Batavia and Sourabaya: Mary, Vier Gebroeders. For Singapore: Peterborough, Havelock, Eleanor. For Penang: Bristow. For Colombo: Rosy Morn, W. E. Gladstone, Hilarion. For Colombo, &c.: Northern Queen, Excelsior. For Galle: Canning.

At Liverpool.—For Singapore: Paix. For Batavia, Sourabaya, Samarang, Macassar, and Padang (via S.C.): Shiraz (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.) Hector (str.), Ulysses (str.). For Batavia: A. E. Vidal, Batavia. For Batavia, Sourabaya, and Samarang: Ranee. For Macassar and Sourabaya: Sliedrecht ex Tecumsen. For Galle: Suez, Rescue. For Galle and Rangoon: Rowena.

At Glasgow.—For Singapore: Kinfauns Castle. For Batavia and Sourabaya: County of Stirling. For Batavia (via S.C.): Gouverneur Generaal Mijer (str.). For Colombo, &c. (via Liverpool and S.C.): Killarney (str.) (via S. C.), Rydal Hall (str.).

SPOKEN.

Java Packet (Dtch. shp.), Btvia. to Amstrdm., July 18, 19 N., 33 W.
Lightning, Cardiff to Galle, July 8, 10 N., 23 W.
PF. JV (Dutch ship), Batavia to Amsterdam, July 17, 16 N., 30 W.
Lexington (barq.), Singapore to London, June 29, 35 S., 23 E.
Ellen (barq.), Sourabaya to Amsterdam, Aug. 11, 44 N., 22 W.
Sydenham (ship), of Lodnon, for Galle, Aug. 12, 50 N., 7 W.
Landwehr, Straits of Sunda to London, Aug. 10, 49 N., 14 W.
Mary Killam, Dartmouth to Singapore, May 25, 4 N., 27 W.
County of Elgin (ship), Sourabaya to Rotterdam, 36 days out, June 7.
Rolla (barq.), London to Hong Kong, July 20, 6 N., 26 W.
Aria and Betsy, Amsterdam to Batavia, July 11, 4 S., 28 W.
Lake Leman, Amsterdam to Batavia, July 13, 5 N., 27 W.
Lodewyk, Amsterdam to Java, Aug. 14, 45 N., 12 W.
National Guard, Cardiff to Galle, June 27, 27 S., 29 W.
Lydia, Cardiff to Singapore, June 29, 24 S., 29 W.
Mindoro, Boston to Batavia, July 4, 18 S., 29 W.
Bengal (Amer. ship), Boston to Batavia, July 26, 35 N., 43 W.
Ailsa, London to Shanghai, 21 days out, 11 N., 29 W.
Rookey (?) (Dutch ship), Batavia to Amsterdam, Aug. 2, 39 N., 38 W.
Pride (barq.), Colombo to London, June 10, 21 S., 62 E.
Lord Strangford (ship), Singapore to Falmouth, June 4, 35 S., 26 E.
Naval Brigade, Cardiff to Hong Kong, July 14, 4 N., 27 W.
Europa, Batavia to Flushing, July 8, 8 N., 27 W.
Auburn (barq.), Sunderland to Colombo, Aug. 14, 45 N., 12 W.
Attila, Newcastle to Galle, June 30, 32 S., 20 W.
Burden (?) (Dutch), Batavia to Amsterdam, June 26, 31 S., 12 E.
Nestor, Cardiff to Java, June 23, 11 N., 24 W.
Adria Polina, Batavia to Rotterdam, June 11, 28 S., 47 E.

FREIGHTS AND CHARTERS.

There is no change to note in freights to the East.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Port Elizabeth, dated July 15, state that a further sale of damaged cargo, ex Louisa Lansdowne, from Singapore to Boston, which put in there leaky, was held on the 13th July.

MISCELLANEOUS.

At St. Helena.—July 14, Juno, Stokhuyzen, from Padang, and sailed for New York; 21, Racehorse, Hybert, from Singapore, and sailed for London; 28, Alexandria, Tyrer, from Singapore, and sailed for New York.

Passed St. Helena.—July 21, Scotland, from Padang, for Amsterdam.

At Aden.—Statesman (str.), from Foochow, and left Aug. 17, for London.

At Port Said.—Aug. 8, Achilles (str.), Russell, from China, &c. (via S.C.), and left for London; Tchihatchoff (str.), Ritcher, from Hankow (via S.C.), and left for Odessa; 9, Glendarrock (str.), Berryman, from Foochow (via S.C.), for London.

NOTICE TO MARINERS.

Korean Archipelago.—Discovery of Sunken Rocks.—Information has been received of the recent discovery, by H.M.S. Leven, of a dangerous sunken reef lying in the fair-way of navigation, about midway between Ripple Island and Nimrod Island, Korean Archipelago. The reef (Leven reef) appeared to be about half-a-mile in extent, east and west, and on the western part, which seemed to be only a few feet below the surface, the sea was breaking heavily. The following bearings were taken from the Leven:—Ripple Island, centre, S.E. by S. ½ S.; Lyra Island, south extreme, W. by N. ¾ N.; Harford Peak, E. ½ N.; West extreme of the reef, N. by E. ¾ E. about half-a-mile. These bearings place the reef in lat. 34 deg. 5 min. 50 sec. N., long. 126 deg. 10 min. E. All bearings are magnetic. Variation 3¼ deg. Westerly in 1871. Hydrographic Office, Admiralty, London, 7th August.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS :—

From LONDON to SAIGON and COCHIN CHINA	**£5 17 0**
" " " HONG KONG	**7 0 0**
" " " SHANGHAI	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

OSLER'S CRYSTAL GLASS CHANDELIERS.
WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shal be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon' Ladies' Salon, Billiard and Smoking Room. English' American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces, &c.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

HOLLOWAY'S PILLS

BLOOD TO THE HEAD, WITH SYMPTOMS OF APOPLEXY.—Holloway's Pills are undeniably the finest medicine in the world for biliousness and indigestion. In all cases of deranged stomach, determination of blood to the head, biliousness, sick headache, liver complaints, which frequently end fatally, by producing apoplexy or paralysis, there is no medicine known that will give such immediate relief as these renowned Pills; young and old, rich and poor, patronise them, and so many cures are effected by their use that their praise is sounded from the torrid to the frigid zone; in truth, persons who travel consider them a necessary requisite. Frequently the blood becomes overheated, the liver torpid, the skin irritated by prickly heat, and the whole system languid and exhausted. Nothing so soon gives relief as Holloway's Pills.

Digitized by Google

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Sept. 17 October 1 October 15 October 29 Nov. 12 Nov. 26	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sept. 17 October 15 Nov. 12	For	Pondicherry, Madras, Calcutta.

September 3, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. Fletcher and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. =
ALEXANDRIA ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Aug. 5, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Aug. 5, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of Lebeau and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. Starr and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. Starr and Co., Agents 22, Moorgate-street, London

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessels in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

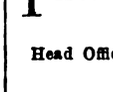
For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.



SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

For Freight or Passage apply at 12, George-yard, Lombard-street.

THE AGRA BANK (Limited).

Established in 1833.

Capital, £1,000,000.

Head Office:—Nicholas-lane, Lombard-street, London.

Bankers.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

Paid-up Capital, £1,500,000.
Reserved Fund, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

Head Office.—14, Rue Bergere, Paris.

Agencies at—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

London Bankers.—The Union Bank of London.

London Agency.—13, Leadenhall-street E.C.

Manager.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,

P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

Court of Directors and Head Office in Hong Kong.

London Manager—W. H. Vacher, 24, Lombard-street

Bankers—London and County Bank.

Branches and Agencies

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Princ of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. Yapp, 4, Place Wagrams
Brindisi	
Hamburg	R. Carl.
Bremen	G. Steinmeyer.
Holland—Rotterdam	H. A. Kramers.
,, Amsterdam	Mackay, Boomkamp, and Co
New York	Wm. H. Fogg & Co., 32, Burling Slip.
San Francisco	J. W. Sullivan, 609, Sansome street.
Alexandria	David Robertson & Co.
Suez	S. W. Hoseason.
Aden	Cowasjee Dinshaw.
Point de Gaile	Fredk. Piters
Colombo	J. Maitland & Co.
Singapore, Labuan, and Sarawak	John Little & Co., Singapore
Penang	Sandilands Buttery, & Co
Batavia	Houghton & Co
Samarang	Jacobson, van den Berg & Co.
Sourabaya	Houghton & Co.
Anjer — Straits of Sunda	G. Schuit, Anjer Hotel.
Manila	Loyzaga & Co.
Hong Kong, Canton, Macao and Swatow	MacEwen & Co.
Amoy	Brown & Co.
Foochow	Hedge & Co.
Hankow	Virgo, Matthews, & Co.
Shangha	H. Fogg & Co.
Tien-Tsin	James Henderson.
Nagasaki—Japan ...	Pignatel & Co.
Yokohama	Godfrey A. Tallerman
Osaka and Hiogo ...	K. de Piotrowski

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the Jerusalem.)

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

CHINA, JAPAN, BOMBAY, AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Bombay.....	Erl King, s.s. via S.C. ...	AB1	SWID	Aug. 30
Hong Kong.	Caroline Coventry ...	A1 13 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Shanghai ...	MichiAngelo	A1 16 yr	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Ethiopian ...	A1	E.I.D.	With des.
Shanghai ...	Osaka.....	A1 17 yr.	E.I.D.	To follow
Shanghai ..	Wylo	A1 16 yr.	E.I.D.	To follow
Yokohama...	John Nicholson	A1 14 yr.	E.I.D.	With des.
Yokohama...	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
China Ports & Japan.	Abbotsford Messrs. Co.'s s.s.	AB1	649	E.I.D.	Sept. 6
	Messrs. Co.'s s.s.	—	—	E.I.D.	Sept. 16
	Messrs. Co.'s s.s.	—	—	E.I.D.	Oct. 14

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

INDIA, CHINA, and JAPAN.—Notice to Passengers — GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to GELLATLY, HANKEY, SEWELL, and Co., 109, Leadenhall-street, E.C.

MESSAGERIES MARITIMES de FRANCE.—ADEN, GALLE, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and other customary ports of call.—The well-known steamship COPERNIC, one of the Company's fleet, 1,800 tons burden, 200-horse power nominal, Captain Ricoux, will leave East India Dock at daybreak on Saturday, the 16th September, for Marseilles, as an extra steamer for the conveyance and transshipment of passengers, specie, and merchandise into the Company's regular mail steamer TIGRE, for the above-mentioned ports. All goods sent by this route will be delivered at their destinations with that certainty and precision which belong to a regular mail service.

For general information and passage apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, No. 123, Fenchurch-street; and for Freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, London.

The Delta (s.s.) will follow, Oct. 14, from London.

STEAM FROM LONDON to CHINA AND JAPAN, via the SUEZ CANAL.—Last Shipping Day 5th September.—The very fast screw steam clipper ABBOTSFORD, AB 1, 649 tons register, 500-horse power effective, just returned with the first teas from Foochow in fifty-nine days, now loading rapidly in the East India Docks, will receive merchandise, specie, &c., for SINGAPORE, HONG KONG, SHANGHAI, and JAPAN PORTS.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, and No. 109, Leadenhall-street, London, E.C.

CHINA AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Pen., Sing. Hg.Kg., & Shanghai (via S.C).	Canton, s.s.	A1 100	1215	SWID	Wth des.
Yokohama & Hiogo.	Denbighsh.	A1 15 yr.	483	EID	Wth des.
Shanghai.	Carmartsh.	A1 14 yr.	812	EID	Wth des.

Excellent accommodation for first and second-class passengers.

For Freight or Passage apply to NORRIS and JOYNER 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transshipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered screw steamer CANTON, 100 A1 (highest class at Lloyd's), 1,215 tons register, 200 h.p. nominal, J. C. JACQUES, Commander, will be despatched from the South West India Docks early in September. This magnificent steamer, lately built by Messrs. C. Mitchell and Co, Walker-on-Tyne, expressly for the China trade, is elegantly fitted for first and second-class passengers with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon and stewardess. The last passage from Gravesend to Shanghai was made in 57 days, including all stoppages.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co, 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR SHANGHAI DIRECT, the composite clipper ship CARMARTHENSHIRE, A1 14 years, 812 tons register; R. WATSON, Commander; Loads in the East India Docks. This splendid clipper is well known in the China trade for her fast passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 2nd Sept.

FOR SHANGHAI, YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered Screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; S.W. India Docks.

For Freight, apply to the Owner, DONALD R. Mc GREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Steam via the Suez Canal. To sail on 18th Sept.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, and taking goods for transhipment to JAVA and JAPAN, at through rates, the splendid full-powered screw steamer, CHEOPS, 100 A1, 984 tons register; 150 horse-power, nominal; W. S. CROWDACE, Commander; S.W. India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

FOR HONG KONG, the well-known clipper ship, NORTHFLEET, A1, 14 years, 876 tons register; THOMAS OATES, Commander; London Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. JOHN PATTON, jun, and Co., 22, Leadenhall-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glendarroch, s.s. ...	1,500	Thos. Skinner & Co.	
Canton, s.s.	1,215	Norris & Joyner	
Eleanor, A1 13 yrs.	433	Wright, Bros., & Co.	Sept. 2
Havelock, A1 13yrs.		Wright, Bros. & Co.	Sept. 24
Peterborough, A1 13 years	560	Mills and Milne.....	Sept. 2
LIVERPOOL.			
La Paix, 3-3rds.....	47	Mors le Blanch	
GLASGOW.			
Wemyss Castle, A1 14 years	699	Thos. Skinner & Co.	
Kinfauns Castle, A1	800	Do.	

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

Steam from London, via Suez Canal.—To follow the "Glengyle."

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at Penang, if sufficient inducement offers (taking goods at through rates for Java and Japan at shippers' risk), the magnificent new Clyde-built screw steamship GLENDARROCH, 100 A1, 1,500 tons register, 900-horse power effective, E. W. BERRYMAN, Commander; will be at a loading berth in the South West India Dock in a few days. This high-classed and full-powered steamer is confidently recommended to intending shippers and passengers. Her state rooms are elegantly fitted, and replete with every comfort.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

The new s.s. GORDON CASTLE is intended to follow as the October packet.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Singapore ...	La Paix	2-3rds L. 11	Prnce's	With des

From LONDON.

Yoko.&Hiigo	Georgina...	A1 13 yr.	L.D.	Sept. 5

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Winestead.....	A1 20 yrs.	2,000	E.I.D.	Aug. 30
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Sept. 15
Yorkshire	100 A1	2,273	S.W.I.D.	To follow
Red Gauntlet...	100 A1	1,450	E.I.D.	To follow
Hindoo	A1 18 yrs	1,800	E.I.D.	To follow
Urbino	A1 18 yrs	1,800	E.I.D.	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

First ship.

DIRECT FOR COLOMBO, the splendid British-built Composite Ship W. E. GLADSTONE, A 1 14 years 534 tons register; PETER JONES, Commander; S.W. India Docks.—This fine, high-classed vessel is well known for her rapid passages, and the good order in which she invariably delivers her cargo.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Will meet with the usual quick despatch.—To follow the "W. E. Gladstone."

FOR COLOMBO, COCHIN, CALICUT, TELLICHERRY, and MANGALORE, the splendid trader ACACIA, A1 11 years, 390 tons register, JAMES HENDERSON, Commander; West India Docks. This fine vessel is well-known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the name of the port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London — Wednesday, August 30, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 418.] LONDON, MONDAY, SEPT. 4, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	June 2	July 19	July 22*
Yedo			
Osaka and Hiogo	—	—	" 15*
Hakodadi			
Nagasaki	—	—	" 14*
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	May 12	" 1	" 8
Kiu-kiang			
Chin-kiang			
Shanghai	" 19	" 4	" 14
Ningpo			
Foochow	" 12	June 25	" 15
Formosa			
Amoy	—	—	" 18
Swatow			
Hong Kong	June 9	July 18	" 21
Canton			
Macao			
PHILIPPINES—			
Manila	" 2	" 17	" 17
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok	" 16	—	" 23
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 22
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	" 16	" 17	" 29
Penang	" 30	" 29	" 31
CEYLON—Galle	July 14	Aug. 6	Aug. 8
Colombo	" 14	" 7	" 7

* Via San Francisco.

THE MAILS, &c.

The overdue French mail was delivered on Saturday, and the P. and O. and Pacific mails, *via* Brindisi and San Francisco, this day. The next inward mail (P. and O.), with dates, Shanghai July 29, Hong Kong Aug. 4, Singapore Aug. 12, is due on the 16th inst., *via* Brindisi.

List of Passengers.

PASSENGERS INWARD.

Per steamer *China* (Pacific mail line), arrived at San Francisco, Aug. 13.—For Europe: Mr. Muller, Capt. Scott and wife, Lieut J. H. Hodgson, B.A., Mr. Kedo. Mr. Norwilnda, Mr. Fejui, Mr. Mansuna, Master Hiratara, Mr. E. Ajerose, Lieut. Crofton, R.N., Miss C. Wardlow, Hugh Helley, Thomas Fox, C. Kachmacher. For San Francisco: Miss A. E. Rice, Mr. Hoeflich and wife, Mr. Meyer and servant, Mr. J. Taylor, Mr. Sirunyo, Miss L. Center, Mr. D. Divine, Mr. R. Fisher, Captain Geo. Scott, John Harvey, L. Hobelspaten, R. Mitchell, W. Welton, Daniel McKay, Mr. Jaquenino, Benjamin White, Annie Miller, Lizzie Miller, George Ames, James Doughty, Thomas Grant, Maridoso, J. C. Mack, a Japanese troupe, and 283 Chinese. For New York: Mr. Reis and three children, Miss Thorne, O. Bullock, Capt. Martin, Mr. Reine and wife, A. Riekinius, G. Gordenchen, John Smithy. For Chicago: The Rev. C. V. Hart, wife, and three children, Dr. F. S. Steadman, B.A., F. Diere, F. Kroplein. For Omaha: Mr. E. Shepperd, wife, and child, Captain C. V. Creagh.

Per French mail steamer *Tigre*, arrived at Marseilles, Aug. 30.—From Shanghai: Messrs. Pyal and Spedding, Madame Percussaire. From Hong Kong: Messrs. Claussen, Varrier, Servillana, Flemingron, El Moisko, L'Abbé Jacquemin. From Saigon: Messrs. Fantou, Molila, Lechmann, and Barell. From Batavia: Messrs. Van Coevordin, Van Vugt, Van der Put, Shislasger, Hartens, and Semstra, M. and Madame Verburght, M. and Madame Tydemann, M. and Madame Verschoor, Madame and Mdlle. Joricas. From Singapore: Messrs. Micon, Benteria, Fauro, Pexterio, Lato, Beanicke, Tongh, Grandi, Estivel, Allosma, Bodriguez, Nicolas Cassin, Bayurri, Johnson, Madame Corsi, Madame Palmano, Madame Leon Pietro.

By this mail to Brindisi, per P. and O. steamer *Massilia*, arrived Aug. 30.—From Hong Kong: Mr. Koeppen, Mr. Zuda, Mr. G. Zuda, Mr. Tokigama, and one second-class passenger. From Singapore: Mr. Puttfarcker, Mr. Greenshields. From Galle: Mr. Grindrod.

To Southampton, per P. and O. steamer *Delta*, expected to arrive Sept. 9.—From Hong Kong: Lieut. Drew, R.N., and two second-class passengers. From Singapore: Mr. Sueter, R.N., and one second-class passenger.

PASSENGERS OUTWARD.

Per steamer *Hector* (Holt's Line), Captain Bewley, from Liverpool, Aug. 29.—For Penang: Mr. R. H. Tolson. For Singapore: Mr. C. J. F. Banister, Captain and Mrs. Poole. For Hong Kong: The Rev. R. H. and Mrs. Kidd, three children, and servant, Mrs. Pilgrim, Mr. C. E. Rix, Mr. and Mrs. Vogel and child, Mr. Teodore Tuton. For Shanghai: Mr. S. P. Tombrink.

Per P. and O. steamer from Southampton, Sept. 2.—To Yokohama: Mr. E. George, Mr. Foster. To Hong Kong: Miss Smallbone, Assistant-Surgeon J. B. Baker, Miss Tulloch. To Ceylon: Mrs. Puckle and child, Mr. G. A. Baumgartner, Mrs. M. J. Cook, Mr. F. P. Ellis, Ensign Scott.

Per P. and O. steamer, from Brindisi, Sept. 12.—To Batavia: Mr. R. Hutchinson. To Penang: Dr. H. Sander.

Per P. and O. steamer, from Southampton, Sept. 16.—To Yokohama: Mr. A. T. Cousens, Mr. R. A. Mees. To Shanghai: Mrs. F. Barnes, Mrs. Maitland. To Hong Kong: Mrs. Dods and two children. To Singapore: Mr. C. H. Cundall, Mr. N. Murton. To Ceylon: Mr. J. R. Baillie.

Per P. and O. steamer, from Brindisi, Sept. 26.—To Shanghai: Mr. and Mrs. Reid. To Hong Kong: Mrs. Harcourt Hardy, Mr. D. G. Hunter. To Ceylon: Mr. S. Green.

Per P. and O. steamer, from Southampton, Sept. 30.—To Yokohama: Mr. T. Thomas, Mr. W. H. Carter, Mr. Cornes. To Shanghai: Mr. and Mrs. H. Tapp. To Ceylon: Miss Walkinshaw.

Per P. and O. steamer, from Brindisi, Oct. 10.—To Shanghai: Mr. A. Myburgh. To Singapore: Mr. R. Wright. To Ceylon: Mr. and Mrs. Delmege, Mr. W. G. Brodie.

Per French mail steamer *Tigre*, from Marseilles, Oct. 1.—For Batavia: Mr. and Mrs. L. G. Diepenheim.

Per French mail steamer *Ava*, from Marseilles, Oct. 29.—For Batavia: Mr. Loudon (Governor of Java), family, and servants (twelve persons), Mr. Mohr, Mr. Smith, Mrs. Reyers.

Per French mail steamer *Provence*, from Marseilles, Sept. 3.—To Singapore: M. Jeanouin, M. Quetric. To Saigon: Mr. Spooner. To Shanghai: M. Gatin.

Summary of News from the Far East.

YOKOHAMA.

The following extracts are from the *Japan Mail* of July 22:—

The *Adventure*, with some three hundred marines has arrived at this port. The marines will take the place of the 1st battalion 10th Regiment, which is to be moved to Hong Kong and Singapore. There is to be a farewell entertainment to the officers of the 10th.

A party, consisting of Mr. Russell Robertson, H.M.'s Vice-Consul, M. Jaquemot, Mr. Strachan, and Mr. Walter has recently returned from a tour in the silk districts made under the auspices of Mr. Adams, H.B.M. Chargé d'Affaires.

The silk crop is reported as large and good, and it is also said that the notification distributed to the silk-reelers has had much effect in producing more careful reeling.

We announced last mail that Russia had taken entire possession of the Island of Saghalien, refusing any joint occupation of it with the Japanese. The act is unscrupulous and unjustifiable, but the resources of the island will be more quickly developed by Russia than by the Yedo Government. Compensation will however have to be paid to the Japanese for the portion of territory of which they have been dispossessed, and as it contains valuable coal mines, it is to be hoped this will be liberal.

Except for these mineral resources it is impossible to look upon the island as of any great value to Japan, though it is equally impossible to regard the action of Russia without reprehension. As will be observed, a commissioner has been sent northward to negotiate upon the whole matter.

Soyejema, one of the councillors of state, left Yedo on Tuesday, the 11th, for Hakodadi and Possiette Bay, in order to open negotiations with respect to Saghalien.

We have received the second number of the *Yokohama Mosquito*. It is very neatly printed, and the frontispiece is well designed. We notice but one omission, but that is of some importance in a comic paper; the contributors seem to have such a dread of levity that they have left out all the jokes.

HIOGO.

FROM A CORRESPONDENT.)

TERRIFIC GALE.

On the night of the 5th—11 P.M. to 1 A.M.—we were visited with a typhoon, the effects of which and the tidal wave, if it was one, have been fearful. Four steamers and one barque are total wrecks, two more steamers (small ones) are high and dry on the beach—in fact, partly in the houses in which they broke down. Whole properties are entirely destroyed; one shipyard and foundry (Wignall's) is utterly devastated, not a stone standing to show where either house or foundry stood, whilst the heaviest machinery, such as lathes, punching-machines, &c., many weigh-

Digitized by Google

ing tons, are washed yards from where they were before firmly fixed. Mr. Wignall, his wife, and child had a very narrow escape, having only got out of the house when the water was up to his neck, and only five minutes before all was swept away; four servants were drowned. This case is not a solitary one; numbers had equally narrow escapes. One lady had to throw her children out of the window, and jump after them; junks without end have been sunk or destroyed, and the number of native lives lost must be immense. The case of the barque *Pride of the Thames* is the worst; she either parted her anchors or dragged on shore, where she turned on her side; captain, mate, second mate, steward, and one man were drowned; the rest were rescued from the rigging. She now lies within a hundred feet of the beach (which is very steep) on her side, the upper side being about six feet out of water at low water. Numbers of craft building have been washed away, and every scrap lost. The China and Japan Trading Company's loss is the heaviest; they owned three of the steamers lost. The old *Cricket* is at last done for; she lays on the beach broken in two. All the bund masonry is washed away, and altogether the Kobé of to-day is as different from that of the 6th as old Shanghai to the present one. We escaped, as we live in a place surrounded with trees, and these broke the force of the wind; so that though many of them are uprooted, the house escaped. I do not think the force of the wind was as great as I have experienced in two or three previous typhoons, but the water did the damage. I fear many foreigners are entirely ruined. You may imagine the force of the water when I tell you that in a back street, 150 feet from the bund, and running parallel with it, an iron safe weighing three tons, which was too heavy to be put inside a store, was carried some forty feet up and across the road. The bay is covered with floating wreck. It will take a very long time to restore things to their former state, and many fear will greatly injure the prospects of the port.

The following items are from the *Hiogo News*:—

Mr. Morel, of the Imperial Railway Department, arrived here on Friday from his preliminary survey of the route between Tsuruga Bay and Kioto. We are very glad to hear that it has been determined by the authorities to construct a line of railway from Tsuruga to Kioto, and thence to connect it at Osaka with the Hiogo and Osaka line. This new line is viewed with much favour by the Japanese of all classes, we are informed. It will connect the east and west coasts of the island, passing through one of the most fertile districts of Japan, and its advantages to ourselves, both at Osaka and here, are incalculable. The town of Tsuruga—or Tsurunga, as it is pronounced—is but a comparatively small one, of perhaps 12,000 inhabitants. The bay to which it gives its name is stated by some who have seen it to be one of the finest, if not the finest, in Japan. The entrance to it is narrow, but it afterwards expands something after the fashion of the famous harbour of Sydney, which, with that of Rio de Janeiro, competes for the honour of being the finest harbour in the world.

The passes through the ranges between Lake Biwa and Tsurunga are reported to be of easy gradients, and the greater part of the proposed route, as it runs along the lake, is stated to present no greater difficulties than does our own simple line to Osaka. The surveys are to be commenced at once, and as soon as they shall have been completed the works will be immediately begun.

From Simioshi and Sakai reports reach us of great mischief done by the recent typhoon. Many junks have been destroyed, and some lives lost. We hear that no less than one hundred and seventy houses were destroyed at the two places.

In the districts where the sea has overflowed the rice-fields to the depth of but a few inches, the plants may possibly yet be saved, as, although the outer blades are browned, the inner ones are generally left green.

From Kiushiu we have also reports that the harbours on the coasts have suffered very severely from the effects of the late typhoon. In Kata harbour alone over 130 junks and some 850 houses are reported destroyed, 450 people being killed and 300 wounded. In another harbour, thirty to forty junks are reported destroyed, and fifty or sixty people killed. At the village of Terawada, the head man of the coolies and 300 of his men are said to have been drowned.

From Kioto we hear that many houses were blown down during the late typhoon, and that six persons lost their lives thereby. Owing to the inundation consequent upon the heavy rainfall, the native steamers running between Kioto and Osaka, for some days after the storm, were obliged to stop at Yodo; we believe, however, that they now reach Fushimi, as of old.

The yearly feast of Nanko was held, as customary, at the Kuszunoki Temple, on Wednesday last. There were the usual display of flags and processions of finely-dressed Japanese officials, a special envoy from the Mikado's Court paying his respects to the shrine of the Saint during the course of the day. The whole of the ground for the new temple and its garden has been levelled, but there was little to be seen on Wednesday beyond a Japanese crowd and the everlasting drums. Of course there were the usual merman and other stock curiosities, but little to distinguish this from any other native holiday.

The British barque *Pride of the Thames*, with all her appurtenances, was sold by public auction on Monday last, for the sum of $1,500, Mr. Frank Fisher being the purchaser.

Their Excellencies Okuma and Ito, accompanied by Mr. Cargill, arrived here in the *Phase*. They proceeded to the Mint, where it is to be hoped they will settle the difficulties which have hitherto delayed the issue of the new dollar.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

(VIA SAN FRANCISCO.)

NAGASAKI, July 15.

Since my last, on the 15th ultimo, *via* San Francisco, the following mails have been received here: April 28th and May 5th on the 26th June by the steamer *Emerald*, and those of the 12th and 19th May on the 7th instant, by the P. M. steamer *Ariel*. The movements of the war vessels have been as follows: arrivals, June 19, H.B.M. gunboat *Elk* from Hiogo; 25th, Russian gunboat *Ermak*, and corvette *Haydamaack*, both from Shanghai; 26th Danish frigate *Tordenskjold*, from Yokohama; July 5, Russian corvette *Almaz* from Shanghai, and French ironclad *Alma* on the 8th from Chefoo. The departures for the same time have been: H.B.M. gunboats *Elk* and *Ringdove* on the 21st ultimo; the former for Foochow and the latter for Chefoo; 28th ultimo *Ermak* for Hakodadi; July 1, *Haydamaack* for Vladiwostock, 14th, French ironclad *Alma*.

The export, &c., of coal from Nagasaki to the 8th inst. is as follows:—

	Takasima. Tons.	Karats and other kinds. Tons.	Total Tons.
January ...	2,870	10,154	13,024
February	865	4,834	5,699
March ...	2,142	4,580	6,722
April ...	1,382	8,436	9,818
May ...	2,954	6,562	9,516
June ...	2,111	4,848	6,959
To 8th July	—	1,111	1,111
	12,324	40,525	52,849

The tea season has not yet opened at this port, and as yet only musters have been shown. The annual report that high prices rule up country is again current here, but is disbelieved. If it is really true that the local teamen who have gone into the country to purchase are resisting the attempt to raise prices, they are to be commended, but there is always considerable doubts whether these rumours are not got up to induce foreigners to extend their ideas.

The Japanese steamer, formerly known as the P. and O. steamer *Grenada*, has been wrecked on Hika Sima, a short distance from the spot where the American steamer *Yangtsze* was wrecked a short time ago. The accident occurred at about 5 A.M. on Tuesday morning last, when the vessel was steaming at the rate of seven knots per hour, and it is supposed that the captain mistook the proper channel owing to it being very foggy at the time. She was bound for Kokura with Higo troops on board, all of whom were saved, and arrived here by the British steam tug *Argus*, which was despatched to render assistance. It is reported that there is but little chance of getting her off, as she is very badly damaged indeed, and nearly covered at high tide.

The natives are beginning to get anxious about the rice crops in the neighbouring districts, which, owing to the absence of rain, are reported to be suffering. It was only a month ago they were complaining the rain was spoiling the barley, and now they complain of the absence of rain. Truly farmers all the world over are a grumbling lot, but I thought this failing was confined to the British specimen.

Dr. G. B. Newton, R.N., whose name was frequently before the public owing to the appointment he held from the British Government to superintend the establishment of hospitals for the reception of patients who would come under the Contagious Diseases Act if in England, died somewhat suddenly on the morning of the 11th inst., aged about forty-one years. He had been suffering from an internal complaint for a long time past, and had been far from well, but no one thought his end was so near. Up to Saturday last he was walking about the settlement, and even so late as Sunday evening nothing remarkable occurred, except that he appeared to be extremely restless; but on Monday morning several medical men had to be called in, but they could do nothing to save him. The cause of his death was his blood and water mixing together, but I do not know the medical term for the complaint. He was buried with military honours on Tuesday afternoon, in which several of the officers and detachments of men from the men-of-war then in port joined. The whole of the Consuls, and nearly the whole of the community, who held the deceased in high esteem, also followed him to his grave.

Everything in freights and exchange is quite nominal, except native coin, which is 292 to 294 nebukin per $100.

CHINA.

SHANGHAI.

Dates are to the 14th July. The English mail of May 19th arrived on the 4th July.

(FROM A CORRESPONDENT.)

SHANGHAI, July 14.

The political horizon looks clouded. The Yankees have de-

Digitized by Google

cidedly put their foot in it in Korea. Their boats were fired on from the Korean forts; the boats replied, and shelled the forts. Two days after the forts were taken, with a loss to the Americans of one officer and two men killed, and seventeen men wounded. The Koreans lost 240 killed, besides wounded. Having captured and dismantled the fort, the American forces re-embarked, as their force was too small to march inland. The Americans must either abandon their enterprise of opening Korea, or bring 5,000 men next spring, and land, and occupy the principal towns, so as to bring the Korean Government to reason. The expedition has returned to Chefoo and this place, being unable to carry the matter further without instructions from Washington. The Chinese will, doubtless, magnify this into a defeat, and become more defiant in their demeanour towards foreigners. The usual feathers are going up, which show how the wind blows. The mandarins have commenced squeezing any Chinese here who do business through foreigners, and torturing them until they pay the squeeze demanded of them. The fact is that, in defiance of treaties, the old Hong system in force during the East India Company's time is as rampant as ever, and under the name of Guilds the same monopoly still exists. There is a combination in prices, both in buying and selling, so that the foreign merchant is at a disadvantage. The Chinese have also established a blockade of the port of Hong Kong, as far as Chinese boats are concerned. They have one gunboat stationed in the Lyemoon, and another lies in the other entrance to Hong Kong harbour on the land side, and these levy toll on all Chinese vessels passing. Oh, for the days of Pottinger and Elgin! but, alas, we have fallen on degenerate days. The Granvilles and the Wades are willing to see their flags dragged in the mire, and make no sign.

Two British subjects (not missionaries) have been seized by the Koreans, and it is supposed beheaded. The *Ringdove*, a British gunboat, has been sent from Chefoo to inquire after them. Of course no further steps will be taken till instructions come from home, and as their deaths may not influence the price of calico, the presumption is that nothing will be done. The Gladstone Administration is not likely to move in the matter; most likely their inquiries will be directed to the Consul, to ascertain whether those unfortunate individuals have paid their registration fee, as Lord Granville did in the case of Sister Louise, who, not having paid the fee, was ignored as a British subject. Some of the Chinese gunboats have hoisted the Viceroy's flag at Canton. One subject ought to be agitated at the revision of the Treaty, viz., the heavy tonnage dues levied in Chinese ports on foreign ships. The charge—three shillings or more a ton—is enormous, and when compared with that levied in England is enormous and a heavy tax on our shipping. I am surprised that the shipowners in England do not agitate the question. When this charge was fixed by Sir H. Pottinger it was thought a great improvement in the charge of five or six thousand dollars levied upon ships at Canton, but those days are now over, and a more reasonable charge ought to be levied, particularly as until lately the Chinese have done nothing to improve the harbours or light or buoy their entrances. The *Lismore* steamer was wrecked at the entrance of this harbour nearly a year ago, yet nothing has been done to remove the obstruction to navigation.

The following items are from the *North China Herald*:—

A few days ago we printed a translation of a memorial from the Governor of Hunan, regarding the desperate financial condition to which that province has been reduced by excessive drains for military operations in Kansuh. To-day, we give one from the Governor of Chekeang, describing a similar dead-lock, brought about by excessive demands for finery for the Emperor's approaching marriage.

It is only at long intervals that we get glimpses of the state of affairs in the province of Yunnan, and when we do so the tale is generally very similar. Success fluctuating between the Imperialists and the Mussulmans, and the country devastated by hostile troops. A correspondent has courteously given us a more complete sketch of the position of affairs there than we have had at our disposal since the interesting narrative by M. de Carne appeared two years ago in the *Revue des deux Mondes*: but the tale is still the same. The two most important cities in the hands of the Mahomedans are Tchen-kiang-fu and Tali. Our correspondent writes that, if the Mahomedans remain united, and the Imperialists do not bring far greater resources to bear, the former will hold out for several generations, and the latter until times too remote for calculation. The greatest success the Imperialists have lately gained has been the treacherous execution of a daughter of the principal Mahomedan general, who seems to have been a sort of Jeanne d'Arc. She had gone to a Chinese city to negotiate, under safe conduct, but was arrested and killed.

About a month ago we mentioned that a Chinese merchant on the French Concession had been squeezed $70 by city emissaries, for doing business through foreigners. We now hear of a still more outrageous case of persecution under very similar circumstances. An English firm, located on the French Concession, shipped for Kiukiang 700 bundles of seaweed by one of the U.S.N. Co.'s steamers. A few days later the native broker through whom the purchase had been made was summoned to the Tax-office, next door to the Custom-House, where he was ordered to pay Tls. 100 squeeze. The purchasers of the seaweed, on learning the affair, sent a shroff to support his case, and to ask that he might be released. The shroff was threatened with a flogging for interference. A foreigner then went down, and was told he had been sent to the Mixed Court. The Maloo people, however, denied any knowledge of the affair. It was eventually discovered that the man had been sent into the city. He has now been released on payment of Tls. 306. He was given the option of payment, or imprisonment and torture—implements for the latter purpose being displayed before him. The case has been laid before the English Consul, in so far as it affects the interests of the firm; but the intervention of the French Consul has been also sought to stop the detestable system of espionage which is evidently at work in every corner of the settlement. Notably, we are informed there are spies regularly stationed at the U. S. N. and S. S. N. godowns, to mark every transaction in which a native is concerned; and that even every hong in the French Concession is similarly watched. Whether the other Concessions are similarly favoured we are as yet unaware; but it is very probable.

Another native was arrested on Wednesday, for the crime of doing business through a foreign firm, and squeezed Tls. 27.50. His case has been laid before the Consul-General for France, the man being a resident on a French concession.

A fire has occurred in Messrs. Dodd and Co.'s tea-packing establishment, situated at Twa-tu-tia, a town about twelve miles from Tamsui, and after burning a short time was extinguished with the loss of the bulk rooms and firing rooms.

A fire occurred on Thursday morning in Cheap Jack and Co.'s bakery, Hong-kew. The loss is estimated at Tls. 1,000, and is we believe, covered by insurance.

The difficulties of the Shanghai Club in regard to a committee were finally arranged on the 10th. The present Committee was asked, and consented, to serve during the remainder of the year; and committees are in future to be elected by ballot.

The P.M.S.S. Company advertise a second mail steamer to America this month, which will, we believe, be the first of a fortnightly line.

The American residents in Shanghai celebrated the 4th of July festival in their usual hearty manner. A large number assembled at the U.S. Consulate at noon, where the Declaration of Independence was read by the Vice-Consul-General, Dr. M. T. Yates, and in the evening, we believe, much festivity took place. Mr. G. F. Seward very opportunely returned from his visit to Japan in the afternoon.

The execution of William Williams, for the wilful murder of Thomas Mitchinson, took place on the 4th July. Considerable difficulty was experienced in finding an executioner.

Without a word of warning or of farewell, the *Cycle* appears to have quietly lapsed; the only faint indication that we can discover, in recent numbers, of its approaching fate, being a sarcastic declaration, on the 27th May, that the press in China has no influence.

The second number of *Puck* has been published. The hitherto unpublished chapter of Dr. Johnson and Boswell's experiences in China is pointed and well sustained, and the lighter paragraphs are witty and genial.

The following particulars (from the Shanghai *Courier*) relating to the loss of the *Chusan*, on the Korean coast, will be read with interest at the present juncture:—

It appears that on or about the 2nd of June the German schooner *Chusan* left Chefoo for Possiett, or Port May, but in passing round the Korean peninsula was drifted out of her course by the current during a fog, stranded on an island of the Sir James Hall group, and was abandoned by her crew, who reached the Korean coast in safety. The authorities offered to send them back to Chefoo overland, but intimated that they would be allowed to take nothing with them from the wreck, which they considered as theirs. The Chinese portion of the crew accepted the offer of a convoy overland, but the captain (Shölke) and the foreigners preferred risking a run across the Gulf of Liautung in their two boats. One proceeded direct to Chefoo, but Captain Shölke and his party fell in with the *Palos* on her way to Korea, and were taken on board by her and treated with the hospitality they needed.

It appears that in the confusion of the wreck a gun had accidentally exploded, shattering severely some of the Captain's fingers. As soon as he reached Boisée amputation was performed on those fingers requiring it.

In due time the wreck was sold at auction at Chefoo, and was knocked down "as she lay on the island of the Sir James Hall Group," for some $80 to two British subjects, one named Campbell and the other Paul. They immediately got ready a junk and with another foreigner, a German, and a numerous body of Chinese to conduct the salving operations, started for the scene of the wreck. But they had scarcely arrived there when they were surrounded by large numbers of the Koreans, who bound the three foreigners hand and foot, and slinging them on bamboos, as we see pigs carried about through the Settlement, hurried them off into the interior. The Chinese were glad to make their escape, and reaching Chefoo on the morning of the 6th inst., reported what had occurred. The Admiral had left some time before in the *Salamis*; and Captain Hewett, of the *Ocean*, as senior naval officer, at once sent orders to H.M.S. *Ringdove* to get up steam to proceed, to make inquiries regarding the abducted foreigners.

Digitized by Google

The result is already known; the two Britishers were restored, but the German has yet to be rescued.

The lighthouse on Shaweishan Island, opposite to the Tsungming, or North Channel branch of the Yangtsze river, has just been completed, and the light was first exhibited at sunset on the 1st of July. The tower is of cast iron, whilst the lightkeeper's dwellings, which are detached from the tower, are of brick. A couple of six-pounder guns are mounted on the island, and the lightkeepers have each a snider rifle. The difficulty of landing materials was got over by the employment of a steam derrick crane. The works were executed by the Imperial Maritime Customs from the designs and under the superintendence of Mr. David M. Henderson, C.E., the Chief Coast Lights' Engineer. The tower was made in London by Messrs. Eastons, Amos, and Anderson, whilst the lantern and light were made by Messrs. Chance, of Birmingham. The light from the Tungsha light-vessel is, in ordinary weather, visible at Shaweishan, twenty nautical miles off; this apparatus was made by Messrs. Wilkins and Co., of London. The new light-vessel for Niuchuang has arrived at Shanghai, after a very lenghty passage from London, and on the 9th July she proceeded north to her station at the mouth of the Siam river.

Extract from Notice to Mariners, No. 10, as published in the Shanghai papers:—

NOTICE TO MARINERS.

No. 10 OF 1871.—SHA-WEI-SHAN LIGHT-HOUSE (ENTRANCE OF YANGTSZE).—On the 1st of July the Sha-wei-shan Island Light, latitude, 31 N., 24 min. 30 sec., longitude, 122 E., 14 min. 15 sec., was duly exhibited. The apparatus is a catadioptric one of the first order, showing a fixed white light all round the horizon. The light has its centre 229 feet above high water, and, in clear weather, it will be visible twenty-two nautical miles. The tower, which is fifty-five feet in height from base to vane, is painted black, whilst the lightkeepers' dwellings are painted white. DAVID M. HENDERSON, Chief Coast Lights' Engineer. Light-house Engineers'-office, Shanghai, 10th July, 1871.

HONG KONG.

Dates extend to the 21st July. The outward mail (French) of June 9 arrived out July 18.

The following items are from the *China Mail*:—

Mr. W. F. Mayers, H.B.M., Consul at Chefoo, has succeeded in rescuing two British subjects from the Korean authorities. He did so in H.M.S. *Ringdove*. A German subject, likewise held in imprisonment, was also demanded, but not obtained, though an officer of the N. G. frigate *Hertha* accompanied the expedition.

The U. S. fleet has returned from the Korea, and is now at Chefoo or Shanghai. Lieutenant McKee's body received funeral honours at Shanghai, and was placed on board steamer to be conveyed home.

Much excitement has been caused by the posting in Fatshan, Canton, and neighbourhood of placards inimical to foreigners, and descriptive of the sale of some imaginary "genii powder." Mr. Hughes (H.M.'s Consul at Canton) has taken up the matter, and the Viceroy has promised his support in allaying the agitation.

The claim for damages brought against the Attorney-General of Hong Kong by Kwok Asing for reiterated arrests on charges connected with the coolie tragedy on board the *Nouvelle Penelope* was submitted to a jury and disallowed.

Reuter's agents have discontinued to supply telegrams to the press of China, even for payment—we presume for commercial reasons.

It is stated that the Canton authorities have determined upon a site at Honan for the erection of an arsenal, similar to those establishments at Foochow and Shanghai, for the manufacture of vessels of war, as well as offensive weapons of the newest invention known to the Western nations. It is further rumoured that orders have been sent more than a month ago to the scientific countries for appliances and machinery. Another rumour is to the effect that the mandarins are dying to possess a dock of their own at the city of Rams.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong, during the month ending 30th June, 1871, is published for general information:—

Banks.	Average amount.	Specie in reserve.
Oriental Corporation...	$463,504	$154,502
Chartered Mercantile of India, London, and China	323,504	150,000
Chartered of India, Australia, and China ...	181,550	100,000
Hong Kong and Shanghai	1,370,510	600,000
Total	$2,339,068	$1,004,502

The half-yearly meeting of the Hong Kong, Canton, and Macao Steamboat Company took place on the 17th July, when a dividend at the rate of 16 per cent. per annum on the paid-up capital was declared. The company have ordered a new steamer from England, so as to establish a nightly service to and from Canton.

We regret to have to announce the death, at Swatow, of Captain Reay, master of the British barque *Constantia*, from drowning. It appears that he put off from shore a few nights since, in a sampan, for his vessel, which he however unfortunately never reached as the sampan was found next morning foul of a cargo boat, and had evidently capsized the evening previous. Neither the body of Captain Reay nor that of the sampan man have been found.

A large number of distressed people, it is stated between 700 and 800, have arrived from Hupeh at Canton, seeking for relief, having been driven from their homes by the recent floods in that Province. Some more of such people are expected to arrive. We fear the influxion may extend to this colony.

We hear from Canton that the cotton spinning machine recently set up at Honam under the auspices of the Rev. Mr. Vrooman is working satisfactorily, producing about three piculs of cotton yarn daily. This undertaking is likely to be a profitable one.

BORNEO.

—o—

SARAWAK.

The following items are from the *Sarawak Gazette*:—

We hear that the schooner *Courier*, lately the property of the Borneo Company, has been lost on a reef on the Java coast. Besides a cargo of cattle, sheep, and ponies, she had a thousand dollars in specie on board. Her present owner is Tambie Abdullah, and she is uninsured. The wreck has been sold by the Dutch. The crew and some of the cargo were saved.

The Opium Farm for 1871-2 will be sold by public auction at the Court-House on Monday, October 2nd (for the 1st November).

A report has been published of the Coalfields at Ombelin in Sumatra. The coal is said to be superior to that from Labuan and Borneo, valuable for steamers, but not so good as English coal for iron-founding and gas-making. Large seams have been discovered in the island of Nias.

After the successful expedition of Mingat, who is at the present time in Sarawak, and the failure of the enemy in attacking the head of Sakarang, two slight reverses have occurred to our Dyak forces. Our force had a few wounded, but lost no lives; and they report many of the enemy to have been killed in the brush they had with them.

The Undup bala has started, but it is expected it will not meet with better success than Lang Endang's force did, as Dyaks armed with shields and spears can make little impression upon strong stockades at the summit of steeps; however, it is not expected that this mountain will be a permanent abode for the enemy, but merely a hold-fast to stop incursions into homesteads. The force commanded by Usit, only numbering twenty small boats, has returned from Katibas; they advanced to within a very short distance of the enemy's houses in Bangkit, and there had an encounter, which terminated in our party losing two lives; both sides then retired, and ours came back having had enough of it.

There is some interesting news from the Kayan and Koti countries. A party of Sarawak and Sibu Malays some months ago went on a trading excursion up the Rejang river, and have just returned, after having penetrated as far as the head of the Koti river, the mouth of which is on the eastern side of Borneo. The Malays report the population to be very numerous and friendly. The chiefs sent some handsome shields and swords to the Rajah, with a message to express their desire to come and meet him in Sarawak with a view to open trade; their country is several weeks distant from the mouth of the Koti, and many high rapids prevent intercourse by boats. This inland population has scarcely ever seen a Malay, and they were glad to receive salt at a moderate price. The Malays say rice is very plentiful, that one crop lasts two or three years; however, these reports coming from a distance are apt to be exaggerated.

The resident of Rejang reports trade active in his district, there is a great scarcity of rice, and this leads to extra work in gutta; there is no anxiety in the minds of the friendly Dyaks or among the Chinese, and since the expedition of Mingat up the Kanowit river, many of the up-river population have sued to become friends. Layang, Entring, and the ubiquitous Lintong had gone up the Kanowit for the purpose of receiving those who wish in earnest to become friends, and to assist them in removing down the river. Layang and Entring are staunch friends to us, and their report when they return may be relied on.

COCHIN CHINA.

—o—

SAIGON.

The only item of general interest in the *Courier* is the announcement that Messrs. Cornu, Denis, Dierx, Sandner, and Sémanne are appointed members of the Tribunal of Commerce, the first as president, the other four gentlemen as judges, for the year 1871.

The Chamber of Commerce has commenced the publication of a price current, containing the usual information as to freights, produce, exchange, &c.

COMMERCIAL REPORT.

In the Rice market supplies have, in consequence of heavy rains, been rather scanty, and the natives, who are busily engaged preparing the fields for the new crop, do not at all seem inclined to come forward with their stocks, but hope to obtain higher prices in a month or two; under such circumstances, and against all expectations, prices continue to rule high, and quotations are

Digitized by Google

at the close $1.68 to 1.70 for best, and $1.63 to 1.64 per picul long grain. The business has been very important, but almost all shipments have been made on Chinese account.

There is a fair demand in the market for imports at the following quotations:—Grey Shirtings, 8¼ lb. $2.50, per piece, do. 7 $lb. 2.10; Irish Linen No. 150, $1.70 to 1.75, No. 120, $1.65; T-Cloth, 7 lb. $1.80 to 1.85, 6 lb. $1.70, 5 lb. $1,35, 4½ lb. $1.25, 4 lb. $1.15.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates extend to the 29th July. On the 17th July the English mail of the 16th June, arrived.

The following items are from the *Straits Times*:—

The Legislative Council had only held one meeting during the fortnight, at which two new Bills relating to the summary jurisdiction of magistrates and the police passed their first reading. It is proposed to make some important alterations in the organisation of the police, and also to raise their pay so as to obtain a better class of men.

The interest in the Lalangore affair has not yet died out; and the Colonial Secretary has gone in the steamer *Pluto* to confer with the Sultan concerning it. Mr. Birch has made an official report of the result of his expedition, which appears to be that three insubordinate rajahs have been outlawed, and the appointment of Tunkoo did Oodin, as governor of all his provinces, confirmed by the Sultan in the presence of Mr. Birch and Captain Blomfield. The Sultan sent to Mr. Birch a pair of elephants' teeth to be presented to the Queen. This result is regarded as highly satisfactory.

The criminal sessions closed on the 25th July. The only important case was a charge against the head of the Ghee Hok Kongsee, of abducting a Chinese woman. While the case was pending it was rumoured that the Chinese societies meditated rising if the case was decided against the prisoner; but no overt act was committed. The jury were unable to agree, and the prisoner admitted to bail to take his trial next sessions.

It has been decided to rent Beach House for the girls' school of the Raffles' Institute, and devote the whole of the Institution building to the use of the boys' school.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

YOKOHAMA (via San Francisco).—Grey Shirtings and Yarn had continued in fairly steady request during the month, and whilst no particular change in the former has taken place, quotations for the latter had somewhat improved, with, however, a slightly weaker feeling at the close. There had been some inquiry for T-Cloths, and they had advanced considerably. Quotations:—G. E. Grey Shirtings, 7 lbs., $2.17½ to 2.22 per piece; 8.4 to 8lbs., $2.52½ to 2.55; 9 lbs., $2.87½ to 2.92½. T-Cloths, 6 lbs. to 7 lbs., $1.56 to 1.95. Cotton Yarn, Nos. 16 to 24, $38.00 to 38.50 per picul; Nos. 28 to 32, $42.00 to 43.00; Nos. 38 to 42, $38.00 to 40.00. Camlets SS., Assorted, $11.00 to 12,00 per piece; Black, $9.50 to 10.00; Scarlet, $14.00 to 15.00. Lastings, 30 yds. 30 in., $10.00 to 11.00.

NAGASAKI (*via* San Francisco).—The following is from Messrs. Gribble and Co.'s Circular:—Manufactures: Grey Shirtings, 8¼ lb., $2.47 to 2.50 per piece; Dyed Shirtings—Indigo, $3.15; Gentian, $3.10 per piece; Victoria Lawns, 12 yds. 42 in., $1.13 per piece; Camlets, SS., white, $16; scarlet, $15.15; orange, $15.15; gentian, $13.63; green, $14.60; black, $11.30 per piece. Plain Lustres, 30 yds. 32 in., black, $5.75. Metals: Nail Rods, up to 3-16 in., $3.50 to 3.65 per picul, wanted.

HANKOW.—Prices of all Cotton Goods had advanced in sympathy with the Shanghai market. A strong demand existed at the early part of the fortnight, and the dealers purchased freely, but inquiry had since ceased, and prices closed weak. Grey Shirtings: An advance of about 8 candareens had been effected, the quotation for 8¼ lbs. being Tls. 1.86 to 1.95 per piece; at the close these rates were no longer obtainable. Closing quotations—7 lbs., Tls. 1.65 to 1.70; 8¼ lbs., Tls. 1.84 to 1.92. Heavy goods improved, and worth Tls. 2.40 to 2.50. White Shirtings: Small business at previous prices. T-Cloths: A further advance of about 6 candareens has to be noted; a large quantity taken. Mexicans, 6 lbs., Tls. 1.45 to 1.50; 7 lbs., Tls. 1.62 to 1.68; 8 lbs., Tls. 1.80 to 1.88. Drills: Business restricted by holders asking advanced rates. Good English saleable at Tls. 2.90 to 3.05. Jeans sold at Tls. 2 35. Fancy and Dyed Cottons: Coming into demand. Sales of Dyed Brocades at Tls. 2.95 to 3.05; Spots at Tls. 2.90 to 2.95, and Gentian Shirtings at Tls. 2.50. Camlets: Few transactions; dealers generally unprepared to pay higher rates asked by importers. Long Ells: Quotations higher, but nominal. Spanish Stripes: Good assortments saleable at Tls. 52 to 55. Metals—Lead: Small sales at Tls. 4.60 to 4.70. Quicksilver: Nominal at Tls. 68 to 70.

SHANGHAI.—The fortnight had been one of uninterrupted improvement in all classes of textile imports. The London telegrams advised an advancing cotton market in Liverpool, and a corresponding rise in Manchester; and holders here had, in consequence, displayed great firmness, which has resulted in a materially higher range of prices. Grey Shirtings: Native merchants had displayed no small anxiety to invest, paying readily the enhanced rates demanded by holders, who, by their firmness, had run the quotation up to Tls. 1.8.8 to 2 per piece, for 8¼ lbs. ordinary common to best chops; 7 lb. and heavy counts had also improved. Very ordinary heavies sold at Tls. 2.4.5 to 2.5. per piece. White Shirtings: In better demand at an advance of fully one mace; 60 Reed, Tls. 2.03 per piece; standard, 64s Tls. 2.15. T-Cloths: Fair business transacted, while rates had shown little variation; best Mexican 6 lb. and 7 lb. firmer, and sales at Tls. 1.52 6 lb., and Tls. 1.70 7 lbs. Chop Dollar 7 lb. Tls. 1.75 per piece. Drills: A further advance reported; best quality English, 15 lbs., Tls. 3.10, and Tls. 3.05 per piece quoted for the best Dutch. Americans to arrive and on the spot placed at Tls. 3.10 to 3.37½. Fancy Cottons: A demand had sprung up for many articles, which for months had been unsaleable. Velvets and Velveteens: Large sales reported at a marked improvement, and continue in good request at rising prices. Dyed Brocades changed hands to the extent of 8,000 pieces at Tls. 2.85 to 3 per piece. In the other kinds of fancy Cottons not much change to note, but all firmly held for an advance. In Woollens there has also been a steadily progressive business done during the fortnight. For Scarlet Long Ells C.P.H., Tls. 5.65 refused; assorted of same chop saleable at Tls. 5.30 to 5.35. Camlets: Sales restricted by the firmness of holders. For favourite chops and assortments Tls. 12½ to 13 per piece were nominal quotations. Figured Orleans in good request at a rise of 2 mace. Lustres, Tls. 3.50 to 3.75. Crape Lastings, Tls. 6 to 6.50. Spanish Stripes: Latest prices obtained, Tls. 0.52½ to 0.57 for standard qualities. Metals: Dull; no change.

HONG KONG.—During the fortnight a speculative movement had set in which led to large settlements of Piece Goods by both foreigners and Chinese, prices being still considerably below the equivalent of cost in Manchester for some of the principal articles of Import. The business thus commenced had continued upon a steady scale, and prices of Cotton Goods showed a fair advance all round. There had been a fair business doing in Woollens at the enhanced prices recently established. Cotton Yarn: Disposed of to a fair extent, prices showed little variation from last quotations, holders having met demand freely at current rates. Nos. 16/24s, $116; Nos. 28/32s, $122½; Nos. 38/42s, neglected at $122 to 130 per bale. Grey Shirtings: Largely dealt in at steadily advancing prices; best makes quoted, $2.17½ to 2.20 per piece for 7 lbs., and $2.52½ to 2.55 for 8¼ lbs. White Shirtings: Rather more active at about previous quotations. T-Cloths: Very active, and prices advanced fully 10 cents per piece. Quotations: 6 lbs. 32 in., $1.60 to 1.62 per piece; 7 lbs., $1.80 to 1.85. Mexicans 6lb., $1.75 to 1.85; 7 lbs., $2.10 to 2.20 up to $2.25 for finest. 8 lbs., 36 inches, $2.45 to 2.52½. Grey Twills: Fair business, at an advance of 20 to 25 cents. Dyed and Fancy Cottons: Slight improvement in price, but transactions unimportant. Medium Cloths: Few sales at $1.10 to 1.50, according to quality. Spanish Stripes advanced; HH quality worth 70 cents per yard Assorted, and 72 cents for Scarlet. Good assortments of CPH placed at 68 to 69 cents per yard; inferior, 63 to 64 cents. Long Ells firm, at $7 to 7.10 for Scarlet "Lion Chop;" HH, $7.25 per piece. Camlets taken to a moderate extent at an advance of 25 cents. Lastings: Best qualities worth $15¼ to 15½ per piece, according to assortment. Metals—Nail Rod Iron: Sales of Nos. 1/6 $2.23 per picul, but well assorted parcels worth $2.40; holders firmer. Bar and Hoop neglected. Tin Plates: Sales at $5.70 to 5.80 per picul. Quicksilver: Further advance; sales at $84 to 86. Lead still depressed, and quoted $5.45 to 5.50 per picul for L.B. W.B. unsaleable.

SINGAPORE.—Manchester Goods: Market very quiet during the fortnight; prices very little changed; holders firm. 39 inch Grey Shirtings: 8¼ lb. fair sales at $2.42½ to 2.45; 7 lb. limited request at $2.05 to 2.07½; 6 lb. very dull at $1.77½. 45 inch: Inquiry confined to 9 lb. at $2.82½; 8 lb. dull at $2.37½ to 2.40; other weights neglected. 36 inch White Shirtings: Low without inquiry; medium in less demand; fine wanted, though late prices barely maintained. 45 inch without inquiry. 36 inch White Spots: Moderate demand for 14 by 15 at $2.45; finer quality unsaleable. 32 inch Grey T-Cloths: No change. 32-inch Grey Madapollams: Fair demand for 2¾ lb. at $17. Grey Yarn: 40s in limited inquiry at $109 to 110; 30s very dull at $100 to 102; 18/24s small sales at $83½ to 95 according to quality. Woollens Dull of sale and prices are low. Sales reported of 32 lb. Assorted Camlets at $15; and 12 lb. Scarlet Long Ells at $6.70. Metals.—Iron: Flat bars of good assortments inquired for at last quotations. Nailrods quiet at $2.40 to 2.45. Yellow Metal is dull, but still held for $20½ by most importers. Pig Lead very dull, no transactions.

EXPORTS.

TEA.

YOKOHAMA (*via* San Francisco).—Business had continued on a fair scale, and settlements amounted to fully 2,500 piculs, making total settlements since the last American mail about 8,000 piculs, the greater part of which had been of good medium and fine grades; prices had ruled much the same as last quoted, the finer kinds maintained full rates, but the medium grades were, if anything, slightly easier. Supplies had been plentiful, and stocks were increased. The quality showed some slight improvement. The Hong Kong sailed for San Francisco on the 18th July with 139,181 lbs. The Flying Spur was on the berth for New York. Quotations:—Medium, $36 to 38 per picul; good medium, $39 to 42; fine, $43 to 46; finest, $47 to 50; choice, $52 upwards.

NAGASAKI (*via* San Francisco).—The only arrivals of new leaf had been some 500 bales suitable for Coloured, and about 200 bales suited for Uncoloured kinds. The former had been bought for Shanghai at $17 to 19 per picul, and the latter remained unsold. No fine Teas had reached this market, beyond a small lot of imitation Yokohama leaf, for which $33 per picul was asked.

KIUKIANG.—About 40 chops of Black Teas had been shipped on native account, but no settlements had been made. There is nothing to report relative to Green Teas.

Digitized by Google

HANKOW.—The following is Messrs. Drysdale, Ringer and Co.'s report:—We have to report a much larger business here than that of the corresponding period of the previous year, viz:—24,857 chests, 9,360 half-chests against 9,268 chests, and 1,800 half-chests. Of the above, a considerable portion is second crop leaf, or 8,065 chests, 4,728 half-chests. These Teas have come to hand much earlier than last year and are generally considered superior. First arrivals were nearly all from the Yong-low-toong district and were readily taken up at Tls. 21 to 22½. Good parcels are still worth Tls 20 to 21. Inferior grades have ranged from Tls. 17 to 20. Two or three favourite chops of Cheong-sow-kye Tea have been placed on the market; we hear offers of Tls. 21 have been made for them, but no sales are reported. On the whole values have been well maintained throughout the fortnight, the range of price only declining as the quality of the Tea remaining on offer got inferior. The stock is now small and comprises few desirable parcels. Shipments on native account have continued on a fair scale, for the fortnight 34,850 chests, 6,240 half-chests.

SHANGHAI.—Messrs. Drysdale, Ringer, and Co. report as follows under date 14th July:—Black Teas: For several days after the issue of our last report demand was by no means active; advices of a large business done in Foochow and our own heavy shipments made buyers more cautious, and sales could only be effected by a reduction in price, which was gradually conceded by teamen till a decline of Tls. 2 was established in medium to good medium grades, when a large business ensued in them, and we think the best value obtained throughout the fortnight has been in this class. Common to flavoury Oonams have also been freely taken at Tls. 17 to 20, showing a reduction of Tls. 0.5.0. to 1 per picul. Fine to finest, being in limited supply, have been more firmly held, and cannot be quoted more than Tls. 1 lower. Of the second crop Teas which have been offered, some of the best have found buyers at Tls. 26 to 27.5.0; and they are considered to compare favourably with last year's crop. A few chops of old Tea have been taken at Tls. 12 to 14 per picul. Quotations (exchange at 6s. 0¼d., freight £3 per ton):—Hohows, fair to medium, 1s. 0¾d. to 1s. 3¾d.; Oonam, common to fair, 1s. 0d. to 1s. 2d.; Oopacks, fair to medium, 1s. 2¾d. to 1s. 5d.; do., good medium to fine, 1s. 5½d. to 1s. 8d.; Oanfas, medium to good medium, 1s. 4½d. to 1s. 6d.; Ningchows, medium to fine, 1s. 3½d. to 1s. 8¾d. Green Teas: The business has been almost entirely confined to American buyers, who continue to take Pingsuey at Tls. 38 to 58 per picul for chops of average proportion. One parcel of finer lines has been settled at Tls. 65 per picul. The range of price is high, compared with last year, but is not wholly attributable to an advance in price. The chops do not contain so many low lines as usual.

FOOCHOW.—During the interval the market had been fairly active, all descriptions of Congou being in good demand and realising full prices. Buyers for England had been somewhat inclined to caution in view of the present large export, but market prices had nevertheless been strongly supported as so many Australian orders for early Tea had been received, and again Teamen had an advantage over buyers as the supplies of new stock had been forwarded so sparingly, scarcely keeping pace with the settlements. A great weight of Congou had been despatched to the Colonies, but buying still continued, and there were several more cargoes nearly completed. The second crop Teas had recently arrived in quantity, and being well made and possessing strength and pungency they had been freely bought at prices which, compared with last season's, were about Tls. 2 higher for the common grades, and from Tls. 3 to 5 for the better descriptions. Large settlements of Souchongs had been reported, the bulk of them being intended for America. Prices had been very full, considering the quality of the Teas. Scented Teas had also been in considerable demand at recent quotations. Settlements had been: Congou, 50,625 chests, at Tls. 6.8 to 13.3 o.b. for dust to broken leaf; Tls. 13.3 to 18.6 o.b. for leafy to ordinary, Tls. 17 to 19.3 o.b. for fair to common, Tls. 20.8 to 26 o.b. for flavourry to good medium, and Tls. 26.8 to 30.8 o.b. for good medium to fine. Souchong, 8,585 chests, at Tls. 19.8 to 25.8 o.b. for common to medium, Tls. 27.8 to 42.8 o.b. for good medium to finest. Oolong, 6,062 half-chests, at Tls. 22.3 o.b. for common to fair cargo, Tls. 25.8 to 26.3 o.b. for good cargo, and Tls. 27.8. to 31.8 o.b. for superior cargo. Scented Teas, 28,534 boxes, at Tls. 22.8 to 24.8 o.b. for common, Tls. 25.3 to 27.8 o.b. for medium, and Tls. 29.3 to 34.1 o.b. for good medium to fine. Flowery Pekoe, 985 chests, at Tls. 31.8 to 62.8 o.b.

AMOY.—About 2,800 half-chests of Congou had been taken at prices showing no change. Large purchases of Oolongs had again been made, and values had ruled even firmer than before. The settlements of these Teas since the opening of the market aggregate upwards of 70,000 half-chests, while the receipts had been only about 65,000 half-chests, as up to the close buying from muster packages before the chops are at hand had steadily continued. On the berth for New York were the barques Lanercost and Ardentinny, and the steamer William Miller. The British clipper Leander was expected to load for the same destination.

CANTON.—The market had ruled quiet, and the entire business of the fortnight in all kinds of Teas had been small. About 15,000 boxes of Scented Teas had been settled at easier prices for most descriptions, as teamen had shown more desire to move off their stocks. A few parcels of Canton Greens had been taken for America and the Continent.

SILK.

YOKOHAMA (via San Francisco.)—Since the last American mail arrivals of new staples had been very small, and buyers having shown some anxiety to purchase, prices had advanced from $500 per picul to 570, and at the close there was not a bale of new Silk on offer. With the commencement of August large arrivals were expected, and the quality would no doubt show considerable improvement, as no really good Silk had as yet made its appearance.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular:—There has been a large and active business during the fortnight at very irregular prices. The selections made for the American market have been taken at extreme rates, and dealers are now trying to force prices Tls. 10 to 15 higher than those given below, notwithstanding an established advance of Tls. 20 since our last issue. Prices in the interior are higher, and dealers complain of being unable to replace their stock. The following are a few of the prices paid:—Koo Fong Sing chop 3rd, 29s. 5d. to 29s. 8d.; Chooping check chop 3rd, 29s. 6d. to 29s. 9d.; Dragon chop, 29s. 2d. to 29s. 5d.; Cock and Worm chop 3rd, 29s. to 29s. 2d.; Yakee chop 3rd, 29s. 2d.; Blue Flag No. 3, 27s. 5d. 27s. 8d.; Euke fung Elephant chop, 26s. 8d.; Kukee Chin Jan, 26s. 5d.; Red Peacock, 25s. 11d. to 26s. 5d.; Dancing Bear, Nos. 2 and 3, 25s. 8d. and 24s. 7d.; Medium and Common Tsatlee, 25s. 5d. and 24s.; Fatmow Haineen, No. 2, 24s. 10d. to 25s. 1d.; Ching Yuen Sing Tinghow Kaking, 27s. 5d.; Tung Yu Chang Vong Kahing, 28s. 2d.

CANTON.—The third crop had arrived at market and exhibited a marked improvement in quality on that of the second crop, being far cleaner. Holders were asking extreme rates, so far above the views of buyers that no settlements had yet been made of third crop Silk, although there was a good inquiry for fine descriptions. For Europe a fair amount of business has bee ntransacted in Silk of the second crop, and settlements amounted to about 350 bales. For America about 400 boxes had been taken at prices showing a slight advance on previous quotations.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to June 30, 1871	—	23844415	7202187	—	2852021	33898623	7222
Corresponding period last season	—	15608052	—	—	1981240	17589292	6515

Shipments Since:

June 28 per Ziba	From Foochow	...	731,784	
— 29 ... Tweed (s.)	... Shanghai, &c.	...	1,266,623*	272
— 30 ... Oberon (s.)	... Do.	...	1,314,225*	
— 30 ... Achilles (s.)	... Do.	..	2,096,114*	1,943
July 1 ... Titania	... Foochow	..	1,268,479	
— 4 ... Achilles (s.)	... Hong Kong	...	—	20
— 7 ... Khedive (s.)	... Shanghai	...	57,766	3,567
... Hartaw	... Foochow	...	1,141,887	
— 8 ... Maitland	... Do.	...	1,090,146	
... Whinfell	... Shanghai	...	1,113,124	
... Elgin (s.)	... Do.	...	875,204	18
— 11 ... Fire Queen	... Foochow	...	993,504	
— 15 ... Clan Alpine (s.)	... Canton	...	790,528	184
— 18 ... Nestor (s.)	... Do.	...	160,170	37
... Tigre (s.)	... Shanghai	...	28,664	781

* Included in above total.

TO THE CONTINENT.

							Bales.
From June 1 to June 30, 1871	...	...	...	...	...	1983999	792
Corresponding period last season	...	...	...	...	...	—	

Shipments Since:

June 9 per Australia (s.)	From Hong Kong	...	—	119*
— 18 ... Tchihatchoff (s.)	... Hankow	...	1,983,999*	
— 23 ... Mongolia (s.)	... Shanghai, &c.	...	—	673*
July 7 ... Khedive (s.)	... Do.	...	—	1,082
— 18 ... Tigre (s.)	... Do.	...	5,285	1,300

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to June 30, 1871	...	...	...	...	...	876181	
Corresponding period last season	...	...	...	...	...	747241	

Shipments Since:

June 23 per America	From Yokohama	...	623,958*
— 28 ... Malacca	... Shanghai	...	89,931*
— 29 ... Erne	... Do.	...	13,748*
July 7 ... Khedive (s.)	... Hong Kong	...	14,667
— 11 ... Arizona (s.)	... Shanghai	...	42,429

* Included in above total.

TO AUSTRALIA.

From June 1 to June 30, 1871	1,497,400 lbs.
Corresponding period last year	450,313

Shipments Since:

July 4 per Tekli	From Foochow	...	384,900
... Thos. Brown	... Do.	...	299,100
— 10 ... Constance	... Do.	...	418,700
— 12 ... Corypheus	... Do.	...	338,200
— 12 ... Helen	... Do.	...	899,600
... Bernard (s.)	... Do.	...	797,200
— 20 ... Union	... Do.	...	5,000
... Catharina	... Do.	...	251,760

SHANGHAI SILK SHIPPERS.

1st to 12th July, 1871.

	Bales.		Bales.
Adamson, Bell, and Co. ...	519	Lindsay and Head... ...	49
Blain and Co.	60	Maertens, A. H.	40
Barnet and Co.	266	Milsom and Tod	922
Birley, Worthington, & Co.	635	Nachtrieb, A., and Co. ...	535
Birt and Co.	77	Pila and Co.	271
Borntraeger and Co. ...	123	Pustau, W., and Co. ...	75
Bourjau, Hubener, and Co.	73	Reiss and Co.	660
Bovet, Brothers and Co. ...	128	J. S. Robison	20
Bower, Hanbury and Co....	655	Russell and Co.	170
Brand Brothers, and Co. ...	198	Sassoon, D., Sons, and Co.	621
Bull, Purdon and Co. ...	20	Shaw Brothers and Co. ...	455
Butterfield and Swire ...	231	Siemssen and Co.	20
Essex and Co.	282	Skeggs, C. J. and Co. ...	1,197
Fogg and Co.	32	Textor and Co.	559
Findlay, Wade, and Co. ...	65	Thorne Brothers and Co. ...	223
Gamwell, F. R.	135	Turner and Co.	160
Gibb, Livingston, and Co...	360	Vaucher Freres	6
Gilman and Co.	405	Westall, Brand, and Co. ...	197
Heard, Augustine, and Co.	215	Wright, Burkill and Co. ...	107
Helbling, J. C. and Co. ...	60	Sundries	852
Hogg Brothers	309		
Jardine, Matheson, and Co.	255	Total bales... ...	12,741
Jarvie, John, and Co. ...	184		

Digitized by Google

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 5¾d.	4s. 6d.
Shanghai ,, ,, ...	5s. 11¼d.	6s. 0d.	6s. 0½d.
Canton ,, ,,	4s. 4¾d.	4s. 5d.	4s. 5¼d.
Hong Kong ,, ,,			
Macao ,, ,,			
Singapore ,, ,, ...	4s. 4¼d.	4s. 4½d.	4s. 5½d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	309½ to 310	227 to 227½
,, Hong Kong	26½ to 27 dis.	—
Bar silver	111.5.0	9 prem.
Mexican dollars	77.2.0	1 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 40; Old, 43½ to 44 per cent. prem.
Hong Kong Gas Company, 58 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,300 dols. premium.
Hotel shares, 65 per cent. discount.
Hong Kong and Macao Steamboat Company, 29 dols premium ex div.
Hong Kong Fire Insurance Company, 290 dols. to 292 dols. premium.
Union Insurance Company, New, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 43 to Tls. 44 premium.
China Fire Insurance Company, 53 dols. premium.
Victoria Fire Insurance Company, 43 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $16 dis.
North China Insurance Company, Tls. 345 premium.
Shanghai Steam Navigation Company, Tls. 40 premium.

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From Glasgow, June 5, Erie; from London, July 16, Duna (s.); 18, Flying Spur; from Cardiff, 19, Midnight; 13, Foreningen.

At NAGASAKI.—From London, July 12, Duna (s.).

At SHANGHAI.—from Liverpool, July 2, Fairy; 13, Ajax (s.); from Cardiff, 2, Daylight; 8, Sarah Scott.

At HONG KONG and CANTON.—From London, July 5, Great Northern (str.); 10, Melbrek; 15, Africa (str.); from Liverpool, 6, Ajax (str.); 7, Maiden Queen; 19, Priam (str.); from Cardiff, 5, Mutlah, Araby Maid; 12, Rosalie; from Sunderland, 12, Imogen.

At MANILA.—From Liverpool and Cadiz, July 10, Buenavent; from Newcastle, 4, William Clowes; from Liverpool, previous to Aug. 16, Josefina (by telegram).

At SINGAPORE.—From Liverpool, July 25, Sarpedon (str.); from London, 27, Una (str.); from Cardiff, James Livesey; from Swansea, Ellen Lamb; from London, Star of the South, Blair Athol, Alex. Javelley (reported by telegram).

At SAIGON.—From Newcastle, July 3, Annis, Agricola; from Bordeaux, 22, Mysore.

At BATAVIA.—From Cardiff, July 11, Fairwind; from Liverpool, 11, Merse.

At PENANG.—From Liverpool, July 23, Sarpedon (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Fiery Cross, Cerise, Flying Spur (reported by telegram).

From SHANGHAI.—For London, July 8, Whinfell; for Boston, June 29, Malacca.

From FOOCHOW.—For London, July 1, Titania; 7, Harlaw; 8, Maitland; 11, Fire Queen.

From HONG KONG and CANTON.—For London, July 16, Clan Alpine (str.); 19, Nestor (str.), Norman Court; for Southampton, 7, Khedive (str.).

From MANILA.—For London, July 2, Vale of Doon; 7, Belted Will; 14, Marlborough; June 21, Hengist; for Falmouth, July 1, Assyrian; 2, Peter Rolland; 8, Lake Constance; for Liverpool, 11, John o' Gaunt; 15, Mic Mac; for Boston, June 26, Geo. Treat; July 15, John Temperley; for New York, 15, Carnarvon Castle.

From SINGAPORE.—For London, July 19, Charger; for London, Elgin (str.); 27, Nestor (str.); Aug. 30, Star of the South (by telegram).

From BATAVIA.—For Holland, July 11, G. P. Servatius; for Hamburg, 16, Venus; for New York, 9, Rapide; 14, Aldebaran.

From SAIGON.—For Montevideo, June 23, Amaranth.

From PENANG.—For London, July 22, Blackadder.

VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Flying Spur.

At SHANGHAI.—For London, Argonaut (full), Leucadia (full), Sir William Wallace (full), Weymouth, Woodlark, Ajax (str.), Daylight.

At FOOCHOW.—For London, Statesman (s.), Duke of Abercorn, Her Majesty, Laloo, William Ritson; for New York, Eme, Lauderdale, Sir Lancelot; for Boston, Malacca.

At AMOY.—For New York, Lanercost, Ardentinny, William Miller (str.)

At HONG KONG and CANTON.—For London, Seagull, Deerhound; for United States, Sir Harry Parkes, Brunette, Rookwood.

At MANILA.—For Liverpool, Gloria; for Barcelona, Cadiz, and Liverpool, Buenaventura; for Cadiz, Reyna de los Angeles; for New York, Sacremento, Fontenaye, Clytie, Oracle, City of Agra; for Boston, Galatea. At Ilo Ilo, for Channel, Istavat, Ogir; for Falmouth, Clymene; for London, Matador; for New York, Franklin; for Boston, Penang.

At SINGAPORE.—None.

At PENANG.—For London, Charger, Peri; for Bordeaux, Maloolah.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—None.

At SHANGAAI.—To London, £4 per steamer, £3 per sailing ship.

At FOOCHOW.—To London, per steamer £4 10s. per ton, per sailing vessel £2 to £2 10s.; to New York, £3 to £3 10 per ton of 40 feet.

At HONG KONG and CANTON.—To London, per steamer £3 10s. per ton of 40 cubic feet, per sailing ship £3 per ton of 50 feet.

At MANILA.—To England there is scarcely any cargo offering to United States, there is some inquiry for tonnage at $9 to 10 sugar, and $10.50 hemp. The Lake Constance, from Ilo Ilo to Falmouth, gets $3.5 for sugar.

At SINGAPORE.—None.

At BATAVIA.—To Rotterdam, sugar, f.75; light goods, f.85.

At PENANG.—To London, £3 tc £3 7s. 6d. per sailing vessel; £3 to £4 per steamer.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
June 7	Estrella	Liverpool	Hong Kong
,, 8	Johanna	Cardiff	Singapore
,, —	James Livesey	Cardiff	Manila
,, —	Nabob	Singapore	Boston
,, 9	Rotterdam	Batavia	Rotterdam
,, —	City of Aberdeen	London	Shanghai
,, —	Glance	London	Hong Kong
,, —	Mansoon	Glasgow	Ilo Ilo
,, —	Ellen Lamb	Swansea	Singapore
,, —	Telanak	Texel	Batavia
,, —	Atma	London	Singapore
,, —	Ironside	Singapore	Boston
,, 11	Cania	Hong Kong	Hamburg
,, 15	Hampton Court	Bremen	Amoor River
,, 16	Veritas	Aden	Batavia
,, 17	Ariel	London	Shanghai

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Aug. 31, at London, from Shanghai, Canton (str.); at Falmouth, from Rangoon, Wylo, Herald of the Morning; at Queenstown, from Bassein, Melpomene; from Akyab, Psyche; 27, at Bremerhaven, from Maulmain, Richard; Sept. 1, at London, from Foochow, Glendarroch (str.); from Akyab, Elizabeth; at Falmouth, from Akyab, E. Goudey; at Deal, from Shanghai, Vanguard (str.); at Liverpool, from Akyab, Feliciana Chiozza; at Sunderland, from Rangoon, Pepino Mignano; 3, at London, from Foochow (via S. C.), Diomed (str.); 1, at Gibraltar, from China (via S. C.), Emblehope (s.); 4, at London, from Colombo, Teviot; at Deal, from Canton (via S. C.), Ispahan (str.); at Falmouth, from Akyab, Woodcote, Schaldis, Ines; from Rangoon, Britomart.

SPOKEN.—Katy (Dutch barq.), Java to Amsterdam, July 6, 17 S., 4 W.; Chacma (barq.), Colombo to London, July 10, 10 S., 11 W.; Teviot (barq.), Colombo to London, July 25, 11 N., 24 W.: California (Dutch ship), Amsterdam to Padang, Aug. 22, 4 N., 10 W.

DEPARTURES.—From Brouwershaven, for Batavia, Alblasserwaard; Aug. 29, from Port Glasgow, for Java, Kilkerran; 31, from Plymouth, for Hong Kong, Aline; from London, for Shanghai, Ethiopian; 30, from Newport, for Galle, Walmer Castle; from Cardiff, for Galle, Alice Buck; 31, from Liverpool, for Macassar, Sliedrecht; from Rio Janeiro, for Batavia, Canada; Sept. 1, from London, for Colombo, W. E. Gladstone; for Singapore, China, &c. (via Suez Canal), Lord of the Isles (str.); for Cardiff and Hong Kong, Walsgrif; from the Clyde, for Japan, County of Stirling.

CASUALTIES.—Advices from Manila, dated July 18, state that the Marlborough, Larking, which sailed from Zebu, July 2, for London, took ground when leaving that port, but floated in about 24 hours, and proceeded.

The Assyrian, Finnister, which sailed from Ilo Ilo, July 1, for the Channel, grounded on the Otong bank, where she remained for sometime; she had to discharge part of her cargo before she could be got off; but it was not yet known whether she had sustained any damage.

Telegraphic advices from Shanghai, dated Aug. 31, state that the Her Majesty, from Foochow, with tea, had put in there with damage, having experienced bad weather, heavy repairs would be necessary.

The amount of bullion by the P. and O. Company's steamer *Mirzapore*, which left Southampton September 2nd, was, in gold, to Galle, £30,000; to Bombay, £530; to Madras, £4,271; to Calcutta, £10,000—in silver, to Malta, £300; to Calcutta, £10,800; to Penang, £1,950; to Hong Kong, £24,792; to Shanghai, £9,940; to Sydney, £500; total in gold, £44,801; in silver £48,282.

WE regret to hear that telegrams have been received reporting the death of Mr. Owen, Acting Judge at Singapore, whose case formed the subject of some comments in our last issue.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 4, 1871.

THE KOREAN DIFFICULTY.

EVERY item of information and rumour which reaches us concerning the American expedition adds, very much against our will, a grain of weight against the discretion of its conduct, and a drachm to the necessity (imposed by the present situation) for prompt action. Any advantage that may have been gained should be improved, and any loss of *prestige* that may have exacerbated the bitter memories of the French attack five years ago should be repaired, without delay. No doubt we must wait for the declaration of the policy of the Government of the United States in this matter before we can estimate, with any degree of confidence or fairness, its effect on the future of the intercourse between foreigners and the Koreans. But, at the first blush of the evidence before us, it seems undeniable that the Koreans have the best of the argument and the best of the result of the engagements. True, they had their forts captured; but they were immediately deserted by the foreigners who took them. On the other hand, the prejudice against foreign intercourse, if affairs are allowed to stand as they are, will have been vastly confirmed by the very guns which shattered the forts; and it will be a far more arduous task to dislodge the animosity and vain-glory of the Koreans at the abrupt retreat of the Americans than it will be for them to reconstruct their batteries.

The Koreans took the arrival of an armed fleet as a demand, and they lost not a moment in replying clearly, as it appears to us, with the view of avoiding a collision, if possible. Whether they had made up their minds to resist any proposition that might be made to them, or no, is beside the present question. It is certain that they made preparations to do so; but, in the mean-time, we think every candid mind will perceive that they not only totally misapprehended the object of the expedition, but also asked for an explanation of that object in terms which any English gentleman might employ in debate without the slightest failure of courtesy. At this point the main difficulty of the situation faces us. We are not told that any formal or categorical reply was given to the simple and necessary questions in the Korean despatch. All that the American Minister vouchsafed was a declaration that his mission was peaceful. We have no evidence that he declared formally that he did *not* want the Korean's land, and that he *did* want to inquire into the destruction of the vessel, that he *did* want to make a treaty to save future vessels from destruction, and that to that end intercourse was necessary. So far from taking this reasonable course, it appears to us that he took "French leave" to establish the intercourse denied him, and that the Admiral effected his introduction to a country which he was sent to conciliate in the strangest manner ever heard of in diplomacy. The Admiral pushed on, as it appears, after having been warned off. He sent a detachment ashore to take surveys (of all things the most irritating to an Oriental), and thus gave colour to the idea which had prompted the main question in the Korean despatch—"Do you want our land?"

The rest is known. It is the preliminary part of the proceedings, which requires explanation; and this we trust Mr. LOW and Admiral RODGERS may be able to give. In the meantime it is clear that affairs cannot be allowed to remain in their present position. The withdrawal of the American squadron is looked upon as a virtual defeat by the Koreans. They are now smarting under the losses they have sustained—and will, therefore, immediately arm themselves to resist with more success a future attack. The American Government have now to decide on the course which it devolves on them to take. Their expedition was sent to open the Korea—its result has been to close it more firmly than before. They may well reflect on the wisdom of Lord STANLEY's aphorism (in 1855) that "of all the errors a great nation can "commit, the greatest is to humiliate an enemy which it "cannot crush." The mischief that has been done must be repaired. To all present appearance the mission failed, not because its object was unreasonable, but because its commanders did not "go the right way about it." Another course is open and imperative—diplomacy through China or Japan; and we are persuaded that temperate demands calmly explained, and backed by the distinct ultimatum of war, cannot fail to gain all that is required.

The rumour which we gave in our last that the British fleet had sailed for the Korea turns out, as we said, to have no foundation. The "British fleet" on this occasion happened to consist of the gunboat *Ringdove*, which was despatched, with Mr. MAYERS, the acting Consul at Chefoo, on board, to take off two English sailors and a German who had been wrecked from the barque *Chusan*. The Englishmen were recovered; the German, we regret to learn, was not surrendered.

WE have much pleasure in presenting our readers, in another column, an exhaustive article on "Judical Independence "at Singapore," with which we have been favoured by a correspondent in the Straits. The tone of this communication is so entirely in accordance with the views we expressed concerning Mr. OWEN's unjustifiable supersession, and, moreover, the whole of the argument is reviewed so impartially by our contributor, that we will content ourselves with commending his present article to our subscribers, without overweighting it with any comments of our own. There is very little doubt that we shall have to return to the subject before long; because for power to override justice is an abuse too little in accordance with the spirit of the nineteenth century to be maintained with impunity even by its most doughty and reckless champion. It is painful to reflect that Mr. OWEN has been removed before he was fully aware of the sympathy of the public, and the members of his profession at home, which was so unmistakably called forth by the gratuitous [aud spiteful indignity passed upon him. The "powers that be" and their supple and malicious supporters may, however, rest assured that whenever the subject is renewed, whether in Parliament or in legal circles, their conduct on this occasion is certain to be severely criticised. The ATTORNEY-GENERAL's attitude in defending "with effusion" such an attack on the prerogatives of his profession is especially condemned. If advocates do not respect the honour of the Bench, how can they expect judges to protect the independence of the bar?

THE removal of Vice-Admiral WELLESLEY and Rear-Admiral WILMOT from their commands in the Channel Squadron have necessitated several changes in recent naval appointments. Thus the appointment of Vice-Admiral HASTINGS to the command of the China Squadron has been cancelled, and the successor to Sir HENRY KELLETT on the station will be Rear-Admiral CHARLES F. A. SHADWELL, C.B., formerly commander of H.M.S *Sphinx* on the China Station.

LATEST TELEGRAMS.

COMMERCIAL.

STRAITS SETTLEMENTS.

(RECEIVED AUGUST 31.)

SINGAPORE, AUG. 30.—Grey Shirtings, 8¼ lbs., $2.45; T-Cloths, 6 lbs, $1.62½; Mule Twist, 40's, $112; Gambier, $2.97½; Pepper, Black $11.10; White do., $17½; Tin, $34¼. Exchange on London: Bank bills, six m.s., 4s. 4½d.

PENANG, AUG. 30.—Grey Shirtings, 8¼ lbs., $49.50 per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $102 per bale; 40's, $111. Tin, $36 (?) per picul. Pepper: Black, $11.50; White, $18.50. Nutmegs, 110's, $65.50. Exchange on London: Bank bills, six m.s., 4s. 4½d.

Digitized by Google

A CHINESE PUZZLE.

IF the adage be true which tells us that "happy is the country that has no history," China, in this year of grace 1871, must be a veritable Paradise. It is so unaccountably long since we heard anything from Mr. WADE that his proceedings are beginning to be almost as much a mystery, and as great a source of anxiety, as the whereabouts of Dr. LIVINGSTONE. The most curious part of the matter is, however, that our Minister at Peking seems to have given over the practice of sending any news home at the precise moment when the completion of the telegraph enabled him to communicate with us most quickly. We suppose we must accept "no news as good news;" but, in the meantime, we are not quite satisfied that his Excellency CHUNG HOW is not a great deal better informed of the state of the Chinese capital than we are, or that his Imperial master does not know much more of the condition of the British War Office than we are permitted to do of the forces of the Flowery Land. That astute diplomatist having spent a few months in France without getting an inch nearer to the settlement of the matters he was sent over to negotiate, and his presence in France having been persistently ignored by our own Government throughout the session, seems to have been struck with the "happy thought" of crossing the Channel to see us—a feat which he accomplished precisely two days after Parliament had risen, and our Foreign Secretaries had betaken themselves to the moors. It is just possible that this may have been a "coincidence;" but we must confess it does not look very like one. At any rate, it achieves some very desirable objects—for the Chinese. First, no interview can now take place between CHUNG HOW and our Ministers; secondly, no inconvenient questions can be asked about CHUNG HOW and his mission in the House of Commons; and, thirdly, CHUNG HOW will be able to go home at his own convenience with the proud and incontrovertible statement that he waited on England in due form, and that he found not one member of our Government at his post to receive him. This is how our interests in the Far East are being frittered away; and, in order to deprive us of any special complaint against such neglect, Mr. WADE, with a persistency which is as disheartening as it is unaccountable, fails to send home any intelligence which the Foreign-office vouchsafes to communicate to the public. We have no means now of remedying the evil complained of; we can but protest against it; but Mr. WADE cannot but be aware of the anxiety which his protracted and unreasonable reticence is exciting in the public mind:—

"Horror ubique animos; simul ipsa silentia terrent."

JUDICIAL INDEPENDENCE IN SINGAPORE.

(COMMUNICATED.)

In 1867, while Sir Harry Ord was still in the full flush of carrying everything before him in the Legislative Council, an Act was passed authorising the Governor, whenever it should appear (to himself, of course) necessary, for any special or temporary purpose, to appoint as many judges of the Supreme Court as might be expedient, who were to act until such purpose had been accomplished, or until the appointment was cancelled. With the first breath of opposition, in 1868, it was pointed out that such powers were extremely unconstitutional. To give a Governor power to appoint a judge for a special purpose whenever he thought fit was to empower him to set aside the ordinary Court, and to delegate to a creature of his own any case which he did not like to entrust to a too independent judge. To let him appoint a judge to act until his own appointment was cancelled was to make the tenure of the judicial office dependent on the uncontrolled pleasure of the Governor. The Act was therefore repealed, and in lieu of it a power was given, in the event of the absence or incapacity of one of the regular judges, to appoint a temporary judge, to act during such absence or incapacity. Thus the power was limited to the single event of a regular judge's absence or incapacity, and the appointment was fixed to last during the length of the contingency which created the temporary vacancy.

Such was the state of the law when the Governor, and shortly after him, the Chief Justice, left Singapore, early in the present year. Colonel Anson was appointed to act as a temporary governor in Sir Harry Ord's place, and upon its being represented to him that some inconvenience was found by the public from the absence of a resident judge, he announced in the *Gazette* of the 24th May that Mr. Owen had been appointed to act as a temporary judge. But as if it had been predetermined that every step should be marked by a blunder, the *Gazette* stated that the appointment had been made under the repealed Act of 1867, instead of the repealing ordinance of 1868. This mistake, however, was of no moment, except as an indication of the capacity and care which the local Executive brought to their duties. The gentleman appointed was the senior magistrate, a man of high character, both as a gentleman and as a lawyer; and he at once entered upon his new duties. A month, however, had not elapsed when the public was informed by a fresh announcement in the *Gazette* that the appointment was cancelled, on the ground that "the particular work for which Mr. Owen had been appointed had been completed." Now, we are sorry to say anything unpleasant of so respectably-edited a publication as the *Straits Government Gazette*, but we are compelled to say of the above statement that it was not true. Mr. Owen had not been appointed for any particular work; indeed, any attempt to limit his functions and make him a *bit* of a judge, to use Mr. Greenshield's expression, would have been simply nugatory, and illegal; but, further, the "particular work" in which Mr. Owen had been engaged—matters of routine, and matters not admitting of delay—was by no means completed, as the Bar plainly proved in certain resolutions which they passed and sent to Colonel Anson, on hearing what had happened. The cancellation of Mr. Owen's appointment was a second and serious blunder, legally as well as constitutionally; and the concealment of the real cause of it under a pretext to which the books of the Court gave the flattest contradiction, was a third.

But this does not close the catalogue of the Acting Governor's blunders. Another is to be found in what really led to the dismissal. Mr. Owen was cashiered simply because he refused to obey an order issued to him by Colonel Anson requiring him not to try a certain matter which had been set down for hearing, and in which the Government had an interest. That the Executive has no power to issue prohibitions and injunctions to Courts, and that every judge is bound to exercise the functions of his office when properly required to do so, are elementary principles which a gallant officer of artillery or of police may perhaps be excused for not knowing; but gentlemen who fill even temporarily the office of a Colonial Governor have no excuse for being ignorant of them. Colonel Anson had no power to issue any such order, and Mr. Owen would have violated his duty and degraded his office if he had given it any attention. The Acting Governor, in a word, committed a fourth blunder in making such an order, and a fifth in cancelling the appointment through resentment of the disobedience which he properly encountered. We shall not impute to him any responsibility for the tone in which Mr. Birch, the Colonial Secretary, allowed himself, in the Legislative Council, to speak of the gentleman who had thus been publicly insulted.

Such is the pretty pass to which things have come in Singapore. Though the Colonial-office has always defended the theory, it has rarely sanctioned the practice of Governors removing Judges. Indeed, its defence of its theory has mainly been that the power of removal was merely a *brutum fulmen* in the hands of a Governor, since he wielded it with the rope round his neck. Mr. Owen's case will be a sufficient answer to such reasoning; for it shows that the executive power may sometimes be entrusted to heads weak enough to be intoxicated by the fumes even of a brief and temporary authority. Certainly, to judge from their stumbling and tumbling from beginning to end in this transaction, the Acting Governor and his advisers seem sorely in need of sedatives, and Lord Kimberley is not the man to be either slow or gentle in administering them when they are required. But will his eyes be opened to the necessity of restoring to the Supreme Court that independence which it enjoyed under the Government of India, which it lost when it passed under the administration of Downing-street, and which they, the Colonists, have repeatedly asked to be restored? The Duke of Buckingham in answering the Straits petitions on this subject in September, 1868, observed that Her Majesty's Government "was fully alive to the importance, or rather paramount necessity, of enabling Colonial Judges to administer the law in all cases brought before them, without any apprehension of direct or indirect interference from the Executive;" and Lord Kimberley is probably willing to endorse these views; but can practical effect be given to them as long as the powers of suspension are left in the hands of a local Executive? The present casse is but one of many which testify how unqualified the ordinary *personnel* of such an Executive is in knowledge, discretion, and temper, for exercising such powers.

THE MISSION OF CHUNG HOW.

(PALL MALL GAZETTE.)

The arrival in London of Chung How, the Chinese Envoy, has attracted singularly little public attention. To those who remember the flourish of trumpets which greeted the arrival of Mr. Burlingame and his associate Ministers, the two native Government clerks, the apathy with which the presence among us of the Imperial Commissioner of Trade and Vice-president of an Imperial Board is regarded is striking enough. We have not, however, far to look for one cause of the difference between the welcomes accorded to these envoys. Mr. Burlingame was believed to be—and he was the last man to dispel the illusion—the bearer of a spontaneous offer on the part of the Government of China to admit Europeans into a full community of interests with its own subjects, whereas Chung How comes as the apologist for a reat national crime with which his own name has been unpleasantly associated. He has even been accused of being an accomplice of the murderers of the unfortunate victims of the Tientsin Massacre; but for this charge we believe there is not the slightest foundation. That he

Digitized by Google

showed himself wanting in presence of mind and decision when the emergency arose we readily allow. There is no doubt also that he was well aware of the mischief brewing weeks before the outbreak took place, for it is admitted that he warned his own Government against the impending danger; and the mistake he made was that, being aware of this, he failed to acquaint the foreign consuls with the state of the popular feeling. It is probable that in his own mind he much underrated the force of the public animosity against the missionaries; and we can quite imagine that he was as much astonished as anybody at the unlooked-for dimensions which the riot assumed. But this does not justify the decidedly neutral attitude he maintained throughout. And it must be confessed therefore that, though his error was one only of judgment, he yet is not entirely free from blame in the matter.

But, in addition to this, the cloud of Mr. Burlingame's unfulfilled promises overshadows him. Every one must admit that Mr. Burlingame's mission was for the time being a great success. He was graciously received at every Court which he visited, from Washington to St. Petersburg; and he gained the adhesion of the most distinguished of European statesmen to the programme he proposed on behalf of the Sovereign he had chosen to represent. But, unfortunately, that he might be able thus to chain fortune to his chariot wheels, he was obliged to make promises in the name of his august master, and, still more unfortunately, those promises have to this day remained unredeemed. The result of this untoward discrepancy is now apparent. The *Overland China Mail* publishes a despatch purporting to be addressed by M. Jules Favre to Chung How in answer to an application on his part to be allowed to present his credentials to M. Thiers in person, in which the Foreign Minister reminds Chung How that Mr. Burlingame was received at an audience by the ex-Emperor only on the understanding that the same privilege would be accorded to the representative of France at Peking, and that up to this time this pledge has been unfulfilled; he therefore politely shelves the question of an audience with the Chief of the Executive, and promises to appoint a diplomatic functionary to confer with the envoy on the subject of his mission. This reply is exactly what it should be, and it will do more to open the eyes of the Chinese to the necessity of acknowledging the equality of Western nations with themselves than any number of gunboats at the ports or hostile demonstrations against the capital. The Chinese Government have become so accustomed to see their ambassadors, of whatever rank, received at audiences by European Sovereigns, while the foreign representatives at Peking have submitted to exclusion from the Imperial Palace, that they doubtless confidently expected that the elevated rank and high social position of Chung How would have borne him through, notwithstanding the extra weight circumstances have compelled him to carry. This check will therefore be a surprise to them, and it is to be hoped that it may act as a healthy alternative. They will, at least, learn from it that they have drawn to the full amount of their credit on the indulgence of the European Powers, and that the time has come when, if they lay claim to be treated on terms of equality with civilised nations, they must acknowledge the reciprocal obligations which will be required of them. It is a matter of congratulation that Chung How's mission led him to the French Court in the first instance, as it now only remains for our Foreign-Office to follow up the line of policy initiated by M. Jules Favre.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Aug. 31.

Politics are sleeping their deepest summer's sleep, and we are in the season of race meetings and regattas. A meeting of lawyers has been held at Amsterdam to discuss matters concerning their practice, and some people flatter themselves that these "reunions" will tend to make our ministers of justice more business-like than hitherto. Archery contests have taken place at Amsterdam attended by the volunteers of this town and by the King, who is astonishing the public with ultra military speeches. In the papers we look in vain for political news. The clubs are empty; the members are enjoying their holidays on the borders of an Italian lake or on the mountains of Switzerland. In the meanwhile the greatest activity prevails in the ministerial bureaux. The ministers and high functionaries are working hard preparing the budgets, which are to be laid before the members when the sitting opens. Some papers state that the Contagious Diseases Bill will be discussed before the Budget; it was published some days ago, and I am happy to say that its provisions are efficacious.

I hear that it is the firm intention of Mr. Blusse, the Minister of Finance, to propose an income-tax, and that this will be announced in the Royal Speech. It is even said that this tax will be fixed at 2 per cent. upon annual incomes. This, indeed, would be enormous, the more because it is asserted that the license and other taxes will continue to be maintained, but I think this impossible. The Second Chamber cannot vote such burdens and grant at the same time such colossal amounts for the army and navy. But these are only rumours, and very soon the actual facts will transpire.

Some days ago the report of Resident Steinmets was published upon the coffee cultivation. It is very voluminous but out of date.

The Netherlands India Gas Company advertise a dividend of 8 per cent., being f.20 per share.

PRODUCE MARKETS.

Business transactions continue to be void of animation, but hardly any alteration is to be reported in prices of the leading articles of produce. Sugar looks rather more animated, as a partial demand has prevailed for the medium numbers for export, which could only, however, be insufficiently met for want of suitable parcels.

COFFEE.—A healthy tone continues to pervade the market, and some numbers of the late public sale are inquired after at the prices paid at the same. The result of that sale has made a favourable impression upon dealers abroad, who readily accept the offers made them, which in concurrence with the reported short yield of the crop in Java causes the position of the article to be very strong at present. Sales have been closed of 3,200 bags Java, ex Maria Diederika; 3,950 bags Java, ex Statt; 1,000 bags Java, ex Nederland.

COTTON.—An animated demand has continued to prevail, and sales have been making to a fair extent for export and on speculation at further advanced rates. The quotations are for American low middling 46c. to 47c., middling 47½c. to 48½c., strict middling 48½c. to 49½c., basis middling per October 47½c.

SUGAR.—The medium numbers of Java have been in better request, and about 3,000 to 4,000 baskets were disposed of at f.¾ to f.1 below the prices of the late July sale. There is very little on offer in the market, 237 mats Java No. 17, ex Bellatrix, sold at f.1 under July prices.

TEA.—Continues to look firm; 400/12 chests fine Moning Congou, imported from London, have changed hands.

SPICES.—Sales have been closed on secret terms, of 55 casks Nutmegs, 28 casks 2 barrels and 5 chests Mace, ex Jacoba Christina and Nederland, beyond which transaction not much has been done privately. The Dutch Trading Company sold yesterday, in public auction, the following parcels:—

	Casks.	Valuation.	Prices paid.
Nutmegs, No. 1	170	185c.	191c. to —
Do. No. 2	430	175c.	182c. „ 183c.
Do. No. 3	186	135c.	146c. „ 147c.
Do. No. 4	180	105c.	101c. „ —
Mace, E	435	255c.	241c. „ —
Cloves, No. 3	170	27c.	27c. „ 29c.

Stock on warrants in the Trading Company's stores:—Nutmegs, 2,066 casks; Mace, 48 casks; Cloves, 2,670 casks; Cinnamon, 29 packages; Pepper, 100 bags.

TIN.—The demand for this article remains quiet. Banca has been selling for usual prompt at f.80, f.79¾, and f.80, and for delivery ex the coming autumn sale at f.78. Sales have been closed by secret tender at Amsterdam of 1,000 slabs Billiton, but the price has not been allowed to transpire.

HIDES.—Java Cow continue to meet ready buyers at full, and even advanced, rates, but Buffaloes are rather lower in price. The following parcels were sold since my last, viz.: 3,000 Sourabaya Cows, ex Lord Raglan; 2,000 ditto, ex County of Argyle: 625 ditto, ex Jacoba Christina; 271 Batavia Buffaloes, ex C. G. Michiels.

DRUGS, &c.—About 18 tons African India-rubber, recently arrived from Banama, ex Ida Maria de Raadt, will be put up to tender here the day after to-morrow, for account of the African Trading Society.

INDIGO.—A few lots Java of very superior quality found buyers at steady prices.

RATTANS.—The business done in this article has been confined to the sales of 25 piculs, ex Asfens, and 338 piculs, ex Lord Raglan.

RICE.—About 900 tons Rangoon afloat, per Elise Querola, were disposed of at Amsterdam on secret terms.

TOBACCO (JAVA).—The following sales have been closed since the last mail:—

544	bales	Java,	head mark	ETB/KEDIRIE, ex Jacoba Christine.
564	„	do.	„	SOEKOWONO, afloat.
1,097	„	do.	„	P. K./BLITAR.
646	„	do.	„	TEMPEH } ex Willemina Clara.
133	„	do.	„	J. T. M. } ex Willemina Clara.
181	„	do.	„	K } ex Willemina Clara.
1,413	„	do.	„	B.V.L. & R. } afloat.
960	„	do.	„	TEMPEH } afloat.
880	„	do.	„	KOTTA } afloat.
169	„	do.	„	D/KAWI, ex County of Elgin.

TORTOISE-SHELL.—Sales have been closed on secret terms of 4 chests Macassar, ex Vrachzoeker.

SHIPPING.

ARRIVALS.—Aug. 23, at Brouwershaven, from Batavia, Ægidia and Pauline; at Texel, from Passaroeang, Bellatrix; at Flushing, from Akyab, Gauthiod; 24, at Brouwershaven, from Rangoon, Charles Dickens, Howri; at Texel, from Sourabaya, Ellen, Noordzee-kanaal; 25, at Brouwershaven, from Rangoon, Maury; at Texel, from Tjilatjap, Nederland and Oranje; at Flushing, from Akyab, Velocity; 26, at Brouwershaven, from Batavia, Susanna; from Sourabaya, County of Elgin; from Rangoon, Papa; at Flushing, from Akyab, Regent; 27, at Texel, from Batavia, Gysbert Karel Graaf van Hogendorp; from Passaroeang, Noord-Brabant; at Flushing, from Akyab, Theodore Engels; 28, at Flushing, from Akyab, Marietta.

DEPARTURES.—Aug. 28, from Brouwershaven, from Batavia, Alblasserwaard; 29, from Brouwershaven, for Singapore, Sophia, Koningin der Nederlanden; from Hellevoet, for Batavia, Zuid-Holland.

PASSENGERS INWARD.—From Java: Per s'Gravenhage, Mrs. Briet and family, Messrs. Valette, D. Kalkhoven, Lindwurm, Medenbach, Huisman and family, Strikwerda and family, v. d. Valk and family, Sieberg, Futterer, Ehnle, Sellerer and family, Havelaar, de Bie and family, Rochel, Mrs. Muller and family, Messrs. O. Born and Court. Per Neptunus, Messrs. de Haas and family, Luymes and family, Zaalberg and family, de Bruin and family, van Bergen and family. Per Aegidia and Pauline, Messrs. Keuchlin and family, van Goettem, Hulzer and family, Vaseur and Boudewyn. Per Noordzee-Kanaal, Mr. Bodaen. Per Susanna, Messrs. Carlinsky, von Carlometz, de Kok van Leeuwen, Lorey and family. Per Noord Brabant, Messrs. L. C. Rovers, J. de Jong van Beek en Donk, de Haas.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

THE P. AND O. STEAMER "MIRZAPORE."

The Mirzapore steamship, built for the Peninsular and Oriental Company by Messrs. Caird and Co., of Greenock, and commanded by Captain A. Parish, underwent a most successful trial on the 30th ult. at the measured mile in Stokes' Bay. The Mirzapore is a sister ship to the Khedive, which was despatched to the Eastern seas a little over three months since, and the Pekin and Peshawur, both of which will be ready for service before the end of the year. The following are her leading dimensions:—Length between perpendiculars, 380ft. 3in.; breadth of beam, 42ft. 6in.; depth from top of floor to spar deck, 33ft. 1in.; tonnage, builders' measurement, 3,762; registered tonnage, 2,090; engine-room ditto, 1,672; gross tonnage 3,762. Her engines are on the combined high and low condensing principle, of 600-horse power nominal, indicating 3,182 during the trial; two 68in. and two 96in. cylinders, with a stroke of 4ft. 6in.; heating surface of boilers, 11,720 square feet; firegrate surface, 320 do., and condensing surface, 6,059 do. She is fitted with a common four-bladed propeller, 17ft. 6in. diameter; pitch, 22½ft. to 24ft.; length, about 4ft. 3in. With a pressure of 48lbs. of steam, 26½in. vacuum, and engines making 62 revolutions per minute, she made two runs on the mile with the following results:—First run, against wind and tide, 5 min., 12·000 knots per hour; second run, 3 min. 47 sec., 15·850 knots, giving a true mean speed of 13·925 knots per hour. Wind at the time light from the south-east; barometer, 30·03in.; smooth sea. The vessel had a total weight on board of coals, water, and stores, of 905 tons, and her draught of water was 17ft. 8in. forward, and 18ft. 9in. aft, her mean draught being 18ft. 2½in.

The Mirzapore left Southampton on Saturday last on her first ocean voyage, with the heavy portion of the next India, China, and Australian mail.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

CHALDECOTT—On the 28th Aug., at Dorking, Mrs. C. W. Chaldecott, of a son.

EDKINS—On the 18th June, at Peking, the wife of the Rev. J. Edkins, of a daughter.

HENSLOWE—On the 8th Aug., at Aden, the wife of Captain Patrick J. F. Henslowe, of a son.

KORTHALS—On the 11th July, at Hiogo, the wife of W. C. Korthals, Esq., of a daughter.

RENNIE—On the 7th Aug., at The Garden, St. Vincent, the wife of Lieut.-Governor W. H. Rennie, of a daughter.

MARRIAGES.

BEVERIDGE—WILLAUME.—On the 15th July, at St. John's Cathedral, by the Rev. T. Talbot, Acting Colonial Chaplain, assisted by the Rev. John Piper, Henry Beveridge, to Mathilda Francoise, only daughter of J. Willaume, Esq., Hong Kong.

BONHAM—BUCHANAN.—On the 23rd Aug., at St. Petersburg, Sir George Francis Bonham, Bart., to Louisa, the third daughter of the Right Hon. Sir Andrew Buchanan, Her Majesty's Ambassador at the Court of Russia.

FORREST—HENDERSON.—On the 6th July, at H.B.M.'s Consulate, Nagasaki, by A. A. Annesley, Esq., H.B.M.'s Acting Consul, and afterwards at the Protestant Episcopal Church, by the Rev. Henderson Burnside, James Nairne Forrest, Surgeon, of Elie, Fifeshire, Scotland, to Margaret Home, second daughter of George Henderson, Esq., Edinburgh, Scotland. No cards.

DEATHS.

BARTON—On the 3rd July, at Shanghai, Thorold Harwood, the beloved child of Zephaniah and Augusta Barton, aged 10 months.

CHRISTIANSEN—On the 28th June, at the International Hospital, Yokohama, Frederick Christiansen, aged 36.

FICHTNER—On the 23rd June, at Yokohama, Hermann Fichtner, aged 40.

ILLINGWORTH—On the 14th July, at Hong Kong, D. Illingworth, aged 47.

NEWTON—On the 9th July, at Nagasaki, Dr. Newton, R.N.

ORD—On the 30th Aug., at Limerick, Capt. T. Ord, 59th Regiment.

SWAIN—On the 2nd July, at the Naval Hospital, Yokohama, E. Swain, Staff Commander H.M.S. *Ocean*, of dropsy, aged 47.

BULLION AND SPECIE.

GOLD.—The imports, limited as they have been, have been more than sufficient for the export demand, as with the exception of a few small orders for India, nearly all arrivals are purchased by the Bank, £75,000 having been sent in since the 24th ult.; on the other hand, sovereigns to the value of £70,000 have been withdrawn. We have received during the week:—£56,500, per Tasmanian, from the West Indies; £2,440, per Bonita, from Brazils; £30,500, per steamers, from New York; Total, £89,440. The Nyanza has taken £68,430 to Bombay, and the Celt £97,000 to the Cape. The incoming Australian mail, due on the 9th proximo, has £480,500 for this country.

SILVER.—The market has become a shade firmer, and the price may be quoted as 60 11-16d. to 60¾d. per oz. standard, the demand being principally for Holland.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From PENANG to LONDON, per Naomi, entered Aug. 26.—2 puns 2 brls. rum—F. S. Brown; 81 hogsheads rum—M. Z. Just and Co.; 6742 bags sugar—E. Boustead; 1 case tortoiseshell, 7 cases mace, 154 cases gum benjamin, 11 baskets gutta-percha, 8 cases cloves, 2253 bags tapioca, 12 bags copra, 20 casks rum, 24 bales hides, 240 bales tobacco, 2638 slabs tin, 3014 bundles rattans, 1113 buffalo hides, 83 cases nutmegs, 99 cases fish maws, 2058 bags pepper, 4859 bags sugar—Order.

From CANTON, MACAO, to LONDON, per Tweed, entered Aug. 23.—From Canton, 1 package merchandise—G. R. Davies; 3 packages merchandise, 1 package preserves, 50 packages 50 boxes tea and ginger—F. G. Grace; 2910 boxes tea—Reiss, Bros., and Co.; 2777 boxes tea—Sassoon and Co.; 10 bales raw silk—Rathbone, Bros. and Co.; 37 bales raw silk—Maclean, Maris and Co.; 235 bales raw silk, 86 packages merchandise, 1 package paper, 58 packages rhubarb, 10 packages tobacco, 10 packages ginger, 36,510 boxes tea—Order. From Macao: 1480 half-chests 15,172 boxes tea, 11 packages raw silk, 594 slabs tin, 2 boxes plants—Order.

From SINGAPORE to LONDON, per Elizabeth Ann, entered Aug. 28.—198 baskets gutta-percha, 3347 bags pepper, 1606 bags 400 cases sago, 3 cases merchandise, 25 cases dragon's-blood, 50 bundles canes, 8910 buffalo horns, 771 bags tapioca, 1911 bales gambier, 4 cases gum benjamin, 900 bags teel seed, 4310 bundles rattans, 610 pieces buffalo hides, 3554 pieces sapanwood—Order.

From SINGAPORE, &c., to LONDON, per Ferdinand Brumm, entered Aug. 28.—From Singapore: 5013 bundles rattans—Order; remainder of cargo from Akyab.

From SINGAPORE to LONDON, per Mary Tatham, entered Aug. 30.—2794 bags pepper, 2632 bales gambier, 4059 bags pearl sago, 533 bags tapioco, 2000 buffalo horns, 37 baskets india-rubber, 728 baffalo hides, 144 bags coffee, 151 bags copal, 50 boxes tapioca, 6964 bundles rattans, 276 bundles 244 bales and 21 cases cassia vera, 100 baskets gum elastic, 270 packages and 3 cases malacca and other canes, 2 boxes merchandise, 3 baskets gutta-percha—Order.

From FOOCHOW to LONDON, per Glendarroch (s.) (via S. C.), entered Sept. 1.—4008 chests 7484 half-chests 6148 boxes 11,885 packages tea—Order.

From MANILA to BRISTOL, per Alavesa, entered Sept. 1.—4 tons dyewood—Captain; 2000 bales hemp—Order. Remainder of cargo from Cadiz.

From SHANGHAI, HONG KONG, SINGAPORE, and PENANG, to LONDON, per Canton (s.), (via S.C.), entered Sept. 1.—From Shanghai: 7254 chests 3595 half-chests 2 boxes tea, 15 cases brandy, 84 bales waste silk, 126 packages merchandise, 229 bales silk, 8 bales waste cocoons—Order; 2 packages merchandise—Dakin Brothers; 1 package merchandise—Adamson and Co. From Hong Kong: 29 cases merchandise, 1 case bird skins—Order. From Singapore: 3 cases merchandise—J. B. Albrook; 50 cases spices—Clarance, Houghton, and Co.; 10 bags dried ginger—T. Bonhote; 23 cases shells—T. Carter and Co.; 8 casks gum—T. Farmouner; 34 casks gum, 5 casks turtle, and 36 casks mother-o'-pearl shells—Dalgety and Co.; 10 cases curiosities, 2 cases merchandise—Schultze and Mohr; 854 baskets 74 cases gutta-percha, 98 cases gamboge, 2 cases shellac, 62 cases gum benjamin, 268 bags sago flour, 1039 bags tapioca, 176 bags coffee, 5 cases gamboge, 6 cases nutmegs, 24 baskets india-rubber, 3651 bales 100 baskets gambier, 100 cow and 214 buffalo hides, 130 tanned hides, 11 cases indigo, 33 chests tea, 1 case dragon's-blood, 1051 bags sago, 600 slabs tin, 4 packages merchandise, 16 half-cases fish maws, 3 cases isinglass, 6 bales silk, 2182 slabs gutta-percha, 61 bales cassia vera, 276 bags sugar, 173 baskets gutta-susa, 52 cases mother-o'-pearl shells—Order. From Penang: 278 slabs tin, 40 baskets india-rubber, 28 bales 103 buffalo hides, 32 cases merchandise, 3118 bales rattans, 46 bales cow hides—Order.

ARTICLES OF IMPORT.

TEA.

Public sales, "without reserve," have been held almost daily during the past week; the prices realised have shown but little change from the rates previously ruling, the only alteration being a slight improvement in new season's Ping Suey Greens, while one or two parcels of common Black-leaf Teas have been quitted at a further decline. Privately new Moning Congous of really fine quality have realised 2s. 2d. to 2s. 6d. per lb., ordinary Moning Congou 1s. 4d. to 1s. 6d., and Kaisows, per Abbotsford, 1s. 5d. to 1s. 10d.; a few finest 2s. to 2s. 2d. per lb. The following is a record of the public sales:—

On the 28th ult. 4,670 packages new season's tea were offered without reserve, and all disposed of. Congou met a moderate competition, prices being about equal to those paid previously; 1,340 chests black leaf sold at 10¾d. to 11¼d., and 300 chests do. at 1s. to 1s. 0¼d. per lb. 2,819 packages new Ping Suey Green sold with fair spirit, the valuations being fully realised for most of the fine and finest qualities; medium and common in the invoices on the other hand went slowly and at low rates throughout. The finest grades in boxes sold as follows:—Gunpowder, No. 1 at 3s. 9d. to 3s. 9½d., No. 2 at 3s. 0½d., No. 3 at 2s. 11d., medium and inferior kinds at 1s. 8d. to 2s. 8d., Young Hyson, No. 1 2s. 4¾d. to 2s. 5¼d., No. 2 at 1s. 11½d. per lb.

On the 29th small public sales were held, the total not exceeding 1,170 packages, which were all sold. 200 chests new season's black leaf Congou sold at 1s. 6d. to 1s. 6½d. per lb., being steady. Small parcels of common Green sold at previous rates.

On the 30th 3,257 packages new season's Ping Suey Green, ex Achilles, were offered without reserve, and all sold. Rather more competition prevailed, and firmer prices were obtained; the bulk (2,500 packages) consisted of Gunpowder, the better qualities in boxes sold at 3s. 6½d. to 3s. 7d. for No. 1, and 2s. 5d. to 2s. 11½d. for Nos. 2 and 3, inferior kinds in half-chests and boxes at 1s. 7½d. to 2s. 0¾d.; 757 packages Young Hyson sold, No. 1 at 2s. 3½d. to 2s. 3¾d., No. 2 at 1s. 11½d., inferior in half-chests 1s. 1d. to 1s. 1¾d. per lb.

On the 31st ultimo, 2,730 packages were offered, and, with the exception of 117 packages offered with reserved prices, the whole was sold without reserve. 376 half-chests new black-leaf Congou sold at 1s. 5¾d., 160 chests old Foochow at 10d. to 11½d., and 243 chests 200 half-chests Souchong at 1s. 0½d. to 1s. 1d. 800 boxes new scented Orange Pekoe sold previous to the auction, 400 boxes scented Caper brought 1s. 1¾d.; 434 half-chests Moyune Green sold—Gunpowder 1s. 4¼d. to 1s. 4½d., Young Hyson 1s. 5¼d. to 1s. 5¾d., Imperial 1s. 3d. to 1s. 5¾d., inferior 1s. to 1s. 0¼d., Hyson 1s. 1¼d. to 1s. 5½d., common 9¾d. to 11½d. per lb.

COFFEE.

There has been little or no alteration in the market since our report of the 25th ult. Considerable supplies at the public sales have met a strong general demand, and have been nearly all disposed of, Plantation Ceylon at fully previous rates, pale kinds at full prices. The latest rates paid have been: Plantation Ceylon, triage and ordinary 52s. to 62s., small dull to coloury 63s. to 67s. 6d., low middling grey to dull 66s. 6d. to 69s. 6d., bold ditto 72s. to 76s., middling coloury 70s. to 75s. 6d., good middling to good bold coloury 76s. to 85s., pea-berry 83s. to 84s. Native Ceylon, good ordinary 57s., one lot 57s. 6d., bold 59s., pea-berry 60s. 6d. Of 117 bags Singapore offered, 55 bags mixed

Digitized by Google

sold at 54s. to 54s. 6d., Pari Pari being bought in at 57s. Of 361 bags Manila Indian sort offered, one-half sold at 58s. to 58s. 6d. By private contract there has been a good demand for pale kinds, and a rather large business has been done both on the spot and for arrival at full rates, but particulars are not reported, on the spot; native Ceylon has realised 57s. 3d. to 57s. 6d. up to 62s. 6d. for fine bold; native East India for arrival (about 500 tons) 60s., and 220 bags Manila Indian sort on the spot 58s. 6d. ;

The landings, which continue to consist chiefly of Ceylon, are again larger than in 1870 by 610 tons, but as the deliveries are heavy and exceed last year's by a similar amount, the deficiency in the stock is unaltered. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 124,534 cwt., against 308,112 cwt. at the corresponding date of 1870; Native 19,247 cwt., against 23,140 cwt. The quantity afloat for the Continent is 5,811 cwt. Plantation, against 15,108 cwt., and 7,036 cwt. Native, against 21,768 cwt. The quantity of Coffee landed in the thirty-four weeks ended Aug. 26, 1871, was, of Ceylon, 27,923 tons, against 23,920 tons during the corresponding period of 1870; of all descriptions, 48,687 tons, against 39,729 tons. The quantity entered for home consumption was, of Ceylon, 7,264 tons, against 6,932 tons; of all descriptions, 12,832 tons, against 12,214 tons. The quantity exported was, of Ceylon, 21,093 tons, against 18,262 tons; of all descriptions, 38,917 tons, against 28,946 tons. The stock on Aug. 26 was, of Ceylon, 13,171 tons, against 12,590 tons; of all descriptions, 21,747 tons, against 22,788 tons.

CINNAMON.

The quarterly sales took place on the 28th ult., and comprised a total of 2,660 bales. The bulk of the quality was good and fine, and about 1,900 bales sold, prices, as compared with the quotations of last May, being thus:—Fair and medium descriptions at steady prices; good and fine 1sts, at steady prices to 1d. per lb. advance; good and fine 2nds at 1d. to 2d. advance; 3rds at steady prices; 4ths at 2d. to 3d. advance; common mixed qualities, with flavour, sold readily at 3d. to 4d.; whilst of 550 bales low nondescript kind, or sassafras bark, only a few sold at 1½d. to 1¾d.; superior quills sold at 3s. 6d. to 3s. 7d. per lb. There were about 493 bales of 1sts, 888 bales of 2nds, 588 bales of 3rds, and 182 bales of 4ths, the rest being nondescript:—

Bales.		Sold at. s. d.		s. d.
492	First sort, superior	3 6	to	3 8
	1 bale ditto	3 9	„	—
	good to fine	3 1	„	3 5
	medium	2 11	„	3 0
888	Second sort, fine to superior	3 4	„	3 6
	medium to good...	2 8	„	3 2
	ordinary	1 8	„	1 11
588	Third sort, good to fine	2 8	„	3 0
	medium	2 3	„	2 7
182	Fourth sort, good to fine	2 5	„	2 8
	ordinary to medium	1 9	„	2 4
	low coarse...	0 7	„	0 10
517	Spurious (45 bales sold)	0 1¼	„	0 1¾

Of Chips, 1,475 Ceylon met a good demand, and were all sold at dearer rates, coarse to thin bark 2d. to 2¾d.; ordinary mixed, 3¼d.; low middling to middling chips, 4d. to 5d.; good middling to good, 5¼d. to 6½d.; small lots fine chips and broken Cinnamon, 1s. to 1s. 6d. per lb.

SUGAR.

The demand has only been moderate, and the business—which has also been checked by the firmness of holders—has been limited. The only sales have been 480 bags low Java syrups at 22s.; 1,500 bags good clayed Manila (duty 4s.), at 26s. 6d.; 13,100 bags common brown (duty 4s.) at 24s.; 8,100 bags Zebu unclayed, at 22s. 6d., a few at 23s.; 2,200 bags Taal unclayed, at 21s. per cwt.; and 13,000 bags Ilo Ilo unclayed at 22s. 9d.

As against the light landing in 1870 those in the past week are 2,000 tons heavier, deliveries continue above those of the previous year, and the deficiency in the stock is slightly reduced, but still amounting to 30,000 tons. Stock, Aug. 19, 73,484 tons, against 105,228 tons. Aug. 26, 72,812 tons, against 102,937 tons. The quantity of Sugar landed in the thirty-four weeks ended Aug. 26, 1871, was, of Penang, 974 tons, against 2,277 tons in the corresponding period of 1870; of Manila, Java and China, 15,715 tons, against 14,423 tons; the quantity entered for home consumption was, of Penang, 2,782 tons, against 1,588 tons; of Manila, Java, and China, 21,212 tons, against 17,032 tons. The quantity exported was, of Penang, 184 tons, against 95 tons; of Manila, Java, and China, 1,054 tons, against 1,830 tons. The stock on Aug. 26 was, of Penang, 984 tons, against 2,924 tons; of Manila, Java, and China, 21,242 tons, against 31,351 tons.

COCOA-NUT OIL.—Market dull; and sales difficult to effect for all kinds, especially Ceylon, which continues to exhibit a downward tendency. On the spot parcels are offering at £38 10s., without finding buyers; afloat 100 tons June shipment have been sold at £39.

HEMP.—Manila has remained firm, but sales are only to a moderate extent. Fair to good fair roping £47 to £48, brown £38; Coconada, £22 to £23; Sunn, good £22 10s. to £24 10s., common £17 to £17 10s. A large business has been done during the last few days in parcels afloat at £46 to £47 per ton.

JAPAN WAX.—Very firm; fine, 96s.; middling rather soft, 91s.; mealy 83s. to 85s.

PEPPER.—Black: Batavian sold, sound at 6½d., sea damaged 6d. to 6¼d. for first class, ordinary Singapore at 6d. to 6½d. West Coast Penang, now landing per Kangaroo, at 6 1-16d. White: Good demand at full rates, Singapore fair 10d. to 10½d., good 10¼d., Penang 10¼d. to 10⅜d.

RICE.—Business is still principally in floating cargoes, in which considerable transactions have been effected at advancing prices. On the spot good middling white Bengal has been sold at 11s., Madras at 10s., Ballam at 10s. to 10s. 3d.; floating cargoes have been sold as follows:—The William Alberg, 1,080 tons Rangoon, at 9s. 10½d., for the Continent; the Waterloo, 1,715 tons Necransie, arrived here at 9s. 4½d., ex quay for London; the Moskwa, 810 tons Rangoon, at 9s. 11½d., continental terms, damaged at valuation; the Ellen Rickmers, 450 tons Rangoon, at 10s., on similar terms; the Persia, 600 tons Necransie, at 9s. 4½d., ex ship for London; the Australian, 950 tons Rangoon, Aug. sailing, at 10s. 3d., for the Continent; the William, 815 tons, Rangoon, off coast, at 10s., for the Continent; the George Kendall, 1,085 tons Rangoon, price not reported; the Orion, 750 tons Rangoon, at 10s., continental terms; the Asterion, 750 tons Rangoon, at 10s., continental terms; the Augusta, 581 tons Necransie arrived at 9s. 6d., ex ship London; the Ellen Goudy, 1,300 tons Necransie, April sailing, also at 9s. 6d., ex ship for London; the Persia, 600 tons Necransie, arrived, resold at 9s. 6d., ex ship London; the Carn Tual, 700 tons Necransie, arrived, also resold at 9s. 6d., ex ship London.

TIN.—Prices have been irregular throughout the week. Some parcels of Straits, for immediate cash, have been sold at £130, and even £129 has been spoken of; but the latter figure is no criterion of the market, as there have been buyers throughout at £130. Buyers of considerable quantities for forward delivery have been obliged to pay higher rates, owing to the high prices current at Penang and Singapore. Telegrams from Holland announce that the Trading Company's sale will take place at Rotterdam on the 28th inst., when 83,000 slabs Banca and 2,000 Billiton will be offered without reserve.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

Since the 25th ult. the tone of the Market has been quiet, with a very steady feeling. Spinners and manufacturers are asking higher prices, owing to the dearer tendency of the Liverpool Cotton Market. Buyers generally, however, do not feel inclined to increase their offers, and the business in progress is consequently limited. The Market is however, improving, and closes strong.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug24	Brierly Hill	Pegg	Galle, &c.	London
24	Sadowa	Oltmann	Maulmain for Weser	Deal
23	Ellen Rickmers	Relmes	Rangoon	Falmouth
24	Oliver Cromwell	—	Do.	Liverpool
24	Great Australia	—	Do.	Do.
24	Jane Henderson	—	Do.	Do.
21	Fortuna	Granzow	Do.	Bremerhaven
25	Naomi	Malcolm	Penang	Deal
24	Jeverland	Brugemann	Bassein	Falmouth
25	Queen of the North	Davis	Akyab	Do.
25	Scandia	Falkenberg	Rangoon	Do.
24	Noordzee Kanaal	Tjebbs	Java, for Amsterdm.	Off Dungeness
24	Menzies	Hadwin	Rangoon	Off Queenstown
25	County of Elgin	Mackenzie	Java, for Holland	Off the Goodwin
26	Alavesa	—	Manila	Bristol
25	Susanne	Demmers	Batavia, for Roterdm.	Off Dungeness
25	Mindora	Roisbeck	Bassein	Liverpool
23	Francis Troop	—	Akyab, for Liverpool	Off Queenstown
25	Elizabeth Ann	Coates	Singapore	London
26	Theodore Engels	De Paepe	Akyab	Flushing
28	Tweed (str.)	Duff	Canton and Macao	London
26	Mary Tatham	Tallack	Singapore	Off Prawle Point
29	Doctor Peterman	Schmidt	Bassein	Falmouth
	Asterion	Copeland	Rangoon	Do.
29	Times	—	Akyab	Liverpool
26	Regent	Howes	Do.	Antwerp
28	Marietta	Evans	Akyab	Flushing
27	Gysbert Karel Graaf van Hogendorp	Horner	Batavia	Texel
	Noord Brabant	Rovers	Pasaroeang	Off do.
26	Galathea	Ellersten	Akyab	Copenhagen
26	Moskowa	Martineau	Rangoon, for Holland	Palais B.I.
17	Adelia Carleton	Carleton	Hong Kong	New York
31	Canton, s s.	—	China	Deal
31	Melpomene	—	Bassein	Queenstown
31	Psyche	—	Akyab	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Aug24	Arcot (str.)	Day	Colombo, &c., via S.C.	London
24	Rhutinas	Hartman	Galle, via Swansea	Do.
23	Cochin	Milligan	Batavia	Cardiff
	Killarney	—	Colombo	The Clyde
22	Gouverneur General Mijer (str.)	Lindeman	Batavia	Glasgow
22	Rydall Hall (str.)	Collins	Colombo	Do.
24	May Queen	—	Galle	Clyde
21	Belle of Southesk	Stronack	Singapore	Sunderland
25	Mary	Davies	Batavia & Sourabaya	London
25	Coulnakyle	Japps	Yokohama	Do.
28	Bristow	Harris	Penang	Do.
26	Odessa (str.)	Burkitt	Singapore, &c.—S. C.	Do.
27	Olaquivel	—	Manila	Liverpool
26	Birmah	Weale	Yokohama	Do.
28	Hector (str.)	—	Suez and Penang	Do.
28	Hercules	—	Galle	Newcastle
29	Canning	Emmett	Do.	London
25	May Queen	Ross	Do.	Greenock
Jly.30	Petunia	Johnson	Batavia	Rio Janeiro
Aug29	Suez	—	Galle	Liverpool

(See Commercial Postscript and Correspondents' Letters.)

Digitized by Google

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Aug. 23 to 30	Glengyle	London	China
	Clan Alpine	China	London
	Statesman	Do.	Do.
	Nestor	Do.	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Cheops. For Penang, Singapore, Hong Kong, Shanghai, and Foochow: Lord of the Isles. For Singapore, Hong Kong, and Shanghai: Abbotsford. For Singapore, Shanghai, Yokohama, Hiogo, and Osaka: Danube. For Colombo, &c.: Winestead.

SAILING VESSELS.—For Yokohama and Hiogo: Georgina, Denbighshire, Lothair. For Yokohama: John Nicholson, Solent. For Shanghai: Ethiopian, Michael Angelo, Carmarthenshire. For Hong Kong: Northfleet, Caroline Coventry. For Manila: Catalina. For Batavia and Sourabaya: Vier Gebroeders. For Singapore: Peterborough, Havelock, Eleanor. For Colombo: Rosy Morn, W. E. Gladstone, Hilarion. For Colombo, &c.: Northern Queen, Excelsior, Acacia.

At LIVERPOOL.—For Singapore: Paix, Tribune. For Batavia, Sourabaya, Samarang, Macassar, and Padang (via S.C.): Shiraz (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ulysses (str.). For Batavia: A. E. Vidal, Batavia. For Galle: Rescue, Argo. For Galle and Rangoon: Rowena.

At GLASGOW.—For Singapore: Kinfauns Castle, Lochleven Castle. For Batavia and Sourabaya: County of Stirling.

FREIGHTS AND CHARTERS.

Steamers to the East, via Canal, continue to meet with ready employment, and are despatched more frequently than hitherto. Rates of freight remain unaltered.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to SAIGON and COCHIN CHINA	£5	17	0
" " " HONG KONG	7	0	0
" " " SHANGHAI	8	5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

Digitized by Google

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C. t

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,

P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shal be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr, THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Princ of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.

CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces, &c.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on the 1st of July, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for tores of vessels under repair.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Sept. 17, October 1, October 15, October 29, Nov. 12, Nov. 26	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sept. 17, October 15, Nov. 12	For	Pondicherry, Madras, Calcutta.

September 3, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	" "	Every Tuesday, at 2 A.M.
ADEN	" "	
BOMBAY	" "	
GALLE, MADRAS, CALCUTTA, PENANG, SINGAPORE, CHINA, JAPAN	Saturday, Aug. 5, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA, NW. ZEALAND	Saturday, Aug. 5, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Aug. 15, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

MAIL ROUTE FOR CALIFORNIA JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	from England.
Japan	in 38	" "
China	in 44	" "
New Zealand	in 42	" "
Australia	in 47	" "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

INDIA, CHINA, and JAPAN.—Notice to Passengers — GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to GELLATLY HANKEY, SEWELL, and Co., 109, Leadenhall-street, E.C.

STEAM VIA THE SUEZ CANAL.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transshipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered screw steamer CANTON, 100 A1 (highest class at Lloyd's), 1,215 tons register, 200 h.p. nominal, J. C. JACQUES, Commander, will be despatched from the South West India Docks early in September. This magnificent steamer, lately built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, is elegantly fitted for first and second-class passengers with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon and stewardess. The last passage from Gravesend to Shanghai was made in 57 days, including all stoppages.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR SHANGHAI DIRECT, the composite clipper ship CARMARTHENSHIRE, A1 14 years, 812 tons register; R. WATSON, Commander; Loads in the East India Docks. This splendid clipper is well known in the China trade for her fast passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 8th Sept.

FOR SHANGHAI, YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered Screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; S.W. India Docks.

For Freight, apply to the Owner, DONALD R. MC GREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C..

Steam via the Suez Canal. To sail on 18th Sept.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, and taking goods for transhipment to JAVA and JAPAN, at through rates, the splendid full-powered screw steamer, CHEOPS, 100 A1, 984 tons register; 150 horse-power, nominal; W. S. CROWDACE, Commander; S.W. India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship. To sail on the 8th Sept

FOR HONG KONG, the well-known clipper ship, NORTHFLEET, A1, 14 years, 876 tons register; THOMAS OATES, Commander; London Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to Messrs. JOHN PATTON, jun., and Co., 22, Leadenhall-street; or to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON, beg to announce the completion of their new warehouses, containing upwards of Forty Thousand Square Feet of floorage.

MOORE and HUNTON have in stock a great variety of DINING ROOM SUITES in mahogany and oak from £15 to £80 each suite.

MOORE and HUNTON have on show upwards of forty DRAWING ROOM SUITES, varying in price from £16 to £100 each suite.

MOORE and HUNTON invite inspection of their stock of BEDROOM FURNITURE in various woods and styles, at prices varying from £5 10s. to £13 per suite.

MOORE and HUNTON have a large selection of LIBRARY, HALL, OFFICE, and other FURNITURE at moderate prices.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS, PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON.

Established upwards of 40 years.

FURNITURE MANUFACTURED SPECIALLY FOR HOT CLIMATES.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagrams
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co
Batavia	HOUGHTON & Co
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Caroline			
	Coventry	A1 13 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Shanghai ...	MichlAngelo	A1 16 yr.	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Osaka.....	A1 17 yr.	E.I.D.	With des.
Yokohama...	John Nicholson	A1 14 yr.	E.I.D.	With des.
Yokohama...	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
China Ports & Japan.	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Sept. 16
	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Oct. 14

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Singapore ...	La Paix	2-3rds L. 11	Prnce's	With des

From LONDON.

Yoko.&Higo	Georgina...	A1 13 yr.	L.D.	Sept. 5

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

MESSAGERIES MARITIMES de FRANCE.—ADEN, GALLE, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and other customary ports of call.—The well-known steamship COPERNIC, one of the Company's fleet, 1,800 tons burden, 200-horse power nominal, Captain Ricoux, will leave East India Dock at daybreak on Saturday, the 16th September, for Marseilles, as an extra steamer for the conveyance and transshipment of passengers, specie, and merchandise into the Company's regular mail steamer TIGRE, for the above-mentioned ports. All goods sent by this route will be delivered at their destinations with that certainty and precision which belong to a regular mail service.

For general information and passage apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, No. 123, Fenchurch-street; and for Freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manch ester, or 109, Leadenhall-street, London.

The Delta (s.s.) will follow, Oct. 14, from London.

CHINA AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Pen., Sing. Hg.Kg.,& Shanghai (via S.C).	Canton, s.s.	A1 100	1215	SWID	Wth des.
Yokohama & Hiogo..	Denbighsh.	A1 15 yr.	483	EID	Wth des.
Shanghai..	Carmartsh.	A1 14 yr.	812	EID	Wth des.

Excellent accommodation for first and second-class passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Eleanor, A1 13 yrs.	433	Wright, Bros. & Co.	Sept. 6
Peterborough, A1 13 years	560	Mills and Milne.....	Sept. 6
Glendarroch, s.s. ...	1,500	Thos. Skinner & Co.	Sept. 12
Havelock, A1 13yrs.	454	Wright, Bros., & Co.	Sept. 25
Canton, s.s.	1,215	Norris & Joyner ...	Sept. 20
LIVERPOOL.			
La Paix, 3-3rds.....	478	Mors le Blanch & Co	Sept, 10
Ulysses, s.s.	1,884	Alfred Holt	
GLASGOW.			
Kinfauns Castle, A1	800	Thos. Skinner & Co.	Sept. 7
Lochlevin Castle, To follow			

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

Steam from London, via Suez Canal.—Last Shipping Day, 16th September

FOR PENANG, SINGAPORE, HONG KONG and SHANGHAI (taking goods at through rates for Java and Japan at shippers' risk), the magnificent new Clyde-built screw steamship GLENDARROCH, 100 A1, 1,500 tons register, 900-horse power effective, W. HALL, Commander; loading in the South West India Dock. This high-classed and full-powered steamer is confidently recommended to intending shippers and passengers. Her state rooms are elegantly fitted, and replete with every comfort.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

The new s.s. GORDON CASTLE is intended to follow as the October packet.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Winestead.....	A1 20 yrs.	2,000	E.I.D.	Sept. 6
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Sept. 20
Yorkshire	100 A1	2,273	S.W.I.D.	Oct. 10
Red Gauntlet...	100 A1	1,450	E.I.D.	To follow
Hindoo	A1 18 yrs.	1,800	E.I.D.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch.—To follow the "W. E. Gladstone."

FOR COLOMBO, COCHIN, CALICUT, TELLICHERRY, and MANGALORE, the splendid trader ACACIA, A1 11 years, 390 tons register, JAMES HENDERSON, Commander; West India Docks. This fine ves-sel is well-known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HODDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the name of the port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 4, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 419.] LONDON, MONDAY, SEPT. 11, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

LATEST TELEGRAMS.

TYPHOON IN THE CHINA SEA.

HONG KONG, SEPT. 4.—A typhoon occurred on the coast on the 2nd inst. Nearly a dozen ships are reported to be ashore, but no loss of life is announced.

HONG KONG, SEPE. 6.—The Vistula and Silversparre, which were loading for Havana, foundered during the storm; the Mericano, from Swatow, for Hong Kong, in ballast, has been totally wrecked; the Roline Marie, loading for Java, has sunk; the Edouard Marie, loading for Java, has stranded; the Holomboe, from Ningpo, for Hong Kong, has foundered; the Colombo, from Saigon, for Hong Kong, has been abandoned; and many more vessels which have been caught in the typhoon are coming into port in a very crippled condition. The hurricane has also visited Formosa, and several vessels have been totally wrecked, including the British ship Westward Ho, the French ship Adele, and the Dutch ship Batavia Packet, but all the crews are reported to have been saved; the commander of the Westward Ho was drowned.

It is feared that the typhoon has created havoc among the shipping at other of the China ports, but at present no details of further damage than those mentioned above have been received, nor do the telegrams state if there was any serious loss of life in connection with the foundering of so many vessels.

FRACTURE OF THE KONG AND SHANGHAI CABLE.

HONG KONG, SEPT. 8.—There are no advices from Shanghai, the submarine cable being broken.

COMMERCIAL.

CHINA.

(REUTER'S TELEGRAM, REQEIVED SEPT. 8.)

HONG KONG, SEPT. 8.—Manchester goods, nothing doing. Tea, quiet; total export to date, China and Japan, 74,000,000 lb. Silk, total export to date, China and Japan, 35,750 bales. Exchange on London: Bank bills, six m.s., 4s. 4d.

STRAITS SETTLEMENTS.

(RECEIVED SEPT. 8.)

SINGAPORE, SEPT. 7.—Grey Shirtings, 8¼ lbs., $2.45; T-Cloths, 6 lbs., $1.65; Mule Twist, 40's, $112; Gambier, $3; Pepper, Black $11.20; White do., $17½ (nominal); Tin, $33¾. Exchange on London: Bank bills, six m.s., 4s. 4½d.

PENANG, SEPT. 7.—Grey Shirtings, 8¼ lbs., $49 per corge; T-Cloths, 6 lbs., $32 per corge; Mule Twist, 30's, $103 per bale; 40's, $111. Tin, $32.60 per picul. Pepper: Black, $11.60; White, $19. Nutmegs, 110's, $66. Exchange on London: Bank bills, six m.s., 4s. 4½d.

LIST OF PASSENGERS.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mirzapore*, from Southampton, Sept. 2.—To Yokohama: Mr. E. George, Mr. Foster. To Shanghai: Mr. W. Wells. To Hong Kong: Miss Smallbone, Assistant-Surgeon J. B. Baker, Miss Tulloch, and two second-class passengers. To Singapore: Assistant-Surgeon Bain, Acting-Surgeon Low, Capt. Denny. To Ceylon: Mrs. Puckle and child, Mr. G. A. Baumgartner, Mrs. M. J. Cook, Mr. F. P. Ellis, Ensign Scott, and one second-class passenger.

Per P. and O. steamer *Candia*, from Brindisi, Sept. 12.—To Batavia: Mr. R. Hutchinson. To Penang: Dr. H. Sander.

Per P. and O. steamer *Pera*, from Southampton, Sept. 16.—To Yokohama: Mr. A. T. Cousens, Mr. R. A. Mees. To Shanghai: Mrs. F. Barnes, Mrs. Maitland. To Hong Kong: Mrs. Dods and two children, Mr. N. Murton, Mr. Gerrard. To Singapore: Mr. C. H. Cundall. To Ceylon: Mr. J. R. Baillie, Mr. A. M. Ferguson.

Per P. and O. steamer *Ceylon*, from Brindisi, Sept. 26.—To Shanghai: Mr. and Mrs. Reid. To Hong Kong: Mrs. Harcourt Hardy, Mr. D. G. Hunter, Mr. C. F. Rowland. To Ceylon: Mr. S. Green.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 30.—To Yokohama: Mr. T. Thomas, Mr. Cornes. To Shanghai: Mr. and Mrs. H. Tapp. To Ceylon: Miss Walkinshaw, Master Macready, Mr. J. R. Bell.

Per French mail steamer *Tigre*, from Marseilles, Oct. 1.—For Batavia: Mr. and Mrs. L. G. Diepenheim.

Per P. and O. steamer *Simla*, from Brindisi, Oct. 10.—To Shanghai: Mr. A. Myburgh. To Singapore: Mr. R. Wright. To Ceylon: Mr. and Mrs. Delmege, Mr. W. G. Brodie.

Per P. and O. steamer, from Southampton, Oct. 14.—To Ceylon: Staff Surgeon-Major Cabill.

Per P. and O. steamer from Brindisi, Oct. 24.—To Yokohama: Mr. and Mrs. Godfrey. To Singapore: Mr. and Mrs. Maclean.

Per French mail steamer *Ava*, from Marseilles, Oct. 29.—For Batavia: Mr. Loudon (Governor of Java), family, and servants (twelve persons), Mr. Mohr, Mr. Smith, Mrs. Reyers.

OFFICIAL AMENITIES AT SINGAPORE.

THE discussion in the Legislative Council on the temporary judgeship brought to light a state of feeling and temper not calculated to elevate official life in public estimation. In the first place, the Council was told by the COLONIAL SECRETARY or the ATTORNEY-GENERAL that the local Government was not disposed to appoint a temporary judge in the absence of a regular one, unless there was some special reason for it. Now, why this new-born reluctance? In 1867 the official views were very different. The absence of Sir BENSON MAXWELL, the Chief Justice, was then so much felt that Sir H. ORD, before he had been four months in office, found it absolutely indispensable to obtain powers from the Legislative Council to appoint judges for special and temporary purposes whenever he thought fit; and he immediately exercised his powers by sending the ATTORNEY-GENERAL to hold the Malacca Assizes, which could well have been held by Sir W. HACKETT, the judge of Penang. But when such appointments from the local Bar are vetoed by the Colonial-office, and a member of the English Bar is appointed senior magistrate at Singapore, with the understanding that he is to be available for a temporary judgeship whenever the occasion arises, how comes it that scruples fill the official breast about giving the public the benefit of his services in that capacity? Mr. BIRCH tells us that he was once a judge at Ceylon, and it is rumoured that he at first proposed to act as the temporary judge himself the other day. Mr. BRADDELL, as we have mentioned, enjoyed the dignity of a judge of assize for a whole week. Neither of these gentlemen appears to have been much gratified by the preference given to Mr. OWEN's pretensions; and their dislike to the occasional temporary elevation of another to the place is explicable on a natural, if not very lofty, feeling. But it is to be hoped that their aversion to the appointment of temporary judges will not have the effect of preventing such appointments whenever a really competent man is available, and the public interests are thereby promoted.

But Mr. BIRCH was betrayed into the exhibition of something worse than a childish jealousy. In defending an unconstitutional act, he thought fit to make a personal attack on the temporary judge, holding him up to public obloquy as seeking to evade his ordinary duties, and alleging this as *a* ground, if not *the* ground, of his dismissal. Such an attack, even if well founded, was as reprehensible as the pretext which it furnished was disingenuous. The speeches of Mr. BIRCH and Mr. BRADDELL, and the correspondence which was read, proved plainly that Mr. OWEN's appointment had been cancelled, not because he had sought exemption from serving on a Prison Committee—on which it had been suddenly found so absolutely necessary to put him—but because he had refused to obey the illegal order which required him not to try a cause to which Mr. BIRCH "unfortunately," he says, referred. But, even if the charge and the pretext had been true, what had the Council to do with the merits or demerits of Mr. OWEN's conduct? They asked why he had been dismissed. Mr. BIRCH questioned their right to demand an explanation; but he did not question his own right to asperse the character of a brother official behind his back. We think that he was bound

Digitized by Google

to give the explanation, and equally bound to abstain from the attack. The production of the correspondence sufficed to give the true explanation; and if Mr. BIRCH desired to find another in Mr. OWEN's supposed conduct, it sufficed to state it in the briefest and most general terms. To go into allegations which Mr. OWEN had not the opportunity of contesting, and before an Assembly which had no jurisdiction over them, was to exhibit a haste and temper simply deplorable. It was an outrage at once on the local authorities whom he defended, on the gentleman he attacked, and on the dignity of the Council; and the Acting Governor would have better understood his duty if he had at once silenced instead of encouraging his subordinate. If Mr. BIRCH carries a similar tone into the official correspondence which passes through his office, we can be at no loss to account for those rumours of ill-feeling in the Straits public service which for some time past have occasionally reached our ears.

THE COLOMBO WATER SUPPLY.

MR. J. J. GRINLINGTON's Report on this urgent subject sets out with the enunciation of two most important facts—first, that the resident population of Colombo amounts to 100,000 souls, exclusive of a floating population of 10,000, who visit it every day for business; and, secondly, that the water of the city is so bad that one-half the year it tastes like "a strong infusion of old leather," and the other half "as if it had been used in cleaning the vessels of a dairy." To remedy such an abominable state of things as this—an object which, now the cholera is at hand, is stimulating even our own sluggish authorities to unwonted exertion to secure to the metropolis that prime necessary of life, pure water and plenty of it, must engage the interest of Englishmen at home, as well as in Colombo, in an unusual degree. It is but bare justice to Mr. GRINLINGTON to say at once that his Report, and his recommendations founded on that Report, carry with them *prima facie* evidence of being thoroughly well considered, and very candidly and unassumingly expressed—somewhat at too great length perhaps, but that is a complaint which almost all the Reports we ever saw are subject to. Perhaps the reason why we, even thus slightly, allude to the length of Mr. GRINLINGTON's document is that he makes out such a very clear case at the beginning of his argument that we feel almost compelled cut him short by exclaiming, "Sir, you are quite right. There are 110,000 "of you and your neighbours. You have got as bad water "as there is in the world. You want good water; it is "within your reach, and you must have it. There is "no doubt about *that*, so don't beat about the bush, "but tell us the best way to get it. It is idle to talk "as if you thought that the Government could afford "to sacrifice the health of a place like Colombo (even if it "were willing to do so) for the sake of a preliminary ex-"pense which, after all, is only a question of time. You "must know that there is not a place in the British Em-"pire which is so anxiously watched, has been so rapidly and "healthily developed—or begun to be developed—and has so "richly repaid the first outlay of public capital which was "advanced to improve her. Why, then, doubt lest a water "supply, which will be as remunerative as your railway (in "another sense) may be withheld? Propound your scheme, "and be sure it will be adopted, because the greatest sufferer "by delay will be the mother country, to which the colony is "of inestimable value."

To this (pursuing the idea of an imaginary conversation) Mr. GRINLINGTON replies by propounding his own plan, and alluding to no less than four more, of which, as the particulars are not before us, we can only say that, if they are better than his, they must be very good indeed. The very circumstance of four gentlemen like Mr. DAVID WILSON, Captain GRAHAM, Captain DONNAR, and Captain FYERS, having prepared plans shows the urgency with which the question is properly regarded on the spot; and Mr. TOWNSHEND, who has been sent out by the Colonial Office, at the request of Sir HERCULES ROBINSON, to examine the merits of the several schemes, must have found his labours considerably lightened by such an *embarras de richesses* on his arrival in Colombo on the 5th ult. No doubt we shall soon hear something of the fruits of his investigation, for the subject is known to be one which Sir HERCULES ROBINSON fully recognises the importance of, and there could not be a more graceful act for a retiring Governor, who has distinguished his term of office by so many improvements, than this—which would be the greatest improvement of all.

Mr. GRINLINGTON's case is extremely clear, and the amount he recommends the Government to advance is very moderate compared with the advantages to be gained. There would be plenty of money without Government aid at all, if the wonderful success of the railway had not lessened the municipal income, by almost abolishing the carts which used to flock into Colombo in the days before steam, and so having done away with both tolls and licenses to the tune of no less than £6,000 a-year. Under these circumstances it is utterly out of the power of the municipality to carry out the new scheme without Government aid. The total cost of the proposed works is estimated at £174,000—a sum which appears by no means excessive when we take into consideration the distance the water has to be brought. Mr. GRINLINGTON suggests the formation of a Company with a guarantee of not less than 6 per cent., a very moderate rate in a place where money commands 8 or 9 per cent. with the best possible security. For a payment of about £10,000 or £11,000 a-year (the interest on the above capital) Mr. GRINLINGTON thinks that a company might be formed to execute the works, lay on a supply in every street, and erect public fountains at convenient intervals. The amount of the proposed Government subsidy is very small—no more than £3,000 a-year, the exact sum by the way which the Government offered to pay for the same object seven years ago. This grant Mr. GRINLINGTON asks for only twenty years, making up the remaining £7,000 a-year, half from the general revenue, and half from a public water-rate. The plan appears to us to be so simple and efficient that we can hardly doubt that our friends in Colombo will adopt it without hesitation.

RUSSIA IN THE FAR EAST.

WE are somewhat surprised that the annexation of the island of Saghalien (Tarakai) by the Russian Government, though so quietly effected, should have excited no comment in the London journals. We agree with the *Japan Mail* that "the act is unscrupulous and unjustifiable, but that "the resources of the island will be more quickly developed "by Russia than by the Yedo Government." We have never given way to Russo-phobia, but we must confess to some apprehension lest the "development" of the island alluded to by our contemporary at Yokohama may not prove somewhat incompatible with our own peace. The new annexation certainly complicates the situation in the Far East as regards foreigners. The island itself is a very valuable acquisition, well-wooded, containing great mineral wealth, and possessing a fertile soil and a tractable and intelligent population. It is no less than 600 miles long, by from 80 to 120 miles wide; in other words, it is a little larger than Scotland, containing an area of about 30,000 square miles. It extends along the Eastern Coast of Asia between 142 deg. and 145 deg. E. long., and is only separated from the continent by a strait. Its position is most important as an arsenal or a harbour in time of war; and we are therefore the more unable to account for the perfect equanimity with which our Yokohama and China contemporaries seem to view its being taken possession of, without the slightest excuse or show of reason, by the Power which a large section of the public suspects of the design to wrest our Eastern Empire from us.

WITH reference to the Chief Justiceship of the Straits Settlements, a person, signing himself "KLING," and professing to date from the Temple, addressed yesterday such a letter to the *Standard* as no other journal in the Empire would probably have lent itself to insert. The writer asks, "Why "the Colonial Secretary has appointed a Roman Catholic "barrister, without practice and experience, and utterly "unknown at Westminster Hall, to fill the important post "vacated by Sir BENSON MAXWELL, to which a salary of "£2,500 per annum is attached?" There is more of this sort of virulence in the composition under notice, which we decline to copy, believing that the period when intolerant invective against any man on account of his religious persuasion passed away at about the same time when the

Digitized by Google

emple, from being the head-quarters of insane Crusaders, was converted into the sanctuary of Justice. We are not informed concerning the special demerits assigned by the *Standard's* correspondent to the gentleman in question; but the writer of this scandalous letter may rest assured that the mud which he has flung against the new judge will certainly contradict his pseudonym—it will not "cling." The taste with which reference is made to the want of practice and experience of a fortunate rival in an honourable profession will be at once appreciated by all but the senile subscribers to "Grandmamma;" and the sneer at the Roman Catholic persuasion will recoil on the briefless writer who conveniently forgets that one of the most distinguished judges on the English Bench is a member of that Church.

THE *Gazette* contains the following notifications relating to the China Consular Service:—The QUEEN has appointed Mr. PATRICK J. HUGHES, now Her MAJESTY'S Consul at Kiukiang, to be Her MAJESTY'S Consul at Hankow; Mr. WILLIAM GREGORY, now Her MAJESTY'S Vice-Consul at Tamsay, to be Her MAJESTY'S Vice-Consul at Canton; Mr. WILLIAM S. FREDERICK MAYERS to be Her MAJESTY'S Vice-Consul at Kiukiang; and Mr. MARTIN DOHMEN to be Her MAJESTY'S Vice-Consul Cancellier at Yedo.

THE "RINALDO" AND "PLUTO" AMONG THE PIRATES.

The following is the official report of the action in which Her Majesty's ship *Rinaldo* was engaged on the fourth of July last against the town of Salangore, which was found to be a nest of pirates:—

"To his Excellency Colonel Anson, Administrator Straits Settlements.

Her Majesty's ship *Rinaldo*, off Salangore, July 6, 1871.

"Sir,—In consequence of a requisition from you on the 30th ultimo, I have the honour to state that within twenty-four hours after receiving your letter I started from Singapore to meet the Colonial steamer *Pluto* at the rendezvous arranged by telegraph; then to proceed to Salangore for the purpose of seizing the six pirates still at large concerned in the murder of the thirty-four men, women, and children on board the junk, and to take such measures as might seem best for the punishment of those Malays who resisted the Colonial officers and men in their attempt to secure the pirate.

"On the evening of the 2nd we fell in with the *Pluto* at the rendezvous off the North Sand lightship in the Strait of Malacca, and proceeded in company with her towards Salangore. At 4.45 on the morning of the 3rd we anchored near the bar of Salangore River, manned and armed boats, and sent them with field-piece party to the *Pluto*. Our party consisted of ninety-five men and officers under my personal command (Lieutenant Grosvenor Stopford, senior lieutenant; Acting Lieutenant Eustace D. Maude, Sub-Lieutenant Christopher G. Williams, and Acting Sub-Lieutenant James A. Ward). At 7.30 the *Pluto* started for the river with boats in tow; at 8, stopped to overhaul two prows sailing out of river; 9, grounded on the bar. Commander Grey, your private secretary, who was on board as my guest, then left the steamer in her gig, with the second officer, for the purpose of obtaining information that might be useful to us;—1, floated and proceeded; 2, anchored off the town of Salangore, when Commander Grey returned on board.

"Sent boats away manned and armed to search both sides of the river and vessels at anchor. Lieutenant Stopford was in charge of the pinnace, with Mr. Skinner and Commander Grey, and that party proceeded to search the houses on the south side of the river. Lieutenant Maude was in charge of the cutter armed with a rocket, and went to search a few huts on the north side. Mr. Williams, sub-lieutenant, was in charge of the other cutter, and proceeded to search the vessels at anchor; he was accompanied by the owner of the captured junk, and the only survivor of the crew. Maude had with him the second officer of the *Pluto*, who speaks Malay, and one of the *Pluto's* men who knows the place.

"After the lapse of an hour and a half I saw Lieutenant Maude's party return, and immediately afterwards firing began between the natives, surrounding them in houses and jungle, and that party.

"Lieutenant Maude's story is as follows:—'On landing he asked for Rajah Mahmood, and was told that he was away, and that no one knew where his house was. He then marched about 200 yards on the path leading from the beach. A native then told him the Rajah would come, so he landed and waited about ten minutes. Finding he did not arrive he continued his march, and after going about a mile, met the Rajah*, who saluted and shook hands, and said he would go off to the *Pluto*. They all marched together to the beach, where Maude drew up his men. The Rajah went between the boat and the small arm men, with about fifty men around him. He was told that the boat was ready, when he replied that he would not go now as he wanted to cross over to the other side. Maude told him if he did not come willingly he must force him. Immediately afterwards a shot was fired at our men from the nearest house, at a distance of only ten yards. The Rajah and his men immediately fled into the jungle, and heavy firing immediately followed from huts and jungle.

"One of our men fell mortally wounded at once—and Maude was obliged to make the best of his way back to the *Pluto*, followed by a continuous fire, which did not cease till he got alongside. As the *Pluto* was only 200 yards off, a return fire was instantly opened by those of our men who remained on board, and from the field piece which I had ready for use in the bow of the steamer. The other boats returned when they heard the firing. Several Malays fell to the fire of Lieutenant Maude's men, and Rajah Madie was said to be one of them.

"I have to deplore the following loss:—

"Lieutenant Maude cut on hand with kriss.

"William Horton, leading seamen, thought to be mortally wounded—shot through the lungs.

"William M'Gee, ord., shot wound in side.

"James Cole, leading seaman, shot in shoulder.

"Edward Barnes, ord., shot in neck.

"Charles Bradley, armourer, shot through both legs.

"Thomas Biddlecome, smith, shot in hand.

"You may imagine how painful it was for me to order the *Pluto's* anchor to be weighed without inflicting more decided vengeance on the piratical rascals who had fired on Lieutenant Maude's men, but our men, crowded in boats, were at a fearful disadvantage from enemies concealed in the jungle, and we had no medical man to attend to the wounded. However, I called all hands aft and told them I would land and take the forts at the entrance of the river directly the *Pluto* got close to them. The jungle there seemed less dense, and it seemed the only revenge open to us at the moment. But Captain Bradbery, of the *Pluto*, then made such a strong remonstrance to me that his vessel had only half-inch plates, and that his boiler was above water, that I reluctantly changed my mind and determined to take the *Rinaldo* in next day if possible. I am very glad now that I did change my mind.

"Under these circumstances, I decided to return to the *Rinaldo*, anchored about six miles off, and to send the *Pluto* to Penang with the wounded, and with a letter to the Lieutenant-Governor, asking for a surgeon. I also advised that some troops should be sent to assist in jungle fighting, and desired that a telegram be sent to the Secretary of the Admiralty.

"It cannot be too strongly or clearly stated that no violence had been offered to Rajah Madie or his men when Lieut. Maude's party was attacked.

"On the 4th, at 4.45 A.M., weighed and proceeded alone, under steam, for Salangore River. I knew that it was touch and go whether we could get over the bar (more than two miles in width) at the tops of high water; that we had no chart of the river, that we had no surgeon on board, that it would be twelve hours before we could get out again, and that for the whole of that time we might be under fire, yet took the responsibility of incurring all risks for the sake of punishing the pirates for their treacherous attack yesterday, and for the sake of teaching them to respect the flag for the future. According to 'Horsburgh's Sailing Directions,' this has always been a piratical haunt, and no doubt they felt themselves secure in the strength of their position.

"At 6.15, when about 400 yards from the forts on the southern entrance of the river, fire was opened on us from these forts and from those on the northern bank.

"It was a hot and well-directed fire, and was, of course, immediately answered by the *Rinaldo*; in less than five minutes we had three men wounded and had suffered severely in hull and rigging, but by steaming past their batteries into the river their position was turned, and before they could get most of their guns round we had either dismounted them or rendered their chief defences untenable.

"At 6.40 anchored in three and a-half fathoms in the centre of the river, off the town of Salangore. Laid out an anchor astern to keep guns bearing on forts; this service was done under fire by Mr. Rickard, the boatswain.

"About eight the enemy was driven from all his guns. I then ordered each gun to fire once every quarter of an hour to prevent him from reopening his fire, and this practice was regularly kept up during the day, except when we saw him trying to man a gun, when two guns would fire till he withdrew. A fire of musketry was directed at us from time to time, as the river is barely half a mile broad.

"At 10.28 ship grounded in soft mud, happily with her broadsides bearing in the proper direction. Had the fort on the hill commanding the town possessed powerful guns we should now have presented a fair mark at 1700 yards distance, for they might have sent a plunging fire upon our upper deck, the whole of which must have been visible to them; but they could do nothing against the superior power and accuracy of our guns.

"At 11.40 the ship was in 11ft. of water, our draught being 15ft. 4in. At 2.30 flood tide making up strong, ship dragged best bower anchor, let go small bower.

"At 3.5 ship swung to tide, weighed port anchor; 4.30, weighed starboard anchor; 4.30, weighed kedge and steamed out of river; 5.30, ceased firing, having silenced all the forts and partially burnt the town and houses on opposite bank; at 6, anchored in Roads to wait return of *Pluto* from Penang.

"It may be asked why, after silencing the forts, we did not land and destroy the guns. The reply is, that although they were driven from their batteries they remained concealed in the jungle, which surrounded them on all sides, and that I did not feel justified in sending my men to be shot down by a concealed foe. There were, I am glad to say, but three men wounded on our side—viz., George Lucas, quartermaster; John Haskins, boatswain's mate; and Edwin Bush, A.B.

"Enclosed is a report from the boatswain and carpenter, from which it will be seen that the fire was both well-directed and heavy.

"It was a hard day's work, and it is very gratifying to me to be able to say that every officer and man did his duty well. I had the greatest assistance from Commander H. N. E. Grey, R.N., your private secretary, who happened to be my guest for the cruise, and who when his advice was requested at critical times gave it with remarkable self-possession and good judgment. Commander Grey remained on the bridge the whole of the time we were under fire.

"What I have to say of the officers and men of this ship I hope you will see in my despatch to the Secretary of the Admiralty.

"The *Pluto* returned yesterday at 4.30 P.M., from Penang, with the

* It turned out to be the Rajah Madie.

Digitized by Google

troops as per margin.* The Hon. Arthur Birch, Lieutenant-Governor of Penang, had generously sent the whole of his disposable force. These troops were under the command of Lieutenant-Colonel Shortland, 19th Madras N.I., whose report upon the proceedings of this day is enclosed. Shortly after the *Pluto* anchored there was firing from the forts, as if they were getting the range of their guns. We all expected a stubborn resistance this morning, but were mistaken. The punishment we gave them on the 4th proved enough.

"I have the honour to be, Sir, your most obedient servant,

"GEORGE ROBINSON, Commander, R.N., and
Senior Officer of the Straits Division."

"P.S.—Five piratical war proas were burnt, three with two 24-pounders and one small gun each. All had arms—viz., spears, muskets, &c. They measured from 80 to 100 tons apiece."

The *Globe* remarks that two of Her Majesty's ships, the *Rinaldo* and *Pluto*, have recently done gallant service in the China seas under exceptional disadvantages. They were sent to Salengore to obtain satisfaction from the Malay chiefs for piracy. Salengore is a sort of fortified head-quarters of the pirates who still infest those regions. Its two forts mounted thirty-eight guns, some of them thirty-two-pounders, commanding the narrow river at the mouth of which they are situated. Although in the end the gallant little British force succeeded in demolishing the forts, burning the town, and killing a number of its Malay defenders, the result was not achieved without three contretemps, reflecting seriously upon some authority superior to that engaged in the expedition. Why was so small a force sent against the notoriously formidable stronghold of Salengore? On the first of the two days' fighting the landing party were fairly driven from the shore by the Malays, one British sailor being killed and seven wounded. Then why was no surgeon on board the *Rinaldo* or *Pluto* to attend to the wounded? The wounded men had to be taken by the *Pluto* to Penang. The *Globe* continues:—Who was responsible for sending two ships into action without a surgeon on board? We believe the *Rinaldo's* surgeon was left ill at Singapore, but was there no other surgeon on that naval station to take his place? That the Admiralty is a little ashamed of the matter is evident from the fact that two surgeons were last week gazetted to the *Rinaldo*. To add to these lamentable mistakes, we find that, owing as we presume to the want of proper appliances for operating in shallow waters, the *Rinaldo* was for some hours aground within range of the forts, which, but for the effect of the British fire in silencing the Malay guns, might have battered the British ship to pieces, and destroyed her brave crew. The *Rinaldo* appears to have inflicted a righteous revenge upon Salengore; but nothing is said about the recovery of the pirated property, which was the ostensible object of the expedition, nor of the submission of any of the Malay leaders, one of the rajahs being simply reported killed. Piracy will no doubt be practised there as unblushingly and with as great impunity as ever. Altogether, it may be concluded that this last naval expedition has vindicated British prowess, and has added to our modern reputation for successful blundering.

The *Standard* says:—A British ship of war has just been engaged in battering and burning to the earth a fortified town in the East Indies, and her Commander, Captain Robinson, has supplied official details of the affair. Though not of itself greatly important, it arose out of a very serious outrage, and its effect will probably be felt throughout the Malayan waters, unless, indeed, as the Straits journals seem unaccountably to fear, the proceedings of Commander Robinson, if not disavowed, are canvassed in a manner to cripple the discretion of our naval officers in those seas for years to come. Some months ago a buccaneering gang, from the Salangore territory, in the Malay Peninsula, on the Malaccan side, boarded a commercial junk, and in cold blood murdered thirty-four men, women, and children. Many of the assassins were made answerable for the deed, but six were known to be in refuge behind the strongholds of the Salangore river, long notorious as a piratical nest, though nominally within the frontiers of an independent prince friendly to the British flag. It was felt by the entire mercantile community of the settlements, from Hong Kong to Singapore and Penang, that while these miscreants enjoyed an asylum, and while the value of the cargo they had pillaged was not recovered, no valuable freight in a Chinese or any other unarmed vessel, and the lives of no persons in charge of it, would be safe, not to speak of the small traders, and even fishers, whose craft, with their crews, continually disappear, and are never heard of more. Colonel Anson, Governor of the Straits Settlements, deemed it his duty, early in July last, to deal a little more emphatically than usual with the Salangore horde, and accordingly summoned to his aid Commander Robinson, of the *Rinaldo*, 7 guns, who retained for his service the *Pluto*, colonial steamer, and an expedition was undertaken. Its incidents may be rapidly summed up: the river was reached and searched by boats; the principal man of the place styling himself a rajah, dissimulated, promised help, and led the party into an ambush, whence it was fired at from huts and bushes. Severe wounds were inflicted, one upon the officer in charge, and one, supposed to be mortal, upon the leading seaman. There was no chance of immediate retaliation; the men were crowded in their boats—an open mark; the enemy lay concealed in the jungle; the *Pluto*, like the *Rinaldo*—thanks to the providence which sits up aloft at the Admiralty—was without a surgeon; it was necessary to be patient, and to get reinforced for a struggle in the marshy woodland which fringes the channels everywhere throughout that region of piracy. What vengeance could be taken, however, was not long delayed. The *Rinaldo* followed in the path of *Pluto*, crossed the bar of the Salangore river, though destitute of a chart, and necessarily locked up by the tide for at least twelve hours, cannonaded the batteries, turned and silenced them, knocked the defences of the town into mounds of rubbish, destroyed the town itself, but left the guns undestroyed; was kept from landing her men by a perfectly justifiable apprehension of fresh ambushes, and, in fact, did all that was possible to be done, at a cost of three men wounded. Subsequently a landing was effected among the shore forts, which were gutted; their artillery spiked or broken up, five of their armed prahus burnt, and a quantity of warlike munitions captured. But no indemnity could be exacted, and the six pirates in pursuit of whom the expedition had been organised remained at large.

The affair was creditable to all concerned in it, but the results are little more than *nil*. During forty years the English have been attempting the extirpation of piracy among the Channels of the eastern islands, which are, in reality, vast highways of commerce. In proportion as steam navigation has developed, and as the importance of maintaining a competent Royal squadron in those seas has been recognised, the number of open attacks upon European merchantmen has greatly diminished; but the feeders of trade are still preyed upon to an incalculable extent, and more especially those Chinese who venture their cargoes in the narrow waters, where the Malayan pirates—running out from cover and running into cover again, absolutely disappearing from sight—make of them the easiest prey. We have swept off countless flotillas; but in our assaults upon the buccaneering strongholds have generally done what the *Rinaldo* and the *Pluto* did—driven the thieves to their lair, broken through their outer line of defence, and hesitated, as any commander might well hesitate, to go further. The Straits papers are obviously in fear lest that, in the view of Her Majesty's Government, Her Majesty's officers have not gone too far already, bearing in mind, as they do, that the piratical "Rajah" may be claimed as a feudatory by the nominal Sultan of Salangore—a potentate who has no substantial existence, and whose revenue is probably derived from robber tithes. While we consent to negotiate, on the one hand, with him, and, on the other, to bombard his nominal lieges out of their dwellings, the police of the Oriental seas must be a burden upon us. It seems, however, as though it were fated that the freebooters of the Indian Ocean should be hunted down in their haunts by commanders assuming a discretion, and afterwards apologising, in more or less humble terms, to the Admiralty. In this manner scores of piratical communities in the Archipelago, so favourable, with its clusters of islands, indented coasts, natural retreats, tortuous channels, and intricate navigation, to lawless adventure, have been dispersed. The pirates, who once thought it a trifle to attack square-rigged merchantmen, are rarely heard of now; yet they were once a power, having political relations with every independent sovereign in the entire region. We, with the Dutch, cleared them off the seas, notwithstanding their wonderful tactics, their secret hiding-places, and their terrible methods of warfare, by which whole islands were depopulated. No Borgis boat now dares to lurk on the course of either our Royal or our mail or merchant steamers. The marvellous city behind Mallndu Bay is a memory of the past; but the pirates have not been extirpated—the ferocious inhabitants of jungle beyond jungle whom our cruisers and boats can never reach, who lurk in the mazes of natural fortifications, and can pour out their volleys unseen. Of course theirs is a land not less than a sea piracy. They are kidnappers as well as buccaneers. But with their slave trade we have hitherto been totally unable to cope. We cannot even chase them out of their reef-bound haunts or their inland lagoons embowered amid miles of jungle ambuscades. It must suffice for us at present, even after so many years of effort, if we can keep open the acknowledged highways of traffic, and prevent wholesale rapine on the high seas. But of one weakness we have too long been guilty; we have diplomatised with the piratical Sultans, the ridiculous Deys of these pigmy Algiers. They obtain their revenues from piracy, through one medium or another, and our merchants know it. The Archipelago, and more particularly the Sunda and Malacca Straits, are known to be swarming with depredators, nearly all, however, under some nominal or titular protection; and the Salangore seaboard for the last two hundred years has had, in these respects, an evil repute. What may be ensconced and hidden on the banks of its river, far above the point to which the *Rinaldo* or the *Pluto* or their boats could penetrate, may not for a long time be discovered, but this much is certain, that season after season, so surely as the eastern gales of June commence, so punctually do the Salangore pirates launch their flotillas—formerly to assail English, Dutch, or Spanish ships, but now for the most part Chinese junks or helpless native traders. We may not be so sanguine as Commander Robinson when he thinks he has sufficiently punished these bandits of the water by burning them out of their nest; but there can be no doubt that the Queen's ships could hardly be better employed when on that distant service than in making the holes of those rats too hot for them.

* Detachment Royal Artillery.—1 lieutenant, 3 non-commissioned officers, 1 trumpeter, 17 gunners. Detachment 19th Regiment Madras Native Infantry.—2 native officers, 10 non-commissioned officers, one bugler, 100 privates, 2 water-carriers, one Lascar. Medical Department.—One staff assistant-surgeon.

SUEZ CANAL COMPANY.

The special meeting of this company took place on the 24th ultimo, when a further report was read by M. Ferdinand de Lesseps.

The report, adopting a proposal made by a number of the shareholders, proposed that the vacancies in the council of the company should be filled by votes of the general assembly, each candidate to be the holder of one hundred shares.

The next clause in the report has a general interest; it relates to the mode of determining the transit charge of ten francs per ton by measurement. The directors refer to the efforts made by the French Government to obtain the consent of other Powers to an unification of tonnage for vessels of all flags, and state that, *ad interim*, the tonnage was calculated according to universal custom from each ship's papers. The siege of Paris put a stop to proceedings on this subject, but a commission has it in hand,

Digitized by Google

and the results arrived at are to be made known at the next meeting.

The report embodied four resolutions, three having reference to the internal rules of the company, the fourth to the chief business of the meeting, the loan of twenty millions of francs. The report declares that this sum will be sufficient to cover the two half-years' interest due to the holders of obligations, as well as that of the current year, so that the company may await without fear the moment, doubtless not far off, when remuneration for its capital will be forthcoming.

With regard to the grounds upon which these hopes are founded, the report says:—

Leaving out of the question, for the moment, the vessels now building, and announced to pass through the Canal, the number of commercial steamers now passing through the Canal represent a total of 340,000 tons, and, multiplying this by the number of probable voyages upon which we may safely calculate, we arrive at a product of two millions of tons, yielding an income of twenty millions of francs. This is exclusive of Government ships, which will furnish further important receipts. We may cite, for example, the transports of the English Government, which, according to a programme addressed to the company, will make nineteen transits between the month of September, 1871, and the month of March, 1872, and yield the company a total sum of 700,000 to 800,000 francs.

One single English shipowner will run a line of steamers direct from London to Shanghai from the 1st Oct., which will give the company an annual income of a million and a-half of francs.

The report also states that the sale of land progresses regularly, those of Port Said fetching on the average f.54.95 the metre superficial. The English Admiralty has just purchased 16,500 metres outside the town of Port Said at the rate of f.40, making, with the value of construction, a sum of f.660,000. The actual expenses of working and maintenance are declared to be less than were estimated; the former only amounting to f.1,500,000, in place of f.1,578,000, as previously calculated. As regards the latter, the report quotes the following passage after the chief director of the navigation of the Canal:—

The important economies introduced into our establishments, the reductions made in the number of employés, and the sensible diminutions in the dredging, boat and other services, bring us down to a figure much lower than that of our Budget. The Canal is in a highly satisfactory state; the shifting of soil, caused by the passage of vessels, is very slight; the slope of the Canal sides retains its normal form, that is to say, no slip has taken place since the formation of the Canal.

The report further states that the Khedive has authorised the company to charge a sur-tax of one franc per ton for the special purpose of the twenty millions loan, to be discontinued when that loan is paid off. The Sultan has ratified this arrangement, but the directors add that this additional tax will not be levied "unless it should be judged necessary." All the resolutions proposed in the report were adopted.

THE KOREAN EXPEDITION FROM AN AMERICAN POINT OF VIEW.

The *New York Times* says:—A display of force was rightly considered to be essential, but anything like hostile measures seems hardly to have been contemplated. Apart from the very effective way in which the attack upon the forts was conducted, the Korean expedition leaves us very little to be proud of. Since it was found necessary to adopt the barbarous Oriental code of retaliation, the task ought to have been performed much more thoroughly. The defeat of a single provincial Governor is not a feat of arms calculated to strike a very salutary terror either in Koreans or in the neighbouring Oriental States who have been interested spectators of the conflict. The complications which have been announced calling for the intervention of the English and German Governments in the affairs of Korea may form a convenient excuse for getting creditably out of the difficulty by taking part in a general expedition against the intractable natives. But failing any such opportunity, it seems tolerably clear that neither in China nor Japan will our prestige be at all improved by an expedition which we had not force enough to follow up. The hostility of the Koreans against our countrymen will be more intense than ever, and will probably tend to further atrocities perpetrated on crews shipwrecked on that rocky and dangerous coast, which will compel us to administer a more memorable lesson to the ignorant rulers, who already, no doubt, consider the withdrawal of our ships as the result of the panic of the American "outer barbarians."

THE PAPER MANUFACTURE OF JAPAN.

A very interesting report has just been published (it is called "presented to Parliament"—but Parliament has risen for some time) on this subject. Besides containing an exhaustive account of an almost unknown branch of industry, the volume before us is profusely illustrated with characteristic coloured lithographs representing the progress of the manufacture in all its stages. The book is, therefore, one that will commend itself to the general public as well as to those more particularly interested in Japan.

Mr. Consul Lowder, in his account of the manufature of paper from the mulberry *(Broussonetia papyrifera)*, says it was introduced into Japan about A.D. 610. Up to the year A.D. 280, silk with a facing of linen was used for writing upon, and thin wood shavings were also employed. In that year, however, paper was imported from the Korea, and this appears to have been the only paper known to the Japanese until the year 610, when two priests named Doncho and Hojo were sent over to Japan by the King of Korea. Doncho is said to have been a clever man, learned in the Chinese classics, and moreover a skilful artist. Besides the manufacture of paper he also introduced that of writing-ink and millstones into the country. Shotoku Taishi, a son of the reigning Mikado, learned of Doncho how to make paper. But although the paper made by Doncho was very good of its kind, it did not take ink well; it would not bear rough handling, and tore very easily; and, moreover, it was liable, because of its material, to become worm-eaten, seeing which, Taishi introduced the manufacture of paper out of the paper mulberry; he made four kinds, called Unshi, Shiku-inshi, Haku-jushi, and Zoku-hakushi, and he caused the paper mulberry to be extensively planted all over the country, and the mode of paper manufacture to be largely promulgated among the people.

In the island of Kiusiu the makodzu is planted in the ninth and tenth moons, but in Kioto and its vicinity in the first moon, the time varying according to the climate of the place. Some old roots are separated and cut down to a length of about three inches; these are planted so that a little less than half an inch appears above ground. They will grow about a foot high in the first year, and in the second they will rise to a height of two or three feet. In the third year they will reach a little over four feet; in the fourth year they attain to six, or, if particularly fine, to even nine and twelve feet. Each year in the tenth moon they are cut down to the roots, and from each stalk five branches appear the next year, so that in five years a large and dense shrub is developed. The cuttings of the fifth year's growth are used for making paper. The roots will not thrive well in old ground; the best place for planting is round the edges of new-made ground or paddy-fields. They will not stand salt or brackish water, nor will they flourish beside millet or sorghum. Care must be taken not to over or under-manure them; if under-manured they die, and if too much manure is used the plant is injured. If planted in the vicinity of other crops, such as rice, they rejoice in the effects of the manure which is used for their neighbours. They are sometimes planted on mounds which are raised along the beds of valleys, but newly-turned ground is the best.

In steaming the paper-mulberry the diameter of the boiler is two feet six or seven inches; the steaming vessel is of straw. The mulberry stalks are cut into lengths of two and a-half to three feet for steaming. When the skin of the stalk begins to separate at the cut ends they are sufficiently steamed. The skin is then stripped off, and after peeling, the skins should be at once dried. They are divided into portions of a thickness that a woman can grasp conveniently in one hand. They are then hung on transverse poles and tied loosely at the ends, [shown by illustration], so that the part tied may not be prevented from drying. They take ordinarily two or three days to dry, but if there is any wind they may dry in a day. After drying, they are weighed into portions of about 32lbs. avoirdupois, and tied up in bundles. They are next washed in running water and the outer dark skin is scraped off with a knife, [shown by illustration], the knife being held stationary, pillowed on a straw padding, while the material is drawn towarks the operator until the dark skin is removed. This dark scraping is used for making inferior kind of paper, known as "chiri-gami," and also "kizo-suki."

The manufacture is carried on in a vessel called a "boat," length six feet, breadth three feet, with a perpendicular rest for leaning the frame against it. The false bottom is placed in an outer frame, into which a portion of the pulp is then poured. The inner frame is then fitted in to keep the false bottom steady, and a peculiar and dexterous jerk is given to the whole, which sets the paper. The frame is then leaned against the upright rest, to allow the water to drain off while another frame is prepared. By the time the second frame is ready the first may be removed.

The winter manufacture, which is made with "tororo" only, is called "kidzuki;" it is used for making books, and it does not get worm-eaten; it is the best paper made. The spring manufacture, in which rice paste is used, is liable to become worm-eaten.

The mode of making paper cloth, warranted to wash (Shifu), is described thus:—Take some of the paper called "hosho," or some of the best "senka," and dye it of the colour required. Boil some of the roots called "kon-niaku-no-dama" with the skins on; try them with the inner portion of a rice stalk: when it penetrates easily they are sufficiently boiled. Peel them and let the water run off, and then pound them into a paste. Spread this paste on either side of the paper, and let it dry in the sun till quite stiff. Then sprinkle water on it until it is thoroughly damped, and leave it in that state for a night. The next morning roll it upon a bamboo of the thickness of the shaft of an arrow, and force it with the hands from either end into a crumple in the centre; unroll it, and repeat this process two or three times, rolling it from each side and corner of the paper. Then crumple it well in the hands by rubbing it together until it becomes quite soft, and then sprinkle water on it again to damp it. Pull it out straight and smooth, fold it up,

Digitized by Google

and pound it with a wooden mallet. It may then be put into water as much and as often as is liked without sustaining injury, having become a strong and lasting material. This cloth is made principally in the Daimate of Sendai. Boxes, trays, and even saucepans, may be made of this cloth; and saucepans thus manufactured sustain no injury over a strong charcoal heat. Bags may be made of it, in which wine may be put, and heated by insertion in boiling water. Paper thus prepared may be used for papering windows; and will withstand the rain without being oiled. Amusing experiments may be made with it.

Oil-paper for rain-coats, &c., is thus explained:—The glue used for joining the paper is made of young fern-shoots, ground and boiled into a paste ("warabi-no-ko-nori"), and thinned by admixture with the juice expressed from unripe persimmons. The dye is usually green, yellow, red, or black. Whichever colour is used, the colouring matter, generally a powder, is boiled with bean paste, and the paper is then painted with it. The preparation of the paper consists principally in softening it by rubbing it in the hands. The oil used is a seed-oil called "ye-no-abura."

The kaji tree grows more or less all over Japan, and is cultivated much in the same manner as the tea plant and mulberry tree. It grows to a height of some six or eight feet, and thrives best in dampish ground. In some districts it is produced on the hill sides. The bark is stripped off in the autumn, and is at once ready to be used for paper-making. The branches are left either to decay or are cut away, and fresh shoots are produced before next autumn, when the same process is gone through. The tree or shrub of the kaji resembles the willow of our country, and thrives well near water and in a mild climate. It is, however, also found in the north of Japan, but does not flourish in such perfection in a cold region. The price of dried bark of the kaji in the country ranges from 3 dollars 75 cents to 4 dollars per picul (133⅓ lbs.). There are no reasons why the kaji tree should not flourish in England, more especially if planted in a damp soil, and when it is considered that paper could no doubt be manufactured from this bark at a cheaper rate than it could be made from rags, added to the considerable strength it can attain, and the various useful purposes to which it can be applied, the cultivation of the kaji shrub in England is well worthy of a trial. Some inquiry after this bark has been made by home paper manufacturers from merchants at this port, and samples have been sent to England, where its value will no doubt be appreciated and turned to account.

The method of making paper from the bark of the kagi in Japan is thus explained:—The rough bark is soaked in water for several hours, and the outer rind separated; it is then again washed, then boiled, after which it is beaten with mallets until it forms a sort of pulp. The manufacture of the paper now commences, and is carried on as follows:—The pulp is placed in a sort of reservoir about six feet square and one foot deep, containing cold water, and is stirred about with a large flat ladle made of wood until it is entirely dissolved. A sort of size (obtained from the inner bark of a tree called "ousuke" soaked in water) is mixed with the preparation, which is now ready to be drawn up, and is effected by the help of two frames made of wood and bamboo, of such dimensions as the sheet of paper is intended to assume. Between these two frames a very thin matting of bamboo is placed, which acts as a sieve, and when the preparation is drawn up, it is moved on this frame, till the required substance is obtained. The sheet thus made is then deposited on another sieve. The same process is recommenced, and when another sheet is ready it is placed over the first; a strip of straw is laid on the edge to separate each sheet, so as to obviate the risk of adhering, together, and to enable each sheet to be taken up separately. When about a dozen sheets have been thus formed into a layer, they are taken up singly and spread on boards to dry in the sun. By the same process old paper is made into fresh sheets, with the addition of a size obtained from the decoction of a creeper called "sane kadzura," which grows on the hills around Nagasaki, and gives consistency to the solution. The manufacture of old paper into new can apparently be repeated as often as desired.

It will be observed how wonderfully proficient the Japanese are in rendering to paper the hardness and weight of heavy wood, and manipulating it in all sorts of shapes. Some of the common paper made is so tough that it can only be torn with difficulty. Coats, hats, shoes, umbrellas, boxes of all kinds, ornaments of all descriptions, pocket-handkerchiefs, fans, &c., are made from paper; in fact, a Japanese will turn paper into a hundred useful forms.

Mr. Consul Enslie also contributes some valuable information. He tells us that in India the canonical books were in ancient times written on leaves; these books were, in the language of the country, styled "bairatayo." In China, leaves and thin slips of bamboo were used. Up to and, during the cycles of Taika (645 A.D.) and Hakuchi (650 A.D.) the sacred books of Japan were written upon long rolls, and the reverse side was used for ordinary writing purposes. Kakinomoto H'tomaru, Lord of Iwami (one of the western provinces of Japan), instructed his retainers during the cycles of Kei-un (704-707) and Wado (704-715) in the art of making paper; he died in 729. The celebrated house of O-uchi-uji, at Yamaguchi, in the province of Suwo, had by this time existed for many ages, and its fame had reached as far as China; one of the heads of this family greatly improved the manufacture of paper, and such was the renown of that made in his provinces of Séki-cho-ho (Iwa-mi Nagato, and Suwo) that people not only came from all parts of Japan, but also from foreign countries to purchase it. It may here be mentioned that the last lord of this great house was murdered during Taiko's time by one of his principal retainers, Suye owarino Kami Harukata, in 1551. Four years later the faithless Suye was killed by Mori Motonari, another karo of the O-uchi house and an ancestor of the Choshiu family. This Mori Motonari provided, in 1560, the funds required for the "Go sokui" (public proclamation and ceremony of accession to the Throne) of the 107th Mikado Okimachino-iu, 1558-87. In return for this loyal act he received permission to wear the Imperial crest and style himself Daidsenno Daibu. The family is still known by this name.

The time for planting the makoso, or paper plant, varies; in the western provinces it is planted in the ninth or tenth Japanese month (the end of September to the commencement of December); in the neighbourhood of Kioto and Osaka, however, it is planted in the first month (February). The branches are cut off to within two feet and a-half of the ground, and soil is then heaped up round the old root to within three or four inches of the top of the stump; the new shoots average about five every year, so that in five years it is a good-sized tree about nine or ten feet high, when it is cut down and used to manufacture paper If planted in a new field or on a bank it will grow well; not, however, in rich soil. It requires a little manure, and will not flourish in brackish soil, or in the neighbourhood of a field of millet. It will grow well on the slope of a hill, in a valley, or on a bank near a patch of water; excessive heat will blight it, and continuous rain will prove injurious. Care should be taken to prevent wild boar from getting at it, as it is considered a great luxury by that animal. The inhabitants of the northern provinces say that if a wild boar is killed in the neighbourhood of a takaso and buried there, a second one will never come near it.

Paper is now generally made throughout the whole of Japan, the principal paper-producing provinces being:—

Iyo, where the principal manufactures are goyoshi, hosho, séicho, toshi, takènaga, hankiri, rasagami, &c.

The eastern provinces, such as Musashi, Sagami, Surunga, Awa, &c., produce nishino uchi, santomi, rataori, and several other kinds.

Iséi, Musashi, Kishiu, and Setsu are the principal shibori producing provinces.

Géishiu supplies morokuchi, hanshi, and chirigami.

Minò has minogami, onaoshi, and tengujo.

Yéchidsen has otaka, danshi, kobosho, mani-ai, and usuyo.

Yamato supplies yuton.

Kinsatsu or bank-note paper is principally made at Najiwo, in Settsu, and in Yéchidsen.

Two of these kinds are used for making the paper ornaments which are the indispensable adjuncts of the ancient religion of Japan. The presentation of these paper sacrifices to the Daigingu of Isei, a god, and the father of the first Japanese Sovereign Jimnu Tenno, is an important ceremony which precedes the accession to the throne of each native monarch.

In making kinsatsu, or bank-note paper, 25 lbs. of bark are mixed with twelve pints of a concoction of fine gravel and water, after which 2½ pints of rice starch are added. The kinsatsu paper generally consists of three layers of paper, and nine pints of nibè or powdered wheat-husks are also mixed with the pulp to give more substance to the paper. The water-mark in this paper is made by placing an impression of the mark upon the required spot during the second immersion.

THE LOSS OF THE "MEGÆRA."

The following telegram, received at the Admiralty from Her Majesty's Consular Agent at Batavia, has been forwarded to us for publication:—

Rokby, Haslewood, Commins, and Anderson arrived by sailing opportunity from St. Paul's, with Captain Thrupp's despatches, which will be forwarded by French mail of 11th inst. Left St. Paul's 5th of August. Eight men ill, and rest commencing to manifest evident prostration. All on quarter allowance, with supplies for about thirty days. *Megæra* embedded in rocks; decks used for firewood and protection stores.—FRASER.

From the Admiralty we also have the following additional information:—

The vessels sent for the relief of the shipwrecked crews are the steamship *Oberon*, which left Batavia on the 9th of August, and might be expected to reach St. Paul's Island by the 23rd of August; the Peninsular and Oriental steamer *Malacca*, which left Singapore on the 15th, and would arrive at St. Paul's about the 26th or 27th; and Her Majesty's ship *Rinaldo*, which vessel left Batavia on the 11th, and being more dependent on canvas, might be somewhat later. The *Rinaldo* had orders to return to Singapore, and would probably bring the first intelligence of the rescue of the crews, to be telegraphed either from that place or Batavia towards the end of the month. It will thus be seen that ample supplies will reach the island before the exhaustion of the provisions. The despatches alluded to in the telegram may be expected about the 22nd of October. Some obscurity exists as to the names in the telegram; only one—that of Mr. Commins, an assistant-paymaster—being recognised among the officers who went out in the *Megæra*.

According to the above explanatory note, the Admiralty officials are enabled to recognise only one of the names contained in

Digitized by Google

the telegram. On referring to the Navy List, however, we think there can be little doubt as to the identity of the officers. The first, Rokby, is clearly intended for Roxby, a navigating sub-lieutenant; the name of the second officer is correctly given in the telegram, and can be no other than Navigating Sub-Lieutenant Hazlewood; the third name is that recognised by the Admiralty Assistant Paymaster Cummins; and the fourth, Anderson, is evidently Mr. Henderson, a midshipman. All these officers, we understand, left England on board the *Megæra* to join their ships on the Australian station, and it seems highly probable that the Admiralty does not possess an authentic list of the names of the officers and men who sailed.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Sept. 6.

The portentous events of last year are now being acted over again—though happily only in retrospective thought—and almost every day we hear of some regiment or other celebrating the anniversary of some great battle in which they were engaged, whilst the memory of those who fell in action or subsequently died of their wounds is duly honoured by fresh chaplets of flowers and immortelles placed over their tablets or graves by their sorrowing relatives. Saturday last was the anniversary of the day of Sedan, which will ever be memorable in the history of the world for the capture of Napoleon and the fall of the second Empire in France. It was at first proposed to celebrate the day officially, but the Emperor Wilhelm, with his usual good feeling and correct tact, ruled otherwise, pointing out that any official display under present circumstances would be out of place, and that any demonstrations of joy should emanate spontaneously from the people, but that he personally should rejoice to hear the day was celebrated in a manner worthy of its decisive importance. Here at Hamburg it was declared a close holiday, most of the shops and all the schools were shut up, and the display of flags on both public and private buildings, and more particularly in the harbour, was very general.

The German Parliamentary session is to commence the beginning of the month of October if the provisional building that is being erected at Berlin be ready by that time. It is being hurried on as much as possible by working day and night—during the dark hours by the aid of the electric light—the day workmen being relieved by other gangs every twelve hours. During the late strike of the masons at Berlin the works were somewhat interrupted, but by the energy of the Minister of War, who ordered 120 bred masons serving at the time in the different regiments in garrison at Berlin to do the work, for which they received a dollar per day besides their pay, the difficulty was soon removed. The session is expected to be a short one, in order to make room for the specifically Prussian Parliament, which will then be convened for the purpose of passing the Budget and voting the supplies for 1872; and it is hoped that this will be got through before the end of the year.

An interesting little pamphlet has just been published by the Postmaster-General at Berlin, giving full particulars of the activity of the field post-offices from July 16 last year to the end of March. The rapidity with which he organised this special service does great credit to that functionary, when one considers that he employed in it more than 5,000 officials of various grades, 1,933 horses, and 465 mail carts and post waggons. During the above-mentioned period there were sent to the armies in France 89,659,000 letters and correspondence cards, 2,354,310 newspapers, 36,704 official letters, and 43,023,460 lbs. of service packages, besides 16,842,460 lbs. (mostly eatables and articles of clothing) in 2,379,020 letters and packets to soldiers.

The *Medusa*, Commander Struben, of the German navy, has arrived safely at Kiel, from the China station, after having been nearly three years in commission. She left Kiel October 21, 1868. The *Nautilus*, one of the new class of gunboats for service against the pirates in China, was successfully launched on August 28, at the Imperial Navy-yard at Danzig, and will be immediately fitted out for her destination.

Subjoined are some statistics of the trade of this port last year, taken from the tables published by the Board of Trade here:—

Direct Imports at Hamburg, 1870.

FROM CHINA.

	Quantity.	Weight.	Value in Marks Banco.
Tea	21,606 chests	11,999 centners	1,081,710
Cassia Lignea	36,850 „	22,720 „	1,779,800
Cassia Flores	272 „	166 „	20,420
Cinnamon	1,019 „	600 „	50,080
Preserved Ginger... ...	2,322 „	657 „	40,820
Curcuma	104 bags	112 „	2,230
Vermilion	10 chests	6 „	1,470
Rhubarb	30 „	36 „	7,160
Gallanga Root	2,014 bags	1,809 „	20,290
Other Medical Roots ...	584 „	664 „	14,150
Starannis	130 chests	147 „	10,880
Camphor	735 „	810 „	35,510
Gums	33 „	107 „	3,340
Oil of Cassia	340 „	199 „	64,520
Oil of Starannis	365 „	212 „	129,920
Other Etherial Oils ...	80 „	45 „	18,620
Canes	85,580 No.	—	11,130
Fireworks	5,639 chests	—	19,330
Other Articles, including Silk Manufactures, Mats, Porcelain, Wool, Preserved Fruit, &c.			9,690
			Marks Banco 3,421,070

FROM NETHERLANDS INDIA.

Raw Sugar	19,176 baskets	75,066 centners	959,270
Rice	6,440 bags	10,446 „	134,440
Arrac	95 casks	6,629 „	21,430
Hides	5,179 No.	945 „	37,770
Rattans	88,242 bundles	4,369 „	58,820
Walking Sticks	351,800 No.	—	32,010
Cotton	20 chests	—	4,700
Other Articles			3,370
			Marks Banco 1,251,810

FROM SIAM.

Rice	37,192 bags	29,574 centners	144,280
Other Articles			820
			Marks Banco 145,100

FROM BRITISH INDIA.

Tobacco	500 bales	1,724 centners	21,550
Rice	80,853 bags	134,635 „	828,700
Ginger	1,761 bales	1,172 „	21,000
Annis	148 „	106 „	1,050
Turmeric	3,659 „	2,523 „	36,060
Terra Catechu ...	243 chests / 1,459 bales	1,882 „	25,840
Colours	600 „	567 „	4,540
Senna Leaves	25 „	61 „	1,530
Shellac	150 chests	314 „	17,150
Castor Oil	200 „	296 „	8,010
Saltpetre	505 bales	977 „	13,200
Kips	152,117 No.	10,031 „	513,820
Buffalo Horns	2,593 „	89 „	2,640
Horn Tips	205 bales	200 „	4,000
Poppy Seed	1,915 bags	2,744 „	32,930
Cabinet Wood	167 blocks	120 „	1,670
Rattans	2,000 bundles	89 „	1,500
Cotton	943 bales	2,587 „	131,900
Jute	637 „	1,681 „	50,420
Other Articles			3,720
			Marks Banco 1,719,230

FROM SINGAPORE.

Sago	5,546 chests / 1,460 pkgs.	9,332 centners	111,810
Pepper	7,069 bags	7,355 „	226,500
Wine	4 casks	240 „	3,000
Terra Japonica	7,368 pkgs.	18,492 „	210,620
Rattans	87,947 bundles	6,624 „	110,520
Walking Sticks	570,890 No.	—	43,600
Arms	50 chests	—	5,000
Other Articles			18,220
			Marks Banco 729,330

Imports of China and East India Produce at Hamburg in 1870.

	Centners.	Value in Marks Banco.
Tea	39,419	3,634,660
Sago	27,725	344,860
Rice	270,871	1,981,700
Pepper	27,220	868,970
Cassia Lignea... ...	24,855	1,940,380
Cassia Flores	290	35,400
Cinnamon	2,038	257,360
Mace	408	91,940
Nutmegs	257	35,790
Cardamoms	163	122,060
Cloves	3,870	80,260
Ginger, Raw	6,471	143,310
Ginger, Preserved ...	987	59,280
	Viertel.	
Arrac	52,876	171,020
	Centners.	
Lac Dye	243	31,650
Turmeric	9,532	132,100
Terra Catechu ...	11,919	188,420
Terra Japonica ...	27,933	321,380
Vermilion	623	110 810
Rhubarb	296	76,850
Galanga Root ...	2,158	24,290
Senna Leaves ...	833	35 710
Starannis	688	48,540
Camphor, Raw ...	3,242	168,810
Camphor, Refined ...	460	41,930
Shellack	6,791	415,500
Gum Copal	4,479	266,130
Gum Damar	1,375	70,500
Castor Oil	1,366	46,840
	lbs	
Oil of Cassia... ...	27,48	94,030
Oil of Starannis ...	28,245	176,850
	Centners.	
Saltpetre, Raw ...	977	13,200
Tin	7,177	612,640
Buffalo Horns ...	3,276	79,940
Horn Tips	6,929	180,570
Rattans	44,608	663,700
Raw Silk	2,364	4,186,590

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and old in tins, labelled Epps's Milky Cocoa.

Digitized by Google

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Sept. 7.

It seems now quite certain that the members of the Second Chamber will not deal during the present session with the Contagious Diseases Bill, notwithstanding that the public and the newspapers have expressed a desire that this measure should be passed at once, now that the cholera has reached our shores. At the Helder one case of the epidemic has occurred with a fatal result; but I do not hear of any others. The First and Second Chambers will be convoked one or two days before the new Session is opened, to hear from the mouth of Mr. Thorbecke what has been done since September, 1870. The speech may be very short, as the measures of importance have been few. The Liberal party in the First Chamber has been reinforced, Mr. A. Prins, from Zaandam, having been elected by the provincial States of North Holland. Mr. Insinger, the Conservative candidate, was beaten by a considerable majority.

Painful news has reached us from the Colony of Surinam. Since the emancipation of the slaves great discontent has prevailed there. This measure, the principle of which is certainly good, has not given such results as were generally wished for. The local papers complain that it has contributed to bring the colony in a state of decay, because agriculture is now at a standstill for workmen. The uneasiness, or rather the indignation, has augmented since the Minister van Bosse resolved, without hearing the opinion of the Colonial States, to introduce a tax on spirits. The fact that taxes are imposed on these colonists against their will has made a very bad impression, so bad that when a stupid telegraphist wired that "Guyana," instead of "Guinea," had been sold by Holland to England the greatest joy prevailed. The colonists were very glad to be protected henceforth by Great Britain from Holland. It is stated by correspondents, who are very moderate in tone, that the colony will indeed be obliged to appeal to Great Britain for protection, as a measure of self-preservation, if Holland will not help the colony. This news has awakened the Dutch to some extent from their deep indifference about the fate of Surinam, and the arrival of the next mail is waited for with the greatest curiosity.

Another meeting has been held here with the object of altering the arbitrary clauses in bills of lading for steamers bound to the Far East and other harbours. In the name of one of the largest steamship companies it was declared that the owners would meet just complaints if they were made when the goods were shipped. But it was maintained that some clauses could not be given up, they being strictly necessary, and it demonstrated that the clauses had never given the least difficulty in actual practice. From the side of the traders it was proposed to stamp the bills with a "not agreed to," and if the shipowners declined to alter the clauses not to ship any further by their vessels. At last a commission was appointed, in order, if possible, to solve this question.

Your know that for the conveyance of Government produce fom India to our harbours preference is given to those vessels which have certificates of the two Dutch Unions of Exports, *Veritas* and *de Nederlandsche Vereeniging*. The Minister of the Colonial Department has now decided that the same preference will be adjudged to the certificates of Lloyd's Register of British and Foreign Shipping. This measure is generally applauded by the shipowners.

LITERATURE.

—o—

The present month is singularly rich in the publication of Oriental literature on the Continent. The progress of education, which has been so unhappily interrupted by the Franco-Prussian war and the French Revolution, seems now likely to be resumed with increased vigour. Professor Stanislas Julien has just published the concluding volume of his valuable *Chinese Syntax*. This work cannot be strictly called a grammar, but it has the merit, equal if not greater, of affording in a brief and easy way the greatest assistance to students of the Chinese language. The volume before us contains a critical review of some translations from the Chinese by M. Lasthier, who is justly regarded by M. Julien as one of the most accomplished Oriental scholars of the day. It contains, moreover, a vocabulary of the Chinese romance, "Yu-kido-li," and a literal translation of the celebrated Chinese drama, "The Orphan of China."

The Marquis d'Hervey Saint Denys has also undertaken the translation of the works of the renowned Chinese encyclopedist Ma Zouaulin; and his first volume gives assurance of an exhaustive work. It comprises, among other interesting matter, a valuable history of Japan.

In Japanese literature Professor Leon de Rosny announces for immediate publication an Anthology, which will comprise translations of the gems of the different styles of Japanese poetry, ancient and modern.

One of Professor Rosny's pupils, M. Francois Leoretti, has also published at Geneva a translation of several chapters of the Japanese historical romance, the *Heike Monogatari*, which contains an account of the civil wars of that country in the twelfth century; and two more of the professor's pupils also have kindred works in the press. M. Severin promises a volume on the Curiosities of Yokohama, and M. Gustave Dehondre a translation of a Japanese work on the Manufacture of Wine.

Lastly, there has just been published at Rome a new edition of the Latin-Japanese Dictionary compiled by the Jesuits at the close of the sixteenth century; a work which, besides being a literary curiosity at the present day, comprises a vast deal of valuable information for the student of the Japanese language.

THE NAVAL COMMAND IN CHINA.

Rear-Admiral Charles F. A. Shadwell, C.B., F.R.S., who has been appointed to be commander-in-chief of the China station, vice Admiral Sir Henry Kellett, K.C.B., is son of the late Right Hon. Sir Lancelot Shadwell, Vice-Chancellor of England. He entered the navy May 23, 1827, passed his examination in 1833, became lieutenant June 28, 1838; and on the 26th of the following month was appointed to the Castor, 36, and took part in the operations against the towns of Caiffa, Jaffa, and Tsour, and assisted at the bombardment of Acre. At Caiffa he was sent with a flag of truce to demand the surrender of that place to the Sublime Porte, on which occasion he was gazetted. From Dec. 3, 1841, until advanced to commander, June, 1846, he was first lieutenant of the Fly, 18, in the East Indies; and as commander he commanded the Hecate, 6, on particular service, the Sphinx, 6, and for his valuable services during the Burmese war of 1851 and 1852 obtained post rank Feb. 7, 1853. He commanded the Highflyer, 21, East India and China, from 1856 to 1860; the Aboukir, 86, in the Channel and North America and West Indies, 1861 and 1862; was in command of the Hastings, 50, flagship of Rear-Admiral Sir L. T. Jones, K.C.B., at Queenstown, from Oct. 8, 1862, until appointed captain superintendent of the Royal Clarence Victualling-yard, Gosport, and of the Royal Hospital at Haslar on June 20, 1864, which post he held until advanced to flag rank, Jan. 15, 1869. Admiral Shadwell is the author of "A Table of Arcs for Facilitating the Computation of the Latitude by Double Altitudes of the Principal Fixed Stars, calculated for the years 1835, 1845, 1855, &c.," published in 1837. He has selected Mr. William B. Hutchinson, paymaster, R.N. (1862), to serve with him as his secretary.

On the 1st inst. Rear-Admiral Shadwell hoisted his flag on board the Cambridge, gunnery-ship, and exchanged salutes with the flagship, after which the flag was struck to be rehoisted on board the Iron Duke, 14, double-screw iron ship, armour-plated, which vessel has been taken out of dock, and will probably sail on the 16th, *via* the Suez Canal. The following are the appointments which have been made to the Iron Duke:—

Captain.—William Arthur, 1867, as Flag Captain to Rear-Admiral Shadwell (*vice* E. H. G. Lambert, appointed to Caledonia).

Commander.—Hardy M'Hardy, 1870.

Lieutenants.—Edward C. Abbs (for gunnery duties), Frederic Rowland Dicken (flag).

Chaplain and Naval Instructor.—The Rev. John C. Edwards 1871.

Paymaster.—William B. Hutchison, 1862, as Secretary to Rear-Admiral Shadwell.

Sub-Lieutenants.—Ernest Kinder, Henry H. Jauncey.

Assistant Paymasters.—Walter H. Rae, Charles E. Gifford, Henry G. Herbert (the two latter as Secretary's clerks).

Engineers.—James Ritchie, Edward L. Carte, James W. Scoble.

Assistant Engineer.—Alfred Palmer (first class).

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

BOWMAN—On the 7th Sept., at Rusthall Lodge, Tunbridge Wells, the wife of John Bowman, Esq., of a daughter.

DUNLOP—On the 21st Aug., at Ryshworth Hall, Bingley, Yorkshire, the wife of Charles H. Dunlop, of a son.

TILBY—On the 5th Sept., at Bedford, England, the wife of A. R. Tilby, Esq., Shanghai, of a son.

MARRIAGES.

DODSWORTH—DANIELL.—On the 7th Sept., at Christ Church, Turnham-green, Chiswick, by the Rev. S. Arnott, M.A., vicar, Frederic Charles Dodsworth, of Oxford Villa, Turnham-green, Licentiate Royal College Physicians, London, eldest son of F. C. Dodsworth, Esq., of The Lawn, Turnham-green, to Fanny, daughter of the late Neville Daniell, Esq., and niece of H. Ferne Edwards, Esq., of Woodbine House, Turnham-green, and Hong Kong. No cards.

EVERALL—NOAKS.—On the 2nd Sept., at St. Matthew's, Croydon, by the Rev. — Durnford, Henry Everall, of Shanghai, China, to Elizabeth, youngest daughter of the late John Noaks, of Cheam, Surrey. No cards.

GILMAN—AINSLIE.—On the 5th Sept., at Norham Parish Church, by the Rev. J. G. Rowe, Vicar of Berwick, William McDonald, fifth son of Ellis J. Gilman, Esq., of The Boltons, London, to Helen Elizabeth, widow of the late T. A. Ainslie, Esq., M.D., of Tientsin, China, and eldest daughter of the late John Wilson, Esq., of Bayview, Berwick-on-Tweed.

NICOL—MACDONALD.—On the 6th Sept., at Comrie House, Perthshire, by the Rev. Dr. Macdonald, Comrie, assisted by the Rev. Robert Stephen, M.A., Renfrew, George D. Nicol, Esq., of Liverpool and Arbroath, to Margaret, only daughter of James Macdonald, Esq., late of Shanghai, China.

SCHULTZE—SCHRODER.—On the 3rd Sept., at Hamburg, by the Rev. Dr. Ritter. W. D. Schultze, of Colombo, Ceylon, to Eleonore, daughter of G. G. Schroder, Esq., of Hamburg.

SEYMOUR—PENRHYN.—On the 31st Aug., at Llandegai Church, Caernarvonshire, by the Rev. H. Barton, assisted by the Rev. W. Morgan, Lieut.-colonel the Lord William Frederick Ernest Seymour, Coldstream Guards, youngest son of the late Admiral of the Fleet, Sir G. F. Seymour, G.C.B., G.C.H., and brother of the fifth Marquis of Hertford, to the Hon. Eva Anna Caroline, sixth daughter of the Lord Penrhyn.

DEATHS.

FORD—On the 10th July, at Shanghai, drowned going into a sampan, Mr. John Ford, Superintendent of the S.S.N. Co.'s Honque godowns, deeply regretted by many friends.

LIGHTHOUSES ON THE CHINA COAST.—Mr. Lowe, the American Minister in China, says the *New York Herald*, has written to the State Department complaining that the Chinese Government does not keep in proper repair the lighthouses and beacons on the coast of China, and appealing to the United States Government to take such measures as will compel the Chinese to fulfil the treaty stipulations. The matter is now under consideration, and will be speedily disposed of.

THE bark *Hong Kong*, which recently arrived at San Francisco from Yokohama, had on board a cargo of teas, which will be shipped overland to New York on through bills of lading, being the first shipment of a cargo thus made.

THE steamer *Prins van Oranje*, of the Nederland Company's Holland and Java line, passed Anjer this day 38 days, from Amsterdam.

Digitized by Google

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Sept. 6, at Folkestone, from Akyab, Penrith; 7, at Falmouth, from Akyah, Bertha, Spirit of the South; off Falmouth, from Rangoon, Sebastian Bach; at Queenstown, from Rangoon, Seaforth; from Batavia, Invincible; 5, at Brouwershaven, from Rangoon, Wellamo; 7, at London, from Akyab, Woodcote; 8, off Falmouth, from Rangoon, George Kendall; at Liverpool, from Rangoon, Wennington; at New York, from Singapore, Alexandra; 7, at Brouwershaven, from Pitjitan, Alblasserdam; at Zierikzee, from Batavia, Elizabeth Maria; 9, at Deal, from China, &c. (via Suez Canal), Statesman (str.); 10, from Colombo, Chacme; from Ceylon, for Hamburg, Tinnevelly.

DEPARTURES.—Sept. 6, from Cardiff, for Hong Kong, Mathilda Atheling; from Newcastle, for Java, Professor van der Boon Mesch; for Singapore, Queen of India; from Sunderland, for Singapore, Victoria; 8, from London, for Singapore, Eleanor; 9, for Colombo &c. (via S. C.), Winestead (str.); Aug. 6, from Rio Janeiro, for Singapore, Nevada; 9, for Java, Kenilworth; from Hamburg, for Java, San Francisco; From Shields, for Java, Padang Packet; Sept. 8, from Newcastle, for Galle, Marie.

SPOKEN.—Vigilant, Cardiff to Colombo, July 24, 7 N., 24 W.; Ortelius, Amsterdam to Batavia, July 26, 10 N., 25 W.; County of Lanark (ship), Sourabaya to Rotterdam, Aug. 17, 32 N., 40 W.; Shepherd, Colombo to London, Aug. 12, 28 N., 40 W.; Sarah Martha, Batavia to Queenstown, 96 days out, Aug. 4; Ailsa, London to Shanghai, July 21, 4 S., 27 W.; Mora (barque), London to Galle, Aug. 25, 43 N., 9 W.; John Scott, Batavia to Rotterdam, July 27, 11 N., 27 W.; Minia (str.), (Telegraph ship), Hong Kong to London, Sept. 2, lat. 36, lon. 7.

CASUALTIES.—Advices from Manila, received Sept. 7 by telegram from Singapore, state that the Cingla (Brit. ship), from Hong Kong to New York, is a total wreck on the west coast of Panay; part of cargo saved. A telegram from Hong Kong, dated Sept. 5, states that the Vistula, of San Salvador, Silversparre, loading for Havana, had sunk. A telegram received in Greenock Sept. 7, states that the Priam (ship), of Greenock, from Ilo Ilo to the Channel, with sugar, had put into Mauritius, leaky.

NEW SEASON'S TEA SHIPS.

The following are the cargoes of new season's Tea now known to be afloat :—

Ship.	Sailed.	From.	Cargo. lbs.
Oberon (s.) ...	June 30	Hankow	2,096,100
Clan Alpine (s.)	July 12	Do.	790,500
Forward Ho...	June 23	Shanghai	1,301,100
Thermopylæ	— 21	Do.	1,361,300
Undine	— 27	Do.	1,010,600
Whinfell	July 8	Do.	1,113,100
Elgin (s.)	— 9	Do.	875,200
Emblehope (s.)	June 24	Foochow	2,010,400
Ziba ...	— 27	Do.	731,800
Titania	— 30	Do.	1,250,000
Harlaw	July 7	Do.	1,141,800
Maitland	— 8	Do.	1,090,100
Fire Queen ...	— 10	Do.	993,500

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month of August are of a character more remarkable than any yet presented. The declared value of our exportations has reached the wholly unprecedented amount of £22,221,245, being an increase of £4,804,162, or 30 per cent. on the corresponding month of last year, when the war between France and Germany was at its height, and of 26 per cent. on August, 1869, when there was nothing to disturb the general prosperity. The animation has doubtless been partly stimulated by the shipments to France, in order to anticipate the possible imposition in some cases of augmented duties, but every branch of business has shared in the movement, the only material instance of a decrease being in the shipments of telegraphic wire and apparatus, which, although they figure for the large total of £373,478, have been less by £160,806 than in the same month of 1870. With regard to general articles, an increase is shown in coal of 6 per cent., in earthenware 5 per cent., in haberdashery—always an important index of the state of the colonial trade—29 per cent., in hardware 16 per cent., in iron and steel 23 per cent., in machinery 35 per cent., in oils 110 per cent., in miscellaneous 30 per cent., in linen manufactures 16 per cent., in silk manufactures 69 per cent., and in woollen manufactures 80 per cent.

One of the most striking features of the return consists, however, in the Continental demand for yarns to furnish the basis of a renewal of the manufacturing industry checked by the war. Thus, our exportations of cotton yarn have been 25 per cent. in value and 14 per cent. in quantity larger than in August, 1870, while of linen they have been 41 per cent. greater in value, of silk 250 per cent., and of wool 230 per cent. Germany has taken £287,056 worth of cotton yarn against £10,376 last year, of linen yarn £45,237, against £3,178, of silk £12,166 against £30, and of wool £303,094, against £15,757. In like manner France figures as regards cotton yarn for £117,514, against £5,826 in August 1870, and in silk yarn for £44,441, against £6,043. At the same time it is a curious fact that, while we were last year charged with profiting by the war through the exportation of arms and ammunition, our shipments of these articles now show an excess of £31 199, or about 37 per cent. over those at that date.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 31st Aug.		
China and Hong Kong	lbs.	181,100	994,660	629,470
Japan ...	,,	180,400	890,840	306,800
Straits Settlements ...	,,	40,230	242,500	188,700
Ceylon ...	,,	89,382	23,800	—
		For the Eight Months ended 31st Aug.		
China and Hong Kong	lbs.	2,826,960	6,735,909	5,789,580
Japan ...	,,	3,421,372	6,199,190	6,429,090
Straits Settlements ...	,,	663,745	1,788,190	1,974,040
Ceylon ...	,,	228,604	142,902	223,150

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 31st August.		
China and Hong Kong	yds.	15,478,235	23,635,445	39,554,003
Japan ...	,,	387,100	1,789,192	2,160,680
Philippine Islands ...	,,	2,925,600	1,828,100	2,712,520
Java ...	,,	2,900,400	2,744,400	2,131,122
Straits Settlements ...	,,	5,185,153	8,848,070	5,532,260
Ceylon ...	,,	1,612,678	3,605,594	2,168,160
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	202,015,674	225,510,500	345,197,849
Japan ...	,,	11,684,157	18,190,704	31,025,144
Philippine Islands ...	,,	18,177,439	19,883,910	8,506,186
Java ...	,,	18,081,970	20,804,254	22,860,002
Straits Settlements ...	,,	42,776,490	64,750,671	50,549,074
Ceylon ...	,,	14,793,805	18,705,440	18,559,381

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 31st August.		
China and Hong Kong	yds.	1,734,915	1,079,568	1,306,040
Japan ...	,,	9,900	219,040	200,290
		For the Eight Months ended 31st August.		
China and Hong Kong	yds.	15,062,306	12,261,249	10,941,971
Japan ...	,,	2,528,348	1,229,698	1,303,224

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month ...	yds.	183,930	121,084	99,370
For the eight months	,,	1,598,343	1,501,874	1,185,680

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month ...	tons	1,348	645	1,421
For the eight months	,,	8,877	10,126	5,912

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, &c., to LONDON (via S.C.), per Vanguard (str.) entered Sept. 2.—852 half-chests tea—C. A. Dickenson; 6 boxes tea—Master; 208 bales silk—L. Reiss, Bros., and Co.; 353 bales silk, 96 packages merchandise, 41 packages rhubarb, 8454 chests 6552 half-chests 2697 boxes 24 packages tea—Order. Remainder of cargo from Malta.

From FOOCHOW to LONDON (via S.C.), per Diomed (str.), entered Sept. 4.—130 chests 259 half-chests 598 boxes tea—Kenneth, Dowie, and Co.; 102 chests 233 half-chests 368 boxes tea—Brown, Shipley, and Co.; 20 packages tea, 5 cases succades—Master; 1 package merchandise, 8563 chests 12,873 half-chests 15,522 boxes 329 packages tea—Order.

From SINGAPORE, &c., to LONDON, per Dr. Petermann, entered Sept. 6.—846 bundles rattans—Order. Remainder of cargo from Bassein.

Monetary and Commercial.

—o—

Business in the stock markets is inactive, in the absence of many of the leading operators. There is a fair demand for money at the Bank. The operations in the general market have been also rather more numerous, at 1⅝ to 1¾ per cent. for the best three months' drafts. The charge for six months' India and China bank bills was 2⅜, and for trade ditto, 2¾. On the Stock Exchange the rate for short advances is 1 per cent. Consols stand at 93¼ to ⅜ for money and the account (October 4).

The prospectus of the new Turkish Six per Cent. Loan for £5,700,000 nominal capital has been circulated by Messrs. Dent, Palmer, and Co. The price of issue is 73 per cent., at which reckoning allowances, the return to the subscribers will be about 9⅛ per cent. per annum. The instalments extend to December next. The loan, which is redeemable at par by means of an accumulative sinking fund of 1 per cent. per annum, is secured upon the general revenues of the Turkish Empire, and the portion of the tribute now payable to the Porte by the Khedive of Egypt not applicable to the loans of 1854 and 1855. This tribute was raised in 1866 to £705,000. The sum of £282,872 has been annually paid to the Bank of England since 1855 by the Egyptian Government to meet the requirements of the loans of 1854 and 1855, and the Turkish Government has directed the Khedive to pay a further sum of £399,000 to that institution on account of the present issue. The Government has also engaged that the necessary funds for the payment of interest and sinking fund shall be placed in the hands of the agents of the loan, through the

Digitized by Google

Bank, at least fifteen days before each payment falls due. Both principal and interest will be payable in London in sterling, and the loan is specially exempted from all taxes. The subscription list was opened on the 4th inst., and will be closed this day.

The introduction of the new Spanish Loan has proved successful, the total applications here and abroad for the £20,000,000 stock offered having reached no less than £140,000,000. Owing to this enormous subscription, and the circumstance that the apportionment will be made in Madrid, the allotment letters are not expected to be issued for a fortnight. The scrip is in demand at 1 15-16 to 2 1-16 prem.

Messrs. Clews, Habicht, and Co., as the authorised agents of the State of Georgia, have, in connection with the Imperial Bank and Messrs. Borthwick, Wark, and Co., invited subscriptions to a 7 per cent. Loan for the State of Georgia to the extent of $1,400,000. The debentures are of the nominal value of $1,000 each, and the interest is payable quarterly, in London, at Messrs. Clews, Habicht, and Co.'s. The issue price is £175 10s. for each debenture of $1,000.

The tenders for £400,000 in bills on India were received on the 6th inst. at the Bank of England, when the amounts allotted were—to Calcutta. £317,000; to Bombay, £28,400; and to Madras, £54,600. The minimum price was fixed as before at 1s. 10½d., and tenders on all the Presidencies at 1s. 11d. will receive about 52 per cent., and those above in full. These results show a further slight increase in the demand for means of remittance to the East.

The prospectus of the Carmarthen Silver Lead Mining Company (Limited) has been issued, with a proposed capital of £25,000 in 5,000 shares of £5 each, for the purpose of acquiring the leases of the Silver Lead Mines situate at Trelech, in the county of Carmarthen, and working the same. Former proprietors, commencing some few years since with an available capital of less than £1,000, raised from one of the lodes nearly 800 tons of lead ore, which produced upwards of £10,000; the stopes at the bottom of the 54-fathom level yielded 2¼ tons per fathom. The leases are for 21 years from the 29th September, 1868, at one-twentieth royalty. The purchase money for this valuable property will be £2,500 in cash, and £6,000 in paid-up shares of the company (1,200).

The Canadian Oil Works Corporation (Limited) are offering 1,600 First Mortgage Twelve per Cent. Debenture Bonds of £100 each, redeemable at par, with a bonus of £10 by September, 1876, in half-yearly drawings. Messrs. Frederick Huth and Co. have been appointed the commercial agents of the Corporation.

Reuter's Telegram Company (Limited) have declared the usual interim dividend at the rate of 5 per cent. per annum for the half-year ending the 30th of June.

At the half-yearly meeting of the General Omnibus Company the report of the directors was adopted, and a dividend was declared at the rate of 5 per cent. per annum.

The Secretary of the British Australian Telegraph Company (Limited) has issued the following telegram relative to the progress of the land lines in South Australia:—

"Fresh news from interior, all sections progressing rapidly. Explorer Ross reached Port Darwin 7th June; plenty of timber and water; country good. Steamer *Omeo* will reach Port Darwin August 20th, followed immediately by four ships."—Treasurer, Adelaide, August 13.

The Spanish Consul-General has invited tenders for the concession of a submarine telegraph cable, connecting Manila with China.

The amount of bullion by the P. and O. Company's steamer *Mirzapore*, which left Southampton September 2nd, was, in gold to Galle, £30,000; to Bombay, £530; to Madras, £4,271; to Calcutta, £10,000—in silver, to Malta, £300; to Calcutta, £10,800; to Penang, £1,950; to Hong Kong, £24,792; to Shanghai, £9,940; to Sydney, £500; total in gold, £44,801; in silver £48,282.

ARTICLES OF IMPORT.

—o—

TEA.

There has been rather more steadiness in the market for good black-leaf Congous. The supplies offering have generally found buyers at about previous prices, a considerable quantity having been sold at public sale without reserve, whilst privately there has been more disposition to purchase. Common to fair, of new import, have, however, sold at ½d. to 1d. per lb. lower at public sale. Foo Chow Teas: The cargo of the Abbotsford found buyers at fair prices, from 1s. 2d. to 1s. 6d. for fair to good, 1s. 8d. to 2s. for fine, and 2s. 1d. to 2s. 4d. for finest kinds. The further supplies, per Glendarroch and Diomed, on offer this week, have not been so readily saleable, except for kinds with briskness and strength, and the few superior Chops. The bulk of the Teas being wanting in quality and flavour, the trade show no eagerness to purchase them, and prices show a decline of 1d. per lb. for such kinds. Pak Lin kinds, which realised full prices, ex Abbotsford, have also sold lower. On the whole, the tone of the market is as good as could have been expected in the face of arrivals of over 20,000,000 lbs. during the past month.

In old season's teas but little has been done; Congou siftings have sold from 3¾d. to 5d. per lb., being ½d. per lb. lower, fair to good common remain steady, with a limited business doing. Fair to good Kaisows have sold from 1s. 2d. to 1s. 6d. per lb., later sales showing 1d. per lb. decline, good to fine from 1s. 7d. to 2s. per lb.; finest from 2s. 1d. to 2s. 7d. per lb. show extreme rates, owing to comparative scarcity. Pak Lin kinds: Half-chests sold from 1s. 4d. to 1s. 7d., boxes from 1s. 9d. to 1s. 11d. for good quality, but these prices do not now seem obtainable. Black-leaf kinds: Low qualities remain neglected. Fair to good common of new import have sold from 10½d. to 11¼d., being fully 1d. per lb. decline; fair to good from 1s. 1d. to 1s. 7d. per lb. show no material change; fine have been firmly maintained, whilst in finest there is no alteration, the quantity on offer being limited. In Amoy kinds a few fair to good quality have sold from 8d. to 9d., low kinds being almost unsaleable. New-make Canton kinds: Some considerable sales of fair quality have been made at 1s. 1d. per lb., being ½d. per lb., decline. Good have sold from 1s. 3d., to 1s. 7d. per lb. In Souchongs there has been but little business done. Oolongs have been difficult of sale, and prices show a decline of fully 3d. per lb. from opening rates, except for finest kinds. Flowery Pekoes have sold at full prices. Scented Teas: Canton Capers have sold to a large extent at from 11d. to 1s. 1d. for common to fair, 1s. 2d. to 1s. 4d. for good, and 1s. 5d. to 1s. 10d. for fine to finest kinds. Foo Chow Capers: The few arrived sold at fair prices. Canton Orange Pekoes: The imitation Foo Chow kinds have sold from 10½d. to 1s. 1d. per lb., being about previous rates; long-leaf kinds from 1s. 3d. to 1s. 7d. for fair to good, showing ½d. to 1d. per lb. fall. Foo Chow kinds sold from 1s. 10d. to 2s. 3d. per lb. Uncoloured Japans: common kinds are neglected; fair to good and fine meet with a moderate demand. Green Teas: The further arrivals, per Achilles, have met with a fair demand, having been chiefly realised at public sale without reserve, No. 1 Gunpowder selling from 3s. 6½d. to 3s. 9d.; No. 2 from 2s. 10d. to 3s. 0½d. per lb.; No. 1 Young Hyson from 2s. 3d. to 2s. 5d. per lb., being full prices, quality considered. Old season's Teas still sell at very low rates. Public sales took place on the 1st, 5th, and 6th inst., chiefly without reserve.

Messrs. Shepard, Harrison and Rehden report as follows:—A favourable change has taken place in the tone of the market the past fortnight, more noticeable the last few days, owing to improved country demand and the absence of forced sales without reserve. Further arrivals of red-leaf prove the crop to be preferable to the last few years; finest Kaisow, being in request, has sold at 2s. to 2s. 7d. per lb., the chop Keh-Faung realising this latter figure. The export trade to all quarters has been limited. Deliveries stand thus:—

	1871.	1870.
Home consumption for London from 1st Jan. to 31st Aug. ...	59,109,000	53,592,000
Export do. do. ...	24,637,000	19,700,000
Sent coastwise do. ...	22,800,000	28,900,000
Total	106,546,000	102,192,000

SILK.

Large arrivals of the new China Silk have been the feature of the market, and have occupied the attention of buyers to the comparative exclusion of other Silks. Under the rapid pressure of sales to secure the profits which the first arrivals showed, prices of Tsatlees have declined a full 1s. from the highest opening rates, establishing the quotation of 23s. 6d. to 24s. 6d. for No. 5 and 4½, and 25s. to 26s. for fair to good 4, and at these rates the market is steady and a fair business doing, with no immediate appearance of lower prices. Kahing Taysaams have been readily taken on arrival at full rates, as also a few parcels of Hangchow and Hainins, but the great bulk of the 9,000 bales of Chinas which have already arrived have been Tsatlees of No 4 to 5 class. Japan silk is again quite neglected, and the few sales of Mybash which are made are at most irregular rates, and have to be forced. Bengal Silk is also dull, with very little enquiry; prices are somewhat nominal in consequence of the absence of demand. Canton Silk has received a fair share of attention during the past month, fine Loong Kong, and good to fine Tsatlees having been taken readily at full rates; lower qualities however will not sell. Deliveries of Silk continue good, and manufacturers are everywhere fully occupied.

Deliveries 1st to 6th inclusive—China, 640 bales; Canton, 199 b.; Japan, 201 b.; total, 1,040 bales.

LONDON QUOTATIONS, SEPT. 8.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 0d. to 28s. 6d.
Red Peacock	25s. 3d.
Yuenfaa, Nos. 1, 2, and 3	24s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	23s. 6d to 27s. 6d.
Long Reel	19s. 0d. to 20s. 6d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	23s. 6d. to 25s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3 ...	23s. 0d. to 27s. 6d.
Idah, Nos. 1 and 2	26s. 0d. to 28s. 6d.
Sodai, Nos. 1 and 2	25s. 0d. to 28s. 0d.
Oshiu, Nos. 1, 2, and 3...	25s. 0d. to 30s. 0d.
Koshiu, Nos. 1 and 2	23s. 0d. to 25s. 0d.
Eichizen	23s. 0d. to 25s. 0d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	None.

COFFEE.

The market since our last report has been quiet. The sales have gone off without activity, and lower rates have been accepted for com-

Digitized by Google

moner and grey descriptions of Plantation Ceylon, while Native has also sold at easier rates. The latest prices paid have been:—Triage, 50s. to 60s.; ordinary small, 61s. to 62s.; small, 63s. to 66s.; low middling rather small and grey, 64s. to 66s.; dull, 66s. 6d. to 68s. 6d.; middling coloury, 69s. 6d. to 74s.; good middling to fine middling, 75s. to 79s.; good bold, 83s. to 84s.; pea-berry, 82s. to 85s. Native, fine ordinary, rather bold, 58s.; small and rather small, 53s. 6d. to 54s. 6d. At the close the market is very steady.

SUGAR.

An extremely quiet tone has prevailed during the week, there has been little disposition to buy, and sales have been restricted, in prices, however, no alteration can be reported. The public sales of East India have been confined to small lots of Manila, comprising 3,600 bags unclayed Ilo Ilo, at 22s. 6d., 7,000 bags unclayed Taal at 21s. 3d., and 1,000 bags ditto, at 21s. per cwt.; privately 5,550 bags low Java syrups, ex recent auction, have been sold at 22s.

CAMPHOR.—The recent inquiry has almost entirely subsided, and with large stocks very little business has been done; small sales are reported at 67s. 6d. per cwt. for China. Of Japan there is no supply.

CHINA GRASS.—Firm, but demand not active; the nearest quotation is £55.

COCOA-NUT OIL is dull of sale at 38s. 6d. to 39s. 6d. for Ceylon, 32s. to 38s. 6d. for Sydney, and 47s. to 50s. for Cochin. At auction, of 313 casks Ceylon offered, 233 casks sold, viz., 143 hogsheads middling to good £38 10s. to £39, ordinary to low middling, £37 10s. to £38, 30 puncheons good middling at £38 10s., and 60 pipes ordinary to good at £37 10s. to £38 15s.

COIR GOODS.—The supply at the last sales was limited. Yarn sold at previous rates; 103 bales Cochin sold—low middling, £29 5s. to £30; medium to good, £31 to £37 15s.; fine, £44 5s.; 19 tons in dholls chiefly sold—common, £25 10s.; good common, £28 5s.; medium, £31 10s.; fine, £44; 2 tons Ceylon sold at £30 5s. 201 bales Cochin Fibre were bought in—good to fine, £33 to £35; ordinary to fair, £26 to £30, except 34 bales which sold at £24 to £24 5s.; of 4,541 ballots (13 tons) Ceylon only 2 tons sold at £17 5s., the remainder bought in at £17 to £18; 180 bundles bristle sold at £33 10s. to £33 15s.; also 379 coils (3 tons) Cochin Rope, 1½ inch, at £29, 2 and 4½ together at £25 10s. per ton.

CUTCH.—The demand has not revived, and large parcels offered have been bought in at 21s. for Calcutta, and 22s. for fine Pegu. Privately small lots of the latter have been taken at 22s. per cwt.

GAMBIER.—Market steady, but rather quiet, 200 tons sold afloat at 15s. 10½d. to 16s. per cwt., and 100 tons landing at the same figures, ex ship. Of 2,815 bales in sale, 775 bags were placed, Rhio Cubes at 20s. 6d. to 21s.

GALLS.—The market for both China and Japan is quiet, with small stocks; at auction 223 boxes offered and bought in. Parcels are offering afloat. Private sales reported at 49s. to 50s.

GUMS.—Benjamin: Sumatra 2nds are a shade easier, several holders being anxious to sell; 3rds steady, of 120 cases offered, half sold at £8 17s. 6d. to £9 5s. per cwt. for good 2nds; £8 7s. 6d. to £8 12s. 6d. fair, and 46s. low 4ths. Siam steady; 3 cases block sold at £10. Manila Copal rather easier; at auction, of 1,471 chests hard offered, upwards of 400 chests were placed at 39s. to 39s. 6d., and medium and some bold, well scraped and clean, with blocky at 34s. 6d.; dark well scraped, 33s. 6d. to 34s. 6d.; block 31s. Damar: About 5s. cheaper; of 838 cases offered, only a few fine selling at 65s. Gamboge rather lower; at sale of 52 cases, about two-thirds placed, good clean pipe, a little blocky, £15 5s. per cwt.; new softish drossy to good, part run, £11 to £14 10s.

HEMP.—The market for Manila has been rather quiet, but holders are still firm; about 500 bales have been sold, good fair to good roping £47 to £48 10s., and business is reported for delivery chiefly early next year at £46 to £47 10s.

HIDES.—At the fortnightly sales held yesterday, East India kips were in good demand, and nearly all sold, the best descriptions at an advance of ¼d., whilst ordinary sold at about former prices. Buffalo were in limited demand without alteration in prices, except for a parcel of Batavian, which brought an advance of ⅛d. per lb. Of 9,100 Singapore and Penang Buffalo offered, 4,890 sold, light 11½ to 13¾ lb. at 6¾d. to 7d., best heavy 25¾ to 38 lb. at 5¼d. to 5½d., second 27 to 34½ lb. at 4½d. to 4¾d.; 2,000 Batavian sold, light 9⅞ lb. at 9½d., heavy 15½ to 16 lb. at 8½d. to 9d.

JAPAN WAX.—The market continues very firm, and 100s. has been paid for fine saucers; of 94 cases at auction about half were placed at 80s. to 100s. ordinary mealy to good. The stock is now very small.

MUSK.—Business has been done at prices showing a decline of about 1s. 6d. per oz. for selected, and at full prices other qualities; of 86 caddies at auction three-fourths sold, fair and good even well-shaped selected pods 33s. to 34s. 6d. per oz., fair to good rough bally 18s. 6d. to 21s., pickings, wet 21s. to 23s.

OILS.— Annisced: The speculative demand has partially subsided, and sales on the spot have been effected at 3d. per lb. decline, viz.: 9s. 6d. Afloat a fair trade has been done at 9s. 4½d., and the market at the close is firm. Cassia has been also less active, and forty cases at auction were retired at 4s. 4d., at which figure small sales are effected. Nutmegs rather better, 6 cases sold at 6½d., 1 lot 6¾d. fine pale. Cinnamon very scarce, and wanted. Citronelle steady; fair trade at 1¾d. per oz.; 93 cases at auction sold at 1¾d. for good, with 2 lots 1⅞d. Lemon Grass quiet; none offered; 3d. per oz. paid privately in retail.

PEPPER.—Black has fully maintained its value, but transactions have been limited. Auctions have embraced 1,240 bags Batavian, mostly sold at and since the sales at 6½d. per lb.; 400 bags Singapore (Rhio kind) sold at 6d. to 6½d. Privately 3,000 bags Singapore and Penang have changed hands at 6½d., with a small quantity at 6 3-16d., and West Coast at 6 1-16d., now landing. Afloat, several small parcels near at hand have been disposed of, among which 500 bags Penang at 6 1-16d. per lb. White has been in better demand for shipment and home consumption (speculation in the article at present high rates having ceased), and ⅛d. per lb. advance has been paid. At auction 1,331 bags, a large proportion sold at 10d. to 10½d. for middling fair, and 10⅝d. to 10¾d. good. Business has been done privately to the extent of about 300 bags at 10½d. cash, fair quality, but at the last moment sales are reported at a fraction less.

RHUBARB.—The better descriptions of China are again rather dearer, whilst low kinds are much neglected; of 164 cases at sale, three-fourths were placed, selected bold grey and pinky fracture, but rather dull coated at 3s. 7d. to 4s. per lb. fair root both in fracture, and coat well trimmed but rather small 2s. 6d. to 2s. 10d.; more dull, and part darker fracture 1s. 11d. to 2s.; ditto rather wormy 1s. 9d.; rough high dried dark to middling 6d. to 1s.

RICE.—The market has been very dull throughout the week, and only few sales have been effected; on the spot small parcels of ordinary white Bengal have been sold at 9s. 7½d. to 10s., Ballam at 10s. to 10s. 3d., Necransie at 10s., Rangoon at 9s. to 9s. 1½d.; the floating cargo per Abergeldie, 800 tons Rangoon August shipment, has been sold at 10s. 3d. for the Continent; the Ottawa, 930 tons Rangoon, at 10s. for the Continent; the Wylo, 1,060 tons Rangoon May sailing, at 9s. 10½d. ex ship for London; and the Psyche, 875 tons Necransie, at 9s. 4½d. for the Continent.

SAGO.—Continues very dull, and stocks are heavy; 1,401 bags offered at auction and mostly sold at 14s. 6d. to 15s. 6d. per cwt. for ordinary pinky to fair white small. Flour: flat; 835 bags Singapore offered and retired.

SAPANWOOD is in good request, especially the better kinds; 35 tons Manila at auction sold at £8 2s. 6d. to £8 7s. 6d. per ton good wood, rather badly damaged, and 6 tons indirect at £8.

SHELLS.—The periodical sales will take place on the 12th inst.

SPICES.—Cinnamon: No business since the public sales reported in our last issue. Cassia Lignea: Quieter, and little doing; small private sales at good prices; parcels offering afloat. Vera: Of 150 cases Singapore at auction, small part sold at 70s. In Buds we have no change to report; holders are asking £7, with no buyers. Cloves: Penang very firmly held, and in few hands; high figures demanded. Amboyna dull, and stocks heavy; 120 packages at auction, a few sold at 4½d. Nutmegs have advanced in value to the extent of fully 1d. per lb. for the small descriptions especially, and about 100 cases have been sold privately, most recent quotations being 86's at 3s. 1d., 88's at 3s. 0½d., 107's to 120's at 2s. 11d. to 2s. 10d. At auction, 160 packages were offered and chiefly placed—68's to 76's at 3s. 10d. to 3s. 3d., 83's to 86's at 3s. 2d. to 3s. 1d., 103's to 112's at 3s. to 2s. 11d., limed and wormy at 1s. 7d. to 1s. 6d. Mace: A moderate trade has been done privately at full rates, but at the auctions a rather easier tone has prevailed, and 21 packages were mostly bought in.

STICKLAC.—Siam steady, and at auction, of 294 cases offered, the bulk sold, fair to good, 70s. to 75s.; 1 lot 75s. 6d.; dust, 40s. to 42s.

TAPIOCA has been steady, but with only retail trade. Public sales have presented 1,742 bags Singapore and Penang, about one-third sold, the former at 2d. to 2½d. per lb. for flakey white to good bright small, and the latter at 2¼d. to 2½d. for good. 444 bags Pearl also offered, and with the exception of the damaged portion sold at 16s. to 18s. 6d., all was retired. Flour still low in price, but a little more inquiry, notwithstanding the increase of stock.

TIN.—As usual on the eve of the Dutch tin sale (which is fixed for the 28th) there is a lull in the market, consumers not caring to anticipate the result. The statistical position is strong, and at the same time the tinplate trade shows unusual activity. The future course of the article must greatly depend upon the manner in which the tin offered at the sale is taken up. Present quotations are:—Straits on the spot £130; afloat, £130 to £131; Banca, £135 10s.; Billiton £131.

ARTICLES OF EXPORT.

EXPORT OF WOOLLENS TO THE FAR EAST.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date during the present year	To Hong Kong	8,500	8,420	5,669	30,390	18,820
	,, Shanghai	70,820	34,430	38,524	219,446	20,480
	,, Japan	—	300	6,936	48,645	19,770
Total...		79,320	43,150	51,129	298,481	59,070
Shipped to the same date last year ...	To Hong Kong	13,480	4,956	5,428	40,465	33,647
	,, Shanghai	86,800	48,730	39,651	216,693	26,446
	,, Japan	—	600	13,543	37,895	8,211
Total...		100,280	54,286	58,622	295,053	68,304
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,103
	,, Shanghai	115,380	58,640	56,835	274,853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82,856	389,153	79,608
Do. do. 1869	To Hong Kong	25,120	18,570	13,803	35,920	54,836
	,, Shanghai	159,000	60,050	70,253	5,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Had arrived out when the last accounts left of this year's shipments	To Hong Kong	7,000	6,860	4,589	22,870	7,460
	,, Shanghai	33,260	21,800	22,987	82,780	4,550
	,, Japan	—	—	277	14,490	1,900
Total...		40,260	28,660	27,853	120,140	13,910

Digitized by Google

METALS.

IRON.—Welsh: Rails, £6 15s. to £7; Bars, £6 12s. 6d. to £6 17s. 6d. Staffordshire Best: Bars, £8 10s. to £9; Nail Rods, £8 10s. to £9; Hoops, £9 10s. to £10; Sheets, £10 5s. to £10 15s.; Scotch, Pig No. 1, £3 2s. 3d. to £3 12s. 6d.; Swedes, Bars, Hammered, £9 17s. 6d. to £10 10s., Swedes, Steel in kegs, ½ and ⅜ in., £14 to £14 15s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6¾d. to 7d.; Sheathing and Rods, 6¾d. to 7¼d. per lb.

TIN.—English Refined, £136. Tin Plates: Charcoal I C, per box, 9s. to 33s. 6d.; Coke, 26s. to 27s.

LEAD.—W.B., £20 5s.; do., other brands, £18 to £18 2s. 6d.; Spanish, soft, ex ship, £17 10s.; Sheet, £18 5s. to £19; Shot, kegs, extra, £20 10s. to £21; White, do., £25 10s. to £26; Red do., £20 10s.

SPELTER.—Silesian, £18 2s. 6d. to £18 10s.; English, smelted from ores, £18 10s.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Aug31	Wylo	Browne	Rangoon	Falmouth
31	Herald of the Morng.	Winson	Do.	Do.
27	Richard	Hauck	Maulmain	Bremerhaven
Sept. 1	Glendarroch (s.)	—	Foochow, via S.C.	London
1	Ellen Goudey	Perry	Akyab	Falmouth
1	Feliciana Chlozza	Chlozza	Do.	Liverpool
1	Vanguard (str.)	Renton	Shanghai, via S.C.	Deal
	Diomed (s.)	Crampton	Foochow, via S.C.	London
4	Teviot	Mackwood	Colombo	Do.
3	Caroline	Mallgraf	Akyab, for Bremen	Deal
2	Woodcote	Wilson	Do.	Falmouth
3	Senator Iken	Schumacher	Do.	Do.
3	Chaldis	Kuyper	Rangoon	Do.
3	Britomart	Rees	Do.	Do.
4	Istapa	Richards	Do.	Queenstown
4	Glee Maiden	—	Bassein, for Liverp'l.	Do.
Aug30	Cervantes	Eyzaquirre	Manila	Off Cadiz
21	Sonora	Paine	Ilo Ilo	Boston
Sept. 4	Beatrice	Morgan	Rangoon, for Bremen	Falmouth
4	Anita	—	Rangoon	Liverpool
5	Liberator	Watson	Colombo	London
5	Elena	Zubiasquiro	Manila	Off Holyhead
6	Belpore	—	Akyab	Queenstown
4	Elisa Queirola	Pittanga	Rangoon	Brouwershaven
7	E. Laing	—	Do.	Falmouth
7	Bertha	—	Akyab	Do.
7	Conway Castle	—	Do.	Do.
7	Seaforth	—	Rangoon	Queenstown

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Alblasserwaard	Jacobs	Batavia	Brouwershaven
Aug29	Kilkerran	Wood	Java	Port Glasgow
31	Aline	—	Hong Kong	Plymouth
31	Ethiopian	Faulkner	Shanghai	London
30	Walmer Castle	Wildash	Galle	Newport
30	Alice Buck	Snow	Do.	Cardiff
31	Sliedrecht	—	Macassar	Liverpool
31	Canada	Cooper	Batavia	Rio Janeiro
Sept. 1	W. E. Gladstone	Jones	Colombo	London
1	Lord of the Isles (str.)	Blow	Sing., China, &c., S.C.	Do.
1	Walsgrif	Mathias	Cardiff & Hong Kong	Do.
	County of Stirling	Dalgarno	Java	Clyde
	Sophia Koningen der Nederlanden	Klein	Hong Kong	Rotterdam
1	Tanjore	Corpse	Singapore	Cardiff
6	Rescue	—	Galle	Liverpool
	Rydal Hall (str.)	—	Colombo, via S.C.	Do.
5	Vanguard	Luckes	Cardiff and Penang	London

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Aug. 31 to Sept. 5	Enterprise	London	Japan, &c.
	Warrior	Liverpool	Shanghai, &c.
	Henry the Fourth	London	Colombo, &c.
	Vixen	Do.	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Cheops, Canton, Glendarroch. For Singapore, Hong Kong, and Shanghai: Abbotsford. For Singapore, Shanghai, Yokohama, Hiogo, and Osaka: Danube. For Colombo, &c.: Winestead, Excelsior, Petersburg.

SAILING VESSELS.—For Yokohama and Hiogo: Georgina, Denbighshire, Lothair. For Yokohama: John Nicholson, Solent. For Shanghai: Michael Angelo, Carmarthenshire, Wylo. For Hong Kong: Northfleet, Caroline Coventry, Osaka. For Manila: Catalina. For Batavia and Sourabaya: Vier Gebroeders. For Singapore: Peterborough, Havelock, Eleanor. For Penang: Vanguard. For Colombo: Rosy Morn, Hilarion, Teviot. For Colombo, &c.: Northern Queen, Acacia, Spirit of the North.

At LIVERPOOL.—For Singapore: Paix, Tribune. For Batavia, Sourabaya, Samarang, Macassar, and Padang (via S.C.): Shiraz (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Ulysses (str.), Achilles (str.). For Batavia: Batavia. For Manila. Adolfo. For Singapore: Paix, Tribune. For Galle: Argo. For Galle and Rangoon: Rowena.

At GLASGOW.—For Singapore: Kinfauns Castle, Lochleven Castle. For Batavia (via S.C.): Gouverneur Generaal Mijer (str.).

SPOKEN.

JOHN SCOTT, of London, Batavia to Rotterdam, June 7, 26 S., 53 E.
BOYNE (barq.), Colombo to London, July 21, 26 S., 10 E.
ROMANIA. Batavia to Rotterdam, Aug. 29, 48 N., 18 W.
NESTOR (Dutch ship), Cardiff to Batavia, July 24, 10 N., 29 W.
LEXINGTON, Colombo to London, 39 days out, June 27, 35 S., 23 E.
JANEISTA (?) (Dutch bq.), Bat. to Rotdm., 54 days out, June 23, 35 S., 21 E.
KITTY (Dtch. shp.), Batavia to Amsterdam, Aug. 15, 31 N., 39 W.
LOTHIAN CASTLE (ship), Clyde to Singapore.
TAITSING, London to China, June 21., 5 S., 106 E.
FLYING SPUR (ship), London to Japan, June 21, 5 S., 106 E.
FIERY CROSS (ship), London to Japan, June 25, 5 S., 106 E.
INVINCIBLE (barq.), Batavia to Queenstown, July 13, 8 S., 14 W.
MAARTEN VAN ROSSEM, Amsterdam to Sourabaya, Aug. 24, off the Lizard.
OCEANUS (Dutch ship), Rotterdam to Batavia, Aug. 12, 16 N., 27 W.
CHACMA, Colombo to London, July 16, 3 S., 19 W.

FREIGHTS AND CHARTERS.

Outward freights to the East are rather dull; sailing vessels, of which there is a large tonnage available, meet but scanty employment at low rates. There is but little animation in coal freights from the North; rates are ruling as under:—

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

MISCELLANEOUS.

At ADEN.—William Miller (str.), from Amoy, for New York (via S.C.).

CASUALTIES.

Advices from Manila, dated July 18, state that the Marlborough, Larking, which sailed from Zebu, July 2, for London, took ground when leaving that port, but floated in about 24 hours, and proceeded.

The Assyrian, Finnister, which sailed from Ilo Ilo, July 1, for the Channel, grounded on the Otong bank, where she remained for sometime; she had to discharge part of her cargo before she could be got off; but it was not yet known whether she had sustained any damage.

Telegraphic advices from Shanghai, dated Aug. 31, state that the Her Majesty, from Foochow, with tea, had put in there with damage, having experienced bad weather, heavy repairs would be necessary.

NOTICE TO MARINERS.

CHINA—YANG-TSE-KIANG.

Fixed Light at Shaweishan Island.—Information has been received from the Harbour Master's Office at Shanghai that a light is shown from Shaweishan Island, at the entrance of the Yang-tse-kiang. The light is a fixed light of the first order, 229 feet above high water, and in clear weather can be seen from a distance of twenty-two miles. The light-house is fifty-five feet high, painted black, and the light-keepers' dwellings white; position, lat. 31 deg. 24 min. N., lon. 122 deg. 14 min. E.

Tungsha Light Vessel.—Also, that a new light vessel is moored on the south-west part of the Tungsha bank. The light is a revolving light, with flashes at every half minute, elevated 40 feet above the sea, and in clear weather can be seen from a distance of eleven miles. The light vessel is painted red, with the name Tungsha on her sides, and lies in 3½ fathoms, with the following bearings, viz.:—Gutzlaff Lighthouse, S. by E. ⅝ E.; Shaweishan Island, N.E ¾ N.; Kin Toan Lighthouse, N.W. by W. ⅝ W. A gun will be fired when vessels are observed running into danger, and the course that should be steered will be signalled in Marryat's Code. In foggy weather a steam horn will be sounded at intervals of half a minute. When necessary to lower the light for trimming, a small light will be hoisted and a blue light burned.

Wusung Light.—Also, that the light to lead through the channel from the Yang-tse-Kiang to the Wusung or Wangpu river will be more powerful. The light bears from the centre of the navigable channel S.W. by W. ⅝ W.

Wusung Bar.—Also, that in consequence of the changes on the Wusung bar, two red buoys have been placed to mark the channel. These buoys are moored in 13 feet, on the northern edge of the shoal extending to the west-north-west of Gough island, and are to be left at a distance of one-third of a cable on the starboard hand by vessels bound in, and must not be brought to bear to the northward of the line between them. Also, that two signals have been added to the Code, a ball under the 24 feet signal will show 25 feet water on the bar, and two balls under the 13 feet signal will mark 26 feet. All bearings are magnetic. Variation 1 deg. 50 min. W. in 1871.—Hydrographic Office, Admiralty, London, Aug. 28, 1871.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship.	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
James Shepherd	Shanghai	London.	Aug. 17	310	9	4	301	2142	826	2192974	...	...	...	...	1470	...	2240	...	...	123	824	187	1458	1100	268	72	...	...	...	288	13	14	94	286	...
Sree Singapura	Singapore	,,	,, 17	...	...	18	4	...	359	206960	...	...	...	...	...	...	...	...	12	...	173	100	...	156	...	...	...	...	...	...	...	...	...	...	...
Enterprise, str, via S.C.	Do.	,,	,, 19	...	...	...	...	44	48	201222	263102	...	...	...	450	...	17115	...	...	...	...	37	16	60	...	...	...	...	...	36	...	40	...	6	75
Do. do.	Hong Kong	,,	,, 19	...	...	...	...	5	101	140000	...	...	408	23	8801	...	73764	...	...	...	28	107	327	40	...	...	1028	...	...	139	...	52	...	121	180
Do. do.	Shanghai	,,	,, 19	...	...	...	3	4	578	2003723	19960	1500	...	...	8690	...	112	...	...	...	27	...	116	406	...	...	1	...	...	43	...	7	10cwt.	2307	97
Do. do.	Tientsin and Chefoo	,,	,, 19	...	...	...	...	...	...	4794295	56000	...	...	...	...	...	...	...	...	2	...	...	30	94	40	14	90	56	21	11	10	3	42	...	168
Do. do.	Japan	,,	,, 19	...	...	...	...	...	194	75300	108529	...	980	...	1117	...	...	57	...	...	...	...	...	27	6	125	130	...	...	68	1	...	96	81	30
Commander, str., via S.C.	Shanghai	Livrpool	,, 15	50	...	...	...	...	257	2287875	124800	...	..	...	11257	...	12000	...	...	...	...	...	...	...	...	...	280	...	...	...	532	...	...	...	...
Do. do.	Singapore	,,	,, 15	...	...	...	...	...	452	333820	155720	...	...	...	1269	...	35400	...	...	...	...	...	...	...	70	...	1328	...	...	...	2	...	190	68	...
Do. do.	Hong Kong	,,	,, 15	...	16	1	...	...	250	1186323	114224	...	...	467	2709	...	140000	...	...	...	...	...	...	190	...	270	340	135	...	20	250	...	16	...	6
Ranee	Batavia	,,	,, 17	19	...	...	...	...	1482	659997	668278	...	...	...	538	...	9280	...	...	21	100	...	...	900	2821	265	...	...	...	2779	706	...	50	1cs.	...
Timsah, str., via S.C.	Colombo	,,	,, 18	...	...	¼	...	...	358	246000	15150	...	61	...	...	..	2000	20	...	...	...	...	191	...	...	...	31	...	...	50	...	...	...	...	120
Birmah	Japan	,,	,, 22	50	...	3	...	...	650	434790	17760	...	...	...	...	...	234800	...	...	...	...	75	...	...	...	60	...	...	...	...	300	...	...	...	...
Warrior, str., via S.C.	Singapore	,,	,, 19	...	...	...	...	...	6	672490	19600	...	...	...	145	...	12000	...	...	...	...	...	...	50	500	...	...	...	...	40	...	11	97	...	22
Do. do.	Hong Kong	,,	,, 19	...	...	...	...	...	...	1146274	92896	...	...	...	...	...	20000	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai	,,	,, 19	25	...	...	...	...	...	2672028	55600	...	...	...	3665	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Olaquivel	Manila	,,	,, 23	18	133	...	...	1284	3787	432254	463727	...	390	2211	...	...	56360	...	...	97	930	164	604	286	540	315	265	...	211	1130	25cs.	92	382	146	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
James Shepherd	Shanghai	57	17gls.	102	...	...	15	...	...	181	161	...	600	50
Sree Singapura	Singapore	...	...	...	...	...	...	...	...	213	...	350	...	...
Enterprise, str., via S.C.	Do.	34	...	29	...	...	...	13	113	16	...	...	...	...
Do. do.	Hong Kong	566	56	558	38	56	90	30	100	4	306	...	1000	...
Do. do.	Shanghai	224	...	2	772	...	163	145	37	12	12	...	300	300
Do. do.	Tientsin and Cheefo	34	5gls.	...	43	...	...	15	...	...	...	...	...	...
Do. do.	Japan	473	22	120	...	160	25	170	20	23	...	200	...	...
Commander, str., via S.C.	Shanghai	81	...	...	...	75	...	...	...	...	16	...	...	...
Do. do.	Singapore	450	38	...	428	...	...	...	...	7cs.	...	...	...	...
Do. do.	Hong Kong	6cs.	...	...	...	2cs.	...	...	...	...	875	...	...	38
Ranee	Batavia	...	...	...	278	...	398	...	...	...	...	...	113	...
Timsah, str., via S.C.	Colombo	138	...	...	...	7	...	11	...	...	30	116	...	...
Birmah	Japan	...	...	...	...	...	...	...	...	...	...	...	3479	...
Warrior, str., via S.C.	Singapore	34	...	...	...	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	50	...	...	...	50	...	14	...	...	...	...	...	...
Do. do.	Shanghai	...	...	...	...	...	...	...	...	...	...	...	...	...
Olaquivel	Manila	1491	30	548	...	647	444	61	140	4	205	407	...	41

ADDITIONAL.—Per JAMES SHEPHERD.—Chalk flints, £25 and 70 tons; marble, £70; playing cards, 1 case; cotton manufactures, £451; confectionery, 2 cwt.; bitters, 1 case; wine, 59 cases; French spirits, 8 gallons; ether, 2 cases; effects, £12; goods, manufactured, £160; wax, £9; shot, 1 ton; tar and pitch, 110 barrels; gunpowder, 61,250 lbs.; fruits, 14 cases.

Per SREE SINGAPURA.—Corks, £5; confectionery, 14 cases; flints, 210 tons; cement, £200; coals and coke, 335 tons; zinc, 8 tons.

Per ENTERPRISE (str.).—To Singapore: Dogcart, £76; coachmakers' materials, £10; cotton manufactures, £100; zinc, 7 tons. To Hong Kong: Vinegar, 5 gallons; goods, manufactured, £162; model engine, £10; pipes, £60 mineral water, £40; cotton manufactures, £160; steel, ½ ton; geneva, 29 gallons. To Shanghai: Confectionery, 2 cases; dogs, £50; effects, £100; Refined sugar, 10 cwt.; cotton manufactures, £13,019; part of omnibus, £350; horsehair, £1; goods, manufactured, £80; steel, 10 tons. To Batavia: Goods, manufactured, £125; plated ware, £35; muslins, £200; boots, £100. To Tientsin: Refined sugar, 5¾ cwt.; tin plates, 3 boxes. To Japan: scientific instruments, £100; cotton manufactures, £220; engine packing, £25.

Per COMMANDER (str.).—To Singapore: Cotton manufactures. To Java: Yarn, 3,400 lbs.; woollens, £310; plain cottons, 80,500 yards; Coloured cottons, 128,020 yards; leather, £143. To Hong Kong: goods, manufactured, £680; safes, 2 cases; musical instruments, 6 cases; cotton manufactures, £630; hardware, 1 case. To Japan: Glass and china, £25; hardware, £65; ammunition, £5; surveying instruments, £16; haberdashery, £95; plated ware, £15; printed cottons, 7,344 yards; paints, £43. To Shanghai; Shot, ¼ ton.

Per RANEE.—To Batavia: Coals and coke, 61 tons.

Per BIRMAH.—Railway materials, £7,738; coals and coke, 30 tons.

Per WARRIOR (str.).—To Singapore: Cotton manufactures, £650; yarn, 30 cases. To Batavia: Cotton ticks, £256; linens, £145; coloured cottons, 8,392 yards. To Manila; Linens, £246; hats, £200; hardware, £35; cotton manufactures, £200. To Hong Kong: Cotton manufactures, £1,489. To Shanghai: Cotton manufactures, £226.

Per OLAQUIVEL.—Cork, £140; clocks, £194; effects, £8; refined sugar, 22 cwt.; stoneware, £20; cotton manufactures, £650; yarn, 30 cases; spelter, 10 tons; zinc, 5 tons; geneva, 525 gallons; tar and pitch, 250 barrels.

Per ADA.—To Yokohama: Woollens and cottons, £64; oilman's stores, £21.

Per CARNARVONSHIRE.—To Hiogo: Iron tanks, £13; woollen carpet £450; toys, £12.

Per LAUREL.—To Shanghai: Candles, 40 cwt.; hardware, £63.

Per MARIA FIDELA.—To Manila: Coloured cottons, 50,387 yards; sheet lead, 11 tons.

Per NOURMAHAL.—To Yokohama: Paint, £217; oil, 250 gallons; oak keys, £130; umbrellas, £212; drugs, £47; twist, 22,000 lbs.; worsteds, £532; plain cottons, 38,500 yards.

Per MAY QUEEN, from Greenock to Galle, cleared Aug. 24.—Coals, 1,433 tons.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS :—

From LONDON to SAIGON and COCHIN CHINA	£5 17	0
" " " HONG KONG	7 0	0
" " " SHANGHAI	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

HOLLOWAY'S OINTMENT AND PILLS.—URGENT NECESSITY.—It would be well for all travellers if they knew that these preparations afford the best and cheapest means of removing all ordinary surgical and medical maladies, arising from natural causes or mishaps, both in this country and in its colonies. In the latter the Ointment and Pills are invaluable, for none but the careless would be without an antidote to the accidental injuries and many complaints to which the settler must be more or less exposed when exploring or settled at a distance from all professional help. Sprains, cuts, bruises, burns, skin diseases, abscesses, and varicose veins are readily cured by Holloway's remedies, which also prevent indigestion, internal inflammation, and fevers.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shal be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptio is in the most efficient manner under the supervision of European Engineersand Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHA .F WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATELSON, SIMONS nd Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Sept. 17 October 1 October 15 October 29 Nov. 12 Nov. 26	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sept. 17 October 15 Nov. 12	For	Pondicherry, Madras, Calcutta.

September 3, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

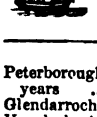
For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked or the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

	Tons	Brokers.	To Sail.
LONDON.			
Peterborough, A1 13 years	560	Mills and Milne.....	Sept. 12
Glendarroch, s.s.	1,500	Thos. Skinner & Co.	Sept. 12
Havelock, A1 13yrs.	454	Wright, Bros., & Co.	Sept. 25
Canton, s.s.	1,215	Norris & Joyner ...	Sept. 20
LIVERPOOL.			
La Paix, 3-3rds.....	478	Mors le Blanch & Co	Sept. 30
Ulysses, s.s.	1,884	Alfred Holt	
GLASGOW.			
Kinfauns Castle, A1	800	Thos. Skinner & Co.	Sept. 14
Lochlevin Castle, To follow			

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

THE AGRA BANK (Limited).
Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... .20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).
16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.
16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.
Capital, $5,000,000. Paid up, $3,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

STEAM TO CHINA, *via* SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

OSLER'S CRYSTAL GLASS CHANDELIERS.
WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness
Excellent economica stock for Soups, Sauces, &c.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Princ of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Bankar

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagrams
Brindisi.....	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York.....	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co
Batavia	HOUGHTON & Co
Samarang	JACOBSON, VAN DEN BERG & C
Sourabaya.....	HOUGHTON & Co.
Anjer — Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
MALTA		—
ALEXANDRIA.	" "	Every Tuesday, at 2 A.M.
ADEN	" "	
BOMBAY	" "	
GALLE	Saturday, Sept. 2, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Sept. 12, at 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Sept. 2, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Sept. 12, at 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

EXTRA STEAMER, via SUEZ CANAL.—The PENINSULAR and ORIENTAL COMPANY will despatch their new steamer MIRZAPORE, of 3,763 tons, 600-horse power, from Southampton, on or about the 24th Oct., taking passengers for CEYLON, Madras, Calcutta, China, Japan, Australia, &c. This vessel will correspond at Suez with the steamer leaving Brindisi on 7th Nov.

MAIL ROUTE FOR CALIFORNIA JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	"	"
China ..... in 44	"	"
New Zealand in 42	"	"
Australia ..... in 47	"	"

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
China Ports & Japan.	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Sept. 16
	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Oct. 14

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

INDIA, CHINA, and JAPAN.—Notice to Passengers—GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to GELLATLY HANKEY, SEWELL, and Co., 109, Leadenhall-street, E.C

MESSAGERIES MARITIMES de FRANCE.—ADEN, GALLE, SINGAPORE, HONG KONG, SHANGHAI, YOKOHAMA, and other customary ports of call.—The well-known steamship ABBOTSFORD, Capt. PATTERSON, 1,500 tons burden, 800-horse power effective, one of the Company's fleet, will leave East India Dock at daybreak on Saturday, the 16th September, for Marseilles, as an extra steamer, for the conveyance and transshipment of passengers, specie, and merchandise into the Company's regular mail steamer TIGRE, for the above-mentioned ports. All goods sent by this route will be delivered at their destinations with that certainty and precision which belong to a regular mail service.

For general information and passage apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, No. 123, Fenchurch-street; and for Freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, London.

The Delta (s.s.) will follow, Oct. 14, from London.

STEAM FROM LONDON to MAURITIUS, SAIGON, and YOKOHAMA (via Suez Canal), taking also goods to Nagasaki and Hiogo, by transhipment at Shanghai and Yokohama.—THE MESSAGERIES MARITIMES DE FRANCE will despatch the steamer ABBOTSFORD from London on the 16th September, transhipping into their regular mail steamer TIGRE, for the above ports, and leaving Marseilles on the 1st October. Shippers are invited to observe that this is the only direct communication by steam from London to these ports, and that being a mail service from Marseilles, and the rates of freight being moderate, it offers a most advantageous opportunity for shipment, and insures a punctual delivery, together with every care and attention to the stowage. The Company is prepared to insure all goods shipped in their vessels at the lowest rates current for any other Eastern mail service, and which may be learned by inquiry at the offices of the undersigned.

For general information and passage, apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, 123, Fenchurch-street; and for freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 109, Leadenhall-street, London.

CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Caroline Coventry	A1 13 yr.	SWID	With des.
Manila	Catalina	*AA1	SWID	With des.
Shanghai	MichlAngelo	A1 16 yr.	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Wylo	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Osaka	A1 17 yr.	E.I.D.	With des.
Yokohama	John Nicholson	A1 14 yr.	E.I.D.	With des.
Yokohama	Solent	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Pen., Sing. Hg.Kg., & Shanghai (via S.C).	Canton, s.s.	A1 100	1215	SWID	Sept. 29
Yokohama & Hiogo..	Denbighsh.	A1 15 yr.	483	EID	Wth des.
Shanghai..	Carmartsh.	A1 14 yr.	812	EID	Wth des.

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transshipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered new screw steamer CANTON, 100 A1 (highest class at Lloyd's), 1,215 tons register, 200 h.p. nominal, J. C. JAQUES, Commander, will receive goods in the South West India Docks until the 29th September, unless previously full. This magnificent steamer, lately built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has just completed her first voyage, making the passage from Gravesend to Shanghai in fifty-seven days, including all stoppages. Is elegantly fitted for passengers, with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon and stewardess.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR SHANGHAI DIRECT, the composite clipper ship CARMARTHENSHIRE, A1 14 years, 812 tons register; R. WATSON, Commander; Loads in the East India Docks. This splendid clipper is well known in the China trade for her fast passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on the 14th Sept.

FOR SHANGHAI, YOKOHAMA, HIOGO, AND OSAKA, calling at Singapore, the splendid full-powered Screw Steamer, DANUBE (built in Glasgow in 1869), 886 tons register; GEORGE HOPKINS, Commander; S.W. India Docks.

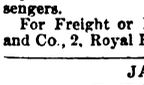
For Freight, apply to the Owner, DONALD R. MC GREGOR, Esq., Leith; to SMITH, SUNDIUS, and Co., 17, Gracechurch-street; or to SHAW, MAXTON and Co., Royal Exchange Buildings, London, E.C.

Steam via the Suez Canal. To sail on 25th Sept.

FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, and taking goods for transhipment to JAVA and JAPAN, at through rates, the splendid full-powered screw steamer, CHEOPS, 100 A1, 984 tons register; 150 horse-power, nominal; W. S. CROWDACE, Commander; S.W. India Docks. Has superior accommodation for first and second-class passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

JAVA AND JAPAN.



MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Singapore	La Paix	2-3rds L. 11	Prnce's	With des

From LONDON.

Yoko.&Higo	Lorton	A1 14 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam from London, via Suez Canal.—Last Shipping Day, 16th Septemoer

FOR PENANG, SINGAPORE, HONG KONG and SHANGHAI (taking goods at through rates for Java and Japan at shippers' risk), the magnificent new Clyde-built screw steamship GLENDARROCH, 100 A1, 1,500 tons register, 900-horse power effective, W. HALL, Commander; loading in the South West India Dock. This high-classed and full-powered steamer is confidently recommended to intending shippers and passengers. Her state rooms are elegantly fitted, and replete with every comfort.

For Freight or Passage apply to THOS. SKINNER and Co., 5, East India Avenue, London, E.C.

The new s.s. GORDON CASTLE is intended to follow as the October packet.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Winestead	A1 20 yrs.	2,000	E.I.D.	Sept. —
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Sept. 20
Yorkshire	100 A1	2,273	S.W.I.D.	Oct. 10
Red Gauntlet	100 A1	1,450	E.I.D.	To follow
Hindoo	A1 18 yrs.	1,800	E.I.D.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch.—To follow the "W. E. Gladstone."

FOR COLOMBO, COCHIN, CALICUT, TELLICHERRY, and MANGALORE, the splendid trader ACACIA, A1 11 years, 390 tons register, JAMES HENDERSON, Commander; West India Docks. This fine vessel is well-known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the name of the port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London—Monday, Sept. 11, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 420.] LONDON, MONDAY, SEPT. 18, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	June 2	July 19	uly
Yedo			
Osaka and Hiogo	—	—	„ 1
Hakodadi			
Nagasaki	—	—	„ 15
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	May 19	„ 10	„ 22
Kiu-kiang	—	—	„ 22
Chin-kiang			
Shanghai	June 9	„ 23	„ 28
Ningpo			
Foochow	„ 9	„ 23	„ 29
Formosa			
Amoy	—	—	Aug. 1
Swatow			
Hong Kong	„ 16	„ 24	„ 4
Canton			
Macao			
PHILIPPINES—			
Manila	„ 2	„ 17	„ 1
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak	—	—	„ 1
JAVA — Batavia	—	—	„ 3
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	July 7	Aug. 7	„ 12
Penang	June 30	July 29	„ 13
CEYLON—Galle	July 28	Aug. 22	„ 23
Colombo	„ 26	„ 21	„ 21

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi, this morning. The next inward mail (French) is due, *via* Marseilles, on the 23rd, with dates—Yokohama Aug. 1, Shanghai Aug. 4, Hong Kong Aug. 11. This mail arrived at Suez on the 13th inst., with 167 passengers, 1,327 packages tea, and 1,336 bales silk.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Nyanza*, arrived Sept. 13.—From Singapore: Mr. Matson, Capt. Haffenden.

To Southampton, per P. and O. steamer *Massilia*, expected to arrive Sept. 23.—From Shanghai: Mr. and Mrs. Edwards, Mr. Stollad and child. From Hong Kong: Mr. Davidson, Miss Davis, Mr. Fogarthy, Lieut. Gissing, R.N., Mr. A. McLeod. From Singapore: Mr. R. London, Mr. Riddle, Mr. Clark, Mrs. Rodyk, child, and servant, Donna M. Rinz and four children, and three second class passengers. From Galle: Mr. Campbell, Mr. Munton, Mrs. Gobey, child, and son, Mrs. Aristable and child.

By this Bombay mail, to Southampton.—From Hong Kong: Capt. Hill, Mr. J. W. Vaux, Dr. N. O'Connor, Dr. H. Clerke, Mr. J. Ward, Mr. Hill, Lieut. Douglas, Lieut. R. J. Rogers, Mr. J. Grant, Mr. W. Granger, Mr. B. Taylor, Mr. A. M. Brumage, Mr. Miller, Mr. Hunt, and six second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Peru*, from Southampton, Sept. 16.—To Yokohama: Mr. A. T. Cousens, Mr. R. A. Mees. To Shanghai: Mrs. F. Barnes, Mrs. Maitland. To Hong Kong: Mrs. Dods and two children, Mr. N. Murton, Mr. Gerrard. To Singapore: Mr. C. H. Cundall. To Ceylon: Mr. J. R. Baillie, Mr. C. Myers.

Per P. and O. steamer *Ceylon*, from Brindisi, Sept. 26.—To Shanghai: Mr. and Mrs. Reid. To Hong Kong: Mrs. Harcourt Hardy, Mr. D. G. Hunter, Mr. Wotton. To Ceylon: Mr. S. Green.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 30.—To Yokohama Mr. T. Thomas, Mr. Cornes. To Shanghai: Mr. and Mrs. H. Tapp, the Hon. T. G. Grosvenor. To Ceylon: Miss Walkinshaw, Master Macready, Mr. J. R. Bell.

Per P. and O. steamer *Simla*, from Brindisi, Oct. 10.—To Shanghai: Mr. A. Myburgh. To Hong Kong: Mr. A. Lind. To Singapore: Mr. R. Wright. To Penang: Mr. Rowland. To Ceylon: Mr. and Mrs. Delmege, Mr. W. G. Brodie.

Per P. and O. steamer, from Southampton, Oct. 14.—To Ceylon: Mr. A. Heauly.

Per P. and O. steamer from Brindisi, Oct. 24.—To Yokohama: Mr. and Mrs. Godfrey. To Singapore: Mr. and Mrs. Maclean.

Per steamer *Ulysses* (Holt's Line), from Liverpool, Sept. 14.—To Singapore: Miss B. Hansard, Miss E. St. John, Mrs. E. M. Marples, Mr. Holtinger. To Hong Kong: Rev. Wm. Campbell, Miss Webster, Staff-Commander W. Hewlett, R.N. To Shanghai: The Rev. J. Thomas, Mrs. James Henderson.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The advices by the present mail are of no later date than those received *via* San Francisco, and published in our issue of the 4th inst.

HIOGO AND OSAKA.

The following account of the recent tempest is extracted from the *Hiogo and Osaka Herald*:—

The 4th of July, the anniversary of American Independence, was being duly celebrated at Kobé when the proceedings were suddenly interrrupted by a severe storm, which commenced with a squall in the afternoon, immediately followed up by a deluge of rain, which lasted until the following morning, when the weather cleared up for a spell. However, this was only a short respite, for after the interval of a few hours the rain again began to fall freely. At 9 P.M. the wind began to rise, and by eleven o'clock ripened into a typhoon. At midnight the storm was at its height; reports vary as to the occurrence of an earthquake at this hour—some also are of opinion that a tidal wave visited us; whilst others maintain that the following disastrous occurrences are the results of the typhoon only. The sea came rolling in with heavy breakers, bringing with it steamers, sailing vessels and small craft, dealing destruction and havoc to nearly all the premises on the beach, from which many had to escape by wading up to their shoulders in water. The whole of the sea wall bordering the bund on the Foreign Settlement was swept clean away, and the whole of the houses, their rails, fencing, &c., were more or less damaged. At the east point, whereon is situated Messrs. Board and Co.'s shipbuilding yard, the violence of the breakers seemed to have passed by as very little damage was caused there, but further on, across the Ikutangawa, Messrs. Domoney's and Co.'s and Kirby and Co.'s premises were swept clean away. Messrs. H. W. Tabor and Co., lost some tons of coals, the sheds wherein they were stored being floated up towards the hills, also about 500 cases of kerosine were floated away. The other cattle-yards, &c., received little or no damage, but we understand that at the new Ikuta-ngawa the fell destroyer has broken up the greater portion of the works which were on the point of completion. The houses in the native town, so far as the western camber, save and except those on the beach already referred to, received but trifling damage, except such as was caused by inundation. At the west point, however, Messrs. Fitzgerald and Strome's premises and gear received some very rough treatment, but a little further on, where stood the Hiogo foundry, belonging to Mr. Wignall, now stands a complete wreck. The house in which he resided was battered down and carried away by a large boat belonging to Messrs. Nachtigal and Co. Mr. Wignall, wife, child, brother and book-keeper escaped with their lives only, most perilously; as three servants were following behind to get through the window of the foundry they were washed away and have not since been heard of. At the Vulcan Iron Works the damage was inconsiderable in comparison, and at Hiogo also. The Fukuwara has been pretty well knocked about. The greatest sufferers on the beach are Messrs. Carroll and Co., whose premises must have received the full brunt of the storm. The new hotel building on the corner—to have been opened on the first proximo—came sadly to grief, the upper foundation stones under the doorway and along the whole front, as also the verandah, were washed away, whilst several of the rooms received a general smash in. The two next houses, occupied by General Paul Frank, and Mr. C. Wiggins

Digitized by Google

(Messrs. Carroll and Co.) were likewise deprived of their verandahs and ornamental work. At the store of Messrs. Carroll and Co., the iron doors were battered out by the sea inside and the whole place was inundated, the verandah was carried away, and other serious damages caused to the whole building. Adjoining, Messrs. Tillson and Co.'s butcher's shop and front of dwelling house were entirely destroyed. In the remaining portion of Carroll buildings, where has been temporarily carried on the Belle Vue billiard saloon, there is one billiard table and bar counter as standing monuments of its former greatness. Messrs. Nachtigal and Co.'s new and commodious store was razed to the ground; the front of Mr. Domoney's bungalow was battered in, and the building itself was carried about two feet back from its foundation stones. At 1 A.M. the flood was at its height. A very large foreign-owned Japanese-built boat was driven up into the town, and landed opposite the Pacific Mail office. The inundation extended to within 100 yards of the rear boundary of the Foreign Settlement, and people were wading through the streets of the town with the water up to their waists. At half-past two the water had subsided.

Amongst the shipping the disasters have been truly terrible; the British barque *Pride of the Thames* dragged her anchors and for some time wore along the bund; when, however, she had arrived opposite the United States Consulate, she grounded astern on the *debris* made by the washing away of the Hatoba, and a tremendous sea coming in at the time turned her clean over. The captain, first and second mates and steward, and one or two of the crew, have not been seen or heard of since. Four of the crew were seen clinging to the bottom of the vessel, and means were suggested to endeavour to save them. A boat was procured, but an attempt to launch her failed, in consequence of her partially filling with water and there being no oars to propel her. However, a line was procured, and Messrs. Sim, Stewart and Blackwell volunteered and swam off with it to the wreck. By this means and the co-operation of a number of gentlemen on shore the boat was hauled out and the poor men on the wreck rescued. The three steamers plying between this port and Osaka, and owned by the China and Japan Trading Company, were taken clean over the new sea wall, the wrecks of which are now lying upon the beach. The *Rising Sun* was broken up, and the *Sakatamaru* and two others were landed high and dry considerably the worse for rough usage. The loss of native craft has been estimated by a Japanese ship-master to be over 200. The beach has been washed away some four or five feet lower by the force of the water. The total loss has been estimated at about half a million of dollars. We are informed by natives that a similar occurrence took place some thirty years ago, and that another need not be expected during this century. We hope the prognostication may prove a correct one.

At the naval Court of Inquiry held at the British Consulate, before Mr. Acting Vice-Consul Enslie, Mr. Browne, and Captains Roskel and J. J. Smith, it was decided that, considering the scanty evidence obtainable, owing to the loss of the captain, two mates and steward, no blame can be attached to any body, and that the loss of the British barque *Pride of the Thames* was only owing to stress of weather.

CHINA.

SHANGHAI.

Dates from this port extend to the 28th July. The London mail (P. and O.) of the 2nd June arrived out on the 17th, and the following French mail of 9th June on the 23rd July.

The following items are from the *North China Herald*:—

A meeting of Treaty Consuls was held on the 12th July, to discuss the Transit dues difficulty which has lately arisen, and various other questions. The Consuls declined to sanction the new form of application for Transit passes.

The Japanese Ambassador to China, Date, Prince of Uwajima, arrived on the 13th, by the steamer *Golden Age*. The Japanese flag was first hoisted at the Consulate on that day. His Excellency's mission, according to the *Japan Times*, is to make a commercial treaty, similar to those already concluded with European nations.

By a curious and perhaps not wholly accidental coincidence, the anniversary of the Tientsin Massacre—June 21st—was marked at Chefoo by a very considerable assemblage of men-of-war of different nationalities, numbering seven large vessels in all. First and foremost was H.B.M. iron-clad frigate *Ocean*, Capt. Hewett, V.C., which arrived on the 19th inst., from Nagasaki. Besides this stately vessel there were in harbour H.M. corvette *Barrosa*, despatch vessel *Salamis* (flying the flag of Vice-Admiral Sir Henry Kellett, K.C.B.), and troopship *Adventure*, with the marine battalion on board. The French iron-clad corvette *Alma* and corvette *Cosmao*, with the Prussian frigate *Hertha*, complete the list of what is probably the heaviest squadron that has ever rendezvoused so far to the northward in these waters. The 20th June, being the anniversary of Queen Victoria's accession, was celebrated by a Royal salute at midday from all the vessels in harbour, the men-of-war and merchant vessels in port having also "dressed ship" for the day. On the following day the Taoutai paid a visit to Admiral Kellett on board the *Ocean*, and afterwards called on board the French and Prussian flagships.

We learn with much satisfaction from Chefoo that H.M.S. *Ringdove*, with Mr. Mayers, H.M.'s Acting Consul, on board, returned from Korea on the afternoon of the 12th July, bringing back the British subjects Starick and Campbell, together with eleven Chinese, who were surrendered by the Korean authorities on Sunday, the 9th inst., without the use of force. The prisoners had been well treated, under the charge of a high native official, by whom they were given up to Commander Maquay and Mr. Mayers. Information obtained by these officers and Lieut. Hassenpflug of the German corvette "*Hertha*," who accompanied the expedition, leaves little doubt that the third European, Brinckmann, must have met with foul play on board the junk, as he did not land in Korea. The *Ringdove* visited the port of Li Tau, on the South coast of the Shantung promontory, on her return voyage, where the junk is detained, for the purpose of making inquiries there, and further investigations will of course be made. The *Ringdove* also brought back some of the material saved from the wreck of the *Chusan*, and we understand that the expedition has been altogether a most interesting one.

A paragraph in the *Customs Daily Returns* announces that, in future, the names will be published of foreigners who take out permits to land opium, and the quantity specified in each permit.

The Supreme Court has been occupied during three days with a heavy collision case. The British steamer *Norna* ran down and sank a junk near Video. The decision is fully in favour of the junk.

We understand that costs in the case of Mahlmann *v.* Groom, Bidwell and others, have been disallowed.

There is a rumour, for the accuracy of which, however, we are unable to vouch, that the United States Government is in correspondence with that of France, with regard to a joint expedition against Korea. It is supposed that the forces the French can bring from Saigon, added to their fleet in these waters, would suffice, together with the United States force in China, to complete the work which the partial attempts hitherto made have failed to accomplish.

At a meeting of the French municipal council held on the 3rd July Mr. Forbes handed in documents relative to the proceedings he had been authorised to take against the municipal shroffs and Mr. Godaert. Mr. Voisin was appointed to continue the necessary proceedings, during Mr. Forbes's temporary absence; and it was resolved that Mr. Weill be required to continue the investigations, but that the special committee be dissolved, as the affair was already before the proper tribunals. A scheme for reorganising the system of collection was submitted, and time taken to consider it. An application was received from the collecting shroffs and from Mr. Godaert for their salary for the month of June. It was resolved to pay the same into the chest of the French Consulate-General, pending a further decision. An application from Mr. Lepissier as candidate for the post of secretary was filed. A letter was read from the secretary of the English council, accepting an offer to contribute Tls. 200 towards the creation of a Home for distressed foreigners, and promising to receive any such who might be sent from this concession.

Dr. Henderson, as municipal health officer, has drawn up a concise memorandum on sunstroke, for the guidance more especially of masters of ships lying in the river, but which may give useful information to newcomers on shore.

The interminable and irritating Soochow Creek Bridge question has been brought up again in full force, in the minutes of a Municipal Council meeting. The failure of the Bridge Company to complete the new bridge by the 1st July, 1871, broke the contract binding the Council to pay Tls. 1,500 a year to commute foreign tolls. Negotiations were entered into, with a view to purchase the bridge or to renew the commutation, but seem to have had an unsatisfactory termination. We expect the only solution will be for the public to build a bridge themselves. For the Bridge Company to speak of the cost of the present bridge, and eighteen years tolls, as the terms of sale, is extravagant.

The Chinese have been praying for rain for some time, and spending a lot of money in dragon processions to propitiate the god. A storm happened on July 24, which was, of course, looked upon as a direct result of their prayers, instead of a natural incident after a number of hot days.

Tientsin seems to be suffering from a practical illustration of the old adage that it never rains but it pours. Usually, the complaint is, want of rain; and failure of the crops is constantly apprehended from this cause. Now the whole country is flooded, and the crops are threatened from excess of water. The four men arrested for the murder of the Russians last year have been released.

The water is five feet below the level of the bund at Hankow, and twelve feet below the highest level of last year. Residents hope, therefore, to escape a flood this year, and anticipate a large trade in imports, in consequence. There have been large settlements of tea during the fortnight, as well as large shipments to Shanghai on native account.

It is feared that the losses by the late typhoon in Japan are not all known yet, and that they will be found to include some out at sea. Anxiety is felt regarding the American schooner *Rolling Wave*, which left for Shanghai a short time before the typhoon occurred, and is now some thirty days out.

The two Chinese and one Japanese saved from the *Nuuanu*

Digitized by Google

have been again brought up at the Mixed Court. The Chihsien, the Sub-Prefect Chen, the Japanese Consul, and a North-German assessor were on the bench. The captain of the brig was sufficiently recovered from the injuries inflicted on him by his mutinous crew to be present, but was only able to say that when he went on deck he had seen the two Chinese prisoners with something in their hands, and could not identify them as amongst his assailants. The men themselves stoutly denied everything, though, when first examined separately and searchingly, they had made very sufficient confessions. They have now been removed to the city, where their further prosecution will be before the Taoutai. The Japanese is remanded for punishment, on account of his guilty knowledge of the plot.

A meeting of members of the racket club has been held. The accounts show a profit on the six months ended 30th June last of Tls. 679.72, out of which it was resolved to pay a dividend of 5 per cent.

The Tientsin authorities have, we hear, determined on preventing the export of ponies from the north of China, owing to the fact that disease has, to a great extent, become apparent amongst such cattle and they fear that the stock will fall short of home necessities. Fanciers will therefore be unable to recruit their stock from this source for the next autumn meeting at this port.

(FROM A CORRESPONDENT.)

SHANGHAI, JULY 27.

The progress of the late events in connection with the American invasion of Korea has been watched with intense interest by the Chinese, and it is not at all improbable that the withdrawal of the vessels under Admiral Rodgers' command may be followed by a general demonstration against foreigners in China. The Chinese version of the late operations, resulting in the destruction of five Korean forts with the loss of three men of the attacking force, runs thus:—"Great victory over the Yang-Kuay-tz! One thousand foreigners killed! Four foreign war ships caught in the river and unable to get out!"

I am in the hope of being enabled to obtain some important information relative to the preparation of "Maloo Mixture." I have already ascertained that twenty or thirty women are employed in a quiet out-of-the-way "location" in this settlement—the house is to all outward appearance tenantless—in separating dogs' dung, &c., from second-hand tea leaves after they have been spread out in the sun to dry.

HONG KONG.

Dates from this port by this mail are to the 4th August; the outward mail, with London dates to the 16th June, was received on the 24th July. The following items are from the *China Mail*:—

There have been disquieting reports of the likelihood of an outbreak at Canton, and news has come to hand that a Protestant Chapel at Fatshan has been destroyed; but though at one time it was rumoured that foreigners might be attacked, matters have passed off quietly so far as Europeans are concerned. Though the rumours, as is always the case, were much exaggerated, there was sufficient in them to cause apprehension. H.B.M.'s gunboat *Thistle* was despatched from Hong Kong to Canton on the 23rd July, and on the same day a considerable number of troops were held in readiness to depart for Canton at an hour's notice, should the Consul send a requisition for them. It is probable that this prompt display of firmness urged on the mandarins to take steps to put down the excitement. The reports were to the effect that foreigners had been selling a peculiar drug, which had very deleterious effects on those who took it; and with the credulity which forms so strange an adjunct to the shrewdness of the Chinese character, these stories seem to have been very generally believed. The Viceroy has issued a proclamation distinctly asserting that foreigners have nothing whatever to do with the sale of the objectionable medicine, and matters seem to have settled down into a quieter state in the city, though there is still considerable excitement in the provincial districts.

The anti-foreign agitators are thus extending their operations to Canton, where the all-important "evil genius" mixture has become the staple food for gossip amongst the shopkeeping citizens. One proclamation has been torn down from a wall in the city. The Chinese have had a current rumour of riots having occurred at Canton, but this has not been confirmed.

Shin Amoon, one of the two men who were executed at Fatshan on the 30th July, made the following statement before the Namhoi magistrate:—That he was a hawker of bean sprouts at Fatshan, and while pursuing his avocations one day he visited the Chow Mah street, where the chapel is situated. He heard one man speaking aloud, saying how was it that the chapel was not destroyed, when, according to the placards, its demolition was threatened to have taken place on or before the 23rd July last. Sin Amoon replied that if any one wished to destroy it he would join company with him. Thereupon he was arrested by a policeman and was conveyed to the divisional sub-magistrate of Ng Tow, where he was preliminarily tried and sent over to Canton for final examination. Looking over the depositions, the Viceroy offered a reward of $100 for the arrest of the person with whom he had been loudly speaking at Fatshan. As the man was single-eyed there was little difficulty in finding him out. When both were brought up, further evidence was adduced against them, charging the former with being at the head of a secret society numbering over 160 people, and the latter at the head of a company of over 400 members, and that the intention of these societies was to create a misunderstanding between China and the foreign Powers by the distribution of the "Shan Sin Fan" and the spreading of false rumours, thereby exciting people to rise against the mandarins. The prisoners were found guilty on this charge, and the Governor-General was said to have approved of the verdict and confirmed the sentence of decapitation. We hear on very good authority that the "Shan Sin Fan" proves to be no more nor less than rice flour! One of the pills and some of the powder having been obtained, the component parts of both were found, on analysis by a competent gentleman, to be of the same harmless substance, except that the pill, in addition, was covered with a little red colouring matter.

The *Daily Press* makes the rather startling suggestion that a Custom-house should be established in Hong Kong, duties levied on the same scale as at the treaty ports, and the net proceeds handed over to the Chinese, to induce them to leave off collecting duties surreptitiously. The free port theory, it argues, is very good in the abstract; but, as a matter of fact, Hong Kong never has been a free port, because the Chinese contrive, one way or another, to tax every junk that leaves it. Would it not be better to recognise the fact and reduce the exactions to a definite shape? There is some plausibility in this idea; but the further question suggests itself, whether the squeezes would not go on as actively as ever, even if it were carried out. The arguments *pro* and *con* are precisely the same as they were in regard to Sir R. Alcock's proposal to make the transit duties five per cent. We suspect it is better for Hong Kong to go on as it has been going, and fight the squeezes as vigorously as it can.

A charge of conspiracy to defraud certain Chinese silk merchants has been brought by the Attorney-General against three Mahomedans named Abdoola Moosa, Noord Mahomed Camissa, and Hassan Mahomed. The defendants are alleged to be mixed up in some way with the business conducted under the style or firms of Fazulbhoy Mahomed Essa and Company and Hassambhoy Goolam Hoosein and Company; and Essa Ahmed (manager of the firms in Bombay), and Abdood Devaraj (late manager of the firms in Hong Kong and Canton) were included in the writ of summons. The action of the Crown has arisen out of certain revelations made before the Chief Justice in Bankruptcy, and as nearly two million dollars are said to have been swindled lately from the Canton silk merchants, great interest is felt in the progress of the case. The examination of the first witness for the prosecution before the magistrate has already extended over three days, and is yet unfinished. The case stands adjourned.

A Canton correspondent informs us of the presentation to Mr. David Gillies, the superintendent of the Hong Kong and Whampoa Dock Company, on the occasion of his leaving Canton, of a silver vase on the part of the European foremen and clerks, and a richly embroidered red satin banner,—in the centre of which, in characters of gold, was a complimentary address—on the part of the Chinese workmen engaged in the docks. The silver vase was presented by Mr. Welsby, accompanied by a neat speech. The banner was, by the Chinese who were present in consequence of their inability to speak English, placed in the hands of the venerable Archdeacon Gray, in order that he, as their spokesman, might present it with a few suitable remarks.

Under date of Aug. 2, advices from Toong Kun City report that the residence and chapel of the Rev. J. Nacken has been entirely destroyed, and also that the Roman Catholic Chapel there had met the same fate.

Messrs. Spratt and Co. have completed a steam launch for the use of the Portuguese Government. The launch was ordered by some of the leading gentlemen in Macao, as a present for the Governor. She is well modelled, and her lines have been greatly admired, by all judges of marine architecture. In length the miniature clipper occupies about 51 feet, in breadth 10 feet 4, and in depth 5 feet. She is built of Oregon pine, with teak topsides and garboard and oak keel. Her frame is double and close jointed. She is copper fastened to water line and through floors kelson and keel. Her engines, which are 12 horse-power, nominal, were built by Messrs. Inglis and Co. of the Victoria Foundry. Her draught of water is 3.6 aft and 2 6 forward, displacement 19 tons. Carpenter's measurement 26 tons. At a trial trip, with a party of Macao gentlemen on board, she ran round that island averaging 8 knots per hour. The boat was built from designs furnished by Mr. Nelson Spratt, by whom most of the Pacific Mail Steamers were modelled.

The *Gazette* announces the confirmation of the appointment of the Hon. Richard Rowett as an unofficial member of the Legislative Council, in place of H. B. Gibb, Esq., resigned. The Lieutenant-Governor has appointed Mr. Frederick Stewart to be assistant superintendent of the Hong Kong Fire Brigade.

An extraordinary general meeting of the Hong Kong Hotel Company was held on the 24th July, when the report was adopted. The debt of the company has again been sensibly diminished, and the directors are enabled to report that they have been successful in obtaining the loan of $90,000 from a local company on considerably more favourable terms than hitherto paid. The existing lease of the hotel building will expire on the 31st August, and the board are in communication with several influential natives

Digitized by Google

on the subject of reletting the entire building. Messrs. Belilios and Landstein, the retiring directors, were re-elected.

A company has been formed under the title of the Hong Kong Wharf and Godown Company, to provide landing and storing accommodation in view of the requirements caused by the large steamer traffic *via* the Suez Canal. The capital is to be $300,000 in 3,000 shares of $100. It is intended, the prospectus says, to construct a suitable pier, partly covered, 1,000 feet long and 50 feet wide, with a T-head 240 by 50 feet, to enable not less than three vessels of large size to simultaneously use it. In addition to the above, it is proposed to erect on this site six large granite godowns of an aggregate storage capacity of 15,000 tons, affording with the storage capacity on the premises a total of about 22,000 tons.

The Chinese gunboats have left Macao, and the threatened trouble seems to be over. The Customs stations are to be established on the mainland of China, some five miles outside Macao, but the inhabitants are still on the *qui vive*, not on account of the mandarins, but for fear of an outbreak in the garrison. Governor Souza has issued an official notification, intimating in very clear terms that he will make an example of any one found disturbing the public peace. The cause of quarrel between the Chinese and the Macao Government was that the Kwantung officials sought to place a Custom-house on Portuguese territory; and collected a number of war vessels off the town. The Macao Government refused to have the Custom-house, and threatened to fire if the ships were not withdrawn.

The following is from the *Overland Trade Report*:—The attempt which has been made by the Chinese Customs at Shanghai to introduce a clause into the application for transit passes such as would have the effect of making it appear that the goods when in Chinese hands were subject to taxes in addition to those stipulated for by treaty has fortunately been frustrated for the time being; but the whole question has been referred to Peking for settlement. The protest made by the chairman of the Shanghai Chamber of Commerce is based upon this ground, and attention is called to the fact which is too frequently overlooked, that the terms of the Nanking Treaty were confirmed and renewed in the Tientsin Treaty, and that consequently there can be no question either as to the object or the nature of the stipulations agreed upon. It is possible even now that the main point will—as is too frequently the case with negotiations at Peking—be lost sight of in the discussion of a maze of theoretical subtleties and ingenious evasions. Still it may be fairly concluded that Mr. Wade will feel himself bound by the dictum of Sir Rutherford Alcock, and will, therefore, be likely to withstand the pretensions of the Chinese more successfully than he would were he not fortified by this fact.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 12th August. On the 31st July the English mail of 30th June arrived, and on the 7th August the French mail came in with London letters to 7th July.

The following items are from the *Straits Times*:—

The Legislative Council has been mainly busy with the amendment of the Police law and the Penal code. His Excellency the Administrator has communicated with the Indian Government regarding the amendments made in the code in India, and has received some very valuable information from Mr. Fitzjames Stephen. The amendment of the Contagious Diseases Bill has been peremptorily stopped through a telegram from the Colonial Secretary; and it is believed that this order is owing to representations made at home by Sir Harry Ord, who, in support of his views, has ventured an assertion regarding the native character that will by no means enhance the public opinion of his knowledge on the subject.

The Chindras Gold Mining Company, having a sufficient number of shares taken up, is about to commence operations. The mines are about forty miles from Malacca.

The B.I.S.N. steamer *Rangoon* has been purchased by Messrs. Kim, Tian. and Co. for $40,000. She is intended to run between this and Bangkok. The same firm has also a new steamer of about 700 tons burden, building in the Clyde, for the same line.

PENANG.

The following items are from the Penang *Argus*:—

We understand that the census returns are nearly complete, and that they give a population of 133,064, divided as follows:—Georgetown and Harbour, 31,213; country districts, 30,376; Province Wellesley, 71,475; total, 133,064.

The third criminal sessions of the year were opened by Sir William Hackett on the 8th August. Some difficulty was experienced in collecting a sufficient number of gentlemen for the grand jury. His Lordship said the calendar was much heavier than that at Singapore, and had been so for some time—that Penang obtained pre-eminence in crimes far above the other settlements. In the south of Province Wellesley every Malay was either a robber, a murderer, or, at all events, a man ready to set the law at defiance, or if he did not do so himself, was willing to assist others in breaking it.

On dit that Mr. Dunman, the chief commissioner of police, Straits Settlements, has resigned his appointment, and that he will not come out again. Captain Speedy, who holds the acting appointment at Singapore, will. we have every reason to believe, obtain Mr. Dunman's place. We also hear that Mr. C. B. Waller, the deputy commissioner of police at Singapore, shortly goes to England on leave, and that Mr. G. G. Evans will probably have to return to Singapore. This constant shifting of officers from one settlement to another must be rather expensive and anything but likely to promote the interests of the service.

An attempt has been made to fire the growing crops and the works at the sugar estate at Golden Grove. Fire was set to the canes in the centre of two fields, and to one of the megass sheds. The latter was entirely destroyed, but, happily, the flames did not extend in the cane-fields. Much credit is due to Mr. Symons, the assistant manager, through whose active exerti ons the damage was limited to a small area.

The Rajah of Larote arrived as expected, and had an interview with his Honour the Lieutenant-Governor. He left on the following day, being accompanied, we hear, by Chief Inspector Magness, who has been deputed to point out certain criminals supposed to have lately taken refuge on the Rajah's territory to evade punishment for offences committed here some time ago.

Commercial Report.

(*For dates see first page.*)

—o—

IMPORTS.

HANKOW.—Under the influence of Shanghai advices holders of goods had been very firm, and a fair business had been done at better prices; a quieter feeling pervaded the market. Grey Shirtings: Advanced 8 cand. per piece during the fortnight; quotations, Tls. 1.74 to 1.78 for 7 lbs., Tls. 1.91 to 2 for 8¼ lbs., and Tls. 2.45 to 2.62 for 9¾ lbs. White Shirtings: Unchanged, and almost nominal. T-Cloths: Ordinary in little inquiry, fine cloths in request at better rates. Mexicans; 6 lbs., Tls. 1.45 to 1.55; 7 lbs., Tls. 1.60 to 1.70; 8 lbs., Tls. 1.90 to 1.95 per piece Drills: Good English worth Tls. 3.10 to 3.15 per piece, and in demand; sales small for want of stocks. Jeans changed hands up to Tls. 2.50 per piece for favourite chops. Fancy and Dyed Cottons: Small sales; hardly any demand. Woollens and Worsteds: Gradually improving. Camlets: Scarlet Tls. 12.50 to 13 per piece. Long Ells: Strongly held for higher rates, but quotations almost nominal. Figures: Good assortments quoted Tls. 3.95. Crapes advanced to Tls. 60 per piece. Lead is being bartered against Tea, cash value Tls. 4.20 to 4.30. Quicksilver: A sale of 50 flasks reported at Tls. 67; inquiry still limited.

SHANGHAI.—The market for Cotton manufactures had been somewhat irregular, the prices of one or two staples having slightly receded, while others showed a marked advance. The improvements in the position of Woollen goods, had been well sustained throughout the fortnight, and rates in nearly every case had ruled in favour of sellers. A quiet but steady business had been done in Grey Shirtings. The current rates had been—Tls. 1.90 to 1.98 per piece for common to best chops 8¼ lbs., Tls. 1.70 to 1.76 for 7 lbs.,; Tls. 2.40 to 2.68 for 9.10 to 12 lbs. White Shirtings: Great quietness had characterised the market, the reported settlements being 5,000 pieces. Last quotations, however, had been maintained. T-Cloths: Less inquiry, and rates somewhat irregular. Drills had been taken freely by consumers at a much higher range of prices; Tls. 3.25 to 3.27 quoted for 16 lbs., to arrive; 15 lbs., on the spot, Tls. 3.19 to 3.20; inferior, Tls. 3.15 to 3.17. Dutch had participated in the advance, and best were quoted Tls. 3.20 per piece. Jeans: Fair business from first and second hands at gradually rising prices; good 8 lbs. English make quoted Tls. 2.45 per piece; best Dutch held for Tls. 2.60; Americans at Tls. 2.65. Sheetings: A small lot of English 14 to 15 lbs. placed at Tls. 3.80 per piece; American Cloth nominally worth Tls. 40. Fancy Cottons: inquiry had been to good extent at about last quoted prices. Woollens, generally, had improved value. Camlets in strong speculative inquiry, and heavy settlements at Tls. 12.75 to 14.00 for common to best quality and assortments. The market for Long Ells less active but firm. Scarlet C.P.H. placed Tls. 6.00, assorted at Tls. 5.65. Spanish Stripes and Medium Cloths in good demand at higher prices. Figured Orleans: Large business, both on the spot and to arrive; medium qualities found purchasers at Tls. 3.90 to 4.00 varying with assortment and shades of colour. Lastings of best quality asked for, and Tls. 11.75 per piece paid for best chops. Ordinary Tls. 10¾ per piece. Metals: Nailrod Iron taken at Tls. 2.20 to 2.25, an advance of about 5 cand. per picul; Lead, Tls. 4.50; holders firm; stock held for Tls. 4.70 to 4.80. Coals firm; Cardiff, ex ship, Tls. 9.50.

FOOCHOW.—The following sales had been reported. T-Cloths, 500 pieces 7 lbs. at $2.10; 900 pieces 6 lbs. at $1.77½. Grey Shirtings, 700 pieces 8¼ lbs. at $2.85. Lead, 250 pigs at 6.50 to $6.75. Quotations: 7 lbs. Grey Shirtings at $2.45 to 2.50.

HONG KONG.—The Chinese traders have been holding off after the heavy purchases of Cotton Goods reported by last mail, consequently but little business had been transacted in some of the principal staples, and prices were rather easier. Woollens have attracted much attention owing to reduced stocks, and prices had greatly improved. Cotton Yarn: Nos. 16/24s short in stock, and advanced $6, sales at $122½, low and medium quoted at $110 to 117; Nos. 28/32s in fair request at beginning of the fortnight at $120 to 125 for fine to finest, but latterly demand less active, lower qualities neglected; 38/42s transactions limited at $100 to 110 per bale. Grey Shirtings: Scarcely any sales effected, quotations were almost nominal, but indicated a reduction of 5c. T-Cloths also easier, a decline of 2½c. to 5c. quoted on last mail's rates; holders, however, were disinclined to submit to lower prices. White Shirtings: Remain without change in price, business on a

Digitized by Google

very small scale. Grey Twills: Advance fully maintained, and a fair amount of business done; English, $3.67½ to 3.75 for 14 lbs., $4 to 4.10 for 15 lbs.; Jeans taken in small quantities at $2.85 per piece for 8 lbs. Dyed and Fancy Cottons: Chintzes taken at about previous prices; Dyed Brocades in better request at an improvement of about 5c.; Black Velveteens, 18 in., in good request at 18c. to 18½c.; and Black Velvets, 22 in., at 24c. Medium Cloths: Small parcels changed hands at prices varying according to quality. Spanish Stripes: Very active, and further advanced; HH quoted 72c. for Assorted, and 75c. for Scarlet; inferior qualities in proportion; "Double Eagle" chop sold at 80c. for Scarlet. Long Ells: Fair inquiry at an advance of 60c. on Scarlet, and $1.20 on Assorted. Camlets advanced very considerably in value, SS Scarlet, best quality, sold as high as $18; Assorted quoted $16 to 17 per piece. Metals: Nail Rod Iron firmer again, Nos. 1/6, $2.50; Round, Square, and Flat Bars, $2.48 per picul; Quicksilver in brisk demand at $84 to 87½; Yellow Metal Sheathing selling at $19.20 to 20.50 per picul; Lead extremely dull, and quotations nominal.

SINGAPORE.—39-inch Grey Shirtings: Demand for 8¼ lbs. supplied, and there was very little enquiry; moderate sales at $2.45; 7 lbs. quiet at $2.07½ to $2.10; 6 lbs. very dull at $1.75 to $1.77½; 45-inch: moderate enquiry for 9 lbs. at about last quotation, $2.82½; 8 lbs. dull at $2.37½; other weights no demand. 32-inch T-Cloth: Enquiry almost confined to 6 lbs. and 7 lbs. at $1,62½ and $1.80 respectively; Grey Supers are quiet at $1.95 to $1.97½ for No. 1; Grey Madapollams: 2¾ lbs. in moderate demand at $17; 3 lbs. without enquiry; 36-inch White Shirtings: Without change, less enquiry for finer qualities; 45-inch almost unsaleable. White Spots: Trifling sales at $2.45 for 14 and 15. Dyed Shirtings without improvement and quotations nominal. Woollen Goods: 32 lbs. Camlets in better demand at advanced prices; Scarlet quoted $16; Assorted $14 to $14¾. Scarlet Long Ells of 12 lbs., enquired for; sales at $6.70 to $7.25; but the advance had checked business. 5 lbs. Scarlet Bombazetts, no enquiry and nominal at $2.95. Lustres and Lastings no demand. Grey Yarn: All counts in very limited enquiry, 40s $110 to $112, 30s $105 to $106½, 18-24s $90 to $95. A small sale of 18-24s Water Twist reported at $105. Turkey Red in moderate demand for 12 lbs. Glasgow dye at $135 to $137½, 10 lbs. quiet at $127½ to $130. No enquiry for German dye. Others dull of sale. Iron: An assortment of about 150 tons of Govan flat, round, and square placed at $2.50; Hoop, $3.80. Nailrods quiet, at $2.40 to $2.45. Swedish flat bar in moderate demand and worth $3.50 to $3.60. Lead very dull, quotations nominal.

EXPORTS.

TEA.

YOKOHAMA.—A steady demand had existed, and a large business had been done at higher prices; finest grades, having been most sought after, had realised extreme figures. Supplies had come in freely, and the quality is considered good. The Hong Kong left for San Francisco on the 18th July with 139,181 lbs. Tea, and the steamer Alaska, expected to sail on the 5th August, would take about 2,300 tons of Japan Tea. The ship Flying Spur was loading for New York.

HANKOW.—The following is Messrs. Drysdale, Ringer, and Co.'s Report, dated Hankow, 22nd July:—A steady business has continued here, and we have now to advise settlement of 17,316 chests, and 21,363 half-chests. In the corresponding fortnight of last year settlements amounted only to 3,860 chests. This increase is in great measure accounted for by the much larger quantity of Tea shown on our market this year. All the better parcels have been readily taken at full rates, the settlements of the last few days showing even a slight advance in price, although there is not the same quality of Tea offering. The Teamen are very firm, and rather than make any reduction have preferred shipping to Shanghai, the quantity thus forwarded being for the fortnight 25,131 chests, 9,029 half-chests. The settlements are all of second crop leaf, and the greater part have been at Tls. 18 to 19, a few better parcels costing up to Tls. 23. Shuntams and similar low class Teas have not been in favour and have mostly been forwarded to Shanghai for sale. The third crop leaf is expected in the course of the next week. We quote fair to good Oonfars and Oopacks Tls. 16 to 21. Shuntum packed, Tls. 11½ to 12. Settlements since 8th July:—3,464 chests 6,568 half-chests at 1/5½d. to 1/7½d. per lb.; 11, 303 chests 13,875 half-chests at 1/2½d. to 1/5d. per lb.; 2,549 chests 920 half-chests at 1/0½d. to 1/1d per lb..

KIUKIANG.—About 15 chops Ningchow had been settled at Tls. 18.7.5 to 22; and twenty-five chops had gone forward to Shanghai on native account. In Greens there was nothing of interest to advise with regard to the new Moyunes, arrivals of which were looked for in about three weeks.

SHANGHAI.—Black: We learn from Messrs. Drysdale's Circular that a steady business has been transacted principally in good to fine second crops at Tls. 24 to 27 at gradually hardening rates till musters of some 70 chops of second crops were shown, when operators reduced their offers for fair to medium kinds; the finer chops were, however, somewhat eagerly competed for at from Tls. 25.5 to 27, and Teas of this class are still saleable at full rates. Towards the close a considerable business has been done in Shuntam-packed Teas at Tls. 16.2.5, equal 11¾d., and in common to flavoury Hohows at Tls. 18 to 19.5, equal 1s. 1d. to 1s. 2¼d. We consider them relatively dear. Teas of the first crop have all been taken and shipped. We have now had full opportunity to judge of the quality of the second crop; it is by general consent made superior to the growth of 1870, but we think that much of the strength and freshness now possessed by the Teas is owing to the fire which is fresher upon them now than then, when they did not reach us, owing to the flooded state of the up country districts, till a later date. Early in the fortnight when supplies were moderate, the tendency of prices was upwards, and a slight advance was established in good to medium grades; subsequently, arrivals being heavy, this improvement for sellers has been lost, and the tendency of the market is decidedly down wards, except for Teas for price and those with any quality, which we quote firm at previous rates. We make the range of price for second crops Tls. 2. to 3. higher than last year. Quotations (exchange at 6s. 1d., freight £3 10s. per ton):—Hohows, fair to medium, 1s. 1d. to 1s. 4d.; Oonam, common to fair, 11¾d. to 1s. 2½d.; Oopacks, fair to medium, 1s. 3d. to 1s. 5½d.; do., good medium to fine, 1s. 5¾d. to 1s. 8½d.; Oanfas, medium to good medium, 1s. 4½d. to 1s. 6½d.; Ningchows, medium to fine, second crop, 1s. 4d. to 1s. 6½d. Green: Operations for the fortnight have again been confined to Pingsueys, with the exception of one chop, rather common Fychow, settled at Tls 38. One or two chops of Teenkais have come to hand, which are held for prices beyond the ideas of buyers. We quote common Hoochow Tls. 32 to 34. Pingsueys, ordinary mixed leaf, at Tls. 35 to 38, good to fine Tls. 40 to 55, at which rates they are much above prices current on the London market.

FOOCHOW.—Transactions in Congous had been on a more moderate scale, while other kinds business had been but trifling. Congou: Settlements from Tls. 14 to 16 had been of rather better value, but the lower grades of flavoury and medium kinds were unchanged. Teamen had readily met the demand without pressing sales. Current quotations (exchange 4s. 5d., freight £3):—Dust and siftings, 6d. to 8½d.; broken leaf to ordinary, 8¾d. to 11¾d.; fair to good common, 11¾d. to 1s. 1¾d.; flavoury to medium, 1s. 2½d. to 1s. 7d. Souchongs: Although the stock continued to increase, extreme rates were still demanded. Small settlements at Tls. 17 to 31. Oolongs: Musters of fine chops still kept back, awaiting the arrival of cargo grades to complete the assortment of lines usually offered in "chops," and it was still uncertain when they would be placed on the market. Settlements none. Scented Teas: Current quotations:—Common to fair, 1s. 4d. to 1s. 6d.; medium, 1s. 6½d. to 1s. 8½d.

AMOY.—Oolong: The business of the past fortnight had been on rather a small scale, and towards the close an easier feeling prevailed, especially for cargo grades, although there were very few Teas on offer. Many chops settled from muster packages a fortnight previous were not yet to hand. Quotations: Common to Fair, $20 to 24; Good to Superior, $27 to 30; Fine, $32 to 37. Congou: About 740 half-chests had been settled at $16 to 20, showing a slight decline. It was stated that the season's supply would not exceed 10,000 half-chests. Total settlements to date:—Ooloongs, 81,520 half chests and 5,470 boxes; Congou, 7,300 half chests: stocks, Ooloong, nil; Congou, 445 half chests. Departures for New York, July 20th, Ardentinny with 400,774 lbs. Ooloong; August 1st, S.S. William Miller with 43,899 lbs. Congou and 644,414 lbs. Ooloong. Loading for New York, Leander and Lanercost, both under despatch.

CANTON.—During the early part of the fortnight there was very little animation in the market, but latterly the more moderate ideas of holders induced buyers to come forward, and rather a large business in Scented kinds had been the result. Scented Capers: Settlements had been made at a decline of Tls. 2, but prices had recovered nearly Tl. 1. Very common to fair, with much spurious intermixture, had been taken at Tls. 11 to 15½; clear true fair to medium realised Tls. 16 to 21. Export to date, 2,866,920 lbs., against 1,652,975 lbs. same time last year. Scented Orange Pekoes: No change in value; stock very trifling. Cantonment Greens: Gunpowders settled to the extent of 7,200 boxes, at about Tls. 2 decline. Imperial: 2,000 boxes purchased at Tls. 14 to 16 for a Continental order. Settlements from July 17 to 31:—Country Congous, nil; Canton District Congous, nil; Scented Orange Pekoes, 8,000 boxes, at Tls. 15 to 27; Scented Caper, 30,000 boxes, at Tls. 11 to 30; Canton Greens—Gunpowder, 7,200 boxes, at Tls. 17 to 30; Imperial, 2,000 boxes, at Tls. 14 to 16.

SILK.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular:—Immediately after the departure of last mail some spirited buying took place, with a great demand for Chops and all Silks with character, which resulted in an advance of Tls. 5 to 10 on the former and Tls. 25 on the latter, whilst on the common and medium descriptions the advance has been about Tls. 15 to 20. As the mail closes holders are trying to establish a further rise, but the advance in exchange, and the uncertainty as to the view the home market may take of such enormous shipments (viz. 18,000 to 19,000 bales) in one month has caused buyers to pause, the only operators now being those who are executing telegraphic orders, and who are paying any prices asked to obtain the particular descriptions of Silk they want. The following are a few of the prices paid:—Koo Fong Sing chop 3rd, 30s. 2d.; Chooping check chop 3rd, 30s. 2d.; Dragon chop, 29s. 8d. to 30s. 0d.; Donkey chop, 29s. 8d. to 30s. 0d.; Yakee, 29s. 8d. to 30s. Tae Ho Chang Ling, 29s. 8d. to 30s. 2d.; Blue Flag No. 3, 27s. 11d. to 28s. 2d.; Euke fung Elephant chop, 27s. 11d.; Kukee Chin Jan, 27s. 11d.; Red Peacock, 27s. 1d. to 27s. 4d.; Medium and Common Tsatlee, 26s. 7d. and 24s. 10d.; Fatmow Haineen, No. 2, 25s. 10d. to 26s. 1d. Ching Yuen Sing Tinghow Kaking, 28s. 5d.

CANTON.—During the early part of the fortnight buyers continued to hold off in the hope of establishing lower prices for the third crop, but the Silkmen remained firm, and the inquiry for Europe becoming very active, they were enabled to obtain the high range of prices for the third crop which they asked on its first arrival at market. As soon as a commencement was made very large settlements ensued at advancing prices, and nearly all the third crop ready for export has been secured. The market closes in an excited state. Settlements for Europe amount to fully 1,500 bales. For America a steady business has been doing, also at full rates, as prices for suitable descriptions have participated to some extent in the general advance. Quotations—Tsatlee, best selected, $550 to 560 per picul; Loong Kong, best selected, $560 to 575; Reeled Cumchook, best selected, $545 to 555; ditto, market No. 1, $535; Lacklow, best selected, $545 to 555.

Digitized by Google

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to June 30, 1871	—	23844415	7202187	—	2852021	33898623	7222
Corresponding period last season.....	—	15608052	—	—	1981240	17589292	6515

Shipments Since:

July 14 per Argonaut	From Shanghai	...	1,530,962	
— 15 ... Norman Court	... Canton	...	460,552	
— 17 ... Jeucadia	... Shanghai	...	1,327,636	
— 18 ... Sir William Wallace	... Do.	...	1,382,439	
— 20 ... Statesman (s.)	... Foochow	...	1,900,000	
— 21 ... Orissa (s.)	... Shanghai, &c.	...	—	3,622
— 21 ... Aracan	... Do.	...	1,038,660	
— 24 ... Woodlark	... Do.	..	1,339,065	
— 24 ... Duke of Abercorn	... Foochow	..	1,521,500	
— 25 ... Weymouth	... Shanghai	...	1,097,928	

TO THE CONTINENT.

							Bales
From June 1 to June 30, 1871	...	...	...	...	...	1983999	792
Corresponding period last season.....	...	...	...	...	...	—	

Shipments Since:

July 21 per Orissa (s.)	From Canton	...	5,285 688

TO UNITED STATES.

							Pcls.
From June 1 to June 30, 1871	...	...	...	...	...	876181	
Corresponding period last season.....	...	...	...	...	...	747241	

Shipments Since:

July 11 per Arizona (s.)	From Shanghai (addl.)	...	667,568
— 17 ... Sir Lancelot	... Foochow	...	988,600
— 20 ... Ardentinny	... Amoy	...	400,774
— 21 ... Orissa (s.)	... Canton	...	80,676
— 22 ... Sir Harry Parkes	... Do.	...	25,500
— 26 ... Oregonian (s.)	... Shanghai	...	481,968
Aug. 1 ... William Miller	... Amoy	...	690,313

TO AUSTRALIA.

From June 1 to June 30, 1871	1,497,400 lbs
Corresponding eriodlast year	450,313

Shipments Since:

July 4 per Tekli	From Foochow	...	384,900
... Thos. Brown	... Do.	...	299,100
— 10 ... Constance	... Do.	...	418,700
— 12 ... Corypheus	... Do.	...	358,200
— 12 ... Helen	... Do.	...	399,600
... Bernard (s.)	... Do.	...	797,200
— 20 ... Union	... Do.	...	5,000
... Catharina	... Do.	...	251,700

SHANGHAI SILK SHIPPERS.

1st to 27th July, 1871.

	Bales.		Bales
Adamson, Bell, and Co. ...	553	Lindsay and Head... ...	57
Blain and Co.	60	Maertens, A. H.	63
Barnet and Co.	387	Milsom and Tod	1,070
Birley, Worthington, & Co.	635	Nachtrieb, A., and Co. ...	535
Birt and Co.	77	Pila and Co.	293
Borntraeger and Co. ...	123	Pustau, W., and Co. ...	93
Bourjau, Hubener, and Co.	73	Reiss and Co.	660
Bovet, Brothers and Co. ...	128	J. S. Robison	20
Bower, Hanbury and Co....	807	Russell and Co.	188
Brand Brothers, and Co. ...	597	Sassoon, D., Sons, and Co.	691
Bull, Purdon and Co. ...	20	Shaw Brothers and Co. ...	679
Butterfield and Swire ...	307	Siemssen and Co.	20
Essex and Co.	519	Skeggs, C. J. and Co. ...	2,282
Fogg and Co.	32	Textor and Co.	970
Findlay, Wade, and Co. ...	75	Thorne Brothers and Co. ...	294
Gamwell, F. R.	187	Turner and Co.	160
Gibb, Livingston, and Co...	403	Vaucher Freres	6
Gilman and Co.	649	Westall, Brand, and Co. ...	227
Heard, Augustine, and Co.	288	Wright, Burkill and Co. ...	154
Helbling, J. C. and Co. ...	126	Sundries	1,300
Hogg Brothers	319		
Jardine, Matheson, and Co.	315	Total bales... ...	16,706
Jarvie, John, and Co. ...	264		

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5½d.	4s. 5¾d.	4s. 6d.
Shanghai ,, ,, ...	6s. 0¼d.	6s. 0⅝d.	6s. 1d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4⅞d.	4s. 4⅞d.	4s. 5d.
Singapore ,, ,, ...	4s. 4¼d.	4s. 4⅜d.	4s. 4⅝d.
Manila ,, ,, ...	4s. 3d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	312	226½
,, Hong Kong	27 to 27½ dis.	—
Bar silver	111.5.0	9½ prem.
Mexican dollars	77.0.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 46; Old, 49 to 50 per cent. prem.
Hong Kong Gas Company, 60 dols. per share.
Hong Kong and Whampoa Dock, 26 per cent. discount.
China Traders' Insurance, 2,300 dols. premium.
Hotel shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 30 dols. premium.
Hong Kong Fire Insurance Company, 327½ dols. premium.
Union Insurance Company, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 75 premium.
China Fire Insurance Company, 60 dols. premium.
Victoria Fire Insurance Company, 50 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $16 dis.
North China Insurance Company, Tls. 345 premium.
Shanghai Steam Navigation Company, Tls. 46 premium.

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From London, July 21, Fiery Cross.

At SHANGHAI.—from Liverpool, July 25, Priam (s.); from Cardiff, July 16, Red Deer, Jas. Wilson; 17, Avon; from Hamburg, 16, Jurgan.

At HONG KONG and CANTON.—From London, July 23, Avon (s.); 26, Sun Foo (s.); 29, Glance; from Liverpool, Aug. 1, Sarpedon (s.); from Cardiff, July 26, Archos; 27, Johanne; from Callao, 27, Vistula; from London, Sept. 7, Athole (s.) 12, Brockham; from Clyde, Birdston (reported by telegram).

At MANILA.—From Liverpool, July 24, Estrella; from Glasgow, 24, Dira Feliciana; from Cadiz, 24, Concepcion.

At SINGAPORE.—From London, Aug. 3, Hong Kong (s.), Sir Jamsetjee Family; from Liverpool, July 29, Peruvian; from Sunderland, Manila II.; 5, Evangeline; from Glasgow, Aug. 2, Douglas Castle; from Hamburg, July 29, Wilhelmina; Aug. 9, Sedan (s.); from Cardiff, 10, Antje; from London, Sept. 9, Lorne (s.), Blair Athol, Blenheim, Vesta, Paradise, Undine; from Cardiff, Aug. 31, Adolph, (reported by telegram).

At BATAVIA.—From Falmouth, Aug. 1, Hock van Holland; from Cardiff, 2, Maria Catherina; from Newcastle, 3, Batavia; 1, Scharnhorst; from New York, July 30, Farnsworth; Aug. 1, Horatio; from Boston, Nesutan; from Clyde, County of Lancaster; from Holland, Prins van Oranje (s.); Aria and Betsy; Henriette Adriana (reported by telegram).

At PENANG.—From Liverpool, Aug. 11, Menelaus (s.); from London, 1, Hong Kong (s.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, July 15, Argonaut; 18, Lucadia; 19, Sir William Wallace; 22, Arracan; 25, Woodlark; 26, Weymouth; 28, Ajax (s.)

From FOOCHOW.—For London, July 20, Statesman (str.); 23, Duke of Abercorn; 25, Lahloo; for New York, 17. Sir Lancelot.

From HONG KONG and CANTON.—For New York, July 22, Sir Harry Parkes; 28, Cingala.

From MANILA.—For Channel, July 18, Istavat; for Liverpool, via Cebu, 28, Sarah Nicholson; for New York, 19, Sacramento; 26, Fontenaye; 13, Franklin; for Boston, 31, L'Imperatrice.

From SINGAPORE.—For London, July 31, Statesman (s.); Aug. 1, Atma; 3, James Livsey, via Penang; 7, Ellen Lamb; 10. Ajax (s); for Liverpool. 1, Hermon; for Boston (via Penang), Fearless; for Hamburg, 5, Carl Ludwig.

From BATAVIA.—For Holland, July 22, China; 29, Min. Fr. v. d. Patte (s.), Ymuiden.

From PENANG.—For London, Aug. 11, Charger.

VESSELS LOADING.

At YOKOHAMA.—None.

At SHANGHAI.—For London, Priam (s.), Avon, Daylight (full), Sarah Scott (full), Eliza Shaw, Red Deer, Yeavering Belle, Caller Ou; for New York, Annie Bow (full), Endeavour, Golden State, Kedron.

At FOOCHOW.—For London, Her Majesty, William Ritson, Lauderdale, Silver Eagle; for New York, Emer (full), Schiehallion; for Boston, Malacca (full).

At AMOY.—For New York, Leander, Lanercost, Taeping.

At HONG KONG and CANTON.—For London, Seagull (s.), Deerhound, Ambassador; for New York, Rookwood, Brunette, Pekin.

At MANILA.—For London, Estella; for Liverpool, Gloria, Amigos, Benaventura (s.); for Channel, f. o., Glamorganshire; for New York, Clytie, City of Agra, Oracle; for Boston, Galatra, Sooloo. At Ilo Ilo, for London, Matador; for Falmouth, Clymene, Lake Constance; for Channel, Ogir; for Boston, Penang.

At SINGAPORE.—For London, Dilkoosh, Douglas Castle; for Marseilles, Mohely; for New York, Charles C. Leary; for Boston, Ernest, Peruvian.

At PENANG.—For London, Coldingham, Prudhoe; for Bordeaux, Noveau Nomade.

FREIGHTS AND CHARTERS.

At SHANGAAI.—There has been more activity in homeward freights during the past fortnight, and rates show an advance, viz., £3 to £3 10s. sailing vessels, and £4 10s. steamers.

At FOOCHOW.—To London, £2 15s. to £3 per ton of 50 feet; to New York, £2 10s. per ton of 40 feet.

At HONG KONG and CANTON.—To London, per steamer £3 10s. per ton of 40 cubic feet; per sailing vessel, £2 15s. to £3 per ton of 50 feet; to New York, £2 5s. per ton of 40 feet.

At MANILA.—For London, the Buenaventura (str.) has engaged 615 tons wet sugar at £3 per ton, and offers to take coffee at £3 10s., and hemp at £4 per ton; per sailing vessel, sugar, £2 5s.; coffee, £3 per

Digitized by Google

ton; the Sarah Nicholson, for Liverpool (via Cebu), gets £2 15s. sugar, £3 15s. hemp.

At SINGAPORE.—To London, per steamer, £3 5s. to £3 15s. per ton; per sailing vessel, £2 17s. 6d. dead weight, £3 7s. 6d. light freight; to New York, £3 2s. 6d. dead weight, £3 12s. 6d. light weight; by telegram of Sept. 14, £2 17s. 6d.

At PENANG.—To London, per sailing ship, £3 to £3 7s. 6d.; per steamer, £3 to £4 per ton.

At BATAVIA.—By telegram, f.80 to f.82½.

VESSELS PASSED STRAITS OF SUNDA.

Date.		Ship.	From	To.
July	22	Prince Arthur	Singapore	Liverpool
,,	—	Thermopylae	Shanghai	London
,,	—	Canton	Whaling	Do.
,,	23	Phillips van Marnix.	Rotterdam	Batavia
,,	—	Tetania	Dover	Do.
,,	—	China	Batavia	Amsterdam
,,	25	Chanticleer	Cardiff	Hong Kong
,,	—	Janie Eastmar	Do.	Do.
,,	—	George Trest	Ilo Ilo	Boston
,,	27	Ingerta	Cronstadt	Amoor River
,,	—	Mikado	Cardiff	Hong Kong
,,	—	Farnsworth	New York	Batavia
,,	—	Sharnhorst	Shields	Do.
,,	—	Anna	Gothenburg	Shanghai
,,	28	Amaranth	Saigon	Monte Video
,,	—	August	Hamburg	Shanghai
,,	—	Horatio	New York	London
,,	30	Titania	Foochow	Do.
,,	31	Catharina Maria	Do.	Do.
,,	—	Elizabeth	Amsterdam	Do.
,,	—	Prince Alfred	Liverpool	Yokohama
,,	—	Veronica	Do.	Hong Kong
,,	—	Belted Will	Manila	London

LATEST TELEGRAMS.

—o—

RAILWAYS IN JAVA.

BATAVIA, SEPT. 11.—The first section of the Batavia and Bintenzorg Railway is to be opened on the 15th inst.

COMMERCIAL.

—o—

CHINA.

(REUTER'S TELEGRAM, RECEIVED SEPT. 14.)

SHANGHAI, SEPT. 8.—Piece goods quiet. Tea little inquiry. Silk firm. Exchange on London, six months' Bank bills, 6s. 0⅝d. Freights, tea, 60s.

STRAITS SETTLEMENTS.

(RECEIVED SEPT. 14.)

SINGAPORE, SEPT. 13.—Grey Shirtings, 8¼lbs., $2.45; T-Cloths, 6lbs., $1.65; Mule Twist, 40's, $112; Gambier, $3.05; Pepper, Black $11.30; White do., $17⅝; Tin, $34. Exchange on London: Bank bills, six m.s., 4s. 4¼d.

PENANG, SEPT. 13.—Grey Shirtings, 8¼ lbs., $49 per corge; T-Cloths, 6 lbs., $32 per corge; Mule Twist, 30's, $103 per bale; 40's, $111. Tin, $32.90 per picul. Pepper: Black, $11.70; White, $19. Nutmegs, 110's, $66. Exchange on London: Bank bills, six m.s., 4s. 4½d.

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Sept. 14, at London, from Galle, &c. (via S.C.), Bellona (str.); 12, off Texel, from Batavia, Kandanghauer; 16, at Falmouth, from Rangoon, Orion; off Mount's Bay, from Singapore, for Havre, Sindbad; at Queenstown, from Rangoon, Broderne.

DEPARTURES.—Sept. 14, from London, for Hong Kong, Northfleet; — from Shields, for Galle, Hollinside; 12. from Cardiff, for Singapore, Surrey, Glenaros, Victory; 13, from Newcastle, for Java, L. J. Enthoven; from Sunderland, for Singapore, Ocean Belle, Mary E. Kay; 14, from Liverpool, for Galle, Rowena; 15, from Liverpool, for Batavia, Batavia; from London, for Colombo, &c. (via S.C.), Excelsior (str.); 14, from Cardiff, for Hong Kong, R. C. Rickmers; for Singapore, Nydia; from Newcastle, for Galle, Ornen; 12, from Hamburg, for Shanghai, Varuna; 16, from London, for Singapore, Peterborough; for Singapore, China, Japan, &c. (via S.C.), Danube (str.); from Rotterdam, for Samarang, Petronella; 14, from Newport, for Singapore, John Tucker; 16, from Liverpool, for Bombay and Galle, Tom Whiffler.

CASUALTIES.—The Ingeborg, Trees, bound to Hong Kong, put back to West Hartlepool, Sept. 13, with damage to stern and loss of jibboom, having been in collision with a schooner. The Hendrik Ido Ambach, Byl, from Batavia to Rotterdam, which put into Simon's Bay, July 31, with decks swept, &c., also had her forehatch beaten in, and cargo below damaged; her hull appeared to be tight.

LAID ON.—At London, for Colombo, &c. (via S. C.), Emblehope (str.), Singapore (str.); at Glasgow, for Batavia and Sourabaya, County of Argyle; at Liverpool, for Galle, Rathfern.

SPOKEN.—Kate Carnie, London to Singapore, Aug. 3, 7 S., 25 W.; Everest (ship), London to Shanghai, 118 days out; Victoria Nyanza (ship), London to Shanghai, July 6, off Java Head.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

KORTHALS—On the 11th July, at Hiogo, the wife of W. C. Korthals, of a daughter.

PAGE—On the 11th Sept., at Woodbury House, Tunbridge Wells, the wife of F. M. Page, of a son.

PITMAN—On the 31st July, at Hong Kong, Mrs. Geo. D. Pitman, of a daughter.

WALLACE—On the 15th July, at Shanghai, the wife of J. F. Wallace, of a daughter.

MARRIAGES.

MARTIN—UHLENBECK.—On the 14th Sept., at Haarlem, Holland, Oliver Prust Martin, of Oxford, to Elizabeth Frederika, only daughter of the late Lieut. C. S. Uhlenbeck, of Java.

SLADE—RAMOS.—On the 9th Sept., at the Catholic Church of St. Mary, Croydon, by the Very Rev. Father Gallwey, S.J., assisted by the Rev. Father Williams, S.J., John Ramsay, Lieutenant Royal Horse Artillery, eldest son of Lieut.-General Marcus Slade, Colonel 50th Foot, of Elvington House, Ryde, to Lucia Aurora Vicenta, only daughter of the late Senor Don Vicente Ramos, of Manila

DEATHS.

BENTLEY—On the 10th Sept., at Ramsgate, in the 77th year of his age, Richard Bentley, of 8, New Burlington-street, and 41, St. John's-wood-park.

CAUNTER—On the 7th August, at Penang, Hobart Douglas Caunter, only son of the late William N. F. Caunter, Esq., aged 11 years and 11 months.

EARL—On the 12th August, at Penang, Percy William Earl, aged 37.

GLASS—On the 10th Sept., at his mother's house, 28, London-street, Edinburgh, Donald P. M. Glass, first officer of Messrs. Jardine, Matheson, and Co.'s s.s. *Glenartney*, and third son of the late Rev. John Robertson Glass. Friends will please accept this intimation.

HOLT—On the 24th July, at the Civil Hospital, Hong Kong, Charles Holt, aged 43 years.

KENNEDY—On the 12th Sept., accidentally killed, Arthur Herbert William Kennedy, late H M. 36th Regiment, only son of Sir Arthur E. Kennedy, C.B., Governor-in-Chief of the West African Settlements, aged 26 years and 9 months, deeply regretted.

MARSHALL—On the 4th Aug., on board the P. and O. steamer *Deccan*, Charles Marshall, between Bombay and Suez, on his return from a tour through America and Asia, aged 33.

MARR—On the 19th May, at Hakodadi, James Marr, A.M., of Aberdeenshire, Scotland.

WENHAM—On the 12th Sept., the Rev. John Wenham, rector of West Clandon, Surrey, and formerly chaplain of Point de Galle, Ceylon, aged 83.

CHINESE LABOUR IN AMERICA.

In view of the evidence of the success which has attended the employment of Chinese labour in the States, the *Globe* suggests its introduction here as a remedy against such strikes as are now agitating the labour market. Already, the *Globe* says, in this country we have had Germans, Belgians, Danes, and Norwegians imported to aid in repressing strikes, but these, when they have discovered the object for which they were brought, have either gone home again or sought employment elsewhere. Now, there is no such bond between Chinese workmen and any others; on the contrary, the untiring industry, the rigid frugality, and the wonderful power of imitation of the former render them competitors of whom even a people like the Germans might stand in wholesome dread. Sir William Armstrong and other large employers, we are told, are forming a fund "specially destined to provide for the introduction of foreign labour into England." We should not be at all surprised in these days of excessive competition, rapid locomotion, and Suez Canals, if, before very long, we saw John Chinaman and party hard at work over here.

It is nearly twelve months since we stated that it was intended to construct a special class of gunboats for service in China waters. We now learn that the necessary orders have been issued, and that the shipwrights at Chatham dockyard are now engaged in laying the keels of the four new composite gun-vessels Rifleman, Kestrel, Ready, and Frolic, which are ordered to be constructed and brought forward for launching with all despatch. Each vessel is being built on what is known as the composite principle, being composed of iron and wood, while they are constructed with flat midship sections, which will give them a light draught to enable them to ascend the rivers in China and to operate along the coast and in harbours. They are each to be armed with four heavy guns, two of which will be breech-loaders.

A curious report comes from Washington, that the Korean battle-flags, captured in the recent encounter, have been received at Washington, and that in several instances they are made gifts to personal friends, and are marked with the names of the captors. "Such a disposition of trophies captured in battle," says the *New York Times*, "is in direct violation of the course prescribed and observed during previous wars. If the Government could give away all the results of the attack on the Korean forts with the flags, no objection could be made to presenting them to any one willing to accept them. As it is, the duty of the Navy Department to preserve the flags is plain."

The Iron Duke, double screw iron vessel, armour-plated, 14 guns, flying the flag of Rear-Admiral Shadwell, C.B., naval Commander-in-Chief in China, sailed on Saturday last, the 16th inst., for China, *via* the Suez Canal. The following appointments have been made to the ship, in addition to those reported in our last issue:—*Lieutenant* Charles S. Donner; *Sub-Lieutenant*—G. H. Bruce.

AN Ordination service was held last week at Lee Chapel, Blackheath at which Mr. Arnold Foster, B.A., of St. John's College, Cambridge, was set apart for the ministry in connection with the London Missionary Society. Mr. Foster will sail early in October, for Hankow, the station to which he has been appointed.

Staff-Commander William Hewlett, 1869, is appointed to the Princess Charlotte, vice Raymond, invalided. Lieutenant Christopher T. Francis, 1867, is appointed to the Rinaldo.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 18, 1871.

THE AMERICANS IN KOREA.

WE learn from the American journals that at a meeting of the United States Cabinet it has been decided not to carry on the Korean war any further, unless it should be found hereafter possible to form an offensive alliance for that purpose with Great Britain and Germany. Our American contemporaries appear to perceive the fact that there is very little likelihood of England's forces being employed for any such purpose; they confess that they "can do nothing with the Koreans," and that it is "not very likely "that they will ever have an opportunity of uniting with any "European Power in thrashing that people." The result of Mr. Low's ill-judged expedition has therefore been to leave matters considerably worse than they found them. We learn from a correspondent that the retreat of Admiral RODGERS's squadron is not only regarded as a confession of defeat by the Koreans, but that it is being made political capital of by the anti-foreign party in China, and that it is regarded as likely to lead to a general demonstration against foreigners throughout the Empire. These accounts, as our readers will remember, precisely tally with the views we expressed when we learned that Admiral RODGERS had retreated without coming to any understanding with the Koreans. We can hardly blame the Koreans for believing that they have beaten the Americans, for that is exactly what is believed in England also, but we think the United States Government owe some explanation and amends to the European Powers for having idly tampered with a remote nation which, if they found it in an unsatisfactory state, they leave now considerably more firmly closed against foreigners than when they went to open it. It is most discouraging to find such an easily anticipated result the natural consequence of an ill-digested plan, and then to find that the prime movers of the undertaking withdraw under cover of the plea that they "will proceed no further with this business" without the assistance of those who flatly refused their aid when it was first proposed. Until the stigma of the Korean retreat is wiped out, there can be no doubt that the position of foreigners in the Far East must be more or less prejudiced by the recollection of it. The matter, therefore, cannot be allowed to remain in its present phase. The American SISYPHUS has rolled the stone to the top of the hill, and it has recoiled upon him. It behoves him, then, to use more nerve in his next attempt, for it will never do for him to change characters with his brother TANTALUS, and only show the world that he perceives what he would have, and has not the power to take.

WE publish in another column a very exhaustive article from the New York *Nation* with reference to China affairs. Even those of our readers who may differ most from the writer's views must at least award him the praise of candour; and the publication of his present production will, therefore, be the more likely to dispel the fallacy too long indulged in England, that the policy of the United States towards China is a pacific policy. "China must be taught, in such a man-"ner that the lesson cannot be forgotten, the advantages of "preserving national faith." Such is the closing sentence of the paper before us, and our readers will be at no loss to interpret its meaning.

THE PIRATE-HUNT AT SALANGORE.

THE account of this dashing little affair, which appeared in our last issue, has been deservedly received with universal admiration of the gallantry displayed by Captain ROBINSON and the small force under his command. Placed in circumstances of remarkable difficulty, in a locality hardly known, and with a force divided and endangered (the ships being in constant risk of grounding, and the men sent ashore harassed from unexpected points, and unable to proceed too far from their vessels), Captain ROBINSON undoubtedly succeeded in teaching the natives a very severe lesson in an exceedingly short space of time, and with a loss, which, however deplorable, is numerically smaller than might have been anticipated. So far as navigation and fighting went, there can be no doubt that Captain ROBINSON fully vindicated the honour of the British flag, and the warmest thanks of the community are not only due to him, but readily accorded to him on that account. It is satisfactory also to read that no violence had been offered to the RAJAH at the time when Lieutenant MAUDE's party was attacked from ambush. At the same time it cannot be denied (and it is a fact that must not be overlooked) that though force had not been employed, it had been threatened—and that for an object which we confess we are not quite able to understand. The RAJAH, having declined to go on board the British ship at once, was told by Lieutenant MAUDE (we quote Captain ROBINSON's despatch) that "if he did not come willingly he must force him." Then, and not till then, the attack was made; and, while no one denies the gallantry with which it was repelled, it is only due to Captain ROBINSON to inform him that there are persons who ask why, when in intercourse with the RAJAH, Lieutenant MAUDE did not directly demand the surrender of the six pirates he was sent to apprehend; and why he should have insisted on the RAJAH coming on board, after shaking hands with him and conversing in a friendly manner. That the RAJAH should be brought on board by force certainly appears to be no part of the expedition, and it does not even seem to be likely in any way to tend to accomplish its object. The object was to demand the six pirates still at large; not to exasperate the natives by menacing their RAJAH with capture. We are sure Captain ROBINSON and Lieutenant MAUDE will be glad of the opportunity of accounting for this apparent anomaly, and of showing that their discretion was not less conspicuous than their courage. As the case is reported now, the guilty persons got clear off, and several, who were unconcerned in the dispute, were shot. This might, and no doubt did, amount to a physical victory; but it also looks rather like a moral failure. Sir BENSON MAXWELL's letter to *The Times* (which we have condensed in another column) discloses a state of things which we cannot afford to leave in suspense. We shall wait with anxiety for Lieutenant MAUDE's further explanation of the whole of the circumstances under which his interview with the RAJAH was conducted up to the moment when the first shot was fired.

PAPER-MAKING IN JAPAN.

WE are glad to learn that the very interesting Report on this subject, which appeared in our issue of last week, is already receiving the attention it deserves from paper manufacturers at home. Nothing less could be expected from the unquestionable and unbounded enterprise of British merchants the moment that a new channel for the employment of capital is opened before them. The high price of paper has now become the only one of the "taxes on knowledge" which remains unreformed. The last of these, properly so called, was removed, so far as regards Great Britain at least, by the reduction of the home postage on newspapers from a penny to a halfpenny; and the success of that experiment has been so remarkable that nothing but the proverbial slowness of the Post-office authorities can account for any delay in a similar sweeping reduction being made in the postal rates between England and her colonies. Our readers will remember that the price of paper lately rose so high that we were almost threatened with a paper famine, and that large sums were offered for the discovery of a new material from which this prime necessity of reasoning life could be manufactured. Thanks to the investigations of Consuls LOWDER and ANNESLEY, this great desideratum seems now in a fair way of being supplied by the cultivation of the Kaji plant in England (or, more probably,

Digitized by Google

Ireland), and by the importation of the fibre from Japan. From what we have heard, also, we think it not unlikely that some of the processes of the manufacture described in Messrs. LOWDER and ANNESLEY'S Report may form the basis of improvements which paper-makers at home will not be slow to study. The new Blue-book has excited much attention; and it explains one of those subjects which only require attention to ensure development.

IT is announced that the last section of the Great Northern Telegraph (China and Japan Extension) Company's cables, from Nagasaki to Wladivostock, has been successfully completed. As soon as the repairs, which a short distance of the Russian land lines is now undergoing, are finished, the company's lines from Hong Kong, Shanghai, and Nagasaki to Europe will be opened to the public.

THE DESTRUCTION OF SALANGORE.

In a letter to *The Times* on the above subject Sir Benson Maxwell, late Chief Justice of the Straits, says:—

"Before the Malays are condemned and the destruction of their town is applauded, will you do me the favour and them the justice of allowing me to lay the facts before you as I gather them from recent Straits papers, as well as from the despatch of Captain G. Robinson, for they seem to deserve the attention of the public and of the Government? On the 14th of June a Chinese junk, with a crew of nine men, left Penang, carrying a number of passengers, and a cargo worth about £600. When she got out to sea some of the passengers took possession of her, and massacred every soul on board except three of the crew, with whose assistance they navigated her to Salangore. This town is on the western coast of the Malay Peninsula, about half-way between Singapore and Penang, and about twenty-four hours' steam from either of those settlements. At the instance of the owner, a Chinaman (but probably a natural-born or naturalised British subject), the Acting-Governor of the Straits Settlements, Colonel Anson, sent two officers and twenty men of the Straits Police, in the Colonial steamer *Pluto*, to Salangore, with a letter to the Sultan, requesting, apparently, the extradition of any of the malefactors who might be found in his territories, and the restoration of the captured cargo. The Malay Sultan does not appear to have been at Salangore when the police arrived; but his son, Rajah Musa, showed every readiness to comply with their demands. By his orders a junk, believed to be the missing one, and several Chinese houses were searched, and a party of his own men accompanied the Straits officers to make search further inland. These measures resulted in the capture of six of the criminals, and the recovery of some of the property. So far, it will hardly be disputed that the conduct of the Malays was irreproachable."

A seventh offender was, however, pointed out and arrested and then released. Sir Benson Maxwell proceeds:—

"Whether the Malay chief, in requiring the release of the Chinaman, was protecting an innocent man or screening a heinous offender does not appear; but let us assume that the latter was the character of his act. The Acting-Governor, on being apprised of what had happened, addressed a request to the commander of the *Rinaldo* 'to arrest the pirates who were still at large' in Salangore, and 'to take suitable measures for the punishment of the Malays who had resisted the colonial officers in their attempt to secure the pirates.' On July 4, accordingly, the *Rinaldo*, accompanied by the *Pluto*, anchored near the bar of the Salangore river, and three boats were despatched to the two banks of the river and the vessels in the anchorage, to search for and capture Rajah Mahmud and two others, Rajahs Mahady and Masahur. The latter was found near a stockade, and upon his refusing to go to the English vessels our sailors advanced up its steps. Mahmoud and his followers fled within it, and the officer in command of the boat's crew sent to his superior to ask if he might take it. The second boat's crew, meanwhile, under Lieutenant Maude, fell in with Rajah Mahady, and he also refused to accompany the English party to their ships. The officer then threatened to use force to compel him, whereupon he and his followers fled to the adjoining jungle, and fire was opened upon our men. The *Pluto* returned the fire with an Armstrong field-piece at 200 yards; and while we had one man killed and six wounded, the Malays lost, according to one of the newspapers, 'a hundred or two,' among whom, it is said, was Mahady. Our men withdrew to their ships, which then went out to sea.

"But now comes the most curious part of the story. The pirates being arrested and the Rajahs punished, it might have been expected to end here. But Tunkee dia Udin had, somehow, met Mr. Birch half-way between Singapore and Salangore, and had returned with him. Mr. Birch now required an answer to the letter which had so hugely delighted the Sultan; and as the Sultan, 'with the usual habit of all Orientals,' endeavoured 'to gain time,' Mr. Birch gave him twenty-four hours for reflection, intimating that 'any neglect to comply with this demand, or any unsatisfactory reply, would be attended by very serious consequences.' The demand, which had made the Sultan hesitate in the midst of his delight, appears to have been simply that he would 'renew' the powers of Tunkee dia Udin, and make him 'Governor of all his provinces.' After twenty-two hours the Sultan yielded so far as to make the appointment, 'but with a proviso that the Tunkee was to act in concert' with three rajahs. Mr. Birch, disliking the proviso, signalled to the *Teazer* to 'land again in force;' and he proceeded to 'explain' to the Sultan that 'the proviso was not likely to work well' and must be struck out, for he 'preferred the renewal of the full powers.' 'His Highness at once acquiesced,' of course, in Mr. Birch's argument. He further presented a pair of elephant's tusks for the Queen, and delivered to Mr. Birch 1,000 dollars' worth of tin, the property of Mahady. Mr. Birch then 'exhorted' Tunkee dia Udin 'to maintain good government and open the country,' and the Malay chief 'replied very suitably and well.' Having thus interfered in the internal affairs of Salangore, and obtained some of the property of the wicked Mahady, Mr. Birch magnanimously waived a claim for 'an indemnity,' and wrote the despatch from which I have taken the above facts.

"The Straits newspapers which relate the feat of arms of the *Rinaldo* express an earnest hope that the proceedings of their local authorities will be sanctioned at home; but I think that before it is ratified either by the Government or by the public satisfactory explanations should be forthcoming on some points."

The Chief Justice sums up thus impressively:—

"Unless, then, there be some facts hitherto unpublished which alter the character of this transaction, it would seem that because some inferior officers of Salangore interfered to prevent the extradition of a suspected criminal and the restoration of some stolen property, a Colonial Governor commissioned two vessels to invade the Malay territory and to punish those officers, without even calling on their Sovereign to punish them, although that Sovereign was at peace with us, and had shown, through his son, the most friendly disposition to comply with the demands which had been made on him; and because the men engaged in carrying out this unlawful order were resisted and fired upon, his town and forts were on subsequent days destroyed, a number of his subjects were killed, and he was himself compelled, by threats of further hostilities, to appoint to the administration of some province an officer nominated by the English Governor, escaping from the payment of an indemnity (was it for the work and labour done and materials used in destroying the place?) by immediate and unconditional acceptance of the terms dictated to him. Is such a transaction deserving of approval? I think not. Not only on account of the Sultan of Salangore and his subjects, but far more for our own fair fame, I trust that it will meet with nothing but condemnation in this country. Such executions are not glorious even when they are necessary; for what can Malay stockades and guns do against the ships and artillery of Europe? But when they are not necessary, when, on the contrary, they are unjust and wanton, they are exploits of which I abstain from saying more than that they should raise a blush of shame and indignation on every English face."

AMERICAN RELATIONS WITH CHINA.

(NEW YORK NATION.)

Two years ago it was supposed by many in America, and perhaps by some in Europe, that China was entering upon a new course of international action. The embassy sent out under Mr. Burlingame was taken to be an announcement by the highest authority that this empire, beside which the States of Europe are the creatures of a day, possessing a civilisation wonderful in its character, but hoary and decrepit with age, which had for centuries been taken as the type of formation and fixedness, was about to commence a new development of energy and greatness, under the guidance of the principles and practices which the modern international code inculcates and enforces. The expectations have failed. The hopes of Christendom—religious, political, and mercantile—have been disappointed; and the problem of the relations between the civilised world and China stands yet unsolved. Can it be that the rifle and the shell are the only solvents? In order to understand the exact conditions of this problem, and the nature of our relations with China, we must refer to the important provisions of existing treaties.

Prior to the year 1858 foreigners were rigorously confined to a few points upon the coast; intercourse with the natives, except in these small districts, was forbidden; official communications and negotiations were carried on through inferior officials, approach to the Emperor, and even to his higher ministers, being refused. There were a few occasions when these strict rules were waived or suspended, but they were temporary and exceptional, and did not change the general conduct and disposition of the Chinese Government. The great nations of Europe had long demanded that their representatives should reside at Peking, near the Court of the Emperor, and be admitted to his presence, and that they should transact their affairs with his privy council or immediate ministers. This demand had been steadily rejected. In 1857, upon the occurrence of some local outrage, Great Britain and France united their forces with an avowed and common design to bring the Chinese Government to terms. Their combined armies, after overcoming all opposition at the coast, penetrated the country until they reached Tientsin, ninety miles from Peking. The Russian minister and the American minister, Mr. Reed, accompanied this expedition, ready to obtain for their respective countries any advantage which might result from it, but taking no part as actors in the invasion. At Tientsin the army was met by commissioners from the Emperor, who negotiated a treaty with each of the Powers represented—Great Britain, France, Russia, and the United States. That concluded with the United States is known as the Treaty of Tientsin, and was signed June 18, 1858. Article I. pledges the good offices and help of the United States in bringing about the amicable settlement of disputes between China and other nations.

Articles IV.-X. relate to the official intercourse and communication between the representatives of the United States and the Chinese Government.

This intercourse is ordinarily to be carried on with the local governors; but the American Minister, upon matters of business, and not oftener than once in each year, may visit the capital, and there confer with members of the Privy Council. It is added, however, that if the representatives of other powers shall be permitted to reside at Peking, the American Minister shall be entitled to the same privilege. United States Consuls may be appointed for the ports which shall be open to commerce.

Articles XI.-XIII. promise protection to the persons and property of American citizens residing within the districts open to them.

Article XIV. makes seven ports free to foreign commerce and residents. Their number was increased to eleven by subsequent treaties

Digitized by Google

with other Powers. Articles XV.-XXIII. prescribe minute regulations of commerce at these ports.

Article XXIX. is so important in its spirit that we quote it in full:—"The principles of the Christian religion, as professed by the Protestant and Roman Catholic Churches, are recognised as teaching men to do good, and to do to others as they would have men do to them. Hereafter, those who quietly profess and teach these doctrines shall not be harassed or persecuted on account of their faith. Any persons, whether citizens of the United States or Chinese converts, who, according to their tenets, shall peaceably teach and practise the principles of Christianity, shall in no way be interfered with or molested." Finally —"If any other right, privilege, or favour, connected with either navigation, or commerce, or political, or other intercourse, which is not given by this treaty shall be given to any other nation, or to the citizens of any other nation, it shall immediately enure to the benefit of the United States, and of American citizens." Treaties concluded at the same time, or soon thereafter, with Great Britain, France, and Russia opened four more ports to foreign trade and residents, declared the navigation of the Yang-tse-Kiang free to all nations, permitted foreigners to travel through the country, and conceded the most important point, that representatives of the Treaty Powers might reside near the Court at Peking.

The United States, of course, took the benefit of all these additional stipulations. It should be remembered that these concessions—and we shall see that China has granted no others—were made in the face of a victorious army of invasion, after all resistance had been overcome, and when the capital of the Emperor lay at the mercy and within the grasp of the British and French forces. Not one of them was due to a desire for more intimate and friendly relations, nor to any feeling or movement in harmony with the civilisation of Christendom.

In 1868, the Embassy, headed by Mr. Burlingame, arrived in the United States. We need not recall to our readers the enthusiasm with which it was received, nor the glowing professions and predictions which were made in its behalf. The American people and the chief of the Embassy seemed to have been carried away by a common excitement at least, in all of their public displays towards each other. Old China was now, under the auspices and guidance of the young Republic, about to renew its youth, to cast away the habits of thought and customs of centuries, and to us and to our peaceful policy was due the credit of this greatest political revolution of modern times. Such was the bright anticipations; but how meagre and empty the result! The Convention of July 4, 1868, which was entitled, "Additional Articles to the Treaty of 1858," did not grant a single new concession, or privilege, or favour to the United States or its citizens. Stripped of their unmeaning professions of good feeling, every clause recognised and protected and perpetuated the traditional policy of the Chinese Government. The eight additional Articles affirm the Emperor's dominion over the districts open to foreign residence, and his jurisdiction over persons and things therein; declare that all internal commerce, except as may have been expressly regulated by prior treaties, shall be subject to the discretion of the Imperial Government; permit Chinese consuls in American ports; provide that citizens of the United States in China, and Chinese subjects in America, shall have liberty of conscience, and shall not be persecuted; and place American citizens in respect to trade or residence upon the same footing as those of the most favoured nation. Article V., in set terms, recognises the right of man to change his home and allegiance, and acknowledges the advantages of free migration from one country to another for curiosity, trade, or permanent residence.

After this appropriate preamble, we might have anticipated that additional and greater privileges of commercial or other intercourse were to have been conferred. But no such thing was contemplated. This is only the preface to a clause prohibiting compulsory emigration. Chinese subjects are to enjoy the same privileges in the public educational institutions under the control of the United States as are granted to the subjects of the most favoured nation. The same favour is given to American citizens in China. There is something exquisitely ludicrous about this stipulation. We suppose it must refer to our West Point and Annapolis military and naval schools; but to what Chinese seminaries it can refer we are ignorant. Finally, the United States disclaims all right and intention of interfering with the domestic affairs of China, but should the Emperor determine to establish a system of railways and other internal improvements, and apply for engineers to aid in their construction, the United States promises to furnish them. Mr. Burlingame and his fellow-commissioners were received very quietly, and perhaps coldly, in England. Our newspapers, oddly enough, said it was because the people and Government were deeply chagrined at the triumph of American diplomacy. In due time, similar treaties were concluded with Great Britain and some others of the European Powers. If these conventions have any meaning at all, and are not mere idle words, their implied effect is to bind the great contracting Powers to treat with China diplomatically in the same manner in which all other States acknowledging the international law are treated—in other words, that there shall be no show of force, and *à fortiori* no resort to force, for the punishment of local outrages until negotiations with the central government have been tried and exhausted, and then force must mean and be open acknowledged war. We say this result is implied from the fact of the treaties themselves; it is nowhere expressly set forth, nor is there a positive stipulation creating any additional right or privilege.

In the meantime, during the years 1867, 1868 and 1869, local outrages upon foreigners were becoming more frequent and serious. They soon took the shape of a combined and widely extended assault upon Christianity, upon native converts, and especially upon the missionaries. Charges of the most terrible character against the religious teachers were put forth in an official form, and widely circulated. A book, purporting to be an exposure of Christianity, and filled with the most revolting falsehoods, was issued, evidently under the sanction of high authority, and sent out by thousands to inflame the ignorant zeal of the common people. We may remark, in passing, that the Chinese seem to be familiar with the trick, not unknown in some Western countries, of manufacturing a desired public opinion by the free use of Governmental appliances, and then of appearing to be driven into a certain line of policy by the overwhelming force of this same public opinion.

The movement which we have thus briefly described at length culminated in the massacre of Tientsin, which was openly abetted and promoted by the local officials, and at which all Christendom stood aghast. The immediate sufferers were principally under French protection, but all the resident Foreign Ministers at Peking supported the demands of the French representatives for redress. The Chinese Government prevaricated and delayed, but at last sentenced a few of the subordinate local officers to death, leaving those of high and responsible rank unpunished, and promised to pay a sum of money as indemnity.

Recent intelligence shows that affairs are approaching a crisis. The Imperial Government not only refuses to pay the promised indemnity, but has made a formal demand upon the foreign ambassadors, "That schools for the education of females be abolished; that the teaching to male subjects of the empire of all doctrines opposed to those of Confucius be forbidden; that missionaries shall be considered Chinese subjects; and that women shall not be permitted access to the Empire in that capacity."

The action is a carefully planned violation of a most important article of the Treaty of 1858—an article expressly reaffirmed in 1868. Coming as a sequel of the Tientsin Massacre, it is a studied insult not only to France, but to all the great treaty Powers. What is the duty of our own Government under these circumstances? The United States cannot in general be engaged in religious propagandism; but as we have twice stipulated for the toleration of Christianity, and the protection of Christian teachers and converts, we are estopped from denying the propriety of a further protection.

There are, however, reasons of state policy why the Government should act in a quick, decided, and peremptory manner. The repudiated stipulation is the key of the whole position. Its rejection is returned to the old system of absolute exclusion in all things; this is the first step, an experiment, perhaps, and if successful the others will surely and speedily follow. If we yield upon this point, the whole fabric of treaties raised with labour and at the cost of not a little blood, will fall like a house of cards. We do not urge actions simply in the interests of religious missions; we urge it in the interests of commerce and civilisation. There should be no weak hesitation in the use of force. Events of the past twelve years prove beyond a doubt that diplomatic negotiations will accomplish nothing. Neither America nor Europe can again be amused or deceived by another Burlingame embassy. The United States and the other great Powers should unite in a demand, accompanied by a sufficient display of force, that the Chinese Government shall recede from its present position, shall reaffirm the violated treaties, and shall give ample reparation for past and security against future outrages.

Unless this demand is complied with at once, China must be taught, in such a manner that the lesson cannot be forgotten, the advantages of preserving international faith.

BRITISH SHIPPING.

A Return has just been printed by order of the House of Commons showing the progress of British merchant shipping. In the year 1870 the gross tonnage of ships with cargo entered and cleared in the various ports of the United Kingdom for foreign trade amounted to 31,624,680. This was an increase of 1,220,996 tons over 1869, and it was nearly five times the tonnage of the year 1838, the number then being only 6,417,556. The proportions of arrivals and departures were as follows:—Total vessels entered, 14,910,742 tons; total cleared, 16,713 938 tons. Of the entire tonnage 22,243,039 were carried in British ships and 9,381,641 in foreign vessels. In addition, British ships with a tonnage of 2,829,141 and foreign ships with 2,186,361 were entered and cleared in ballast, making a gross total for the year 1870 of 36,640,182 tons. Of these 15,072,331 represented steam vessels engaged in foreign trade inwards and outwards, but not including coasting vessels. The tonnage of British steamships thus entered and cleared with cargoes and in ballast in foreign trade was 13,341,058. The next highest steam tonnage was the Hanse Towns, having 737,112; then follow France, with 251,985, and Holland, with 123,708. Other countries range far below these.

The new vessels added to the merchant navy of the United Kingdom in 1869 represented 402,918 tons, of which seven-eighths were vessels built at home, the remainder being constructed in the colonies. A tonnage of 33,805 was also built here for foreign countries; 2,354 of these being ships of war. Of the aggregate tonnage of the British Empire, 1,033,247 tons, or rather more than one-seventh of the whole, were in steam vessels. The trade with our colonies and with all British possessions by means of British ships was 5,260,551 tons in the year 1869; with the United States, 2,464,012 tons.

The foreign trade of Liverpool in 1869 represented a total of 6,545,764 tons, of which 5,420,057 were British, and 1,125,707 foreign ships. Of the gross amount 1,370,586 tons were for Europe, 938,723 for Asia, including Australia; 459,521 were for Africa, 2,947,683 for North America, 828,947 for Central and South America, and 304 for other places. Thus Liverpool had upwards of one-fifth of the entire foreign trade of the United Kingdom.

The number of British and foreign seamen serving in registered vessels of the United Kingdom employed in the home and foreign trade in 1869, exclusive of river steamers, was 195,490; of whom 20,158, or 11·4 per cent., were foreigners. Masters are not included in this return. The proportion of men to every 100 tons was 3·25 in sailing ships, and 4·92 in steam vessels. In 1854

Digitized by Google

the proportions were 4·17 and 7·47 respectively; showing that ships are now navigated with fewer hands than formerly, which is explained by the application of steam, and by the great increase of tonnage in the larger vessels.

Able seamen obtained the following rates of wages per month in 1870 from the port of Liverpool:—For voyages to the Mediterranean in sailing vessels 50s., in steamers 60s.; to North America, 65s. and 80s.; to South America, 50s. and 60s.; to the Coast of Africa, the East Indies, China, and Australia, 50s. and 55s.; the rates from the port of London varying slightly from these. For the relief of distressed seamen abroad the Board of Trade administered £37,059 in 1869-70. There were 163 investigations into wrecks and misconduct in 1870 under the Merchant Shipping Act, and seventy-five resulted in the cancelling or suspension of certificates.

During the year 1870, 5,428 lives were imperilled on the coasts of the United Kingdom, and of these 774 were lost. The number lost during ten years, so far as is known, was 8,705. Of the lifeboats subsidised from the Mercantile Marine Fund, 223 were under the control of the National Lifeboat Institution, and 33 under the control of private persons and boatmen. The 284 stations having rocket and mortar apparatus for saving life cost £10,280. It is to be hoped that with the construction of suitable harbours of refuge on the more exposed and dangerous portions of our coast, and with the development of our system of lifeboats, the wreck chart will show fewer dark blots, and the fearful loss of life and property will diminish.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Sept. 14.

The East India Budget for 1872 has been laid before the members of Parliament. The revenue is calculated to reach about 119 millions of guilders, and the expenditure at about 108½ millions, leaving a favourable balance of f.10,635,000. The past two years, the Minister states, have been very favourable; 1869 left a net profit of about 13 millions, and 1870 one of 17 millions. These figures are, however, only approximate. The financial administration in Java is not what it ought to be, and therefore the Minister asks a credit of f.50,000, to enable him to appoint some functionaries to go out and investigate the matter. It is fortunate that the Minister published the Budget so early, as, although the session will be closed next Friday, the members have the opportunity to consider the Budget, which can consequently be examined in the sections directly the new session is opened. The remarks appended to the Budget are very short, but I think that the Minister might have been more decisive and less speculative. For instance, a good deal is said about the desirability of separating the administrative and judicial departments, but no measure of reform on this head is to be introduced by Mr. van Bosse. The reorganisation of the system of imprisonment—another hobby-horse of the Colonial reformers—is also left unsettled, nor are the civil medical services or the department of public works to be reorganised, although the present administration is as bad as it can be. Indeed, the only important reform proposed is to increase the wages for planting coffee in the Preanger regency to f.13 per picul—the desideratum of the advanced Colonial party. A credit of f.60,000 above that of 1871 is required for the improvement and augmentation of the telegraphic functionaries, in anticipation of the extension of the telegraphic communication in Java with British India, Australia, China, and Japan. The question of the defence of Java is once more postponed because the bases of the system of defence are not yet fixed, and because the Minister is convinced that there is more need for improvement in the means of communication, especially for the extension of railways than for costly fortresses. Still I think the Minister ought to have remembered that a good deal of agitation prevails upon this question, that the means of defence are very bad, and that the inhabitants of the colony will not be content with the argument that at this moment there is no likelihood whatsoever of a hostile attack. Of course commerce requires better means of communication, but at the same time something could have been done for the defence of the colony if the Minister had given up his *penchant* for favourable balances. But he, as a financial man, is an *adorateur* of the golden calf. It is quite true the Minister is a Liberal, and he has, I am disposed to believe, the best intentions; he is convinced that reforms in Java are vitally necessary, but still he shrinks from their introduction, and continues to gather millions from the sweat and blood of the natives. The Minister values the produce of the land-rents at thirteen millions, and he states that the introduction of several taxes: viz., on spirits, on horses and carriages, the license tax, the stamp duty, is under consideration. No alterations of any importance are to be made in the quantities of colonial produce to be sold in the colony. This I regret; a liberal, man such as Mr. van Bosse is, ought to have taken some steps towards the abolition of the rotten system of consignments. The measures taken to extend education in our East India Colonies are certainly most praiseworthy.

The directors of the Netherlands Trading Company have published a most important pamphlet, in which they state the reasons why the managers and commissaries think it desirable that the company should be maintained for another term—the third one—of twenty-five years, when the present contract expires in 1874. The shareholders will have to decide about this question during the present year. I have had already occasion to state that opinion is much divided on the matter, many among the public hold to the conviction that the Trading Company is a monopoly most hurtful to private trade, while others defend its existence. But the general opinion is that the Company could not continue business if it ceased to be the agent of the Government of Holland. This belief is a false one; as the pamphlet which lays before me proves most clearly. The managers, who have hitherto shown the utmost fear of publicity, now give a history of the last twenty years, illustrated, of course, by the necessary figures. From these I derive that the profits made by the Company during the last twenty-one years amounted to the capital sum of f.59,598,879.64, and that f.29,037,579.85½ of it were profits derived from Government consignments. Thus, from the Company's transactions as an agent of the State, only a profit of 4½ per cent. of the capital has been made. But the actual return is shown to have been 11 per cent., which proves that 6½ per cent. net was made by private undertakings of the Company. Under these circumstances the directors do not think that the shareholders will be disinclined to continue business, even if the Government should annul the system of selling East India produce in Holland. And that this will occur within a few years the directors are convinced. They, however, are quite certain that the shareholders will continue to receive good dividends from the private business of the Company. When the treaty with the State is revoked the Company will devote its capital to promoting agriculture in Java; the produce of the colony will be bought and consigned to Holland whilst cottons and other articles of Dutch industry will be imported in return; the commercial relations with Surinam will be enlarged, while trade with America and with China and Japan will be extended. You see that the directors have extensive plans, and, indeed, these are so encouraging, they are such remarkable signs of a new life, that it would be a pity if the monopolising treaty between the Government and the company is not annulled. This should lead to a healthier system of trade both in Holland and in Java.

I hear that Mr. Hasselman, M.P. for Tiel, will resign his seat. I am not aware of the reasons which have led him to take this step.

By telegraph we hear the news that the steamer *Prins van Oranje* has arrived, after a voyage of forty-one days and nine hours, at Batavia. Another steamer of the Nederland Company will start next month.

The liquidators of the Oost Indische Maatschappy van Lyfrenten advertise that in 1872 will be sold publicly all the rights which the company possesses in agricultural undertakings in Java. Information will be given by the proxies of the liquidators at Batavia, Messrs. F. Alting Mees and D. Jannette Walen.

At the Bourse a dull tone has prevailed for the Dutch Funds. For Spanish and Turkish Bonds there has been, however, a good speculative demand. Money is abundant, and the Bank rate of discount unaltered. Bubble lottery loans are still going on, and with such success that I wonder the Government does not interfere to stop this sort of swindling.

PRODUCE MARKETS.

A healthy tone prevails in our market for most leading articles of Produce, in which increased activity begins to develop itself, and the prospects of the fall trade remain upon the whole favourable. Transactions have been pretty expensive since my last, and prices have generally ruled in favour of sellers, with the exception of Tin, which has further declined.

COFFEE.—A fair demand continues to prevail, and the market is firm. The Trading Company's public sale for this month has been advertised to take place on the 20th inst., and will comprise about 129,700 bags Java, Padang, and Rio, stored in our different ports. The business done privately since my last comprises the following sales, viz.: 2,788 b. Java, ex Johanna Maria; 1,000 b. do., ex Prinses Amalia; 718 b. do., ex 'sGravenhage; 510 b. do., ex County of Elgin; 302 b. do., ex Neptunus; 995 b. do., ex Samhiri; 292 b. do., ex Java Packet; 208 b. do., ex Nyverheid.

SUGAR.—In consequence of the comparatively moderate quantity declared for the ensuing public sale of Java for account of the Netherlands Trading Company, and of the small proportion of yellow and brown Sugar comprised in the same, the article has been rather more inquired after, which resulted in several sales of stored and floating shipments at f.½ below prices of the July sale. The assortment of the ensuing public sale for account of the Dutch Trading Company of 32,905 baskets Java, taking place here on the 19th inst., is composed as follows, to which I add the valuations of the Dutch standard, issued by the brokers on the occasion:—

Standard.		Valuation.	Standard.		Valuation.
No. 3 ...	— Bkts.	... —	No. 12 ...	1,797 Bkts.	... f.34½
„ 4 ...	— „	... —	„ 13 ...	2,558 „	... 35½
„ 5 ...	— „	... f.25½	„ 14 ...	3,480 „	... 36½
„ 6 ...	67 „	... 27½	„ 15 ...	2,828 „	... 36
„ 7 ...	123 „	... 27	„ 16 ...	4,369 „	... 36
„ 8 ...	119 „	... 29	„ 17 ...	4,983 „	... 36½
„ 9 ...	273 „	... 31	„ 18 ...	5,995 „	... 36½
„ 10 ...	539 „	... 32	„ 19 ...	4,376 „	... 36½
„ 11 ...	911 „	... 33½	„ 20 ...	547 „	... 36½

TEA continues firm, with but limited transactions, 40/4 chests Java Hyson, Plantage Tarakansalak, bought in at the public auction on the 12th April, changed hands at a price that did not transpire. Public sales on private account are advertised to take place at Amsterdam on the 12th and 13th October, comprising aggregately 15,015/4, 966/8, 932/12, and 1010 chests Java of various estates, and 1,071/4 and 2,636/12 China Congou, mark Kalimaas.

COTTON.—Has continued in good demand, under the influence of the favourable tenor of the advices from Liverpool and America, and a fair amount of business has been doing at from 1c. to 1½c. higher.

INDIGO.—Small lots of Java of good quality changed hands at very full prices, but buyers generally keep backward in anticipation of the ensuing public sale for account of the Netherlands Trading Company.

JAVA TOBACCO.—Sales have been closed by private tender of 1,992 bales Java, mark Blitar; 183 bales Java, mark Wachman Blitar; 82 bales Java, mark Wachman Kedirie; 52 bales Java, mark Kedirie; 519 bales Java, mark LC; 56 bales Java, mark AM; 313 bales Java, mark KPS; 170 bales Java, mark KPSB; 413 bales Java, mark KN; 252 bales Java, mark AS; 66 bales Java, mark S PG; 67 bales Java, mark P/AS; 534 bales Java, mark I. C. & H. V. R.; 476 bales Java, mark Poerbolingo. Also by private treaty 200 bales Java Kidol; 265 bales Java Wachman; 52 bales Java Redirie; 302 bales Java Djarit.

Digitized by Google

Monetary and Commercial.

We understand that negotiations which have been for some time past going on between the boards of the various cable companies forming together the submarine lines between England, India, Australia, and China are favourably progressing, and that a measure involving the amalgamation of the several companies into one united corporation will shortly be proposed for the adoption of the shareholders of the respective companies.

Subjoined is an account of the quantities of the principal articles of imported merchandise subject to Customs duties remaining in the bonded warehouses of the United Kingdom on the 31st of Aug., 1871, compared with the quantities in warehouse on the 31st of Aug., 1869 and 1870:—

	1869.	1870.	1871.
Cocoa, lbs.	8,137,708	7,098,073	8,458,361
Coffee, lbs.	57,647,597	61,270,264	79,659,962
Currants, cwts.	32,676	58,319	75,385
Raisins, cwts.	9,287	51,145	28,033
Rum, proof gallons	6,134,431	6,379,378	7,492,114
Brandy, proof gallons	7,946,423	9,253,634	12,740,897
Sugar, refined, cwts.	47,881	101,016	98,742
Sugar, unrefined, cwts.	2,441,411	3,345,701	3,053,012
Molasses, cwts.	322,073	308,408	283,772
Tea, lbs.	70,057,276	75,728,705	85 243,788
Tobacco, lbs.	40,553,247	42,926.325	67,956.602
Wine, gallons	13,742,454	14,005,898	14,436,254

These figures show that out of the twelve articles enumerated the stocks now held are in eight instances larger than those of the corresponding date of last year, the increase being 19 per cent. in cocoa, 30 per cent. in coffee, 29 per cent. in currants, 18 per cent. in rum, 37 per cent. in brandy, 13 per cent. in tea, 58 per cent. in tobacco, and 3 per cent. in wine.

The failure is reported of Messrs. Muir, Brown, and Co., calico printers, an old-established and respectable firm of Glasgow. Their liabilities, it is stated, amount to about £100,000. The firm of Messrs. Inglis, Anderson, and Co., of Manchester and Glasgow, has also suspended.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE, &c., to LONDON, (via S.C.), per Leith (str.), entered Sept. 11.—From Singapore: 31 packages sundries, 56 boxes india-rubber—Order. Remainder of cargo from Calcutta.

From FOOCHOW to LONDON, (via S.C.), per Statesman (str.) entered Sept. 11.—105 half-chests 201 boxes tea—Forbes and Co.: 1071 half-chests 5717 boxes tea—Matheson and Co.; 3 packages tea—W. A. Parker and Co.; 1 case merchandise—H. S. King and Co.; 4882 chests 15,872 half-chests 20,687 boxes 2924 packages 25 cases tea, 10 cases preserved ginger—Order.

From SINGAPORE, PENANG, &c., to LONDON (via S.C.), per Minia (str.), entered Sept. 11.—From Singapore: 411 slabs tin—Dodge and Co.; 2775 bags sugar—E. Boustead; 154 baskets gum elastic, 1060 slabs tin, 710 buffalo hides, 10,169 bags pepper, 30 bales cow hides, 2277 bags sugar, 18 baskets gutta percha, 10 baskets india-rubber, 24 cases mace, 18 cases gum benjamin, 20 cases nutmegs, 14 cases fish maws, 10 cases spices, 4 cases essential oil, 9 boxes preserves—Order. From Penang: 4126 slabs tin—Order. Remainder of cargo from Port Said and Malta.

From CANTON, MACAO, HONG KONG, &c., to LONDON (via S.C.), per Clan-Alpine (str.), entered Sept. 12.—From Canton: 15 packages merchandise, 364 bales 6 boxes silk, 1 case preserves, 200 ps. canes, 24,843 boxes tea—Order; 2000 boxes tea—Reiss and Co.; 100 boxes tea—Clements and Co.; 2362 boxes tea—D. Sassoon and Co.; 3 boxes merchandise, 3 boxes preserves, 3 half-chests tea—F. J. Clements; 1 case merchandise, 2 cases preserves—H. S. Smith; 22 cases merchandise—Benito and Co. From Macao: 9207 boxes tea—Order. From Hong Kong: 6 packages merchandise—D. D. Dymes; 1 package merchandise—T. D. Edwards; 15 packages merchandise—Cavan and Co.; 1 package merchandise—Dakin Bros.; 2 packages merchandise—H. S. King and Co.; 53 boxes tea, 25 boxes ginger, 1 case cigars, 1 case silk, 11 packages merchandise—J. Morrison and Co.; 25 cases silk, 11 packages merchandise—Order. Remainder of cargo from Gibraltar.

From SHANGHAI, HONG KONG, and SINGAPORE, to LONDON (via S.C.), per Nestor, entered Sept. 13.—From Shanghai: 2 packages merchandise—Clay, Cooper, and Co.: 9 bales raw silk—C. Shaw and Co.; 20 bales raw silk, 823 chests tea—D. Sassoon and Co.; 22 bales raw silk—Springfield, Son, and Co.; 233 chests 300 half-chests tea—Rathbone Brothers and Co.; 219 half-chests tea—Tyers, Thomson, and Co.; 423 chests tea—Gledstanes and Co.; 9 boxes tea—J. B. Hallam; 1000 boxes 1096 packages tea—L. Reiss Brothers and Co.; 476 chests tea in transit—Order; 7 bales waste cocoons, 71 packages merchandise, 17 packages curiosities, 875 bales raw silk, 43 bales waste silk, 7 cases pheasants, 7596 chests 3128 half-chests 7469 boxes 5064 packages tea—Order. From Hong Kong: 2000 boxes tea—L. Reiss Brothers and Co.; 37 bales silk—D. Sassoon and Co.; 1 case ginger, 16 packages tea, 1 package cigars—Master; 2 half-chests 3342 boxes 3 packages tea, 4 cases curiosities, 3 cases merchandise, 2 cases ginger—Order. From Singapore: 1 case merchandise—Elkington and Co.; 1 case merchandise—N. Holt and Co.; 1737 slabs tin—Order.

From FOOCHOW, SHANGHAI, SINGAPORE, to LONDON, (via S.C.), per Emblehope (str.), entered Sept. 13.—From Foochow: 638 half-chests tea—L. Reiss, Bros., and Co.; 100 half-chests 26 packages tea—F. Huth and Co.; 2 half-chests tea—Hickie, Borman, and Co.; 2 half-chests 15 boxes tea—L. Wiese; 9147 chests 15,031 half-chests 6533 boxes 2278 packages tea—Order; 257 chests tea in transit—A. Tesdorff an Co.; 4000 boxes tea in transit, 4 packages merchandise—Order. From Shanghai: 1 box curiosities—Order. From Singapore: 909 slabs tin, 3 cases ginger, 1 case wine, 3 packages tea—Order.

ARTICLES OF IMPORT.

TEA.

The market has been quiet during the past week. Only two small public sales have been held, and these, together with the business done privately, have passed without effecting any alteration in the prices previously current.

On the 8th inst. in public auction 2,651 packages new season's sold without reserve, 375 packages new black leaf Congou sold at 1s. 2d. to 1s. 4d., 392 packages Souchong 1s. 1¾d., being cheap, 1,308 packakes, mostly boxes, Pingsuey and Moyune Gunpowder sold cheaply, good at 2s. to 2s. 4d., also 576 packages Young Hyson at 1s. 0½d. to 2s. 2d. per lb.

On the 13th 1,354 packages were offered without reserve and sold, 284 chests black leaf congou sold, medium at 1s. 4½d. to 1s. 4½d., good 1s. 6½d. to 1s. 7d., fine 1s. 9¾d. to 1s. 10d., and 1,070 boxes scented Caper, common 9½d., medium 1s. 1¾d. to 1s. 2½d., good to fine 1s. 4½d. to 1s. 6d. per lb.

On the 14th 1,240 packages were offered and sold without reserve, consisting chiefly (1,090 chests and half-chests) of new red leaf Foochow Congou per Glendarroch, which brought 1s. 2¾d. to 1s. 5d., 150 packages old Young Hyson sold at 11d. per lb.

On the 15th 6,209 packages per Nestor, were offered without reserve, and all sold. The bulk consisted of new Ping Suey Green, which met a good demand and sold at firm prices, 4,452 packages were all sold, No. 1 Gunpowder at 3s. 6d. to 3s. 7½d.; No. 2 at 2s. 7d. to 2s. 9½d.; No. 3 and inferior, 1s. 3d. to 2s. 5d.; No. 1 Young Hyson, 1s. 10½d. to 2s. 3¾d.; No. 2 at 1s. 7½d. 1,575 chests new black leaf Congou sold, Shuntom low duty (411 chests) at 7¼d. to 7½d., a chop at sweet common black at 11½d. to 11½d., and a chop good Sonfa at 1s. 4½d. to 1s. 4¾d.

SILK.

There is no change to report in the market.

COFFEE.

The market has been steady during the week. Moderate supplies of Plantation have found a ready sale at rather higher rates; and prices generally are firm. The Native Ceylon placed upon offer has been for the most part bought in. The latest prices paid have been:—Plantation, small grey to coloury at 63s. to 67s., fine ordinary mixed grey 65s. to 65s. 6d., low middling grey and dull 68s. to 69s. 6d., bold grey 68s. 6d. to 74s., middling coloury 70s. to 75s., good middling to fine middling 75s. 6d. to 79s., bold 82s. to 85s., pea-berry 83s. to 85s.; 582 bags also sold, garblings 29s. 6d., chips 49s., triage, &c., 53s. to 60s. 6d. Native good ordinary 56s. to 56s. 6d., small 53s. 6d. to 54s., pea-berry 60s. 6d. to 62s. 6d., sea-damaged good ordinary 58s., bold 59s. 6d. to 60s. A parcel of 376 bags Manila, fine ordinary pale, sold at 60s. 6d. to 62s.

The Dutch Trading Company announce their next public sale to be held on the 20th inst., when 124,700 bags Java, &c., and 5,000 bags Rio will be offered.

SUGAR.

The market continues very dull; prices have a downward tendency, and sales are almost wholly suspended. The business at auction has comprised 350 bags good Ilo Ilo Manila (duty 4s.), sold at 24s. 3d.; of 687 baskets Penang date sort offered, 363 baskets common to middling sold at 22s. to 23s., the remainder, low pasty, being bought in at 21s. By private contract 6,500 bags Zebu unclayed have been sold at 22s. 6d., and 5,300 bags Taal unclayed at 20s. 6d.

COCOA-NUT OIL.—Ceylon is quoted £38 10s. to £39, with very little business doing.

COIR GOODS.—The supplies placed on offer, which have been extremely small, have gone off at firm rates. At public sale 33 bales Cochin Yarn sold at £33 5s. to £41 15s.; also 34 tons, in dholls—very common, £23 15s.; common to good common, £26 15s. to £28; medium, £30; good medium, £33 15s.; also 241 coils Cochin Rope—2 to 3 inch at £28 15s., 3½ to 4½ inch at £26 5s. to £27 per ton.

HEMP.—The market for Manila is very firm, and business is checked by importers holding for higher rates than dealers are disposed to offer. A large supply has been offered at auction, amounting to 3,472 bales, but being held for some advance was chiefly bought in, good brown to fair roping at £45 to £49, good to superior £50 to £54 10s., only about 1,070 bales being sold at an advance of about 20s. per ton, brown at £42 to £42 10s., mixed to barely fair £43 to £47 5s., fair to fully fair roping £48 to £49, barely fair £47 5s., good to fine £50 to £52, fine white Quilot £65 to £65 10s., mostly damaged at £42 10s. to £43, better qualities £46 5s. to £50 5s. per ton. Privately about 150 bales fair and good fair roping have been sold at £48 to £49.

PEPPER.—Black: There is no change to report; Penang has been sold on the spot at 6⅞d.; Singapore on the spot, sound 6¼d., damaged 6⅛d.; Penang now landing at 6 1-16d. and 6⅛d. cash. White: Singapore has been bought in at 10½d., sea damaged sold at 9⅞d. to 10d.; Penang bought in at 10½d. Privately Singapore has realised 9⅞d. cash.

RICE.—On the spot a somewhat more active business has been done at about last quoted rates, and for floating cargoes of soft grain extreme prices are required, which check sales. On the spot good white Bengal has been sold at 11s. 1½d., ordinary at 9s. 10½d. to 10s., Madras at 9s. 9d., old Rangoon at 9s., Siam at 8s. 9d. to 9s., floating cargoes have been sold as follows:—The Connemara, 1,700 tons Rangoon September sailing, at 10s. 3d. for the Continent. The Amy, 900 tons ditto also September, at 10s. 6d. for the Continent. The Bertha, 1,230 tons Necransie Arracan arrived off coast, at 9s. 6d. for the Continent.

SHELLS.—The periodical sales were held on the 12th inst. Mother-o'-Pearl: The supply consisted chiefly of Bombay, which met a good

Digitized by Google

demand, and were all sold at dearer rates, especially for bold sorts. Manila and other fine bold sorts brought advanced rates. Of 84 cases Manila offered, 60 cases sold—good bold, £8 17s. 6d. to £9 2s. 6d.; bold, partly small, at £8 10s.; of 34 cases Macassar, 10 cases good bold sold at £11 7s. 6d., the remainder being bought in at £10; 1 cask fine sold at £13 2s. 6d. Tortoise: A good demand prevailed, and a general advance was established; the total quantity offered, viz., 5,732 lbs., was nearly all sold; 5 cases (449 lbs.) Singapore sold at 14s. 6d., and 1 case (60 lbs.) Penang at 13s. 6d. Of East India Turtle, 1 case (168 lbs.) Singapore sold at 2s. 9d. Ear Shells: Of 271 boxes 36 cases 230 packages, and 35 tons loose Japan, about 10 tons sold, in boxes at £20, loose at £13 10s. per ton.

TIN.—There has been some fluctuation in the market, but at the close prices are steady at an advance upon those of last mail, the quotations being:—Straits on the spot £133; afloat, £132; Banca, £135 10s.; Billiton £132.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Sept. 6	Penrith	Dawson	Akyab	Folkestone
7	Spirit of the South	Burrows	Akyab, for Bremen	Falmouth
7	Sebastian Bach	Sanstedt	Rangoon, for Amtdm	Off do.
	Invincible	Famolari	Batavia	Queenstown
5	Wellamo	Kronholm	Rangoon	Brouwershaven
8	Geo. Kendall	Kerr	Do.	Off Falmouth
8	Wennington	—	Do.	Liverpool
7	Alblasserdam	Willemse	Patjitan	Brouwershaven
7	Elizabeth Maria	Muller	Batavia	Zierikzee
9	Statesman (str.)	Williamson	China, &c., via S.C.	Deal
10	Chacma	Thorpe	Colombo	Do.
10	Tinnevelly	Bone	Ceylon, for Hamburg	Do.
11	Leith (str.)	Barnestone	Calcutta & Sing., S.C	London
11	Minia (str.)	Martin	Singapore, &c.—S. C.	Do.
10	John Scott	Kennedy	Java, for Rotterdam.	Deal
11	T. D. Marshall	Hunter	Akyab	Falmouth
9	Duleep Singh	Jennings	Do., for Liverpool.	Off do.
12	Clan-Alpine (str.)	Beckett	Canton, &c., via S.C.	London
12	Shepherd	Armstrong	Colombo	Do.
12	Nestor (str.)	Drenning	Shanghai, &c., via S.C	Do.
10	County of Lanark	Cumming	Sourab., for Roterdm.	Off Dungeness
Aug 24	Melania	Landa	Saigon	Havana
Sept 13	Emblehope (str.)	Joss	Foochow, &c., via S.C.	London
11	Kitty	—	Java, for Amstrdam.	Dungeness
12	Orion	—	Rangoon	Scilly

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept. 6	Mathilda Atheling	Whereat	Hong Kong	Cardiff
6	Professor van der Boon Mesch	—	Java	Newcastle
6	Queen of India	—	Singapore	Do.
8	Eleanor	Moore	Do.	London
9	Winestead (str.)	Shetliff	Colombo, &c., via S.C.	Do.
Aug. 6	Nevada	Luet	Singapore	Rio Janeiro
9	Kenilworth	Banner	Java	Do.
	San Francisco	—	Do.	Hamburg
	Padang Packet	—	Do.	Shields
Sept. 8	Marie	—	Galle	Newcastle
11	Java	Millar	Java	London
11	Georgina	Dalgleish	Yokohama & Hiogo	Do.
	Aletta Augusta	Tinholt	Samarang	Amsterdam
4	Ottolina	Omhard	Singapore	Penarth
4	William Wilcox	Crocker	Trincomalee	Do.
	Kinfauns Castle	—	Singapore	Clyde
12	Thomas Dryden	—	Galle	Shields
9	Hollinside	—	Do.	Do.
	Vice-Admiral May	—	Java	Amsterdam
8	Concordia	Gowerius	Galle	Newcastle
	Petronella	—	Java	Rotterdam
9	Queen of India	—	Singapore	Shields
12	Burgemeester von Middelburg	—	Batavia	Newcastle
13	Tribune	Wade	Singapore	Liverpool
13	Ulysses (str.)	Henderson	Peng., Sing., &c., S.C.	Do.

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Sept. 7 to Sept. 13	Investigator	London	Singapore
	Arcot	Do.	Colombo, &c.
	Timsah	Liverpool	Do.
	Commander	Do.	China, &c.
	Albay	Clyde	Manila
	William Miller	China	New York

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Cheops, Canton, Glendarroch. For Singapore, Shanghai, Yokohama, Hiogo, and Osaka: Danube. For Colombo, &c.: Excelsior, Petersburg.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Lothair, Lorton. For Yokohama: John Nicholson, Solent. For Shanghai: Michael Angelo, Carmarthenshire, Wylo. For Hong Kong: Northfleet, Caroline Coventry, Osaka. For Manila: Catalina. For Batavia and Sourabaya: Vier Gebroeders, Stella Maris. For Singapore: Peterborough, Havelock. For Penang: Vanguard. For Bangkok and Siam: August Friedrick. For Colombo: Rosy Morn, Hilarion, Teviot. For Colombo, &c.: Northern Queen, Acacia, Spirit of the North.

At LIVERPOOL.—For Singapore: Paix, Tribune. For Batavia, Sourabaya, Samarang, Macassar, and Padang (via S.C.): Shiraz (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Achilles (str.), Diomed (str.). For Batavia: Batavia. For Manila: Adolfo. For Singapore: La Paix. For Manila (via Suez and Singapore): Emiliano (str.). For Galle: Argo. For Galle and Rangoon: Rowena.

At GLASGOW.—For Singapore: Lochleven Castle.

SPOKEN.

ADELPHOI (barq.), Colombo to London, Aug. 14, 14 S., 7 W.
EASTERN CHIEF (barq.), Nagasaki to New York, July 2, 29 S., 49 E.
GEORGE SHOTTON (barq.), Manila to Copenhagen, Aug. 6, 17 S., 4 E.
KRIMPEN A. D. LEK (Dutch), Batavia to Rotdm., July 19, 35 S., 13 E.
LEW CHEW (barq.), Colombo to London, June 23, 26 S., 69 E.
JUANPORE (Dutch brig), Batavia to Amstdm., July 11, 31 S., 54 E. (?)
PANIC (barq.), Singapore to London, Aug. 1. 31 S., 11 E.
ELIZA AND JANE, Clyde to Singapore, Aug. 3, 15 N., 26 W.
LEVINGTON (?), Colombo to London, Aug. 30, 48 N., 14 W. [9 W.
LORD OF THE ISLES (str.), London to Penang, &c. (via S.C.), Sept. 5, 44 N.,
COUNTY OF LANARK (ship), Sourab. to Rotrdm., Aug. 17, 32 N., 40 W.
SARAH MARTHA, Batavia to Queenstown, 96 days out, Aug. 4.
AILSA, London to Shanghai, July 21, 4 S., 27 W.
MORA (barq.), London to Galle, Aug. 25, 43 N., 9 W.
JOHN SCOTT, Batavia to Rotterdam, July 27, 11 N., 27 W.

FREIGHTS AND CHARTERS.

The rates of freight and demand for tonnage to the East are without alteration, business continuing dull at the undernoted quotations.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s. Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Cape Town, dated Aug. 4, state that the Hendrik Ido Ambacht, Byl, from Batavia to Rotterdam, had put into Simon's Bay, July 31, having experienced bad weather, during which she had her deck swept, bulwarks carried away, and one man killed.

The Anna Digna, Swaneveld, from Batavia to Amsterdam, put into Simon's Bay, Aug. 1, with loss of bowsprit, foretopgallantmast, maintopsailyard, and bulwarks.

The Louisa. Lansdown, from Singapore to Boston, which put into Port Elizabeth, leaky, had repaired and was ready for sea. She had shipped about 200 tons of cargo, from Port Elizabeth, to replace that discharged.

The Alida (barque), of Bremen, Sammann, from Nagasaki to London, with tea, tobacco, &c., was towed into Algoa Bay, July 26, by the Cambrian (str.), which vessel fell in with her about eight miles west of Cape Recife. The Alida experienced a very heavy gale in lat. 35 S., lon. 24 E., during which her rudder-head was sprung, and the vessel rendered unmanageable. She had been surveyed, and part of her cargo would be discharged, to ascertain what damage had been sustained.

The Roska (barque), of Flensburg, Hasseneau, from Penang to London, with tobacco, sugar, tin, &c., put into Algoa Bay, July 26, having experienced very heavy weather from July 21 to July 23, during which she sprung a leak and made six inches water per hour; since her arrival at Algoa Bay she had made but very little water. A survey had been held, and she had been recommended to discharge part of her cargo for further examination.

A telegram received in Greenock Sept. 7 states that the Priam (ship), of Greenock, from Ilo Ilo to the Channel, with sugar, had put into Mauritius, leaky.

MISCELLANEOUS.

At ST. HELENA.—July 31, Alexander, Dempster, from Padang, and sailed Aug. 1 for New York; Aug. 2, Francis, Parnet, from Colombo, and sailed 4 for New York; 4, Stavers, Robinson, from Probolingo, and sailed 5 for Falmouth; 5, Albuera, Thomas, from Penang, and sailed for New York; 8, Robertus Hendrikus, Sissingh, from Batavia, and sailed for Amsterdam; 10, Luzon, Buchanan, from Ilo Ilo, and sailed for Liverpool; 11, Sumatra, Buyser, from Batavia, and sailed 12 for Amsterdam; 12, Christina Marie, de Veer, from Batavia, and sailed for Amsterdam.

Off ST. HELENA.—August 11, River Indus, from Colombo.

At SIMON'S BAY.—July 20, Hendrik Ido Ambacht, Bell, from Batavia; August 1, Anna Digna, Zwaneveld, from Batavia.

A telegram from Suez, received at Leith Sept. 11, reports the Elgin (str.), China to London, anchored at Zeitee, short of coals, but states that she had been supplied from Suez, and was expected there Sept. 13.

At PORT SAID.—Sept 9, Arcot (str.), from London, and proceeded 10 for Colombo, &c.

The screw steamship Gouverneur-General Myer, of 1,150 tons, built by Messrs. Connell, Glasgow, for the Nederland Steam Navigation Company of Holland, has sailed from the Clyde. During the present year no fewer than five large screw steamships have been launched on the Clyde on Dutch merchants' account, for the trade between Java and other Dutch Indian possessions and home.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS :—

From LONDON to SAIGON and COCHIN CHINA	**£5 17 0**
" " " HONG KONG	**7 0 0**
" " " SHANGHAI	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

LUCERNE.
HOTEL NATIONAL.
THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.
Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d'Hote at Five and Seven.
SEGESSER FRERES and Co., Proprietors.

HOLLOWAY'S OINTMENT
AND PILLS.—HEREDITARY DISEASES.—The tendency to particular maladies transmitted from parent to child exercises a wide influence in producing disease. Few are free from hereditary predispositions. Consumption, gout, and scrofulous disorders are from this cause ever present, and yearly rob us of our dearest treasures. Holloway's Ointment and Pills have the power of removing from the blood the morbid qualities in which lies the essence of all hereditary diseases, and not only do they cleanse the blood, but purify every living tissue throughout the frame, whether situated externally or internally. They are soothing, yet searching, and never can be wrongly used or do harm. Being free from noxious ingredients, the most delicate and timid may fearlessly employ them.

NOTICE.
WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.
From our experience in the Ceylon trade, we shal be enabled to care satisfactorily for all interests intrusted to our care.
Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.
A. G. THOMSON.
ED. G. VINAY.
Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.
WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

EDUCATION.—ST. LEONARD'S-ON-SEA
TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.
PARENTS
residing abroad would find this a most desirable home References can be given for England, India, China and Japan.
For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

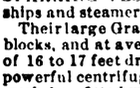
SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.



OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

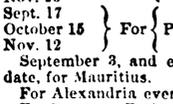
Sept. 17 October 1 October 15 October 29 Nov. 12 Nov. 26	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sept. 17 October 15 Nov. 12	For	Pondicherry, Madras, Calcutta.

September 3, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles



ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked or the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

THE GRAPHIC,

AN ILLUSTRATED WEEKLY NEWSPAPER
OF THE
HIGHEST CLASS,
Price 6d.;
OR BY POST TO
CHINA
OR
JAPAN,
45s., or, via Southampton, 36s. per annum, paid in advance.
P.O.O. payable to Mr. E. J. MANSFIELD, at the Office 190, STRAND, LONDON.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. At 4 per cent. per annum, subject to six months' notice of withdrawal. At 3 per cent. per annum, subject to three months' notice of withdrawal. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... 20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13 Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.
16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

W. L. H. SKEEN AND CO.
PHOTOGRAPHERS,
COLOMBO, CEYLON
Invite inspection of their large collection
VIEWS OF CEYLON, NATIVE CHARACTERS, &c
ON SIZES 12 BY 10 TO C. DE
CATALOGUES POST FREE

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,
Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness
Excellent economica stock for Soups, Sauces, &c.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Princ of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP-STREET. FINSBURY-SQUARE, LONDON, beg to announce the completion of their new warehouses, containing upwards of Forty Thousand Square Feet of floorage.

MOORE and HUNTON have in stock a great variety of DINING ROOM SUITES in mahogany and oak from £15 to £80 each suite.

MOORE and HUNTON have on show upwards of forty DRAWING ROOM SUITES, varying in price from £16 to £100 each suite.

MOORE and HUNTON invite inspection of their stock of BEDROOM FURNITURE in various woods and styles, at prices varying from £5 10s. to £13 per suite.

MOORE and HUNTON have a large selection of LIBRARY, HALL, OFFICE, and other FURNITURE at moderate prices.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS, PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON.
Established upwards of 40 years
FURNITURE MANUFACTURED SPECIALLY FOR HOT CLIMATES.

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	" "	Every Tuesday, at 2 A.M.
ADEN	" "	
BOMBAY	" "	
GALLE	Saturday, Sept. 2, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Sept. 12, at 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Sept. 2, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Sept. 12, at 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

EXTRA STEAMER, via SUEZ CANAL.—The PENINSULAR and ORIENTAL COMPANY will despatch their new steamer MIRZAPORE, of 3,763 tons, 600-horse power, from Southampton, on or about the 24th Oct., taking passengers for CEYLON, Madras, Calcutta, China, Japan, Australia, &c. This vessel will correspond at Suez with the steamer leaving Brindisi on 7th Nov.

MAIL ROUTE FOR CALIFORNIA JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	"	"
China ..... in 44	"	"
New Zealand in 42	"	"
Australia ..... in 47	"	"

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
China Ports & Japan.	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Oct. 14

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

INDIA, CHINA, and JAPAN.—Notice to Passengers—GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to GELLATLY, HANKEY, SEWELL, and Co., 109, Leadenhall-street E.C.

CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Caroline Coventry	A1 13 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Shanghai ...	MichlAngelo	A1 16 yr.	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Osaka.....	A1 17 yr.	E.I.D.	With des.
Yokohama...	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock.	Last Shppng. Day
Pen., Sing. Hg.Kg., & Shanghai (via S.C).	Canton, s.s.	A1 100	1215	SWID	Sept. 29
Yokohama & Hiogo..	Denbighsh.	A1 15 yr.	483	EID	With des.
Shanghai..	Carmartsh.	A1 14 yr.	812	EID	With des.

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered new screw steamer CANTON, 100 A1 (highest class at Lloyd's). 1,215 tons register, 200 h.p. nominal, J. C. JAQUES, Commander, will receive goods in the South West India Docks until the 29th September, unless previously full. This magnificent steamer, lately built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has just completed her first voyage, making the passage from Gravesend to Shanghai in fifty-seven days, including all stoppages. Is elegantly fitted for passengers, with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon and stewardess.

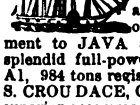
For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR SHANGHAI DIRECT, the composite clipper ship CARMARTHENSHIRE, A1 14 years, 812 tons register; R. WATSON, Commander; Loads in the East India Docks. This splendid clipper is well known in the China trade for her fast passages and sound delivery of cargo.

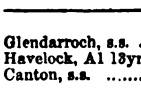
For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. To sail on 25th Sept.



FOR SINGAPORE, HONG KONG, and SHANGHAI, calling at PENANG, if sufficient inducement offer, and taking goods for transhipment to JAVA and JAPAN, at through rates, the splendid full-powered screw steamer, CHEOPS, 100 A1, 984 tons register; 150 horse-power, nominal; W. S. CROUDACE, Commander; S.W. India Docks. Has superior accommodation for first-class passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.



FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Glendarroch, s.s. ...	1,500	Thos. Skinner & Co.	Sept. 21
Havelock, A1 13yrs.	454	Wright, Bros., & Co.	Sept. 25
Canton, s.s.	1,215	Norris & Joyner ...	Sept. 29
LIVERPOOL.			
La Paix, 3-3rds.....	478	Mors le Blanch & Co	Sept. 30
Achilles, s.s.	1,550	Alfred Holt	Sept. 30
GLASGOW.			
Lochlevin Castle,	602	Thos. Skinner & Co.	Sept. 27

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Singapore ...	La Paix	2-3rds L. 11	Prnce's	With des

From LONDON.

Yoko.&Higo	Lorton.....	A1 14 yr.	L.D.	With des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Sept. 20
Yorkshire	100 A1	2,273	S.W.I.D.	Oct. 10
Red Gauntlet...	100 A1	1,450	E.I.D.	To follow
Hindoo	A1 18 yrs.	1,800	E.I.D.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch.—To follow the "W. E. Gladstone."

FOR COLOMBO, COCHIN, CALICUT, TELLICHERRY, and MANGALORE, the splendid trader ACACIA, A1 11 years, 390 tons register, JAMES HENDERSON, Commander; West India Docks. This fine vessel is well-known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the name of the port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagrams
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMETZER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	DAVID ROBERTSON & Co.
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Gaile	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
okohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.

(Over the JERUSALEM.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 18, 1871.

Digitized by Google

FRENCH MAIL EDITION]

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 421.] LONDON, MONDAY, SEPT. 25, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
Japan—Yokohama	June 16	July 31	Aug. 4
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	June 9	„ 27	July 29
China—Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	„ 16	„ 28	Aug. 4
Ningpo			
Foochow	„ 16	„ 30	„ 5
Formosa			
Amoy	—	—	„ 7
Swatow			
Hong Kong	„ 30	Aug. 7	„ 11
Canton			
Macao			
Philippines—Manila			
Cochin-China—Saigon	July 7	„ 12	„ 16
Siam—Bangkok	June 30	„ 7	„ 10
Borneo—Labuan			
Sarawak			
Java—Batavia	—	—	„ 15
Samarang			
Sourabaya			
Malacca Straits—Singapore	July 14	Aug. 15	„ 19
Penang			
Ceylon—Galle	Aug. 4	„ 30	„ 30
Colombo			„ 28

THE MAILS, &c.

The French mail, bringing dates as above, was delivered, *via* Marseilles, partly on Saturday and partly this morning. The next inward mail (P. and O.) is due, *via* Brindisi, on the 30th inst., with dates—Yokohama Aug. 8, Shanghai Aug. 12, Hong Kong Aug. 18, Singapore Aug. 27.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per Messageries Maritimes steamer *Ava*, arrived at Marseilles Sept. 21.—From Yokohama: M. Bonger, Madame Lombard. From Hiogo: Messrs. Bateki, Slyboom. From Shanghai: Messrs. Van Thorp, Taupain, Gabout, the Rev. J. Meadows and Mrs. Meadows, the Rev. J. Taylor, Miss Paulding. From Hong Kong: M. Boun. From Saigon. Messrs Allain, Geraud, Lamys, Lagny, Puibaraud, Le Coit, Lugand, Le Faucheur, M. and Madame Mulaton. From Batavia: Messrs. De Kanter, Martini, Sleght, Pel Vonkussum, Von Lubton, Doekers, Gautin, Sloot. From Singapore: Messrs. Strauss, Jullien, Laurs, Cruikshank, Oechman (père et fils), Beering, De Caalho, Sorano, Saito, Cruces, Steffani, R. Pozzi, G. Pozzi, Alberoni, De Elorsa, Fernandez, Favre, Bertrand, Herois, Ammizati, Jacquier, Fabre, Cugnet, Chazal, M. and Madame Sloot, M. and Madame Kuler, M. and Madame Del Vallie, M. and Madame Vogerpoil, M. Canete. from Galle: Messrs. Rousson, Cervoni, Coulet, Maillard.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Sept. 16.—To Yokohama: Mr. A. T. Cousens, Mr. R. A. Mees, Mr. L. Swaby, Mr. J. Curnow. To Shanghai: Mrs. F. Barnes, Mrs. Maitland. To Hong Kong: Mrs. Dods and two children, Mr. N. Murton, Mr. Gerrard, and two second-class passengers. To Singapore: Mr. C. H. Cundall and four second-class passengers. To Ceylon: Mr. J. R. Baillie, Mr. C. Myers, and one second-class passenger.

Per P. and O. steamer *Ceylon*, from Brindisi, Sept. 26.—To Shanghai: Mr. and Mrs. Reid. To Hong Kong: Mrs Harcourt Hardy, Mr. D. G. Hunter, Mr. Wotton, Mr. McClymont. To Ceylon: Mr. S. Green.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 30.—To Yokohama: Mr. T. Thomas. To Shanghai: Mr. and Mrs. H. Tapp, the Hon. T. G. Grosvenor, Mr. F. Grose, Mrs. Cowie, Mr. W. T. Poole. To Ceylon: Miss Walkinshaw, Master Macready, Mr. J. R. Bell.

Per P. and O. steamer *Sinda*, from Brindisi, Oct. 10.—To Yokohama: Mr. Cornes Mr. J. A. Dewing. To Shanghai: Mr. A. Myburgh. To Hong Kong: Mr. A. Lind. To Singapore: Mr. R. Wright. To Penang: Mr. Rowland, Mr. F. Brown. To Ceylon: Mr. and Mrs Delmege, Mr. W. G. Brodie.

Per P. and O. steamer. from Southampton, Oct. 14.—To Ceylon: Mr. A. Heauly, Mr. and Mrs. A. M. Fergusson, daughter and son.

Per P. and O. steamer from Brindisi, Oct. 24.—To Yokohama: Mr. and Mrs. Godfrey. To Singapore: Mr. and Mrs. Maclean.

Per P. and O. steamer *Mirzapore*, from Southampton, Oct. 24.—To Ceylon: Mrs Craven and two children.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates from this port by the present (French) mail are to the 1st August, but by the extra Pacific mail steamer *Alaska* we have advices, *via* San Francisco, to the 4th August. The French mail of the 9th June arrived out on the 26th July, and the following English mail of the 16th June on the 31st July.

The news is unimportant. The *Tamar* arrived on the 28th July, with stores and reliefs. She was to sail on the 8th August for Hong Kong and Singapore with the 1st battalion of the 10th Regiment, which was recently relieved by a detachment of Royal Marine Light Infantry.

A school of languages has been established at Kioto, in which there are already two hundred pupils; an American is to be added to the tutorial staff for instruction in English.

The first locomotive for the railway has been landed, and is now in the shed erected for the purpose of receiving the engines.

NAGASAKI.

We have advices to the 29th July; the outward mail (P. and O.) of 2nd June arrived out on the 21st July, and the following French mail, with London dates to the 9th June, on the 27th July. We extract the following from the *Nagasaki Express*:—

The condition trade is in at this port has for some time past been a question of very serious importance to those interested in it. This has now become a subject which not only requires their gravest consideration, but one which it is necessary to face without further delay, in order to prevent matters from becoming worse. Beyond having a trade in Coal and Tea, both of which articles are likely to cause a few firms to remain, Nagasaki has but little business of any other description worth speaking of, so that literally the port, year by year, continues on its downward course. That this state of things now exists is an incontestable fact, and one which is clearly proved by the daily appearance of this settlement. It is not difficult to trace the cause of the gradual decay. However liberal the views of a governor may be, this can easily be neutralised by his officials, who have it in their power to advise him to adopt a most illiberal policy towards foreigners. Nagasaki of late has been the hotbed for every description of commercial combination, from the Guilds down to the rice shops, which are engaged in squeezing the coolies upon the truck system. There can be little doubt that these societies, together with numerous other minor, but nevertheless vexatious, interferences with trade, account for much of the present depression. Unless speedy measures are taken to prevent it, these will be the means of almost, if not entirely, closing the port, as it is not to be supposed that firms will continue to remain here unless something is done to unfetter trade, and place it upon a more permanent and satisfactory basis than it is on at present. Instead of every facility being given to induce the country dealers from the neighbouring districts to visit this port for the purpose of trade, not only are obstacles placed in their way, but they are subject to indignities. The guard-houses erected last year, at

Digitized by Google

every entrance to this settlement, were at the time said to be solely for our protection, but experience has shown that other motives of a more inimical character prompted those who ordered them to be built. These buildings are in direct opposition to the spirit of the treaty; are unworthy attempts to restore the old Desima system; made by a government professing liberal ideas, and are used to insult numerous respectable country officers, who would often visit this settlement, but refrain from doing so unless accompanied by a foreigner, as the guards in several instances have compelled men of much superior rank to themselves to lower their umbrellas and walk bareheaded past the guard-houses. The spirit the local authorities adopt with regard to trade is often vexatious in the extreme. Not a single muster package can be brought into this settlement for inspection until such time as the native owner has obtained permission from the Custom House authorities to bring it. This regulation, although undoubtedly an infringement of Article IX. of the convention made in 1866, has long existed and often affords the officials facilities to practice espionage. As many of these derive a certain amount of income from these monopolies they are expected to supply the information they obtain in this manner to their particular friends, who are thus placed in possession of the means of exercising coercion if it suits their purpose. It is not in the least surprising that the officials have recourse to bribery and corruption. They are to a certain extent compelled to resort to this in order to live, and keep up their respectable appearance, which it would be quite impossible to do on the miserable salaries they now receive. By establishing a better scale of pay, and forbidding them to mix themselves up, or give any aid, directly or indirectly, to institutions inimical to trade, would, we think, go a long way towards giving relief.

The intelligence received from Yokohama, announcing that the portion of Sagalien in the possession of the Japanese has been annexed by the Russians is significant. We imagine that this suggestive event will do much to change the views of the anti-foreign party, whose remedy for returning to their former exclusion is to rid the country of the traders belonging to every nation by cutting off their trade and compelling them to leave Japan. Instead of their continuing to entertain this desire, at least the enlightened portion of them will realise that their endeavours, if successful, will contribute to no small extent to giving their Muscovite friends a very favourable opportunity of exercising a paternal care over them at some future time.

The telegraphic communication to connect this port with Yedo is to be a submarine one, and will, when laid, be worked on account of the Japanese Government. We hear that orders have been very recently sent to England to manufacture the cable, and despatch it together with a competent staff of officials to work it.

The movement of troops in this part of Japan is now being actively pushed forward. We are told that this is owing to their being required to be located, in conformity with the instructions issued, at the time the Empire was divided, into military districts. The steamer *Coila*, which arrived here recently, had 400 men on board.

On the 24th July a fire occurred in one of the buildings inhabited by Chinese on lot 18, Oura; but it was quickly extinguished, before any great harm was done. The origin of the fire is supposed to be the work of incendiaries, and four natives of very doubtful character have been apprehended by the police on suspicion of being concerned in the crime.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, 28th July, *via* SAN FRANCISCO.

In consequence of a large quantity of Tea going forward from both Yokohama and Shanghai the Pacific Mail S.S.C. despatch this month a second steamer to San Francisco, and the *Oregonian*, which leaves to-night with the through United States mail, enables me to send you a few lines. The interval since I last wrote, also *via* San Francisco, has been nearly a blank. The British steamer *Africa*, with the section of the Great Northern Submarine Cable, to be laid between this port and Vladiwostock, arrived here yesterday morning from Hong Kong, bringing the French mail of the 9th June. The previous English mail of the 2nd June was received on the 21st inst. by the Pacific mail steamer *Golden Age*. The Russian corvette *Almaz* left this harbour on the 21st inst. for the Russian ports in the North, and this is the only movement I have to record in the vessels of war. The Danish frigate *Tordenskjold* will leave, in company with the steamer *Africa*, to lay the cable, which the latter has on board. The *Great Northern* (steamer) was still at Woosung when the *Oregonian* left, but is hourly expected here.

The Takasima controversy still continues, but no one seems to know what is the object of the discussion beyond that some one appears to be very angry with the *Nagasaki Express* for stating "that an interval had occurred during which coals were not raised." A letter on the subject has appeared in the *Nagasaki Gazette*, giving the quantities raised since March, and as it may be interesting to your readers at home, I extract the figures, which are as follows:—March, 198 tons; April, 1,538 tons; May, 1,958 tons; June, 2,326 tons; Total, 6,023 tons.

Business is extremely dull. Exchange on London, and freights to London, both nominal. Nebus 400 per $100.

CHINA.

—o—

SHANGHAI.

Dates from this port reach to the 4th August; the P. and O. mail, with London advices to the 16th June, arrived out on the 28th July, four days early. The following items of news are from the *North China Herald*:—

A meeting of shareholders in the U. S. N. Company has been held. The accounts show a net profit on the year's working of Tls. 23,321, exclusive of bad debts. A bonus of 5 per cent., amounting to Tls. 6,000, will be returned to contributing shareholders. No dividend was declared, it being considered wise to hold over the balance against possible loss by the failure of the late agents. Debentures to the amount of Tls. 87,200 have been issued under the resolution passed at the previous meeting. It has not yet been found necessary to borrow the remaining Tls. 32,800.

The question of the amount of damage payable to the owners of the junk *Sing-yung-ta* by the owner of the s s. *Norna* has been gone into at the Supreme Court before G. Jamieson, Esq., Messrs. J. Morris, and J. D. Thorburn. A number of Chinese witnesses were called to give evidence. It appeared there was no custom's receipt or ship's manifest. Ko-what, the owner, believed he had at Foochow a receipt for Tls. 4,500 for materials and wages expended in building the junk. Hong-che, supercargo, said there had been 460 baskets of ground-nut oil, 80 chew of green pease —a chew being equal to five piculs—and 175 chew of white pease. There was also over 70,000 copper cash on board, and clothes and other things belonging to the crew. The question of compensation for the man alleged to be drowned was remarked upon, and the Court expressed an opinion that anything awarded could only be payable to relatives of the deceased on their claiming in Court. The other supercargo, who kept the junk books, was called to prove the quantities in them, and gave the same statement of cargo as the previous witness, adding that there were ten packages of vermicelli. The question of cost and value was gone into, and defendant's counsel called evidence to reduce the amount claimed on this, as well as to prove, by the statement of the chief officer of the *Norna*, who had found when he examined the damage done that the upper plank broken was rotten, that the junk could not have been in the new and sound condition plaintiffs alleged. The Court has awarded the plaintiffs Tls. 10,500 out of the Tls. 11,100 claimed.

It is with the most sincere pleasure we learn that the term of office of the Shanghai Hsien has come to an end. He has handed over his seals of office to his successor Chen, late Hsien of Sing-yang, near Soochow. The Chinese have had to report that he was to be made Foo (Prefect) of Soonkiong; but we are glad to hear that it is now generally discredited, as this would still give him jurisdiction over Shanghai, which is in the Soonkiong prefecture. The insolent behaviour of the ex-magistrate at a certain inquest last year, and his general obstructiveness in all matters where foreigners have been concerned, are freshly remembered. We are surprised that the British Minister did not make the former case a reason for demanding his removal. He has done all he can to make the Mixed Court a failure, both by official interference, and by personal opposition to Chen-fuh-shen, the incumbent magistrate, who is generally respected by the Consular officials, as a well-disposed mandarin. And report says that he is not on the best terms either with the Taotuai, a fact which, if true, is to the latter's credit.

The gambling houses now openly existing at Nantow are a great scandal, and productive of much dishonesty. The Chinese used to remonstrate very vehemently and very reasonably against the gambling houses which, some years ago, used to exist in the Foreign Settlement. They complain, even now, of the frequent lotteries, which are supported mainly by Chinese, and which they also consider gambling, though in a modified and much less objectionable form. But what have they to say about the gambling houses now openly existing at Nantow, in their own most popular and busy suburb?

As the steamer *Miaca* was proceeding on her voyage to Amoy she ran into the barque *Clara Babuyan*, lying at anchor outside Woosung. The accident, we are informed, was caused by the order of the captain of the *Miaca* to port the helm being misunderstood, and the helm being starboarded. The damage on both sides is estimated at Tls. 3,000.

At Newchwang the rains have come unusually early this year throughout the north, and have continued till the farmers already cry enough. Temperature pleasant; politics quiet.

A Ningpo correspondent writes that, in consequence of the long continuance of dry weather, all the canals in the interior are dry, and that is chiefly the cause of the Fychow teas being so late this year. The small quantities that have arrived were conveyed through the canals in very small boats. Business dull; weather hot but fine, with a nice southerly breeze.

The total export of tea from Hankow has reached 39,858,515 lbs., exclusive of re-exports of 3,353,524 lbs.

We are glad to hear that the apprehensions felt in regard to the safety of the schooner *Rolling Wave* were unfounded. She has arrived safely at Tientsin, after a passage of twenty days from Hiogo.

A Peking correspondent says the marriage of the Emperor is now likely to be put off till next year, instead of taking place in

Digitized by Google

the autumn, as was anticipated. Our own idea would be that the audience question is at the bottom of the delay; that the Emperor's councillors, knowing foreign nations are determined to claim the right of audience for their ministers, as soon as his Majesty assumes personally the reins of power, are putting off the evil day. But our correspondent suggests the Catherine de Medici character of the Empress, whom he thinks anxious to retain the regency, and keep the Emperor in tutelage as long as possible.

The Spanish Government appears to have concluded the contract to which our Manila correspondent referred a few weeks ago, for the conveyance of mails between that island and Singapore; as the Postmaster-General of Hong Kong notifies the dates of fortnightly despatches, beginning from the 18th July.

Extra steamers are to run this month and next from Japan to San Francisco. It is hoped these may be the forerunners of a regular fortnightly line.

HONG KONG.

Our advices by this mail extend to the 11th Aug.; the London mail of 30th June arrived out Aug. 7, per P. and O. steamer *Tanjore*. The following summary of news is extracted from the *China Mail* and *Daily Press*:—

In the adjourned case of Kwok-a-sing *v.* Pauncefote, Mr. Hayllar appeared for the defendant, and showed cause against the rule for a new trial. He said his arguments would all turn upon one point, as to the "knowledge" of defendant in doing what he had done. The rule was obtained on four grounds: (1) that his lordship erroneously admitted evidence as to the defendant's knowledge that the offences were the same, it being admitted that he knew the acts to be the same; (2) that his lordship misdirected the jury by leaving to them the question of knowledge, that being, after the defendant's admission that he knew the *facts*, a question of law for the Court only; (3) that his lordship misdirected the jury by leaving to them the question whether the offences were the same, that being, after the defendant's admission that the *acts* were the same, a question of law for the Court only; (4) that the verdict was contrary to the evidence and the direction of the judge, and perverse. He (Mr. Hayllar) should treat the first, second, and fourth points as one. In considering the case of an Attorney-General acting in his official capacity in contravention of the terms of a statute the first presumption would be in his favour. He would be protected by the maxim, *Omnia præsumuntur rite esse acta*. The Attorney-General fulfilled quasi-judicial functions, and the presumption always was that judges and juries do nothing causelessly and maliciously. Now, if the Attorney-General had known the crimes to be the same, his would have been a malicious (*i.e.*, legally malicious) act. The first presumption was, therefore, in favour of the Attorney-General, and it was for the plaintiff to show that that presumption was over-ridden by another. Unless it were shown that it was a necessary presumption that he knew it, there was no ground for a new trial. The main question put to the jury was, Did the Attorney-General knowingly cause Kwok-a-sing to be imprisoned again for the same offence?

His lordship (Mr. Chief Justice Smale): I understood myself to put two things to the jury. Did he act knowingly? if not, I construe his knowledge into the same thing. They find no actual knowledge, but it should have followed that they should find on my direction that he still knew.—Mr. Francis replied, taking the third point, first, as Mr. Hayllar had followed that course. As to its being founded on a misapprehension, he remarked that the question of the identity of the offences was left to the jury in the second question. Did he *knowingly* cause Kwok Ashing to be re-arrested *for the same offence?* That embraced both points—the knowledge and the identity of offence. Mr. Francis said his lordship should have withdrawn the sameness of the offence entirely from the jury. As to Mr. Hayllar's argument, that the Attorney-General's was a constitutional act, that was the very question at issue. The plaintiff said it was thoroughly unconstitutional. On the fourth point Mr. Francis said he need hardly address his lordship, because the verdict was so clearly perverse, and in direct opposition to direction and evidence (including the judgment in the first case). And if perverse, the probable result would be that Attorneys-General would be encouraged to continue these acts, trusting to their immunity from penalty, to their distance from the central authority, and to their power of misrepresenting facts. His Lordship said he should take time to consider the question. He regretted very much that he had summed up on the same evening. It was contrary to his wishes, and it was certainly very injurious to him personally. He had never been himself since. It was very doubtful whether he should give his decision before the vacation.

In the report of the Indo-Chinese Sugar Company the directors state that they have found it quite impracticable to do more on the present occasion than place before the shareholders a detailed statement of the present cost of each factory, accompanied with such explanations as may be necessary, and to refer generally to the financial position of the company. The principal reasons for this are: first, that the cost of a large proportion of the machinery at each factory cannot at present be correctly ascertained, owing to the arbitration as to the amount to be paid for the same to Messrs. Wahee, Smith and Co., being still pending; and, secondly, that until this has been settled, and the erection of the machinery, plant, and buildings at both places are put in thorough working order, only approximative estimates can be given. The present paid up capital of the company amounts to $45,000, being $37.50 per share, and the directors estimate that the fourth call, due in December next, will be required to complete the cost of the present plant, which will then amount to $600,000. Up to the 30th of June the expenditure amounted to $477,991.08. The actual income of the company during the period over which this report extends, exclusive of capital, has been $18,051.69.

The expenses at the two factories amount to $49,486.49, but in this sum is included agents' commissions at Bangkok and Saigon, the wages of the entire engineering staff employed in erecting the machinery, and which must eventually be written off against the original cost of factory, as also stores and fuel to be used in the manufacture of the sugar for next season, together with the cost of cutting and transport of cane for the last season at both places, and which cannot be written off until the entire out-turn of last season's operations have been determined. The item, general charges, includes advances to employés, passages of same from England, and such charges as will eventually be written off against either of the factories. In the Laconchaisee estate account is included the cost of the crop of cane now maturing, and which will be ready for crushing next season. The estimated cost of completing the erection of the machinery at Laconchaisee is about $12,000.

At the meeting the report was adopted by eleven to four. Mr. Kresser, after severely criticising the management of the Company's business, proposed an amendment to the effect that the financial statement be not received until two months hence. The amendment was lost. Some very warm discussion arose, in which Mr. Kresser figured as the prominent speaker. At the close of the ordinary meeting, the extraordinary meeting was adjourned, as there were not a sufficient number of shares represented.

A severe thunderstorm has occurred, and the City Hall has been struck by lightning. A hole about 3 feet by 4 feet has been made in the roof of the theatre, and the metal ventilator has been likewise struck, the flash having continued its course to the main gas-pipe, and thence to the earth. The Gas Company has been communicated with as to whether any damage has been done to the meter. We also hear that the cable of the steamer *Norna* has been struck by lightning.

A new club has been opened, called the Victoria Club, which has for its location a neat little building erected on the site just opposite the Union Church. It has three billiard tables of the best kind, dining-room, drawing-room, card-room, and reading-room; and is one of the best ventilated and coolest places of the kind we have met with. Some forty or fifty gentlemen met at the opening supper.

We have received a communication from Amoy, in reference to the loss of the *Loudoun Castle*. We regret to say that it conveys no information as to the fate of the captain and ten men who were with him. The chief officer and twelve of the crew we have already reported as having been brought into Hong Kong from Amoy by the schooner *Gaviota*. Our correspondent, writing from Takow, says—"It is feared that the captain and crew with him have landed and are prisoners to savages. Several petty officials have sent down couriers, and Mr. Warren, of the Consular staff, with an escort, has started for the South from Pitan, but up to date we received no tidings. The Dutch schooner *Singapore* arrived here, and reports having passed the wreck, which was lying with her, stern high and dry, and her bow well down in deep water. There would have been no chance of saving the vessel, as that part is quite deep, 100 fathoms close to, and rocky. I sent two boats, well manned, to see if they could save some of her gear and effects, but they have returned, having been chased away by pirates. I have also heard that she had lost her masts before going ashore; probably about the latter end of last month, say 25th to 28th, as Lieutenant Commander Hope of the *Opossum* reports a heavy blow at Takao about the latter date."

THE "SHAN SIN FAN" CASE.

When the Shan Sin Fan poisoning case came on the excitement in court was intense. A very large crowd had collected at the magistracy to hear the case tried. The space behind the railing which separates the court from the audience was filled to excess. A ladder happened to be placed in the room, and some two or three men had gone up the steps in order to witness the trial. The eastern avenue was also thronged with spectators, some of whom climbed up to the stone parapet; the compound and every place adjacent to the roads leading to the court were crowded to a very disagreeable degree. Some policemen, about a dozen, were told off to keep the crowd in order, with fixed bayonets. The assemblage, composed of people of both sexes, old and young, were very eager to get admission into the court-room.

From the scientific evidence of Dr. Dods, it was evident that there was no poison in what the defendant was charged with throwing into the basket of rice. Yet the Chinese were superstitious enough to believe that there must be something in the powder; otherwise, what was the object of throwing it into the rice. Others, again—the more intelligent and less superstitious,—believed that the man belonged to a sect, and that his intention was to create an excitement in the colony so as to bring on a

Digitized by Google

disturbance of some kind, to the benefit of the society in facilitating their object of plunder or seditious movements.

The evidence was shortly this:—Wun Dwah, master of the Shew Loong opium shop, Bonham Strand Central, deposed:—At five P.M., the 5th inst., I sat at dinner with my shopmen, and the table was close to the street. I had finished my dinner and was sitting so as to face the street, my shopmen were between me and the door, and they were engaged in eating. The rice as usual was in a basket. I saw the defendant come into the shop in a stealthy manner and drop something into the basket. As soon as he did this, he went out. I sent my shopmen to bring him back. Defendant made no answer when I asked him what he put into the basket; he did not utter a word. A great crowd collected, and there was great excitement. Fearing the crowd would do him some injury, I brought him into the shop. The people cried out "bring him out here, let us kill him." A policeman was sent for and took the defendant away. A small packet was found on the defendant. It contained a light coloured powder, some small lumps of a light colour sort of cake, and some pieces of sugar candy.

This evidence was corroborated by his assistant.

Dr. Dods, Acting Colonial Surgeon, said:—I took some of the stuff for analysis, and for examination under the microscope. I found it to contain rice flour and a small quantity of sugar, which appeared to be perfectly harmless. I ate a portion of it myself. There was no trace of mineral poison, nor was there any other ingredient than what I have mentioned. This morning while in Court I found some powder in the basket of rice produced. It was a very small quantity; I tested the powder and found it to be of the same composition as what I had analysed at my house and at the Civil Hospital.

The defendant said:—I am a stonecutter of Cheong-lok. I went to Chui Mee, near Macao, to cut stones. I was there about one month. I am going back to Cheon-lok, but came here to get a boat. I arrived the day before yesterday in a passage boat. I do not know her name. I arrived at three o'clock in the afternoon. I stayed on board the night I arrived. Yesterday I was passing the complainant's shop; I stood at the door to look in for a few seconds and walked away, the shopman then followed me, brought me back to the shop, beat me, and took from me $3, one tael of silver, and 300 cash; they took away my purse. The small pouch of tobacco (produced) was fastened to my girdle. I bought a cake at Hong Kong and ate one half, the other half I wrapped up with a piece of paper and put into my purse. I bought the cake at a stall near the Canton Steamer's Wharf. I paid three cash for it at 11 A.M. I could recognise the seller if I saw him again. Some people in the stone shops in the Colony know me, and I can point them out. I have never been to Hong Kong before. I did not throw anything into the rice basket.

The magistrate asked the defendant how was it that some of the cake similar to that found on his person was in the basket, and remarked that the alleged Shan Sin Fan was perfectly harmless; it would not harm anybody if he took a whole picul of it. He (the magistrate) would eat it, and the doctor had tasted it. (When this was interpreted to the audience, there was a hum behind the bar.) The defendant still could not account how the stuff could get into the basket; he did not see the basket at all. He also bought some sugar candy—a tael for nine cash. He could point out the shop. He ate a portion of it and wrapped up the remainder with the portion of the cake.

The defendant was remanded for further evidence.

The *China Mail* says:—The agitation known as the "Shan-sin-fan excitement" may now be regarded as comparatively harmless, because the clever ruse has been effectually exposed; still there is much substance for reflection in the history and progress of this movement. The philosopher, as well as the politician, may find features not wanting in interest in the various effects brought about on the mind of the Chinese people; what characteristic traits of national character were developed by the action of these foolish rumours on the superstitious and suspicious mind of the semi-civilised Chinese, and how easy it is to affect the mind of ignorant people against something or somebody entirely strange to them. Of the bearing of this curious and thoroughly Chinese agitation upon foreign relations, both political and religious, sufficient has been said to justify us in recommending the consideration of the entire question to our British Minister at Peking, and in giving publicity to every scrap of information in reference to it.

An Amoy correspondent of the same journal writes:—"With the arrival of the *Kwangtung* from Hong Kong, the first wave of the Shan-sin-fan excitement reached Amoy; all had been quiet before. But on the day the *Kwangtung* arrived native newspapers from Canton, containing all the news about the Shan-sin-fan business, together with the proclamations issued by the Canton authorities, were passed from hand to hand. The report spread like wildfire, gathering strength and fulness as it pushed its way from the shops of Canton traders into every nook and corner of Amoy city and suburbs. The following day a proclamation was issued by the Haifung, which was worded exactly like the edicts of the Canton authorities, mentioning the rumours about Shan-sin-fan and pills, and ordering the people to arrest any one that should be found distributing the poison, but saying nothing to clear foreigners and native Christians of the scandalous insinuation of being the prime movers of the Shan-sin-fan poisoning scheme. At the request of the American Consul, Le Gendre, however, this insidious omission was made good in renewed proclamations, the tenour of which was suggested by the gallant general. But the appearance of the Hai-fung's first proclamation had but the effect of pouring oil into the fire. A perfect panic broke out among the natives. Several thousand persons, they said, had been killed by the mischievous powders and pills in Canton, and many hundreds were carried off by the same poison in Swatow and Foochow. In many quarters of Amoy the people dared not use the water from their own wells for fear that the water might have been poisoned. Of the pills it was said that they were about an inch long, of brown colour, and that if soaked in water they developed worms which upon the addition of a drop of pig's blood multiplied into millions as if by magic. Some of the pills, however, were examined by foreigners and found to be quite harmless, but of course natives would not believe that. For some days business came almost to a standstill. But the prompt arrest of some men, said to have been caught distributing those mysterious pills, allayed the excitement. The culprits were Canton men, and had been found stationed near Christian chapels! Had they been sent by orders of secret societies, to embroil the Chinese Government in difficulties with the hated foreigners? Is this secret distribution of Shan-sin-fan somehow like those mysterious cakes that were passed from place to place in India shortly before the outbreak of the mutiny? However it may be, the excitement is fast dying out.

SIAM.

—o—

BANGKOK.

Advices are to the 10th of August. The outward mail of the 30th of June was received on the 7th of August. The following items are from the *Siam Advertiser*:—

The rainfall in Bangkok has been moderate. The high tides turbid water and floating water plants indicate that the rainfall in other localities has swollen the sluggish streams, the marshes, low lands of the northern portions of the country. Paddy is not yet plentiful in the Bangkok market. There are at present but few foreign ships in port, and the Siamese ships that can possibly be sent to China, with a favourable monsoon for the annual outward and return trip, are hastening away. The paucity of foreign and Siamese ships now in port is having its effect upon the Paddy market, moderating the high prices which have been ruling.

Work on the new clock tower is suspended, on account of misgivings as to strength of its foundations.

Tunkoo Mohamed Araffin is now in Bangkok. It is possible that this prince's visit to our city, at this time, may reflect some light on the character of the Sultan of Tringanu, and the nature of the relation that Malayan State sustains to the kingdom of Siam. The Prince is a native of Bencoolen, Sumatra, and a son of the Sultan of that place, which is subject to the Netherlands East India Government. The Sultan of Bencoolen and the Sultan of Tringanu are relatives. This relationship was doubtless the reason that inclined the Sultan of Tringanu to empower Tunkoo Mohamed Araffin to act as his envoy, and be the bearer of a despatch and presents to Queen Victoria, and to the Prince of Wales.

Through the courtesy of the Siamese Government T. G. Knox, Esq., H.B.M.'s Consul-General, and E. B. Gould, Esq., one of the assistants of B.M.'s Consulate-General, have had the use of a Siamese steam yacht, the *Northern Siam Enjoying*, for a two weeks' cruise along the western coast of the Gulf of Siam. It is well known that the Siamese and Malayan portions of the Peninsula of Malaya abound with valuable gold, tin, and other mines. The two prominent places visited by the excursionists were Kalantan and Singora.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates from this port are to the 19th August; the London mail (P. and O.) of the 14th July arrived out on the 15th August. We are indebted to the *Singapore Daily Times* for the following items of news:—

The last *Government Gazette* contains the Census report for the Settlement of Singapore, taken on the 2nd April last. From this return, which we fear is much below the mark, the entire population of the island is 97,131, of which 922 are Europeans (exclusive of military), 54,572 Chinese, 19,250 Malays, 1,634 Boyanese, 1,992 Bugis, 3,239 Javanese, 9,297 Klings, 2,164 Eurasians, and the balance of varied nationality, including Abyssinians, Africans, Arabs, Bengalees and other Indians, Burmese, Cochin Chinese, Dyaks, Japanese, Armenians, Jews, Manilamen, Parsees, Persians, Siamese, and Singhalese. Of the European resident population there are 623 males and 299 females, of which 522 males and 203 females are adults, 101 boys, and 96 girls. Of the 54,572 Chinese there are 47,104 males to 7,468 females: there are 43,678 men, 5,200 women, 3,426 boys, and 2,268 girls; the return of the female population is, we think, below the actual number. In the Malay population the males and females are nearly equal; the figures are—men 6,448, women

Digitized by Google

5,709, boys 3,593, girls 3,500. There are 6,723 men, Madrasees, against 1,101 women,—about 6 to 1,—and 941 boys against 532 girls.

It speaks well for the industry of the population that of a total of 97,131, of which nearly 93,000 are Chinese and natives, only 5.200 should be found without profession. and of these 13 are lunatics, 1,397 are prisoners, and 1,635 prostitutes and brothel keepers. The abstract of classification is as follows:—Professional class, 4,237; Domestic class, 32,709; Commercial class, 10,117; Agricultural class, 7,296; Industrial class, 37,572; Indefinite class, 5,200; Total 97,131.

We regret to learn the death at Penang of Mr. C. Owen, late Senior Magistrate and Commissioner of the Court of Requests here. Mr. Owen left this for Penang a fortnight ago on temporary leave.

We learn that the Honourable C. B. Plunket has received the definite appointment of Commissioner of Police of the Straits Settlements, vice Mr. Dunman retired. Captain Speedy returns to Penang as Commissioner of Police there, and Captain Dunlop, now at Penang, proceeds home on sick leave. Mr. W. E. Maxwell will come down from Malacca to take Mr. Plunket's Magisterial duties, and Mr. Cousins will, in the meantime, do the late Mr. Owen's work in the Court of Requests—continuing to hold the Postmastership at the same time. Mr. Walter D. Moore, Chief Clerk in the Police Court here, is to go to Penang as Acting Chief Clerk to the Lieutenant-Governor. Deputy-Inspector Cooper, recently in charge of the C police station, has been transferred to Penang, and Inspector Towers will come to Singapore.

A correspondent hears with "horror and distress" that Captain Orde has been appointed at home to take the Honourable Mr. Plunket's berth as Police Magistrate; and adds, that the unfortunate notoriety that officer has achieved in each of the Settlements prove him to be utterly unsuited to the position, and of that nobody can be better aware than his brother the Governor.

The number of larcenies, robberies, and assaults that are daily occurring calls for more energetic action on the part of the police. The great want of the force just now is to obtain suitable officers. The matter is engaging the attention of the Government, and a Bill has been introduced in Council for the purpose of placing the police force on a new footing. We fear, however, that as it stands this Bill will not be likely to have the desired effect. It appears to us very loosely worded, and places a great deal of arbitrary power with the Inspector General and the Chief Police Officers of the Settlement, without giving the subordinates any redress for the abuses of that power towards themselves.

The Municipal Commissioners met on the 6th of July, when a letter was read from the Assistant Colonial Secretary, informing the Commissioners, in reply to their letter of 28th ultimo, in which they requested that the subject of bringing water into the town might be brought to the early notice of the Legislature, that he was desired to say that the Secretary of State had been asked to authorise a vote for the purpose of being laid before the Legislative Council, and that no time would be lost in doing so should his Lordship grant the authority.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—There had been but little change in values of manufactured goods. Grey Shirtings had continued in good request, but the demand for Cotton Yarn had slightly fallen off. Transactions in other kinds of fabrics had been of a moderate nature. Metals, &c., remained as before. Quotations:—Cotton Goods: G. E. Grey Shirtings, 7 lbs., $2.15 to 2.20 per piece; 8¼ to 8½ lbs., $2.50 to 2.55; 9 to 9¾ lbs., $2.80 to 2.90. G. E. White Shirtings, 56 to 60 reed, $2.65 to 2.85; 64 to 72 reed, $2.90 to 3.05. T-Cloths, 6 to 7 lbs., $1.55 to 1.75. Brocades and Spots, White, —; Dyed, —. Chintz, Assorted, $2 to 2.50. Handkerchiefs, $0.55 to 1 per dozen. Turkey Red Shirtings, $2.60 to 2.70 per piece; Chintz, $2 to 2.50. Taffachelass, double welt, $2.85 to 3.10; single, $2.40 to 2.70. Velvets, Black, $7 to 8.50; Assorted, —. Cotton Yarn, Nos. 16 to 24, $39 to 39.25; Nos. 28 to 32, $42 to 42.50; Nos. 38 to 42, $39 to 39.50. Woollens and Mixtures: Alpaca, 42 yards, $7 to 7.75. Camlets S. and BBB., $13.50 to 14.50; SS., $12 to 13; SSS., $9 to 10. Cloth, Medium and Broad, $0.80 to 1.60 per yard; Lastings, $12 to 13.50 per piece; Long Ells, Assorted, $6.50 to 7; Orleans and Lustres, Plain, $3 75 to 4.25; Figured, $4 to 4.50. Lead, $5.25 to 5.70 per picul; Tin Plates, 2.40 to 3 per box; Iron, Nail Rod, $2.50 to 3.05; Bars, $2.40 to 2.80; Hoop, $3 to 3.20.

SHANGHAI.—The market for plain Cottons had been extremely quiet during the week and prices of nearly all kinds had declined. Grey Shirtings were enquired for as the market closed, at Tls. 1.87 to 1.90 per piece for common chop 8¼ lbs.; but with the exception of speculators there were few sellers. White Shirtings had not been asked for. A slight demand for common 6 to 7 lbs. makes in T-Cloths had prevailed, but the rates offered showed a decline of nearly 5 cans. per piece, and hence, with a greatly reduced stock, few holders cared to close with the offers. Drills: American makes were easier in value, but in English or Dutch there was no noticeable change. Only a small business in Drills had taken place. Jeans were in less demand and lower. Fancy Cotton Goods showed no alteration. Woollens: Camlets, Long Ells and Figured Orleans were still sought after and had commanded fully last quotations. Scarlet CPH Long Ells were worth over Tls. 6.00 per piece. Small quantities of Spanish Stripes and Crape Lustres had changed hands at last mail's rates, and sales of Crape Lastings had been effected at Tls. 6.50 per piece. The transactions had not been extensive. Metals: Nailrod Iron; the week's business amounted to 8,100 bundles at Tls. 2.18 to 2.30, the former price having been paid for a parcel containing some sea water damaged. The market had advanced 5 cands. and holders were very firm. Lead: A few parcels of L.B. had changed hands at Tls. 4.45 and 4.50. The majority of holders declined to sell at these rates. Coals: The receipts had been unimportant, and market remained firm. Sales had been—Newcastle N.S.W. to arrive at Tls. 8.25, Japan Tls 6.25, and Formosa Tls. 5.75 per ton from ship. The market has become quite bare of English, American, and Australian Coals, and rates for these kinds especially were much firmer.

FOOCHOW.—The following sales had been effected during the week: 500 pieces 7 lbs. T-Cloths, at $2.10; 1,000 pieces 8¼ lbs.; Grey Shirtings, at $2.81; 2,000 pigs Lead, at $6.50 to 7 per picul. Closing quotations: T-Cloths, 6 lbs., $1.80 to 1.85; 7 lbs., $2.15 to 2.40; Grey Shirtings, 7 lbs., $2.45 to 2.50; 8¼ lbs., $2.80 to 2.85.

SAIGON.—There had been some activity at slightly better prices for T-Cloth and White Irishes. 8¼ lbs. Grey Shirtings had changed hands at $2.52½ to 2.55. Quotations were:—Grey Shirting 8¼ lbs., $2.55 per piece, 7 lbs., $2.25; T-Cloth 6 lbs., $1.65; 5 lbs., $1.40; 4½ lbs., $1.30; 4 lbs., $1.15; White Irishes, $1.72.

EXPORTS.

TEA.

YOKOHAMA.—After the departure of the last American Mail there was a decided weakness in the market, and some large purchases were made at lower prices; this caused native dealers to raise their pretensions, and for a few days their demands were much higher, but they were liged to again reduce them, and at the close for this mail there was a tendency to a still further reduction in prices for all except finest and choice leaf. Settlements amounted to nearly 6,000 piculs of most grades, but the larger portion consists of good medium and fine; supplies had been on a fair scale; stocks are somewhat reduced. The last American Mail steamer took 135,136 lbs. for San Francisco, and 394,877 lbs. for New York. The Flying Spur had her cargo fully engaged, and the Fiery Cross, 683 tons, had been laid on the berth for New York. Quotations: Medium, $33.00 to 36.00 per picul; Good Medium, $38.00 to 41.00; Fine, $42.00 to 46.00; Finest, $47.00 to 50.00; Choice, $52.00 upwards.

SHANGHAI.—Black: During the week a brisk business has been transacted, settlements and shipments amounting to 20,000 chests, and stock left 45,000 chests. Prices had been declining, and teamen were anxious sellers. Settlements had been made at Tls. 20 to 21 for which Tls. 22 to 23 would have been given a week previously. There were many reports afloat as to the tenor of London telegrams respecting new Teas. The market for new Green Teas from the Teenkai district had been opened by the purchase of two chops at the extreme price of Tls. 50; one of these chops was bought at Tls. 42, and was a better Tea. Several chops of Fychow had been taken at full rates, and a few Pingsueys at prices fully up to those previously paid. Settlements:—Pingsuey 1,350 half-chests; stock 7,200 half-chests; Fychows and Teenkais 4,800 half-chests; stock 11,000 half-chests.

FOOCHOW.—Since the arrival of the London mail of the 16th June a considerable business has been done. Congou: The best Teas on the market, say from Tls. 17 to 22½ had been most in request at prices during the early part of the week slightly in favour of buyers, but which had since fully recovered. All other kinds up to good common showed a decline of from five mace to a tael. Settlements for the week 22,582 chests at Tls. 4 to 22½. Arrivals, 35,200 chests. The following were the current quotations:—The cost at which Teas lay down in London, calculated at an exchange of 4s. 5d., and freight £3 per ton. Dust andsiftings, 6d. to 8½d.; Broken leaf to ordinary, 8¾d. to 11d.; Fair to good common, 11¼d. to 1s. 0¾d.; Flavoury to medium, 1s. 1¾d. to 1s. 7d. Souchongs: A fair business had been done at about previous rates, the demand being chiefly for the commoner kinds for the American market. Settlements 4,074 chests at Tls. 15 to 34. Arrivals, 3,500 chests. Current quotations:—Common, 1s. 0¼d. to 1s. 2½d.; medium to fine, 1s. 3¼d. to 1s. 9d.; fine to finest, 1s. 9½d. to 2s. 2½d. Oooiongs: Scarcely any business done, as the bulk of the Teas in stock were still kept off the market. Settlements for the week 351 half-chests at Tls. 22½ to 26. Arrivals during he week 10,380 half-chests. Current quotations (at exchange 4s. 5d., and freight at £2 10s. per ton of 40 cubic feet:—Common to fair cargo, 30c. to 34c. gold in bond in New York; good cargo, 37c. to 39½c., do.; superior to fine, 40½c to 47¾c., do.; fine to finest (nominal), 49c., do. Scented Teas showed a decline of Tl. 1 to 1½ for common to medium kinds. Settlements 7.726 chests at Tls. 19 to 23 for Caper, and Tls. 20 to 28 for Scented Orange Pekoe. Current quotations:—Common to fair, 1s. 4d. to 1s. 5¼d.; medium, 1s. 5¾d. to 1s. 7d. Flowery Pekoe: Settlements during the week had been 382 chests at Tls. 42 to 45.

SILK.

YOKOHAMA.—After the departure of the English Mail of the 25th July business for some days was quite restricted, owing to the paucity of arrivals; but supplies had since been on a somewhat better scale, and as buyers have shown a great amount of eagerness to purchase, every parcel on arrival had been immediately settled at daily advancing rates, and prices showed an advance of fully $100 per picul on last quotations. Settlements were estimated at about 650 bales, consisting chiefly of Hanks. Quotations:—Hanks: Mybash and Sinchu, Medium, 25s 9d. to 27s. 6d.; Inferior, 22s. to 25s.; Coshu Medium and Inferior 22s. to 25s. 9d.

SHANGHAI.—The market had been quiet; the settlements had amounted to about 800 bales since the departure of the English mail. The prices were weaker, say about Tls. 10. Total export to date

Digitized by Google

amounted to 22,700 bales, and the total settlements to 23,500 bales. The stock was estimated to be 7,000 to 8,000 bales, Good Silks were becoming scarce, and late arrivals were rather inferior, mixed, no doubt, with second crop Silks.

COCHIN CHINA PRODUCE.

SAIGON.—Messrs. Kaltenbach, Engler, and Co.'s Report is as follows:—Rice: Our supposition that the article would follow a downward tendency has been realised to a greater extent than we expected. Weaker reports received from China per Messageries Maritimes steamer Tigre caused already a decline of a few cents at the end of last month. On the 1st inst. the submarine cable between Hong Kong and our port was opened to the public; since then daily reports of declining prices reached us by wire from the former port, and brought our rates successively down to $1.57½ for round, and $1.53 for long grain, at which rates the last few contracts have been passed, Of late the Hong Kong market has been steady but quiet, and the same was the case here. Chinese are not hurrying their shipments, but continue to buy pretty liberally, knowing that a further decline would certainly prevent the Anamites to bring their produce to market for some time to come. Thus our prices have been well maintained during the past week, and we quote to-day round grain $1.58 equal to 6s. 6d. f. o. b. and $1.53 equal to 6s. 4d. f. o. b. for Vinlong. Paddy is worth from $1.05 to 1.10. Fish: Ikan Spat and Black Siam are wanting entirely; Cambodgia, No. 1, is in great favour with exporters for Amoy and Swatow and as high prices as $6 per picul have been paid. Hides: There is only a limited demand at $8 Buffalo, and $11.25 for Cowhides. Horns cannot be obtained at a cheaper rate than $8.50 per picul. Black Pepper: Owing to high quotations in Hong Kong, Chinese are now paying the same rate for Cambodgian Pepper, which can be obtained for produce of the French colony, say $12 to 12.50 per picul, Cocoa-nut Oil has slightly declined to $7.50.

NEW SEASON'S TEA SHIPS.

The following are the cargoes of new season's Tea now known to be afloat:—

Ship.	Sailed.	From.	Cargo. lbs.
Oberon (s.)	June 30	Hankow	2,096,100
Forward Ho	June 23	Shanghai	1,301,100
Thermopylæ	— 21	Do.	1,361,300
Undine	— 27	Do.	1,010,600
Whinfell	July 8	Do.	1,113,100
Elgin (s.)	— 9	Do.	875,200
Argonaut	— 16	Do.	1,531,000
Leucadia	— 18	Do.	1,327,600
Sir W. Wallace	— 19	Do.	1,382,400
Aracan	— 22	Do.	1,038,600
Woodlark	— 25	Do.	1,339,000
Weymouth	— 26	Do.	1,098,000
Ajax*	— 28	Do.	—
Ziba	June 27	Foochow	731,800
Titania	— 30	Do.	1,250,000
Harlaw	July 7	Do.	1,141,800
Maitland	— 8	Do.	1,090,100
Fire Queen	— 10	Do.	993,500
Sir Lancelot	— 17	Do.	1,033,334
Duke of Abercorn	— 22	Do.	1,500,500
Lahloo	— 25	Do.	1,120,000

* Quantity on board not yet known.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 5¾d.	4s. 6¼d.	4s. 6¼d.
Shanghai ,, ,,	6s. 0¼d.	6s. 0¾d.	6s. 1d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4d.	4s. 4⅜d.	4s. 4½d.
Singapore ,, ,,	4s. 4¼d.	4s. 4⅝d.	4s. 4⅝d.
Manila ,, ,,	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	314	223
,, Hong Kong	27½ to 27¾ dis.	—
Bar silver	111.4.0	9½ prem.
Mexican dollars	76.3.5	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 46; Old, 49 per cent. prem.
Hong Kong Gas Company, 60 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,250 dols. premium.
Hotel shares, 58 per cent. discount.
Hong Kong and Macao Steamboat Company, 32 dols. premium.
Hong Kong Fire Insurance Company, 335 dols. premium.
Union Insurance Company, 4,250 dols. premium.
China and Japan Marine Insurance Company, Tls. 80 premium.
China Fire Insurance Company, 63 dols. premium.
Victoria Fire Insurance Company, 58 dols. premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, $20 dis.
Indo-Chinese Sugar Company, $16 dis.
North China Insurance Company, Tls. 345 premium.
Shanghai Steam Navigation Company, Tls 46 premium.

LATEST TELEGRAMS.

STRAITS SETTLEMENTS.

(RECEIVED SEPT. 21.)

SINGAPORE, SEPT. 20.—Grey Shirtings, 8¼ lbs., $2.50; 7lbs., $2.15; T-Cloths, 6 lbs., $1.65; Mule Twist, 40's, $114; Gambier, $3.07½; Pepper, Black, none; White do., $17¼; Tin, $34. Exchange on London: Bank bills, six m.s., 4s. 4⅝d.

PENANG, SEPT. 20.—Grey Shirtings, 8¼ lbs., $49 per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $103 per bale; 40's, $111. Tin, $32.60 per picul. Pepper: Black, $12; White, $19.20. Nutmegs, 110's, $66. Exchange on London: Bank bills, six m.s., 4s. 4½d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 23, Alumina; from Liverpool, Aug. 2, Bertha Marion; from Glasgow, July 22, Dunnedin; from Hamburg, 29, Bertha.

At SHANGHAI.—From London, July 30, Everest; Aug. 1, Guinevere; 2, Sun Foo (str.), Avon (str.)

At HONG KONG and CANTON.—From Cardiff, Aug. 6, Star of China; from Callao, 7, Callao; from New York, N.B. Palmer.

At SINGAPORE.—From London, Aug. 16, Sea Gull (str.); from Liverpool, 13, Menelaus (str.); from Glasgow, 14, Dagupau (str.); from Cardiff, 16, Siberia.

At BANGKOK.—From Hamburg, June 30, Feiga.

DEPARTURES.

From SHANGHAI.—For London, July 30, Ajax (str.).

From SINGAPORE.—For Marseilles, Aug. 14, Mohely; for Boston, 14, Ernest: for New York, 12, William Miller (str.); 15, Charles C. Leary.

From BANGKOK.—For Cherbourg, July 22, Henry Miller.

CASUALTIES.

HONG KONG.

The Mongyne, Rangoon to Foochow, has been reported a total loss.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 18, off Mizen Head, from Rangoon, H. S. G. V.; 23, at Liverpool, from Rangoon, Pride of Wales; off Queenstown, from Maulmain, Wimbledon; 23, at Falmouth, from Bassein, Royal Tar; Aug. 15, at Callao, from Macao, Frey Bentos; Sept. 11, at New York, from Yokohama, Eastern Chief; at Boston, from Probolingo, Maria; at New York, from Manila, Surprise.

DEPARTURES.—Sept. 21, from London, for Cardiff and Hong Kong, Canaan; 16, from Guernsey, for Ilo Ilo, Pet; 19, from Aberdeen, for Hong Kong (via S.C.), Hai Loong (str.); 22, from London, for Colombo Hilarion; for Shanghai, Michael Angelo; from Rotterdam, for Batavia, Grondwet; Aug. 17, from Buenos Ayres, for Batavia, Wallace; Sept. 23, from London, for Galle, Colombo, &c. (via S. C.), Petersburg (str.); from Amsterdam, for Batavia, Kennemerland; 22, from Liverpool, for Java (via S. C.), Shiraz (str.).

LAID ON.—At London, for Singapore, Istapa; at London, for Colombo, &c., Queen of the North; at Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S. C.), Nestor (str.).

SPOKEN.—Palawan, Manila to Liverpool, July 24, 35 S., 21 E. Hadley Castle (ship), Singapore to Liverpool, Aug. 14, 22 S., 3 E.; Voorlichter (Dutch ship), Batavia to Amsterdam, Aug. 14, 22 S., 3 E.; Stad Leyden (Dutch ship), Batavia to Amsterdam, Aug. 5, 38 S., 15 E.; Henriette Elisabeth Susanne (Dutch barq.), Batavia to Amsterdam, Aug. 29; Assistance (barq.), Penang to London, Aug. 21, 19 S., 1 W.; Regina Maris, Shields to Onrust, June 10, 22 S., 37 W.; Palawan (ship), Manila to Liverpool, Sept. 17, 51 N. 22 W.; Etha Rickmers, Cardiff to Shanghai, May 28, 39 N., 18 W.; Peter Adolf, Amsterdam to Batavia, June 15, 6 N., 24 W.; Reveil, Cardiff to Saigon, June 24, 37 S., 26 W.; Dunmore, Batavia to Rotterdam, July 17, 34 S., 27 E.; Cymbeline, Singapore to Marseilles, July 25, 35 S., 20 E.; Boyne, Cimbo. to London, Aug. 16, 9 N., 26 W.; Racehorse, Singapore to London, Aug. 28, 35 N., 40 W.; Sir Lancelot, Foochow to London, 16 N., 113 E.; Eastman, Cardiff to Hong Kong, in the Straits of Sunda; Hattie C. Bessia, Hong Kong to Portland, Oregon, Aug 27, 46 N., 138 W.; Mary Blundel, Philippine Islands to London, Aug. 5, 20 S., 80 E.; Hercules, for Ceylon, Sept. 12, 46 N., 10 W.

MISCELLANEOUS.—At St. Helena, Aug. 17, Velocity, Osborne, from Manila, and sailed, 18, for New York; 20, Waterloo, Abrahams, from Batavia, and sailed, 21, for Amsterdam; 21, John Fough, Erikson, from Singapore, and sailed for Falmouth; 24, Peggy, Moller, from Colombo, and sailed for London; Esperanza, from Singapore, and sailed, 25, for Cadiz; 27, Copernicus, Pyl, from Batavia, and sailed, 28, for Rotterdam. Off St. Helena, Aug. 19, Johanna Margaretha, from Batavia, for Rotterdam; 23, Ann Banfield, from Colombo. At Table Bay: Aug. 17, Oslo, Petersen, from Yokohama; at Mauritius, 6, Ameer, Cuthbert, from Singapore; 15, Isabelle Harriette, Martin, from Saigon; at Suez, Sept. 21, Rydal Hall (str.), sailed for Colombo, &c.

CASUALTIES.—The Priam, Jamieson, from Ilo Ilo to London, put into Mauritius, leaky, Aug. 17, having experienced a strong S.E. gale on the 8th, 22 S., 73 E., during which she laboured and strained heavily, had everything movable washed off the decks, and bulwarks carried away; she would have to discharge for repairs. The Lockett,

Digitized by Google

Tesseyman, from Colombo to London, with coffee and spices, put into Mauritius, Aug. 17, with a strong list, the cargo in the between-decks having settled over to starboard; after taking about 60 tons ballast at the outer anchorage and trimming her upper cargo, she proceeded on 23rd for her destination. The Nimroud, Lowther, from Manila to New York, which put into Mauritius July 27, was being re-metalled in dry dock.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

BROWN—On the 8th Aug., at Canton, the wife of Thomas Marsh Brown, Esq., of a son.

CAZALAS—On the 8th Aug., the wife of Mr. J. M. Cazalas, of a daughter.

DE BARROS—On the 27th July, at Bangkok, the wife of G. de Barros, of a daughter.

LEFEVRE—On the 23rd July, at Rangoon, the wife of Captain J. B. Lefevre, of a daughter.

MACTAGGART—On the 21st Sept., at Blackheath-park, Kent, the wife of William Mactaggart, Esq., of a daughter.

MARTIN—On the 17th Sept., at St. John's-park, Blackheath, the wife of William Martin, Esq., of a son.

REEVES—On the 26th July, at Ningpo, the wife of Geo. Reeves, Esq., of the I.M. Customs, of a daughter.

SHELFORD—On the 3rd Aug., at Broadfields, Singapore, the wife of Thomas Shelford, Esq., of a daughter.

THIEL—On the 15th Sept., at Erfurt, Prussia, the wife of H. Thiel, Esq., of a son.

UNDERWOOD—On the 27th July, at Nagasaki, the wife of T. Underwood, of a daughter.

WADE—On the 29th Aug., at Tientsin, the wife of Thomas F. Wade, Esq., C.B., H.B.M.'s Minister at Peking, of a son.

YULE—On the 18th Sept., at Bath House, Peterhead, the wife of A. H. Yule, Esq., of a daughter.

MARRIAGES.

FRASER—GILMOUR.—On the 17th Aug., at Singapore, by the Rev. Canon Beckles, assisted by the Rev. Mr. Dingley, John Fraser, Esq., to Amelia, fourth daughter of John Gilmour, Esq., of London.

MCLEAN—MCNIELL.—On the 21st Sept., at Edinburgh, by the Rev. Joseph Loudon, Niel McLean, of Java, to Elizabeth, eldest daughter of the late Alexander McNiell, Esq., of Bordlands.

DEATHS.

DEFOY—On the 10th Aug., at the Seamen's Hospital, Hong Kong, W. Defoy, late Commander of French barque *Tranquebar*.

EARL—On the 12th Aug., at Penang, Percy W. Earl, Deputy Commissioner of Police, &c.

FOGARTY—On the 29th Aug., on his way from Hong Kong, George Taylor Fogarty, the eldest son of the late G. T. Fogarty, of the East India Company's Service.

NEWSON—On the 15th Sept., at Newcastle-on-Tyne, Amie Clementina, the wife of Mr. John Newson, late of Calcutta, aged 37.

OWEN—On the 15th Aug., at Penang, of dysentery, Charles Owen, Esq., Senior Magistrate, Straits Settlements, aged 35.

SEVENOAKS—On the 13th Sept., at Liverpool, aged 46, Capt. William Sevenoaks, late of the Irrawaddie Flotilla, British Burmah.

SHANNON—On the 22nd July, at Chefoo, Richard Shannon, photographer, aged 42.

SYME—On the 21st Sept., at Sterches House, Roxburgshire, Francis Darby Syme, Esq., of 14, Great King-street, Edinburgh.

MISCELLANEOUS.

—o—

MEDICAL OFFICERS IN THE CHINA SQUADRON.—The *Army and Navy Gazette* says:—A late Lord of the Admiralty was so indifferent to the presence of a medical officer on board his ship that he has been heard to declare that he would, if he had his own choice, prefer to be without one. The story of H.M.S. *Rinaldo's* extraordinary doings in the Straits of Malacca it might possibly induce him to alter his opinion. Here we had a British man-of-war crippled in her action simply because she is without a surgeon to attend to the wounded. This is indeed a strange state of matters; but here is the explanation. The proper complement of medical officers for the *Rinaldo* was sent out in H.M.S. *Donegal*, but on the arrival of this last-named ship at Hong-Kong Vice-Admiral Sir Henry Kellet took upon himself to appoint the *Rinaldo's* assistant-surgeon to the Naval Hospital, in consequence of the sickness of the regular officer of the establishment. This act of the commander-in-chief was never reported to the Admiralty; hence the *Rinaldo's* crew came under the charge of one medical officer only; and at the time the vessel was engaged with the Malays unfortunately this officer had also fallen ill. We understand that the moment this fact came to the knowledge of the authorities at Whitehall they ordered two assistant-surgeons off to the East by the overland route. [The last sentence of our contemporary's remarks applies to Assistant-Surgeons Bain and Low, who proceeded by the mail of the 8th inst. to Singapore.—ED. *L. & C. T.*]

WITH reference to the death of Staff-Surgeon Newton, R.N., at Yokohama, the *United Service Gazette* says:—The naval medical establishments in China and Japan have experienced a loss which will not readily be replaced. It was under the auspices and management of this officer that those great aids to humanity the Lock Hospitals in those countries were established in connection with both services, and which we hope will long remain as practical monuments to his memory. The universal regret felt both by the European and native communities at Yokohama testify to the value of his professional worth, and to the esteem in which he was held for his many amiable and social qualities.

LIEUT.-COLONEL WILLIAM CAINE, formerly Lieutenant-Governor of Hong Kong, died on the 19th inst., at his residence, Granville-park, Blackheath, in his seventy-second year.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk and sold in tins, labelled Epps's Milky Cocoa.

THE DESTRUCTION OF SALANGORE.

A VERY lengthy letter has appeared in *The Times*, in reply to Sir BENSON MAXWELL'S recent note on this subject. It is bare justice to the writer, who signs himself "A SINGAPOREAN," to say that he has acquitted himself most creditably as an advocate in the present case. He has left no point untouched which could possibly lend force to his defence of Colonel ANSON and Commander ROBINSON. It is, therefore, with the more regret, as well as with increased confidence, that we feel compelled to characterise "A SINGAPOREAN'S" letter as merely an ingenious piece of special pleading. The writer takes by turns every argument that can be brought to bear on the subject, from the provocation of the Malays to what he calls the "spirited conduct" of the British officers, and the "expediency" of preserving the "face of England from being blackened and her name "stinking in the eyes and nostrils of Chinese and Malays "by the repudiation of the conduct" of the commanders of the expedition. We should have been far more gratified if the writer's train of reasoning had been based on the broad principles of right and wrong instead of being partly dependent on the exercise of mere force without justification, and partly bolstered up by the pretext of the necessity of keeping England from "stinking" in the nostrils of semi-savages in consequence of the apprehension that our Government may refuse to back up one injury by defending another. We do not wish to decide hastily, and we still hope that Captain ROBINSON may be able to afford a satisfactory explanation of his conduct. But, failing that, and assuming that "A SINGAPOREAN'S" letter exhausts all the arguments that can be urged in his defence, we cannot but think that Sir BENSON MAXWELL has clearly established his case, and that the destruction of Salangore and the menaces offered to the Rajah are deplorable circumstances, not only because they resulted in the sacrifice of life, but because they can hardly fail to embitter the feelings of the Malays against themselves, and to weaken their faith in the discretion and firmness of Her MAJESTY'S representatives.

LITERATURE.

—o—

The Ninth Annual Report of the Peking Hospital, in connection with the London Missionary Society, is a little book which reflects the highest credit on the perseverance and discrimination of Dr. Dudgeon. We learn without surprise that the wide-spread uneasiness among all classes, caused by the sad events at Tientsin in June, has, as a matter of course, affected the attendance at this Hospital during the whole of the latter half of the year. All forms of Christian work in the north of China have been more or less interrupted during the same period. The capital, although distant only eighty miles from the scene of the appalling catastrophe alluded to, has probably suffered less disturbance on that account than some other less important and more remote places. The whole attendance has been about one-third less than that of last year. That of the first half of the year was in advance of that of the previous year. As soon as intelligence of the massacre reached Peking the well-to-do in-patients, who supported themselves, left at once, without giving notice; those who were maintained at the hospital expense were either unable or, what is more likely, were strongly disinclined to leave. On the fair-days, in the east part of both cities, for nine days of each month large numbers of new patients came dropping in at the dispensary and chapel, making the occasion of their being at the fairs, or in this portion of the city, an excellent opportunity for attending to their ailments or hearing somewhat of Christianity. The country patients ceased altogether. On the 23rd of June the effect was patent, but by the 25th it was very marked, and from an average of from fifty to seventy patients daily, the attendance suddenly fell to fifteen, and even three, on some days, although the average numbered about fifteen. Shortly afterwards there was a reaction caused by the publication of some placards by grateful patients who avowed their obligations to Dr. Dudgeon and his staff. In the midst of a time of so much anxiety as the past year it is satisfactory to observe that the income of the hospital kept pace with the expenditure; though we hope Dr. Dudgeon's humane exertions will be better supported this year, believing, as we do, that the benefit he confers on his patients by curing them of their disorders is not greater than that which he renders to their intellect by removing prejudice and superstition, and causing them to cease to regard foreigners with odium.

The new number of the *Phœnix* opens with a very interesting paper, in which Mr. J. Edkins explains some curious points of similarity between the Welsh and the Chinese languages. The editor contributes articles on Tartary and Burmah; and Mr. Carroll continues his excellent translation of the "Cure for

Digitized by Google

Jealousy." We hope, however, that this "cure" will not be very long delayed. The tale has now been gradually unfolding itself for so many months that a good many readers are anxious to come at the point of it. We hope, therefore, that the translator will not insist on completing his "cure of jealousy" in such homœopathic doses as he has lately administered.

M. Stanislas Julien has published a spirited pamphlet in reply to an unknown critic who has assailed his recent work on Chinese Syntax in some unimportant particulars. We have so recently expressed our high opinion of the result of M. Julien's labours that it is unnecessary for us to say more than that we think he might have acted more wisely if he had left his anonymous opponent unnoticed.

THE LOSS OF THE MEGÆRA.

We have received the following despatches from the Admiralty for publication :—

Commander Robinson to the Secretary to the Admiralty.

"Her Majesty's Ship Rinaldo, Batavia, Aug. 10.

"Sir,—I have the honour herewith to forward for their Lordships' information the report of Acting Lieutenant Jones, of the loss of Her Majesty's ship Megæra, at St. Paul's Island.

"2. On my arrival at Batavia on the morning of the 8th inst. I found the clipper ship Oberon, with auxiliary steam power, had been chartered by the British Consul, and that the extra supply of provisions, which I had telegraphed to be ready for this ship to take to St. Paul's, had been put on board the Oberon.

"3. Under these circumstances I telegraphed to the Commodore at Hong Kong to know whether the Rinaldo should proceed to St. Paul's, and received the following reply :—'Rinaldo not to proceed to St. Paul's. Malacca left Hong Kong yesterday.'

"4. On the 9th inst., at 2 p.m., I received a note from the Consul, and upon going to his office found your telegram requiring the Rinaldo to bring Captain Thrupp and witnesses from St. Paul's to Singapore. Having the positive orders from Commodore Shortt not to go to St. Paul's, on reading it I deemed it advisable to telegraph to Commodore Shortt to know whether the Rinaldo was to go, and received the following answer at 45 minutes past noon this day :—'Rinaldo to proceed immediately to St. Paul's, and execute orders of Admiralty.'

"I start instantly, and have the honour, &c.,

"GEORGE ROBINSON Commander.

"P.S. The Oberon sailed yesterday, the 9th, at 7 30 a.m."

"From Acting Lieutenant Lewis T. Jones, of Her Majesty's Ship Megæra, to the Secretary to the Admiralty.

"Batavia, Aug. 7.

"Sir,—I have the honour to report to you that Her Majesty's ship Megæra was run on shore on St. Paul's Island on Monday, June 19, in a sinking state, and that all hands are saved and landed, with provisions and stores.

"The circumstances under which the Megæra was run on shore are as follows:—On June 8, on the passage from the Cape to Sydney, a leak was reported, but was for several days kept under by hand-pumps and baling. On or about the 14th of June the leak became more serious, and the water gained on the pumps. Steam was then used, and by the aid of the main steam pumps the water was kept in check.

"It was determined to steer for St. Paul's Island in order to examine the ship, where she arrived and anchored on Saturday, June 17. A survey was then held, and a diver sent down to examine the leak. A hole was discovered worn through the centre of a plate, about 12ft. abaft the mainmast and about 8ft. from the keel port side, besides other serious injuries in the immediate vicinity of the leak.

"On Sunday morning, June 18 the report of survey was sent in. It was considered unsafe to leave the anchorage. Provisions and stores were then landed. On Monday forenoon, June 19, weather being very stormy, and being unable to keep the ship in position, having carried away and lost three anchors since first anchoring, and being unable to carry on the work of landing provisions on account of the stormy weather, it was determined to beach the ship. At about 1 P.M. the ship was run full speed on the bar, and remained there. She soon afterwards filled up to the main deck aft at high water. The work of landing provisions and saving cargo was then continued, and a portion of the men and officers landed in charge of the same. The ship was not entirely abandoned for about ten or twelve days after she was beached. I was ordered by Captain Thrupp to hold myself in readiness to intercept any passing vessel, and communicate intelligence to the senior naval officer at any port at which I should arrive. I left the island on Sunday, the 16th of July, in the Dutch vessel Aurora, Capt. Fisser, owners Goedkoop and Co., Amsterdam, and arrived at Sourabaya on the 2nd of August, when I communicated with the senior naval officer in China and Consul at Batavia.

"Up to the time I left the island about 80 tons of cargo for Sydney had been saved, and divers were still employed recovering it. Men and officers were living under canvas, and all are well. They had provisions to last, on half allowance, till the beginning of November, with the exception of bread, flour, tea, and sugar, of which they were very short, men being on 4oz. of bread per day.

"Water was obtained from summit of the hill during rainy seasons, but could not be depended upon. It is considered impossible to render the ship fit for further service.

"I arrived at Batavia this day, August 7, and proceeded to St. Paul's by English merchant steamer Oberon, Captain Burgoyne, chartered by Acting Consul, with necessary provisions for men.

"Captain Thrupp's letter reporting the loss of the ship was accidentally left out of the bag containing other despatches, but will be forwarded to England by the ship Oberon.—I have the honour, &c.,

LEWIS T. JONES,

"Acting Lieutenant, H.M.S. Megæra.',

"Her Britannic Majesty's Acting Consul at Batavia to the Secretary "of the Admiralty.

"British Consulate, Batavia, Aug. 14, 1871.

"Sir,—On the 7th inst. I had the honour to send the Board of Admiralty the following telegram :—'In terms of your telegram I have chartered the British steamer Oberon for St. Paul's with provisions, and Lieutenant Jones sails Wednesday morning daylight. Speed, 10, perhaps 14 knots. Capacity 1,022 tons. The Rinaldo expected Wednesday ;' and on the 9th inst. I received your reply as follows :—

'Approve Oberon being chartered. Inform Captain Thrupp, if this reaches you in time, that crews of the Blanche and Rosario are to be sent to Sydney in Malacca, which is to bring relieved crews to Aden, unless already chartered for England. Captain Thrupp to return to Singapore in Rinaldo with witnesses required for court-martial, and come thence with them to England in ordinary steamer. Acknowledge this;' from which I am pleased to notice that my arrangements have met with the approval of their Lordships.

"The Oberon is a fine steamer of 1,022 tons register, and will probably make the voyage to St. Paul's under favourable circumstances at an average speed of 10 knots an hour. She sailed for St. Paul's at daylight on Wednesday morning, and is expected to reach her destination in less than a fortnight.

"The peremptory nature of your telegram left no other course open to me than to charter at once, if any suitable vessel was obtainable, and the only choice I had was between the Oberon and a steamer of the Netherlands Indian Steam Navigation Company. I fixed on the former, as it was eminently qualified to perform satisfactorily the service required. At the same time I regret that the Board did not leave me any discretionary powers, especially as it was known that Lieutenant Jones was on the way up from Sourabaya, and could inform me precisely as to urgency in the matter. Had this been done I most certainly should not have considered myself justified in incurring the above great expenditure, as Lieutenant Jones was of opinion that the few days elapsing between the arrivals of the Oberon and Rinaldo at St. Paul's would not in any way have affected the condition of the officers and men of the Megæra.

"I supplied by the Oberon all the provisions that Lieutenant Jones though necessary, consisting of biscuit, flour, sugar, yams, onions, and pumpkins; while the captain of the Oberon agreed to supply at the island tea, beef, and pork should the paymaster of the Megæra require them.

"Lieutenant Jones writes you all particulars regarding the loss of the Megæra, and the condition of the men on the island. Captain Thrupp's letter reporting the disaster was unfortunately not in the bag when Lieutenant Jones hurriedly left the island; but it will go forward in the Oberon, which is bound to London direct.

"The Rinaldo arrived on Tuesday, the 8th inst., and, in terms of your telegram of the 8th inst., proceeded on the 10th at midday to St. Paul's with further provisions, and to convey to Singapore Captain Thrupp and witnesses for the court-martial. I regret that your telegram reached me too late to inform Lieutenant Jones of this; and a telegram I despatched to Anjer also most unfortunately arrived there an hour after the Oberon had passed.

"I telegraphed you on the 10th inst.:—'Oberon had already left before your telegram was received. Rinaldo starts for St. Paul's this forenoon,' which I hope reached you intelligibly.

"(Here follows enumeration of accounts and vouchers forwarded.)

"I am, &c.,

"W. T. FRASER, Her Britannic Majesty's Acting Consul."

OPENING OF THE MONT CENIS TUNNEL.

Sunday, the 17th inst., witnessed the formal opening of one of the greatest engineering enterprises of modern times, the Mont Cenis tunnel through the Alps. We are indebted to the correspondent of the *Daily News* for the following account of the ceremony.

At half-past six in the morning the first train, carrying the Commission appointed to proceed to Modane, there to meet the French Commission, left the station of Turin. The train consisted of about twenty carriages. Among the company were Signor Visconti Venosta; Signor Devincenzi, the Minister of Public Works; Signor Sella; Signor Castagnola, the Minister of Agriculture; the President of the Chamber of Deputies, a large number of senators and deputies, and the mayors of the principal Italian cities. All along the line and at the intermediate stations crowds of peasants from the neighbouring villages, with bands playing the Royal March, saluted the train. At half-past ten precisely the train entered the tunnel at Bardonnecchia amidst enthusiastic cheering. The tunnel was traversed in twenty-one minutes precisely. All the carriages kept the windows open, there being no smoke at all. The temperature was twenty-three centigrade. The train arrived at Modane at eleven, and there found M. Lefranc, M. de Lesseps, and the members of the French Commission. At the station the Ministers entered into conversation. The French Minister and Chevalier Nigra then got into the Royal carriages. The engines were decorated with Italian and French flags, and the train left Modane at half past twelve, re-entered the tunnel at forty minutes past twelve, and left it at twenty-five minutes past one.

Subsequently a banquet was given at Bardonnechia to celebrate the

Digitized by Google

event of the day, and nearly 1,400 guests accepted invitations. The banquet took place in a pavilion, 200 mètres long, which was elegantly decorated with flags and other ornaments. Signor Visconti Venosta proposed as a toast "France and her Government," and the illustrious persons who had come from all parts of Europe to celebrate the great victory obtained by science. He ended by exclaiming, "Long live France!" at which there was great cheering. M. Lefranc, the French Minister, in reply, expressed his regret at being alone to answer, in the name of France, "Long live Italy." He was sure that the whole of France would sincerely respond. Alluding to the arrival of M. de Rémusat, he said that on the morrow another member of the Cabinet would repeat the words, and give to them a more political significance. The success of the work was due in the first degree to God, who inspired men with the thoughts out of which such undertakings sprung. To the King of Italy, to Count Cavour, and to the men by whose skill, perseverance, and energy the work had been carried out, high praise must be given. France and Italy could now join hands. They were united by the bonds of peace and humanity. He admitted that France had committed many errors. It was now time to work for the good of all mankind. The Minister ended his speech, amid loud cheers, with the words, "Long live united Italy and France." Signor De Vincenzi, the Minister of Public Works, then proposed "The health of M. de Lesseps and Signor Grattoni," connecting their names with the two great works, the Suez Canal and the Tunnel of Mont Cenis. The Swiss Minister saluted free Italy in the name of free Switzerland, and pointed out that the honour of the great work was due to the Latin race. Signor Sella gave as a toast, "The memory of Cavour and all those who had co-operated in the great work of the tunnel." A director of the Victor Emmanuel Railway Company then presented gold medals from the Italian and French Governments to Signor Grattoni, the engineer, who, with much emotion, returned thanks in his own name and that of his colleagues.

The first return train left Bardonnecchia for Turin at six P.M. At all the stations along the line the country people, with lighted torches, cheered lustily, bands playing and flags waving. On the Italian and French ministers arriving at the station at Turin they were loudly cheered by the immense crowds which had collected. Both the railway station and the city were splendidly illuminated. One enormous street was designed to represent the tunnel, having an entrance constructed of the same dimensions as that at Bardonnecchia, and there was a representative of Italy and France shaking hands before the tunnel.

Another banquet to celebrate the event was given on the 18th inst., when the municipality of Turin entertained an assemblage of more than five hundred guests, of whom the larger half were foreigners. The Syndic, speaking in the name of the city, thanked the guests who had accepted the invitations of the municipality to celebrate the opening of the great tunnel. M. de Rémusat, in responding to the toast, expressed his admiration for the Italian people, who had completed so immense a work. In the name of his own country, which has struggled so nobly for liberty, he drank to the health of the Italian nation, who appear to be on all occasions determined to defend their independence and liberty. Signor Visconti Venosta expressed his delight that this new work united Italy more closely with France, and through France with the whole civilised world. His poposal of the health of M. Thiers and the French Government was received with loud cheers. Signor Venosta added that the friendship of the two nations will assure the triumph of art and the general prosperity of both. Signor Biancheri, the President of the Chamber of Deputies, gave as a toast "The City of Turin," and several other speeches were delivered before the festivities concluded.

In view of the successful completion and inauguration of this great work it may be of interest to recall a few facts in connection with the design and execution of the undertaking. The project of constructing a tunnel under the Alps was one of the favourite designs of the eminent Italian statesman, the late Count Cavour. The date of the commencement of the tunnel was the 15th of August, 1857. The two points at which it was determined to commence the tunnel were two wretched little Alpine villages, Bardonnecchia and Fourneaux, the former on the Italian, the latter on the French side of Mont Frejus, the tunnel being pierced for a distance of 12,236 metres under the above-named mountain, and not, as common report would have it, beneath Mont Cenis. These two villages were of the smallest size and most miserable character, and offered no accommodation whatever to the many hundred workmen employed on either side of the mountain. Bardonnecchia, on the Piedmontese side, is a village which in 1857, when the works commenced, contained about 1,000 souls. The houses in it were really little better than huts, being mostly occupied by shepherds, who were absent with their flocks on the mountains during the summer months; consequently, not only were there no conveniences for the establishment of the works, the accommodation of the engineers and workmen, &c., but the means of transporting even food were wanting. At Fourneaux things were even worse for men, there being an ordinary population of only 400 inhabitants; there was not a single shop in which food could be bought by the men engaged on the engineering works. Consequently, they were obliged to establish themselves at Modane, where they could obtain tolerable accommodation, but which was a mile and a-half from their work.

The first problem to be solved, says Mr. Francis Kossuth, one of the Royal Commissioners of Italian Railways, in his report on the Tunnel, was threefold:—1st. To fix across the mountain several points which would all be contained in the vertical plane drawn through the axis of the tunnel. 2nd. To obtain the exact length between the openings. 3rd. To know the precise difference of level between the two extremities of the tunnel, so as to obtain the proper gradients. In order to execute this programme a series of observations were established on all the favourable points, and an elaborate trigonometrical survey of the district was undertaken. All the observations were repeated never less than ten times, the greater part twenty, and the most important as many as sixty times. The preliminary measurements gave a distance of 13,861·5 yards between the two temporary openings. We say temporary openings, because, although the tunnel is itself constructed in a perfectly straight line from Fourneaux and Bardonnecchia, passengers will not pass through the original straight tunnel but will be conveyed through a branch line which joins the main line a short distance from Fourneaux. The nature of the ground was such as to necessitate the definite and permanent tunnel being taken through the mountain in a curve, but even the unprofessional reader will see that a straight line was indispensable, in order to secure not only accuracy of direction, but also a through draught of air through the whole length of the tunnel. The tunnel, although its axis was straight, was not constructed on a dead level for two reasons. First, it was considered necessary to have a slope outwards, in order that any water in the tunnel might easily drain itself away. And, secondly, by having the two lines so drawn that they must ultimately cross each other, it was evident that the chances of meeting were reduced to a positive certainty. The gradients were: From the Bardonnecchia (Italian) end, 4,408·50 feet above the level of the sea, 1 in 2,000 (·0002 per metre) for a distance of 20,997 33 feet. From the Fourneaux entrance (French side), 3,945 feet above the sea, the rising gradient was 1 in 48·4782 (·023 per metre) for 20,587 feet. Elevation above sea level at Bardonnecchia, 4,408·50 feet. Elevation above sea level at Fourneaux, 3,945·00 feet. This was the calculation on paper; the actual result differs wonderfully little, the error being partly owing to discrepancies discovered whilst the final line of the tunnel was being traced, as well from mistakes in the precise levels of the starting points. The absolute figures give a mean level for the highest point of 4,391·886 feet. The greatest height of the mass of the Alps over the tunnel is 5,307 feet.

After giving these figures it may be of interest to present the reader with the account given by an eye-witness, M. Génési, of the meeting of the workmen last winter in the depths of the earth, more than 5,000 feet beneath the summit of Mont Fréjus. "On the 9th of November, 1870," says M. Génési, "I was on my regular round of inspection as usual, when I fancied I heard through the rocks the noise of the explosion of the mines on the Bardonnecchia side. I sent a despatch to discover if the hours agreed. They did, and then there could be no longer any doubt that we were nearing the goal. Each following day the explosions were to be heard more and more distinctly. At the beginning of December we heard quite clearly the blows of the perforators against the rocks. Then we vaguely heard the sound of voices. But were we going to meet at the same level and in the same axis? For three days and three nights engineers, foremen, and heads of gangs never left the tunnel. The engineers Borelly and Boni directed the works on the Bardonnecchia side, M. Copello on that of Fourneaux. We could not eat or sleep; every one was in a state of fever. At length, on the morning of the 26th December, the rock fell in near the roof. The breach was made, and we could see each other and shake hands. The same evening the hole was clear—the last obstacle—and the mountain was pierced, our work was done. What a rejoicing we had! In spite of the war, the cheers of all scientific Europe came to find us in the entrails of our mountain when the happy termination of our enterprise became known. The two axes met exactly; there was barely half a yard error. The level on our side was only sixty centimetres (less than three-quarters of a yard) too high. But after thirteen years of continual work, who could even hope for so perfect a result? We placed at the point of junction an inscription on a marble tablet, commemorative of the happy event."

The method of boring used in the Mont Cenis Tunnel has been so often described already that a very short account of it will suffice. At starting, we should remind the reader that it is a mistake to fancy that the tunnel has been bored on a new principle. This is not so; the great work has been accomplished by means of blasting as it has been used in mining operations for centuries. But it is in the use of air as a motive power for the perforating tools that the novelty of the operations consists. Air was compressed to six atmospheres by means of hydraulic pressure obtained from the mountain streams in the neighbourhood of the tunnel. The piercing instrument was a steel drill driven by a piston, worked itself by compressed air from a movable press. The compressed air was conveyed in a cast iron tube of 7·84 inches inside diameter, and thirty-nine inches thick. It is made in lengths of from six to eight feet. Safety valves were placed in this tube and under the pressure became more than six atmospheres; air escaped, and was conveyed by other tubes to the scene of operations in the middle of the mountain, and supplied the workmen with fresh air. The quantity of water consumed was 35·317 cubic feet per second, there being a fall of 144 feet. The method of operation in order to pierce the rock was as follows:—Seven drills pierced a series of holes in the rock. These holes were about a yard in depth, an inch to three inches in diameter, only the smaller ones were filled with powder, the larger were simply made in order to diminish the resistance of the stone. These seventy holes took from five to seven hours to perforate, according to the nature of the rock. When the holes had been made they were dried thoroughly by means of blasts of compressed air, and then charged. The mines were successively exploded, beginning with those in the centre of the vault. Then the fragments were cleared away in trucks. In the twenty four hours the progress varied from two yards to two yards and a half.

There will be two lines of rail in the tunnel. The vault itself will be six metres high and eight metres wide. The tunnel will be walled in along its whole length, and the lime rock will be nowhere exposed. The thickness of the internal masonry forming the tube is from half a yard to a yard and more, according to circumstances. On the French side the masonry cost on the average 1,300 francs the square metre, on the Italian side only 1,000 francs. The tunnel is wonderfully dry in comparison with many smaller works. There is only one subterranean spring of any importance in it and a water-course, or rather a little aqueduct, has been constructed beneath the permanent way, in order to carry off any water which might drain into the tunnel.

Much has been said about the heat in the tunnel. All accounts agree that it is not excessive, and a recent French visitor to the tunnel gives the following figures:—At the entrance, 54 degs. Fahrenheit; at the telegraph station inside, 76 degs. Fahrenheit; the average temperature being about 85 degs. Fahrenheit.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, SEPT. 25, 1871.

THE IMPORTATION OF CHINESE LABOUR INTO ENGLAND.

IT is with very great concern that we observe that the arbitrary conduct of the engineers and others as exhibited in the present alarming strikes in various parts of the country, and secretly fomented by the revolutionary doctrines of the extreme party of which Messrs. ODGER and BRADLAUGH are the leaders, appears to have disturbed the judgment of some of the great employers of labour. We only hope that the rumour may not be well founded, and we lose no time in entering our protest against the proposed movement; but we can gather from the article in the *Globe*, which we quoted in our last issue, nothing less than that "the success "which has attended the employment of Chinese labour in "the United States suggests its introduction here, as a re-"medy against such strikes as are now agitating the labour "market." We are told further on that "Sir WILLIAM ARM-"STRONG and other large employers are forming a fund spe-"cially destined to provide for the introduction of foreign "labour into England," and that "John Chinaman" may be expected, before very long, to be found "hard at work over here." We are totally unable to find terms strong enough to denounce a movement like this, supposing for a moment that it can be in contemplation. If it should ever take shape, Sir WILLIAM ARMSTRONG's artillery will have been turned against his countrymen with a vengeance; but he will find, and the country will find, that he has brought such an artillery of public opinion to bear upon him and his following as must either defeat their tactics at the outset, or else (after a struggle which could not be unattended with bloodshed) conduct us back to a system of Protection as stern as that prevailing in China, and so undo all the benefits which for twenty-five years we have owed to the self-sacrificing policy of the great Sir ROBERT PEEL. We admit that we write warmly—we should be ashamed of ourselves if we did not feel deeply on such a subject—but it is no time to mince matters when we see a journal which circulates chiefly among the English clergy, and has besides a political influence, especially among the classes most ignorant of trade, gravely advocating a line of conduct which, we feel persuaded, can only end in one of two consequences if it is ever begun. The alternatives which we see ahead of the proposed introduction of Chinese labour into England are these—either a return to protectionism in its most bigoted form, or else a revolution. Of course, as we are not very likely suddenly to belie our national character, the probabilities are strongly in favour of a return to Protection—a condition of things which it is utterly impossible to contemplate without perceiving in it the prostration of England for the time during which it might last. We hope that Sir WILLIAM ARMSTRONG will lose no time in contradicting the report that he is engaged in any such scheme as is suggested in the *Globe*. If any project of the kind is really in existence, the promoters must be as thoroughly ignorant of the Chinese character as of the temper of the English working man. Assuming, for the sake of argument—unreasonable as the position is—that large numbers of Chinese were imported successfully to undersell our countrymen in the labour-market; granting that the police and military were able to suppress the riots that must inevitably ensue; it is inconceivable that English manufacturers can shut their eyes to the fact that English ratepayers would at once unite to remedy the enormous increase of Poor-rates which would certainly follow, and also that English tradesmen would resist, as one man, the introduction of a horde of savages who could not consume a tenth part of the goods their present customers take of them. Other inevitable consequences of such a movement are too evident to require more than passing notice. The ill-usage which the Chinese workmen would be certain to encounter here would lead to gross misrepresentation among their countrymen, and therefore to increased hatred towards ourselves. And even if we pass by all the other objections which suggest themselves, and assume that the Chinese were naturalised here, and that our factories and railways were worked by them, do Sir WILLIAM ARMSTRONG and the *Globe* know so little of the Chinese character as to think that they would not be the first to "strike" when they thought they could get anything by it? Whether Chinese workmen "strike" when at home, or no, is beside the question. We are now speaking of the Chinese in a foreign country, and our own experience tells us that Chinese workmen have struck for an advance of pay to three times its previous rate, and that without a moment's notice, in India. We need not say that we have no sympathy with the present strikes, nor in fact with any strikes as a means of gaining an increase of wages, or a shortening of time. They are merely got up by a parcel of lazy demagogues, who would rather talk treasonable nonsense than work for their bread. But there are some remedies which are worse than the disorders they are expected to cure. And of all such politico-economical nostrums that have ever been suggested, the importation of Chinese labour to hold our own in check seems to us to be the most suicidal and scandalous.

THE MONT CENIS TUNNEL.

THE most important event of the week has been undoubtedly the passage of the first train through the Mont Cenis Tunnel, of the opening of which we give a report in another column. The space of forty minutes was occupied in the transit from the Italian to the French terminus—a distance of eight miles—the journey this way being down an incline. It took fifty-five minutes to bring the return train through its "uphill work," when the tunnel was found to be completely clear of vapour and steam, a circumstance attributable to the current of air which the difference of temperature at either end causes to circulate through the entire route. The Mont Cenis Tunnel and the Suez Canal now, therefore, supplement one another. Each brings the other so much nearer to England, to China, or to India. The fourteen years of labour that have been spent on this great work cannot be grudged, even by those who have devoted the last years of their lives to its accomplishment. But while we congratulate our countrymen on the immense benefits which are conferred on the English-speaking races by the Suez Canal and the Mont Cenis Tunnel, it would be unfair to conceal the fact that these two greatest triumphs of engineering skill in modern times have been conceived and executed by the Latin races. It is our turn to do something next; and if our friends in Ceylon will take the lead with the Paumben Channel, though their achievement will be slight as to difficulty in proportion with the gigantic enterprises completed by France and Italy, it will at least give good earnest of our sympathy with the progress of the age, and our reluctance to allow "the old country" to be "tailed off" in the race of improvement.

EVERYTHING that the Rev. Mr. WILLIAMSON publishes must command the respectful attention of all who have, like him, the interests of China at heart. Even those who differ with him must acknowledge that he is the most chivalrous of opponents. We, who, as our readers know, have a strong sympathy with the movement to which Mr. WILLIAMSON has devoted his life, feel that we need do no more, while drawing attention to the letter of his which we publish to-day, than commend one sentence in it to the grave consideration of our Government. Mr. WILLIAMSON says, "Speak of ad-"mitting China into the comity of nations—by all means; "but do not grant them all the rights and privileges of civi-"lised nations, and allow them to ignore all the consequent

Digitized by Google

"responsibilities which devolve upon such Powers." In these few words the exact condition of our relations with China is made clear, and the proper course to be adopted distinctly sketched out. And, if it is a missionary who has been the first to enunciate a doctrine so valuable, even those who are most opposed to missionary enterprise will admit that he has rendered good service to his country.

THE change which has recently been introduced into the currency of Ceylon has rendered it desirable that Sir HERCULES ROBINSON, the present Governor, should remain some time longer in the colony in order to carry out the reform. Lord KIMBERLEY has therefore conveyed to Sir HERCULES a request from the Lords of the Treasury to this effect, and the departure of Mr. W. H. GREGORY, the Governor-nominate, will be deferred until some time next year.

OUR POSITION IN CHINA.

(To the Editor of *The London and China Telegraph.*)

SIR,—I may say that I, in a great measure, sympathise with the recent efforts of the Chinese Government, to check the advances of foreigners, or rid themselves of them altogether. They have suffered terribly at our hands, and still have no small reason to complain. But they know not what they are doing. They are like a blind giant struggling with the inevitable—eager to protect his own, but knowing neither the cause of the evil nor the cure—the strength of his antagonists nor his own weakness. I also thoroughly appreciate the motives of Her Majesty's Government in their desire to treat the Chinese with justice and forbearance, but I am afraid they may go too far in this direction. Conciliatory measures and forbearance imply intelligence to apprehend our motives, and, above all, some disposition to honourable friendship, otherwise conciliatory measures may be folly. But while the masses of the people are ready for unfettered intercourse, the bulk of the *literati* and the mandarins are not so, and have misconstrued all the recent utterances of well-meaning men, and the policy of the late Lord Clarendon. I therefore think in their own interests as well as ours that the reins must still be held with a strong and steady hand.

I have been more than ever amazed at some of the objections lately urged against missionary operations. A certain most influential man has said: "Commerce is our sole object in China" I had thought such Vandalism had vanished for ever, or existed only in the brain of a certain well-known Chinese diplomatist. I am ashamed to find it turning up again. The truth is, commerce by itself is a deciviliser, and most emphatically so between civilised and semi-civilised or barbarous peoples. It has been tremendously so in China: witness the opium traffic, the coolie traffic, and a hundred other things. And is the object of Great Britain in China to be solely confined to this? Is a sordid materialism to rule the day? Does man owe no other duties to his fellow man? And is a short-sighted regard for trade to control all our intercourse with such countries? The idea is utterly intolerable, and I feel certain will be rejected with scorn by the best portion of the British nation.

The London *Examiner* has also been lately discoursing on China, and among other things it affirms that Protestant missionaries have done no good, but mischief in that country. I shall not speak of our work, but refer those interested to certainly an impartial witness, viz., the *Westminster Review* for April, 1871, for information on this point. The writer in the *Examiner* speaks as if it were injustice to introduce Christianity into China. But is it to be a crime to teach men knowledge? And is this the outcome of our advanced civilisation. Toleration is a grand principle, but to introduce it as an argument against carrying enlightenment into heathen darkness is toleration gone mad. The more I have thought over Mr. Miall's lucubration the more inexplicable it appears, especially as the production of a religious Nonconformist. He has stood before the world for years as a standard bearer of religious liberty, and yet he comes forth as the virtual advocate of the most exclusive and intolerant of all governments, and maintains the right of that oligarchy to prescribe the faith, and tyrannise over 360,000,000 of our fellow-men. He tells us that "the toleration clause is a mistake," to be rectified with all speed and care! What! This from the Nonconformist? Alas! for human consistency. *Not* to speak of salvation, are we to consent to the exclusion of that name which is above every name—the very centre of human history—the unconscious desire of all nations—the spring of everything pure, noble, and progressive—the only guarantee of peace, security, and prosperity—that name which is the very backbone, and heart, and brain, the all and all of our country, the light of the world, the life of man, the only hope of sinners, the joy of humanity? Or take a lower position. Shall a Christian people solemnly agree to exclude that which alone can give strength to character, earnestness of purpose, width of view, elevation of conception, purity, truth, and honour to man? Shall we, in the face of the world, plant a stigma upon that which arouses philanthropy, awakens every faculty of the mind, gives a finer eye to the painter, a deeper soul to the musician, higher impulses to the man of science, refinement to the literateur, nobler tastes to the people, and strength and vigour to all enterprise? "Blessings abound where'er He reigns" Who shall step forwaad to do this? Shame on the man who even breathes such a proposal. The Treaty has been made already, who shall take the responsibility of tearing it in pieces? Who shall dare, even in this sense, to come between God and China?

But Mr. Miall goes even further. He does not seem to know the terms of the treaty, and shrinks from the very thought of any protection being granted to converts. He pretends to think that Lord Elgin could never be so far left to himself. As a dissenter I protest against such statements being supposed to be part of voluntaryism. I know well the evil of throwing any worldly encouragement to become Christians before heathen men. But there is nothing of this in the matter. It is simply agreed that "converts shall have liberty to profess and practise Christianity without being liable to fines, imprisonment, or molestation;" and in a country like China, or anywhere, is there anything wrong in this? There are about 6,000 converts at present in China, besides several millions of Roman Catholics; and if the demands of the Chinese Government, just made, be complied with, they and their families will certainly be exposed to all sorts and degrees of persecution. God in his providence has given Christian nations power and authority, and a footing in China; are we to stand coolly aside and see women and children dragged out of their homes, tortured, and it may be butchered, all because they have seen the evils of idolatry and sin, and embraced our Lord as their Lord and Master? Is there any sense in this, or merit in this, or scripture for this? Is it not the narrow conceit of men who ride a hobby to death? Many among the converts have made great social sacrifices in professing Christianity; they know what is before them if their own rulers had their wishes; and they are now looking with an anxious eye to the action of our Government. Is a Christian nation to allow a heathen people to violate their treaty, and in order to stamp out the only promising element in their Empire, and to destroy the seed of the only forces that are good, and pure, and elevating in that country. Did Cromwell do wrong in throwing his shield over the Waldenses; and did any mischief come of that interference?

The Chinese believe they would be doing right were they to exterminate Christianity; *we know* they would be doing grievous wrong to themselves and all concerned. And just as we would prevent a ferocious lunatic from falling upon a crowd of children, so would we interpose and demand that the Chinese officials be not allowed to make a prey of Christians. And we are inclined to think only lunatics would blame us. The specious reasoning against which we have been arguing is the most dangerous of all sentimentalism. It is a mercy to feel sure that it is mere sentimental trash, and cannot but be repudiated by all thinking and practical men. We have never sought, and never shall seek, to come between Chinese law and evil doers. What we dread is the lawlessness of the rulers, exercised on isolated and defenceless men and women.

Speak of admitting China into the comity of nations—by all means; but do not grant them all the rights and privileges of civilised nations, and allow them to ignore all the consequent responsibilities which devolve upon such Powers.

Mr. Miall also impliedly advises missionaries not to assert their rights as British subjects. Is this the last expression of the highest development of "Spiritual Christianity?" For our part we are content to do as Paul did. The argument here is most miserable, especially when we look at the history of the writer. Does the highest Christianity consist in being in Great Britain the most persistent and clamorous agitator for supposed rights; and in China, precluded from following the example of Him who said: "If I have spoken evil, bear witness of the evil; but if not, why smitest thou me?" We are taunted with seeking to spread Christianity with the *sword*. There is great confusion of thought in those who parade this objection. They do not distinguish between nations and individual Christian men. For my own part, and I believe I speak the sentiments of every missionary in the field, I am disposed to go to China (treaty or no treaty), and humbly to seek, at all risks, to carry out the command of our Saviour in simple dependence upon His gracious promises. I have never called for gun-boats. But ought my fellow Christians, who compose the British nation, to expose us to the tender mercies of wicked and brutal men? Our consuls of themselves have interfered, and they have done right. I believe that nations have duties towards each of their subjects. "Other climes require what other climes produce." And the expressed and obvious design of Providence is, that the various peoples of this world should mingle with one another, and help each other on, that design being consummated by His will being done on earth even as it is done in heaven. I therefore think that the European and American nations are clearly justified, both by reason and Scripture, in insisting that this vast country shall open its doors to the outside world, and in binding the Chinese by treaties to such engagements. But I believe that it would be utterly unworthy of us and suicidal if these Christian nations did not make provision for the introduction and peaceful extension of that to which they are indebted for all their prosperity. Treaty stipulations in favour of Christianity are therefore defensible on every ground; and just as it would never do to allow a merchant, so long as he acted in accordance with the several

Digitized by Google

clauses of the treaty, to be hampered or butchered at the caprice of ignorant mandarins, so it would be most pernicious to permit the self-denying representatives of our faith, science, and literature to be unprotected in their noble calling in the midst of a heathen people. This is all we claim; and I trust the injustice of upbraiding us with seeking the power of the sword will be apparent to all.

There is another class of objectors to whom we may refer. They are represented by Wallace, the author of a work on the Malayan Archipelago, who contrasts the happiness of these islanders and their immunity from crime with the inhabitants of Great Britain. What a miserable spectacle! Here is a man amongst the very foremost in science and knowledge looking complacently on savages! What a silent confession is here! What a conscious absence of all knowledge of any means to elevate man! What black despair, and what a comment on the re sources of science! Truly extremes meet. High cultivation and civilisation have their evils, often great and deplorable; but, bad as the evils are, who but the dreamiest of men would not say, "Rather fifty years in Europe than a cycle in Cathay"! But, unfortunately for our objectors, "the happiness of the people," the joy of idolatry, the bliss of Arcadian simplicity, cannot be pleaded for China. Paul describes their character in the first chapter of Romans. They "not only do the same, but have pleasure in them that do them." They emphatically need some remedy; and does true philosophy declare that we are not to be allowed to try God's own remedy?—I am, Sir, &c., ALEXANDER WILLIAMSON.

Indiana, United States, Sept. 3rd, 1871.

THE NEW CHIEF JUSTICE OF THE STRAITS.

(To the Editor of the *London and China Telegraph.*)

SIR,—I read with considerable interest that portion of your article in your issue of the 11th inst. referring to a letter addressed to the *Standard* and signed "Kling." I believe there is a strong opinion existing that "Kling" should have been better acquainted with the rules of propriety in public letter writing, and somewhat informed of the regulations of the colonial service before venturing to ask the questions put in his letter.

The reason Sir Benson Maxwell resigned his post of Chief Justice of the Straits Settlements is because he applied for and obtained his pension; and it must be shown that Sir William Hackett desired the promotion, which would have removed him from the Judgeship of Penang, before it can be assumed that he has been overlooked.

I now come to that portion of the letter which inquires "Why the Colonial Secretary has appointed a Roman Catholic barrister, without practice and experience, and utterly unknown at Westminster Hall, to fill the important post vacated by Sir Benson Maxwell, to which a salary of £2 500 per annum is attached?" Of the extreme bad taste and intolerance exhibited therein, no one with proper feelings can possibly entertain a doubt, and it is much to be regretted that any one could have been found in the Temple giving expression to such an uncalled-for attack upon the newly-appointed Chief Justice of the Straits Settlements as that which was published in the *Standard.*

The castigation inflicted by you upon the "Kling" was well merited, and, it is to be hoped, will teach that writer to be more guarded and charitable in future.

As to the present Chief Justice being "without experience," all I can say is, that I, on the contrary, have learnt that Mr. Sidgreaves is a gentleman of considerable experience generally, and especially qualified in those branches of the law which he will be called upon to administer in the colony to which he has been appointed; that he is much liked and respected by the members of the circuit to which he belonged, and for the selection and appointment of such a gentleman Lord Kimberley is entitled to the thanks of the colonists of the Straits Settlements.

For the information of "Kling," I may add that Mr. Sidgreaves was of the Northern Circuit, Deputy Judge in the Liverpool County Court, and Deputy Stipendiary Magistrate at Birkenhead. —I remain, yours faithfully, F. H. G.

Temple, Sept. 19th.

INACCURATE MARKET REPORTS.

(To the Editor of the *London and China Telegraph.*)

SIR,—By the Shanghai Chamber of Commerce Circular to hand this morning, under the heading of Black Tea, I notice second crop Congous of this season's growth are quoted 4 Taels over last year's rates, which with Freight and Exchange causes them to lay down 20 per cent. over home value. Now as this statement varies so widely from private views generally, it appears to me that it should be received with the utmost caution. I therefore take the liberty of calling your attention to the discrepancy, to prevent any wrong impression obtaining credence, and also in the hopes that a document which is now so largely circulated may, through your instrumentality, be influenced to obtain its information through more than one source, and to avoid expressing individual opinions and interests.—I am, Sir, your obedient servant,

Sept. 19th. MERCATOR.

Monetary and Commercial.

—o—

The tenders for £400,000 in bills on India were received at the Bank of England, when the amounts allotted were to Calcutta £355,000, and to Bombay £45,000. The minimum price was fixed as before at 1s. 10½d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 11½d. will receive in full, and on Bombay at 1s. 11d. about 33 per cent. These results show a further increase in the demand for means of remittance to the East.

Some surprise is being expressed at the delay in the issue of the intended loan for the reconstruction of the Suez Canal Company, and a correspondent suggests that the reason is that the weekly traffic returns have recently shown a vast improvement. It is pointed out that in August last sixty ships were reported through, against forty-two in the corresponding month of 1870; and the comparative receipts were nearly double, being in the first case f.990,000, and in the second f.502,000.

A petition for liquidation, by arrangement or composition, has been filed by Mr. Charles Wm. Ryder, describing himself as a merchant, trading at Liverpool as James Ryder and Son, at Manchester as J. O. Ryder and Co., at Batavia as Ryder and Co, and at Pernambuco as James Ryder and Co. £350,000 are the estimated liabilities, of which a large portion lies in Manchester. The firm is of more than thirty years' standing.

The suspension is also announced of Messrs. Keep, Parsons, and Co., in the Australian and Indian trade, a firm of about twenty years' date and of fair standing, with liabilities estimated at £120,000. The amount of acceptances immediately falling due, and for which funds are wanting, being large, it is apprehended the liquidation may prove unfavourable.

Messrs. James Anderson and Co., of Glasgow, printing cloth manufacturers, have issued circulars calling a meeting of their creditors. The firm, which is understood to be involved with that of Messrs. Muir, Brown and Co., was established about thirty years ago.

A general meeting of the proprietors of the Oriental Bank Corporation will be held on the 19th October, to declare an interim dividend for the half-year ended 30th June last.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Sept., 1871, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1871, 8,318,601 yards; for the twelve months, 114,927,716 yards; for the twelve months, 1870, 56,010,103 yards; for the twelve months 1869, 43,937,083 yards. Increase for 1871 against 1870, 58,917,613 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1871, 327,681 yards; for the twelve months, 13,123,215 yards; for the twelve months, 1870, 5,205,014 yards; for the twelve months, 1869, 1,435,335 yards. Increase for 1871 against 1870, 7,818,201 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1871, 775,573 yards; for the twelve months, 2,647,731 yards; for the twelve months 1870, 1,937,823 yards; for the twelve months, 1869, 1,230,485 yards. Increase for 1871 against 1870, 709,908 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1871, 1,205,472 lbs.; for the twelve months, 10,846,793 lbs.; for the twelve months 1870, 8,797,440 lbs.; for the twelve months 1869, 4,580,282 lbs. Increase for 1871 against 1870, 2,049,353 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1871 34,205,526 yards; for the twelve months, 382,116,815 yards; for the twelve months 1870, 252,131,023 yards; for the twelve months 1869, 240,116,275 yards. Increase for 1871 against 1870, 129,985,792 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1871, 979,977 yards; for the twelve months, 8,429,889 yards; for the twelve months 1870, 13,512,940 yards; for the twelve months 1869, 11,998,302 yards. Decrease for 1871 against 1870, 5,083,051 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1871, 1,958,998 yards; for the twelve months, 4,150,494 yards; for the twelve months 1870, 6,018,092 yards; for the twelve months 1869, 3,651,340 yards. Decrease for 1871 against 1870, 1,868,398 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1871, 185,160, lbs.; for the twelve months, 488,442 lbs.; for the twelve months 1870, 647,140 lbs.; for the twelve months 1869, 415,628 lbs. Decrease for 1871 against 1870, 158,698 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1871, 1,089,975 yards; for the twelve months, 45,182,175 yards; for the twelve months 1870, 23,618,699 yards; for the twelve months 1869, 17,556,928 yards. Increase for 1871 against 1870, 21,563,476 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1871, 312,629 yards; for the twelve months, 2,464,950 yards; for the twelve months 1870, 2,968,627 yards; for the twelve months 1869, 1,347,835 yards. Decrease for 1871 against 1870, 503,677 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1871, 243,930 yards; for the twelve months, 924,963 yards; for the twelve months 1870, 1,062,294 yards; for the twelve months 1869, 816,400 yards. Decrease for 1871 against 1870, 137,331 yards.

Digitized by Google

COTTON YARN.—Export for the month ended 16th Sept., 1871, 763,540 lbs.; for the twelve months, 9,782,797 lbs.; for the twelve months 1870, 10,271,981 lbs.; for the twelve months 1869, 5,703,784 lbs. Decrease for 1871 against 1870, 489,184 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1871, 6,285,838 yards; for the twelve months, 70,087,472 yards; for the twelve months 1870, 72,766,396 yards; for the twelve months 1869, 45,630,701 yards. Decrease for 1871 against 1870, 2,679,424 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1871, 362,952 yards; for the twelve months, 7,433,502 yards; for the twelve months 1870, 9,376,713 yards; for the twelve months 1869, 4,796,174 yards. Decrease for 1871 against 1870, 1,943,211 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1871, 919,484 yards; for the twelve months, 4,773,452 yards: for the twelve months 1870, 6,461,858 yards; for the twelve months 1869, 2,996,492 yards. Decrease for 1871 against 1870, 1,688,406 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1871, 191,175 lbs.; for the twelve months, 3,196,801 lbs.; for the twelve months 1870, 3,150,210 lbs.; for the twelve months 1869, 1,305,950 lbs. Increase for 1871 against 1870, 46,591 lbs.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1871, 1,611,058 yards; for the twelve months, 18,531,373 yards; for the twelve months 1870, 13,695,221 yards; for the twelve months 1869, 11,946,852 yards. Increase for 1871 against 1870, 4,836,152 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1871, 938,978 yards; for the twelve months, 11,237,862 yards; for the twelve months 1870, 9,741,858 yards; for the twelve months 1869, 7,154,677 yards. Increase for 1871 against 1870, 1,536,004 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1871, 711,100 yards; for the twelve months, 12,083,972 yards; for the twelve months 1870, 8,005,268 yards; for the twelve months 1869, 4,639,815 yards. Increase for 1871 against 1870, 4,078,704 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1871, 55,200 lbs.; for the twelve months, 758,293 lbs.; for the twelve months 1870, 345,090 lbs.; for the twelve months 1869, 391,255 lbs. Increase for 1871 against 1870, 413,203 lbs.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1871, 422,602 yards; for the twelve months, 11,358,191 yards; for the twelve months 1870, 21,020,826 yards; for the twelve months 1869, 14,804,425 yards. Decrease for 1871 against 1870, 9,662,635 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1871, 574,518 yards; for the twelve months, 7,944,292 yards; for the twelve months 1870, 10,224,777 yards; for the twelve months 1869, 12,565,683 yards. Decrease for 1871 against 1870, 2,280,485 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1871, 233 yards; for the twelve months, 556,768 yards; for the twelve months 1870, 1,617,593 yards; for the twelve months 1869, 1,280,042 yards. Decrease for 1871 against 1870, 1,060,825 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1871, 45,400 lbs.; for the twelve months, 475,666 lbs.; for the twelve months 1870, 367,715 lbs.; for the twelve months 1869, 201,044 lbs. Increase for 1871 against 1870, 107,951 lbs.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1871, 1,120,945 yards; for the twelve months, 25,943,223 yards; for the twelve months 1870, 24,543,361 yards; for the twelve months 1869, 20,584,993 yards. Increase for 1871 against 1870, 1,399,862 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1871, 187,661 yards; for the twelve months, 2,777,753 yards: for the twelve months 1870, 2,615,937 yards; for the twelve months 1869, 1,043,612 yards. Increase for 1871 against 1870, 161,816 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1871, 397,234 yards; for the twelve months, 2,103,011 yards; for the twelve months 1870, 2,455,651 yards; for the twelve months 1869, 3,313,279 yards. Decrease for 1871 against 1870, 352,640 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1871, 810 lbs.; for the twelve months, 335,299 lbs.; for the twelve months 1870, 399,341 lbs.; for the twelve months 1869, 335,642 lbs. Decrease for 1871 against 1870, 64,042 lbs.

ARTICLES OF IMPORT.

TEA.

Since the date of our last report the improvement in the market has continued, notwithstanding enormous supplies offered (of red leaf alone equal to 70,000 chests). Fine and finest Congou has been sold at full rates, Kaisows commanding chief notice, the chop Cheang Mow selling at 2s. 4½d. and Cheang-Kee at 2s. 6d. per lb. Export trade continues very limited. Public sales took place on the 18th, 19th, and 20th, comprising 13,279 packages, making for the fortnight a total of 24,733 packages, nearly the whole being sold without reserve.

BLACK.—Old Season's Red Leaf: The stock is chiefly below the value of 10½d. per lb., and has commanded no attention; of New full supplies have been received, and some large transactions have taken place at 1s. 2d. to 1s. 4d. for brisk burnt Kaisow kinds and Sayune; medium quality Kaisow at 1s. 7d. to 1s. 10d., fine at 1s. 11d. to 2s. 1d., finest at 2s. 2d. to 2s. 4d., and extra quality at 2s. 5d. up to 2s. 7d. per lb. Pakhling: Sales of half-chests of medium at 1s. 6d. to 1s. 8d. per lb.; in boxes no change, as few transactions have taken place. Tayshan Leaf: An improved demand has set in the past few days, leading to more business, at 1s. 1d. to 1s. 2½d. for fair to brisk burnt kinds, 1s. 3d. to 1s. 5d. per lb. for strong malty burnt. Black Leaf: Old season's shows no change; the new, of common quality, Shantam district, has been slow of sale at 10½d. to 11½d. per lb.; of good to medium at 1s. 1d. to 1s. 4d. there is a scarcity; at 1s. 5d. to 1s. 7d. for good medium Pekoe flavoured kinds a better demand has ruled the past few days. Oonfa: Strong true Teas have sold at 1s. 9d. to 1s. 11d. per lb.; finest quality, shows no change, quotations closing at 2s. to 2s. 3d. per lb.; extra fine, as high as 2s. 11d. per lb. has been paid for small parcel. Souchong: Arrivals of New have been limited, the few sold of fine realised 1s. 2d. to 2s., and finest 2s. 2d. per lb. Oolong: There has been a demand for export to New York of the black leaf Formosa kinds, and fine and finest quality sells at 2s. 1d. to 2s. 4d. per lb.; the trade have bought the yellow leaf, many parcels being strong and brisk burnt, at 1s. 11d. to 2s. 2d. per lb., medium at 1s. 6d. to 1s. 8d. per lb. Flowery Pekoe: We hear of no sales. Scented Tea: Canton Orange Pekoe: The large supply of Foochow has interfered with this class, but imports being on a small scale, fair prices have ruled, say for long wiry leaf, 1s. 4d. to 1s. 6d. for good medium to fine, 1s. 7d. to 2s. for fine and finest, strong scented. Short leaf kinds, good common to fair 1s. to 1s. 2d. per lb. Caper: There was speculation for a few days, but it ceased when the Clan-Alpine arrived with 500,000 lbs.; prices, on the whole, are a shade higher, good medium showing 1d. per lb. advance. Foochow Scented Orange Pekoe: We estimate supplies at fully 15,000 boxes, all of fine and finest quality; this quantity proved too much, and prices for parcels wanting in scent have given way 2d. per lb., quotations closing at 1s. 7½d. to 2s. per lb. Caper has come forward in larger quantity than usual, and sold at 1s. 7d. to 1s. 11d. per lb.

GREEN: Further arrivals of Ping Suey kinds have chiefly been sold at public auction without reserve, at fully former prices, quality considered. Other kinds show no alteration, common grades still selling at low prices. Canton kinds of Gunpowder have been sold at fair prices.

SILK.

There is no change to report in the market since the date of our last report; the prices of China Silk continue as nearly as possible the same, and are firm, with a fair daily business doing. Canton Silk is hardly so current, much of the recent arrivals of market Tsatlee having proved inferior in quality, and in consequence difficult of sale at 16s.; good and fine parcels still continue to command full rates, and are readily taken; Loong Kongs are flatter, the quantity beginning to increase and the quality decidedly falling off. Japan and Bengals are both neglected still, the latter being most difficult of sale, owing to the refusal of the mill hands to work this Silk, while Chinas are so abundant. In Japans, ordinary Mybash can only be forced to sale, and then at most irregular prices.

The deliveries of all Silks but Bengal are very good, being from 1st to 20th inst.—China, 2,315 bales; Canton, 846 b.; Japan, 565 b.; Bengal, 205 b.; total, 3,931 b.

The *Salut Public* of Lyons gives the following as the situation of the Silk trade during the past week:—"Business has been more active lately; prices were stationary for a fortnight, with a steady current of transactions, but last week a decided improvement occurred, with increased activity and a marked rise. That augmentation is from two to three francs, and turns especially upon thrown silks, and the wrought goods of France and Italy. Certain raw material, hitherto more neglected, has shared in the movement; as to the arrivals from the East, they have been unable, on account of their situation, to participate in the benefit. As regards China, quantities of goods have reached London, and the stock there is larger than of former years; 12,000 bales more than in 1869. That merchandise, which, as is known, had enjoyed marked favour during the war, and which had been respected by the general decline, has at length experienced the effects of the last yield, which, without being very brilliant in China, is considered satisfactory. Quite different is the history of Japanese goods. Consumption has neglected them for more than a year; they could only be accepted at sensibly lower rates. As the yield has been equally good in Japan, and an exportation is counted on of 20,000 bales instead of the ordinary average of 12,000, no astonishment can be excited if they do not follow the ascending movement. As to that increase, considering the large stock of silk on hand, it is somewhat unaccountable. It certainly cannot be the fear of running short of raw material which has caused it, neither is it the irrisistible impulse of a demand for tissues. In fact, at this moment the only one in request is plain colours, and for that the looms are insufficient. Blacks, which represent two-thirds of the production here, remain still neglected, and until they shall again be taken into favour the situation cannot be considered as absolutely good. Certain secondary branches of our manufacture, such as velvets, handkerchiefs, small articles of fashion, &c., all in great demand at this moment, have accelerated the rise. St. Etienne is also fully occupied, and cannot execute all the orders it receives. Thus, in fine, a decided activity is apparent, but not sufficiently universal to fully justify the rapid rise in quotations."

COFFEE.

There has been little or no change in the market for Ceylon during the past week, and the favourable result of the Dutch Trading Company's sale has not effected any improvement beyond that reported in our last issue. A considerable supply of Plantation has been placed on offer, and taken off at about the prices last quoted, while Native, which has been in somewhat short supply, has realised slightly advanced rates. The latest prices paid have been Plantation, triage 50s. 6d. to 60s. 6d., small grey 62s. 6d. to 63s. 6d., low middling grey to dull 66s. 6d. to 69s., bold ditto 70s. to 73s. 6d., small coloury 65s. to 66s., middling 70s. 6d. to 75s., bold 80s. to 81s. 6d., pea-berry 82s. 6d. to 84s. 6d., Native bold 61s., small 52s. 6d., good ordinary 58s. 6d., pea-berry 60s. Privately about 2,000 bags good and fine ordinary Native Ceylon have been sold at 58s. 6d. to 59s. Transactions in other East India have been limited to 256 bags Singapore, good bold pale and brownish at 65s. to 68s., and 272 bags good bold pale Manila sold at 62s. to 62s. 6d. per cwt., 769 bags Indian sort being bought in at 60s. 6d. to 61s.

The landings for the week show a decrease of 1,460 tons compared to the large quantity at this time last year, whilst the total deliveries are 700 tons less, the deficiency in the stock being increased by these movements to 1,250 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 117,731 cwt., against

Digitized by Google

204,591 cwt. at the corresponding date of 1870; Native 17,960 cwt., against 10,728 cwt. The quantity afloat for the Continent is 5,811 cwt. Plantation, against 2,402 cwt., and 1,225 cwt. Native, against 3,136 cwt. The quantity of Coffee landed in the thirty-seven weeks ended Sept. 16, 1871, was, of Ceylon, 30,413 tons, against 27,379 tons during the corresponding period of 1870; of all descriptions, 55,780 tons, against 47,388 tons. The quantity entered for home consumption was, of Ceylon, 8,043 tons, against 7,509 tons; of all descriptions, 14,559 tons, against 13,367 tons. The quantity exported was, of Ceylon, 23,404 tons, against 20,700 tons; of all descriptions, 42,621 tons, against 33,181 tons. The stock on Sept. 16 was, of Ceylon, 12,571 tons, against 13,034 tons; of all descriptions, 23,809 tons, against 25,059 tons.

The Dutch Trading Company's public sale held in Rotterdam on the 20th inst. went off with fair spirit, and 124,700 bags Java offered were all sold, prices being generally 1 to 1½ cents above the valuations, good ordinary selling at 37 to 38 cents. The following is the result:—

	Bags.	Valued at. Cents.	Result. Cents.
No. 1	2,196	37	38¼ to 38½
3	1,354	37½	38¾
4	1,452	36½	37¾ to 38
14	1,026	36	37¼ to 37½
27	1,146	35½	36¾ to 37
30	1,536	36	40¼ to 40¾
32	3,052	35½	36¾
42	2,183	39	37¾ to 38
46	1,751	37	38½ to 38¾
50	5,600	37	37¾ to 38¼
51	1,400	39	40½

SUGAR.

The market has continued to exhibit extreme dullness, and although holders have submitted to a decline of 6d. per cwt., and in some instances to a further slight reduction in the prices current last mail, there is still a disinclination to purchase, and transactions have been very limited in extent. In auction 3,296 bags Penang were all sold—middling to good soft yellow (duty 4s. 9d.), 30s. to 31s. 6d.; low soft yellow and grey, 29s. to 29s. 6d.; middling syruppy brown (duty 4s.) at 26s.; chiefly common brown at 24s. to 24s. 6d., a few 23s. 6d.; 171 casks Java syrups from Capetown sold at 22s.; of 4,550 mats Java syrups from Rotterdam 450 mats sold at 22s. 6d.; privately 5,000 bags Taal unclayed Manila have been sold at 21s. 3d.

The landings for the week, consisting almost wholly of British West India, are 1,600 tons less than at the same time last year, but as the deliveries are fully 1,300 tons less, the deficiency in the stock is not materially altered. Stock, Sept. 9, 73,030 tons, against 102,842 tons. Sept. 16, 72,257 tons, against 102,360 tons. The quantity of Sugar landed in the thirty-seven weeks ended Sept. 16, 1871, was, of Penang, 974 tons, against 2,277 tons in the corresponding period of 1870; of Manila, Java and China, 16,399 tons, against 15,173 tons; the quantity entered for home consumption was, of Penang, 2,952 tons, against 1,617 tons; of Manila, Java, and China, 22,942 tons, against 19,091 tons. The quantity exported was, of Penang, 184 tons, against 95 tons; of Manila, Java, and China, 1,005 tons, against 1,947 tons. The stock on Sept. 16 was, of Penang, 814 tons, against 2,895 tons; of Manila, Java, and China, 20,186 tons, against 29,925 tons.

CAMPHOR.—Holders have in most instances been firm, and about 700 cases China have changed hands at 70s. per cwt. for good, new import, landing weights, and a small quantity at 72s. 6d. re-weights. In Japan, which is scarce, we have no change to report; the market is quiet at the close.

CHINA GRASS.—Unaltered.

CHINA ROOT.—Market very quiet; business only to retail extent; stocks small.

COIR GOODS.—A large supply of Yarn has been brought to auction, which attracted a much better competition than of late, and although prices were very irregular, a general advance of £1 to £2 was established, the whole being disposed of. The quantity of Fibre, which was also rather large, brought previous rates. 2,490 bales Cochin Yarn were all sold at and after the sale, a few lots common to good common £27 10s. to £29 15s., low middling mixed and foxy £30 5s. to £32 5s., middling £33 to £35, good middling to good at £36 to £40, including about 1,000 bales at £39, fine £43 5s., fair to good pale roping yarn £27 15s. to £29 5s., low coarse £22 5s. to £23 5s., 34 tons in dholls sold—very common to common £25 10s. to £28 15s., medium £30 to £31 10s.; 62 bales Ceylon bought in at £33; of 85 tons ditto in dholls one-half sold at quite £2 advance, very common coarse to fair common £26 to £28 10s., good common to medium £29 15s. to £32, good medium to fine £35 5s. to £41 10s. Of Fibre 1,604 ballots (5 tons) Ceylon chiefly sold at £21, brush £32. 257 coils (3½ tons) Cochin Rope sold, from 1½ to 2¼ inch together at £30 5s. 2½ to 3¾-inch at £26 to £26 5s., and 242 coils from Akyab 2¼ to 32-inch at £25 per ton.

COCOA NUT OIL continues in only limited request at £38 to £39 per ton for Ceylon. At public sale 238 casks Ceylon were bought in at £38 10s. to £39; and of 100 casks Penang offered, 30 casks sold at £39.

COLOMBO ROOT.—Market firm, with advancing tendency.

COPRA.—Steady; no Penang in the market.

CUBEBS.—Unchanged in value and position; 132 bags at auction sold at 24s. 6d. to 25s. per cwt. for good, a little stalky and greyish.

CUTCH.—There is scarcely any enquiry, and all parcels at auction, comprising 1,500 and 486 bags Calcutta, have been bought in at 22s. and 20s. per cwt. Privately 400 boxes GW mark have been sold at 21s. 3d. per cwt.

DRAGON'S-BLOOD.—Steady, 25 cases lump offered at public sale and sold at £5 2s. 6d. and £5 per cwt. for fair, a little dull, and 5 cases Reed retired.

EBONY.—No transactions to report; fine figured wood is still scarce, and would command extreme rates.

GALLS.—Steady, but quiet; 200 boxes China were brought to the hammer, and rather more than one-fourth sold at 49s. 6d. to 50s. per cwt. for fair smooth; 7 cases Japan were retired. Subsequently further offers of 100 cases China were sold at 50s.

GAMBIER.—The market is decidedly firmer, and higher prices have been paid. On the spot by private contract 100 tons block have been sold at 16s. 3d. to 16s. 6d. per cwt.; for arrival, 450 tons at 16s. to 16s. 3d. per cwt. At auction 182 bales block were bought in at 16s. 6d., and 300 mats fine free Cubes realised 21s. 6d. per cwt.

GUMS.—Benjamin: Sumatra 2nds are cheaper, 3rds steady; of 193 cases offered at auction half was sold at £7 7s. 6d. to £8 5s. per cwt. for good middling to fair 2nds, and 70s. to 77s. 6d. for 3rds. Of 3 cases Siam 1 sold at £18 17s. 6d. Manila Copal steady, but very little inquiry apparent, while the stock is large; of 624 cases hard offered only about one-sixth sold—medium and bold partly scraped rather mixed 37s. to 37s. 6d. Damar very quiet; of 344 cases offered a few only sold—good at 63s. 6d. per cwt. Gamboge: Large public sales, amounting to 120 cases, were held, and about half sold at about an average decline of 25s. per cwt., prices realised being for fine clean pipe £14; fine, part slightly run and blocky £13 2s. 6d. to £13 12s. 6d.; fair, mixed with a little dark and blocky £11 to £11 2s. 6d.; very run, soft and blocky £9 5s. to £9 10s.

GUTTA-PERCHA.—Market steady, but very quiet for the common kinds. A fair business has been done privately in good genuine on full terms, prices unreported. At auction, of 1,131 packages offered, a fair proportion sold, good genuine 2s. 6¼d. to 2s. 7¼d.; good reboiled 1s. 8¾d. to 1s. 9¼d.; middling 1s. 5d.; white, middling to fair 1s. to 1s. 3d.

HEMP.—The market for Manila is still very firm and prices tend upwards; a large proportion of the offers in public sale have been held for high rates and bought in. At auction on the 21st 1,815 bales Manila were chiefly bought in, roping at £48 10s. up to £53 for Sorsagon; 450 bales sold at and after the sale, sound very fine Boluzan (8 bales), at £54; good, £53; good to fine roping, £50 10s. to £51; brown, £44 5s. to £46 5s.; and damaged at £38 for third class roping up to £52 10s. for first class Sorsagon. Privately some 2,000 bales have been sold at an advance of nearly £1 per ton, viz.:—Fine white Quilot, £65 to £65 10s.; fair to fine roping, £48 to £52; brown to fair, rather mixed, £42 to £47 5s.

HIDES.—At the fortnightly sales held 21st inst. East India Kips were in less active demand than at the previous sale, but good quality being scarce brought previous prices to a slight advance for heavy weights, whilst ordinary and inferior sold without alteration in prices. Buffalo were in moderate demand without alteration in value. 4,683 Singapore and Penang Ox and Cow sold, light and small, 9¾d. to 11d.; heavy, 9⅜ to 10 lbs., at 9¼d. to 9½d.; extra, 12⅝ to 15¾ lbs., at 8¼d. to 9¼d.; thirds, 7⅜ to 8½ lbs., at 6¾d. to 7¼d.; Calf, 2⅞ lbs. at 10d. 302 Ceylon sold, extra heavy, 9½ lbs. at 5½d.; fourths, 5⅞ lbs. at 4¾d. Buffalo: of 5,159 Singapore and Penang 2,516 sold, light, 14⅜ to 15⅜ lbs., at 6⅝d. to 6¾d.; best heavy, 27½ to 32¾ lbs., at 5⅛d. to 5¾d.; seconds, 33⅞ to 35¾ lbs., at 4¼d. to 4⅜d.; thirds, 26⅛ lbs., at 3¾d.

HORNS.—Firm, and rather dearer: 8 tons Siam at public sale brought 42s. 6d. to 45s. per cwt. for Horns averaging 956 to 576 to the ton.

INDIA-RUBBER.—Good kinds are scarce, common neglected; 52 baskets Singapore and 27 baskets Java at auction were retired.

JAPAN WAX.—The market continued very firm, and £5 per cwt. has been paid privately for fine saucers; at auction an offer of 50 boxes was bought in at £5 15s.

ISINGLASS.—The auctions have embraced 118 packages Penang, of which two-thirds sold at 2s. to 3s. 7d. per lb. for ordinary small to fine bright clean pipe; common and wormy 1s. to 1s. 10d.; fair to fine leaf 3s. 3d. to 4s. 1d.; cake 6d. to 1s. 4d.

MUSK.—Market very steady, and 23 caddies sold at auction on strictly previous terms; fair and good even well-shaped selected pods, slightly damp, at 33s. to 33s. 6d.; fair rough, partly bally, a little damp, 18s.; pickings, 23s. 6d. to 24s.; fine grain brought as high as 58s. 6d.; 12 packages Nepaul pod retired.

OILS.—Aniseed: Improved; recently about 20 cases have been sold at 9s. 9d., at which figure there are further sellers. Afloat small parcels are offering at 9s. 6d. Cassia has been in steady request, but not active, and of 50 cases at auction barely half were sold at 4s. 3d., with two or three lots at 4s. 4d.; the rest held for higher rates. Nutmeg: Rather better, but little doing. Cinnamon: Very scarce, and wanted. Citronelle: Steady; fair trade at 1¾d. per oz.; 86 cases at auction sold at 1¾d. for good, and retail trade since at 1⅞d. Lemon Grass: Steady; and of 105 cases offered about half sold at 2¾d. per oz. for good.

PLUMBAGO.—Market steady: at auction 956 barrels mostly sold—lump, fair to good bright, 22s. 6d. to 26s.; small, 20s.; chips, middling to good, 14s. to 15s. 6d.; dust, middling to very bright, 7s. 6d. to 9s. 6d.

PEPPER.—Black has been uninterruptedly in request at advancing figures; Singapore has sold at auction, middling greyish to fine 6¼d. to 6⅜d., Penang at 6¼d. to 6⅜d.; at these figures the market closes firm. Afloat, about 150 tons have been sold: Singapore about July shipment 6-16d., and September, via Suez Canal at the same figure; Penang, July shipment, 5⅞d. to 6d.; 389 bags Siam sold at 6⅛d. White: Great activity has prevailed. Some 1,500 bags Singapore have been sold up to 10⅞d., with one lot at 11d.

RICE.—The improvement noticed in our last report has become more decided, and prices, except for white descriptions, which remain dull of sale, are fully 6d. above the late lowest point; the public sales include Ballam at 10s. 3d., Madras at 10s. 3d., and middling to good middling white Bengal at 10s. 4½d. to 11s. Privately on the spot the sales comprise white Bengal, middling to good, at 10s. to 11s. 6d., Ballam at 10s. to 10s. 3d., Madras at 9s. 7½d. to 9s. 9d., and Rangoon (damaged) at 9s. 9d. for first class. Three arrived cargoes have been sold for London as follows:—The Ellen Goudy, 1,300 tons Necransie at 9s. 11¼d., ex quay. The Waterloo, 1,700 tons Necransie at 10s. 3d. landed. The Southern Queen, 1,050 tons Bassein at 10s. 1½d., ex

Digitized by Google

quay. And two floating cargoes—The Langstone, 1,030 tons Necransie at 10s., Continental terms or ex ship London, and the Maria Rickmers, 850 tons Rangoon, May sailing, at 10s. 3d., for the Continent.

RATTANS.—Steady at last quoted rates.

RHUBARB.—A large quantity of good China brought to auction has tended slightly to reduce prices. Of 323 chests offered, about half sold, fine bold selected bright 4s. 1d. to 4s. 10d.; well trimmed root, small to bold, three-fourths pinky, rest greyish, 2s. 6d. to 2s. 9d.; rather smaller and paler 2s. to 2s. 3d.; dull coated fair fracture 1s. 8d.; common high dried at 4½d. to 5d.

SAGO.—Market dull, and the turn easier. Of 2,530 bags offered at public sale, a large proportion sold, middling large at 16s. 9d.; middling to good small pearl 14s. 6d. to 15s. 6d., with a few lots at 16s. Some business has been done privately in large on fair terms. Flour is more enquired for, especially afloat, and 15s. offered for good, but at sale 1,770 bags Singapore were retired.

SAPANWOOD is in improved request, especially the better kinds, which are scarce and difficult of access. 25 tons Manila and 20 tons Siam at auction retired; Ceylon is firm, with much more inquiry; some five parcels are on the market, but extravagant prices are demanded; 37 tons at auction were retired.

SHELLS.—No business done since the periodical sales reported in our last issue.

SOY.—In fair demand, at previously ruling rates.

STAR ANISEEDS have been in request, with small private transactions at £6 7s. 6d.; a new arrival of 26 cases sold at auction at £6 7s. 6d. to £6 10s. per cwt. for good.

STICKLAC.—Market steady, at auction of 530 cases Siam offered, one-third sold; good fair at 72s. 6d.

SPICES.—Cinnamon: Since the large public sales reported upon in our issue of the 4th inst., a small trade has been transacted at a shade over the sale prices; Chips continue steady, but only a moderate business is doing. Cassia Lignea: Market quiet; little doing; holders few, and asking high figures; floating parcels offering. Vera very quiet, and little done; 61 bales Singapore at auction retired. In Buds shortly subsequent to our last, about 250 cases were sold at £7 per cwt., since which small transactions have been made at a shade higher figure. Nutmegs are again a shade dearer, 100 cases have changed hands privately, and at auction the bulk of 132 cases was placed—67's 3s. 10d.; 70's to 72's 3s. 5d.; 78's 3s. 4d.; 110's to 81's 3s. to 3s. 1½d., &c. It is singular that now there is scarcely any difference between Nuts averaging 85's to 110's to the lb. Mace continues very scarce, and extravagant prices are obtainable; 43 cases at auction mostly old—ordinary to good red 3s. 10d. to 4s. 7d. Cloves: Penang are chiefly held by one firm; 3 cases at auction brought 1s. 6½d. per lb. for fair bright. Amboyna very dull, and of 72 cases and 4 casks offered, only a few were sold at 6¼d. to 6⅜d. per lb. for very fair small bright.

TOBACCO, &c.—At auction on 21st inst. 1,247 bales Japan sold at 8d. to 10¾d., one lot scraps 5½d., the chief part of 516 bales sea damaged 3½d. to 9½d. scraps 1½d., and 887 bales country damaged 3d. to 9¾d., inferior and scraps 1d. to 2½d.; 9 cases Manila Cheroots offered, and bought in at 6s. 9d.

TAPIOCA is very dull, and little done during the fortnight. Auctions have comprehended 2,328 bags Singapore, a very few only sold, fine white at 2¼d. to 2½d.; 1,817 bags Penang, about 600 bags damaged sold at 1¾d. to 2d. for first class, being cheap. Pearl steady; of 387 packages, about half sold, good medium 20s. 6d. per cwt. Flour steady; a fair trade done privately at 1⅜d. per lb. None in auction. Stock large.

TIN.—On the 20th inst. about 300 tons Straits were offered for sale by tender, and realised from £130 10s. to £131. Business has since been done at £132 10s. and £133, the market closing firm at the latter figure. The quotation for Banca is £135 10s., for Billiton £132 per ton.

TURMERIC.—Nothing doing in China.

VERMILION.—No supply; prices very firm.

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

During the week the market has continued inactive, and the tendency of prices has been slightly in favour of buyers. Producers have shown some anxiety to make sales, but the concessions offered have not been sufficient to tempt buyers.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d.	7s. 1½d.	7s. 7½d.	8s. 1½d.	8s. 4½d.	8s. 9d.	9s. 3d.	9s. 6d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 9d.	10s. 3d.	11s. 6d.	11s. 4½d.	10s. 9d.	12s. 6d.	7s. 1½d.	8s. 3d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 3d.	9s. 6d.	10s. 9d.	12s. 6d.	10s. 9d.	12s. 1½d.	13s. 3d.	14s. 7½d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 10½d.	6s. 0d.	6s. 9d.	6s. 10½d.	7s. 9d.	8s. 9d.	9s. 1½d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop ...	10 1½	—
Maddapollams	3 7½	—
Long Cloths	9 4½	—
White Spot Shirtings ... (nominal)	11 7	—
,, Brocade... ... do.	11 10	—
,, Damasks ... do.	20 6	—
Cotton Yarn, Nos. 16-24 China	1 0¾ to	1 2
Nos. 28-32 do.	1 1¾ to	1 3
No. 40 do.	1 2 to	1 3½
No. 40 Mule Twist	1 1¼ to	1 3½

WOOLLEN AND WORSTED GOODS.

There is no change in the market for Woollen or Worsted Goods, manufacturers being very firm and steady in the absence of demand.

METALS.

IRON.—Welsh: Rails, £6 15s. to £7; Bars, £6 12s. 6d. to £6 17s. 6d. Staffordshire Best: Bars, £8 10s. to £9; Nail Rods, £8 10s. to £9; Hoops, £9 10s. to £10; Sheets, £10 5s. to £10 15s.; Scotch, Pig No. 1, £3 2s. to £3 12s. 6d.; Swedes, Bars, Hammered, £9 17s. 6d. to £10 10s., Swedes, Steel in kegs, ½ and ⅜ in., £14 to £14 15s.

YELLOW METAL.—Sheets, 4 by 4 ft., 6¾d. to 7d.; Sheathing and Rods, 6¾d. to 7¼d. per lb.

TIN.—English Refined, £139. Tin Plates: Charcoal I C, per box, 29s. to 33s. 6d.; Coke, 26s. to 27s.

LEAD.—W.B., £20 5s.; do., other brands, £18 to £18 2s. 6d.; Spanish, soft, ex ship, £17 10s.; Sheet, £18 5s. to £19; Shot, kegs, extra, £20 10s. to £21; White, do., £25 10s. to £26; Red do., £20 10s.

SPELTER.—Silesian, £18 2s. 6d. to £18 10s.; English, smelted from ores, £18 10s.

The following is from Messrs. French and Smith's Circular:—Iron: Makers are fully occupied. Copper: Steady. Tin Plates: Continue in demand. Lead: Quiet. Other Metals no change.

NEW YORK MARKET REPORT.—SEPT. 6.

—o—

TEA.

Messrs. Beebe's Circular is as follows:—A better demand has prevailed for most descriptions of Tea; old Greens are in request for immediate distribution, at some improvement in prices of medium and cargo grades. Good medium to fine old crop Japans also meet with fair inquiry, but at unchanged prices. Most of the new, ex America (received at this port), have been placed at 65c. to 72c. for medium to good medium, 77c. to 82c. for fine to finest, and 87c. to 95c. for choice to choicest. Buyers find it very difficult to resell at a profit on these figures, and the further large shipments, now near at hand, are therefore not likely to meet a ready market, except at a decline. Holders of Oolong show considerable firmness in view of the high opening rates for the new crop. Prices are, however, without improvement.

The following are the current quotations (in gold, duty 15c. paid); —Greens (Moyune, Teenki, and Fychow): Gunpowder, first quality, 100c. to 110c.; second, 73c. to 80c.; Imperial, first, 85c. to 90c.; second, 67c. to 73c.; Young Hyson, first, 87c. to 95c.; second, 70c. to 78c.; Hyson, first, 70c. to 75c.; second, 55c. to 60c.; Hyson Skin, 28c. to 37c.; Foochow Oolongs, common and good, 39c. to 46c.; superior and fine, 53c. to 70c.; finest, 75c. to 100c.; Amoy Oolongs, common and good, 38c. to 46c.; superior and fine, 50c. to 60c.; finest, 62c. to 65c.; Souchong and Congou, common and good, 27c. to 38c.; superior and fine, 43c. to 58c.; finest, 60c. to 85c.; Japans (old crop), common, 35c. to 40c.; medium, 43c. to 45c.; good medium, 48c. to 50c.; fine and finest, 55c. to 65c.; choice, 70c. to 75c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Aug. 18, 1871, were as follows:—Greens, 15,394,784 lbs.: Japans, 10,824,513 lbs.; Souchongs, 2,499,273 lbs.; Oolongs, 11,432,706 lbs.; other sorts, 379,706 lbs.; total, 40,530,982 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 57,279,643 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to Aug. 18, 3,799,131 lbs., and the withdrawals for home consumption during that period, 34,763,814 lbs., there remains a total of 18,716,698 lbs., representing the stock on the last-named date. The receipts from July 18 to Aug. 18 amounted to 1,997,027 lbs.; the withdrawals for home consumption to 3,603,476 lbs.; and the exports to 248,970 lbs.

COFFEE.—The market for Brazil is very strong, in consequence of a reported deficiency in the crop, coupled with low stocks on hand; holders quote a considerable advance in prices, and decline to transact business at any lower range; in fact, the bulk of the stock is entirely withheld from the market. The business in East India during the fortnight has consisted wholly of sales from second hands, the stock in first hands having been exhausted in supplying the recent sudden increase in the demand; prices rule firm at the late advance, and show a tendency towards a further rise, the closing rates being 18½c. to 19c. for pale Singapore, 20c. to 20½c. for brown do., 22c. for pale Java, 22c. to 22½c. for medium brown, 22½c. to 23c. for brown, and 24c. for extreme brown—all gold.

STOCK IN NEW YORK, SEPT. 1.

	1868.	1869.	1870.	1871.
Java Government ... ... bags	2,622	505	505	—
Java ... ... mats	58,028	68,269	31,298	9,610
Singapore ... ... pkts.	—	—	5,171	—
Ceylon ... ... bags	100	10,811	9,426	8,376
Manila	907	3,772	1,700	225

Digitized by Google

CORDAGE.—There is a steady demand at the following quotations:—Manila Cordage, sizes above 12-thread, 20½c.; do., 6-thread and 9-thread (¼ in. and 5-16 in. in diam.), 21½c.; do., 12-thread (⅜ in. in diam.), 21c.; do. Hay Rope, 21c.; Manila Cordage, Bolt Rope Yarns, 22½c.; do., 6-thread and 9-thread, 23½c.; Tarred Manila, 20c.; Fine Tarred Manila Lath Yarn, 21½c.

CAMPHOR.—China is quoted 19c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.10; Cassia, 80c. gold (in bond).

FIRE CRACKERS.—Market without alteration.

GUNNY CLOTH.—The demand has been very light, and prices have declined to 15½c. to 16c. for Native, 18c. for Borneo, and 18c. to 18½c. for Domestic.

HEMP.—Manila is firmly held at 13c. to 13½c. gold, but the demand at the moment is light, recent purchases having given manufacturers a fair supply, and most of that arriving comes for their account by purchase or otherwise. We have therefore no transactions to report. The cargo per Annesley, 3,518 bales, was sold previous to arrival.

	1871. Bales.	1870. Bales.	1869. Bales.
Manila Hemp imported into the United States from Jan. 1 to Sept. 1	101,928	102,276	81,673
On the way to the United States from Manila, Aug. 31	29,764	30,962	47,560
Stock in importers' and speculators' hands in Boston, Aug. 31...	600	11,500	none.
Stock in importers' and speculators' hands in New York, Aug. 31	5,500	19,872	13,894

INDIGO.—Manila is in fair demand at $1 to $1.20.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is 40c. to $1 currency (duty free).

RICE.—The market for Carolina is firm, owing to the stock being light. Rangoon is in fairly active request at the prices lately current, and we note sales of 4,000 bags at $6.75 to $7 currency, and 1,500 bags in bond at $3.12½ to $3-25 gold.

SUGAR.—An active demand has sprung up both from refiners and the trade, and an advance of one-eighth of a cent has been established on refining and most other grades, the market closing with a buoyant feeling, materially assisted by a corresponding improvement in the refined article. The only sale of East India to record is 3,541 bags Manila ex Annesley (before arrival), at 8⅜c.

SPICES.—These articles being often largely dealt in on speculation have become particularly sensitive to reports of short supply, damage to crops, &c. Since our last, Cassia, Nutmegs and Pepper have particularly attracted the attention of operators. Cassia has been unusually depressed for a long time past, and prices had fallen below the cost of importation, in the face of light shipments and good prospects for an active Fall trade. But a speculative demand has now taken up all the visible supply, say 5,000 piculs (about 150,000 mats), including 3,000 piculs per Golden Fleece. The price is now advanced to 35 cents gold, duty paid, and 25 in bond. The result of the annual sale of the Netherlands Trading Co., at Amsterdam 30th August, has resulted in considerable parcels of Nutmegs changing hands at very full prices—including 335 cases per President von Ryckervorsal, and resales of 392 cases. We quote 97½ to 100 cents for all qualities. Pepper has also gone off freely, though exactly to what extent we are not advised; prices, however, have been advanced to 17½ cents for Singapore, and 16½ for Sumatra. White Pepper has realised 30 cents, an advance of 3 cents. At the close the market has naturally relapsed into a quieter state, but while we have no sales of cargoes or invoices to report, we notice quite an active jobbing trade at advanced figures, viz., Cassia, in mats and cases, 35c.; in bond, 25c.; Mace $1.45 to $1.50; Nutmegs, 97½c. to 100c.; Sumatra and Singapore Pepper, 16½c. to 17½c.; in bond, 11½c. to 12½c.; White Pepper, 30c.; Cloves 11c.; in bond, 6c., all gold.

TIN.—The market is very strong, though the transactions have been small; quotations are, Straits, 36½ cents; Banca, 40¾ to 41 cents, gold, the latter description being very scarce.

Shipping Intelligence.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sept14	Northfleet	Oates	Hong Kong	London
12	Surrey	Marshall	Singapore	Cardiff
12	Glenaros	Hicks	Do.	Do.
12	Victory	Davies	Do.	Do.
13	L. J. Enthoven	—	Java	Newcastle
13	Ocean Belle	Jarvis	Singapore	Sunderland
13	Mary E. Ray	Lake	Do.	Do.
15	Excelsior (str.)	Mahy	Colombo, via S.C.	London
14	R. C. Rickmers	Myer	Hong Kong	Cardiff
14	Nydia	Harwood	Singapore	Do.
14	Ornen	—	Galle	Newcastle
12	Varuna	Diedrich	Shanghai	Hamburg
16	Peterborough	Orchard	Singapore	London
16	Danube (str.)	Hopkins	Sing., China, &c., S.C.	Do.
	Petronella	Leicher	Samarang	Rotterdam
14	John Tucker	Taylor	Singapore	Newport
15	Rowena	—	Galle, &c.	Liverpool
9	H. O. Ivendorff	—	Batavia	Monte Video
11	Leucothea	—	Do.	Do.
5	Argonaut	Baker	Anjer	New York
18	Batavia	—	Batavia	Liverpool
18	Eastern Queen	—	Galle	Newcastle
16	Beatrice	Morgan	Rangoon	Bremerhaven
20	John Nicholson	Grierson	Yokohama	London
18	Candati	Campbell	Hiogo	Rotterdam
18	Lindsay	Peterson	Singapore	Swansea
16	Santos	Kleingarn	Yokohama	Hamburg
17	Dioscuren	Wagner	Hong Kong	Do.
20	Eastern Star	Simpson	Singapore via Cardiff	Liverpool

ARRIVALS.

Date.	Ship	Captain.	From	At
Sept14	Bellona (str.)	Jeffrey	Calcutta & Galle, S.C.	London
12	Kandanghauer	Zeelt	Batavia	Off Texel
16	Orion	Anderson	Rangoon	Falmouth
	Sindbad	—	Singapore, for Havre	Off Mount's Bay.
	Broderne	Milande	Rangoon	Queenstown
16	County of Lanark	Cumming	Sourabaya	Zierikzee
8	Annesley	Pearce	Manila	New York
19	Norham Castle	—	Singapore	Liverpool
	Albuera	—	Singapore & Penang.	New York
19	Pellegrina Madre	Savignone	Rangoon	Cardiff
16	Niord	Hansen	Akyab	Copenhagen
6	Juno	Stockhusen	Batavia	New York

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Cheops, Canton, Glendarroch. For Colombo, &c.: Petersburg, Singapore, Emblehope.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Lothair, Lorton. For Yokohama: Solent. For Shanghai: Michael Angelo, Carmarthenshire, Wylo. For Hong Kong: Caroline Coventry, Osaka. For Manila: Catalina. For Batavia and Sourabaya: Vier Gebroeders, Stella Maris. For Singapore: Havelock. For Penang: Vanguard. For Bangkok and Siam: August Friedrick. For Colombo: Rosy Morn, Hilarion, Teviot. For Colombo, &c.: Northern Queen, Acacia, Spirit of the North.

At LIVERPOOL.—For Singapore: Paix. For Batavia, Sourabaya, Samarang, Macassar, and Padang (via S.C.): Shiraz (str.). For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Achilles (str.), Diomed (str.). For Manila. Adolfo, Mathilde. For Singapore: La Paix, Eastern Star. For Manila (via Suez and Singapore): Emiliano (str.). For Galle: Argo, Rathfern, Dolbadern Castle.

At GLASGOW.—For Batavia and Sourabaya: County of Argyle. For Singapore: Lochleven Castle.

SPOKEN.

AUGUSTA, Shields to Singapore, June 28, 1 S., 27 W.
ZEEBLOEM (Dutch brq.), Batavia to Amsterdam, July 25, 34 S., 21 E.
DERWENT, Colombo to London, Aug. 4, 5 S., 17 W.
TSUSQUIZA (Span. brq), Manila to Santander, Aug. 25, 34 N., 31 W.
FERDINAND, Singapore to New York, July 16, 17 S., 84 E.
EVEREST (ship), London to Shanghai, 118 days out.
VICTORIA NYANZA (ship), London to Shanghai, July 6, off Java Head.

FREIGHTS AND CHARTERS.

There is more inquiry for tonnage for China ports, and berth freights have somewhat strengthened in consequence.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Yokohama: £38. For Shanghai: £40. For Hong Kong: £30. To Singapore: £24. For Galle: £20. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. 6d. For Hong Kong: 29s. For Colombo, 35s. For Galle, 22s. For Japan, 37s. 6d. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s. Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

Advices from Cape Town, dated Aug. 10, state that 617 bags coffee and 496 bales tobacco, ex Hendrik Ido Ambacht, Byl, from Batavia to Rotterdam, which vessel put into Simon's Bay, July 31, with damage, were advertised to be sold at Simon's Bay by auction.

Advices from Port Elizabeth, dated July 28, state that 150 bales of tobacco and 500 bags rye meal, part of the cargo of the Thomas Nickerson, from Cronstadt to the River Amoor, which vessel was towed into Port Elizabeth derelict, July 17, by the Natal (str.), were sold at auction 26, no tenders having been received for a projected loan on bottomry. The Thomas Nickerson had shipped a fresh crew, and would shortly proceed on her voyage.

MISCELLANEOUS.

The following steamers passed the Suez Canal between 14th and 19th Sept.:—

Hector, Liverpool to Singapore, China, &c.; Odessa, London to Colombo, &c.; Lord of the Isles, London to Singapore, China, &c.; Killarney, Liverpool to Colombo, &c.; Rydal Hall, Liverpool to Colombo; Elgin, China, Singapore, &c., to London; and the Ajax, China, Singapore, &c., to London.

A screw steamer of 650 tons has been launched from the yard of Messrs. C. M. Palmer and Co. (Limited), on the Tyne, for the King of Burmah. The vessel measures 215 feet long by 26·2 feet in breadth and 17 feet in depth. Her engines are 120 horse power nominal, are on the compound surface condensing principle, and are fitted with every appliance to secure high rate of speed with economy of fuel. The design of the hull shows excellent lines, and the internal fittings will be of a character suited to the passenger trade of the eastern climate. The vessel was named the Teeka yeen Byan, and her appearance in the water was much admired.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Cambrics and Muslins.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Coulnakyle	Japan	London.	Aug. 25	150	51	...	43	300	248	431130	151000	168	110	154	4378	500	402595	...	...	26	3	212	130	1160	275	304	...	580	120	195	352	...	5	101	...
Mary	Java	,,	,, 25	83	20	...	...	6	806	14376	26040	...	...	...	187	...	...	14	...	10	...	...	282	62	...	110	...	931	...	1392	823	...	227	...	137
Arcot, str, via S.C.	Colombo	,,	,, 25	...	...	...	...	34	193	464100	183639	...	...	97	334	...	2640	...	...	...	97	157	...	...	...	...	982	25	...	88	5	52	80	103	45
Odessa, str., via S.C.	Singapore	,,	,, 26	...	2	...	...	...	13	97976	...	...	...	...	660	...	7040	...	...	...	...	...	...	120	2500	1256	30	...	...	...	10	...	10	10	...
Do. do.	Hong Kong	,,	,, 26	...	...	35	...	...	574	...	...	...	...	...	750	...	...	...	...	6	110	20	...	166	...	70	...	340	...	...	...	12	39	...	12
Do. do.	Shanghai	,,	,, 26	33	52	1cwt.	200	10	10	950690	...	...	...	...	5100	...	...	...	...	...	40	...	205	679	...	...	333	...	...	...	...	17	...	...	30
Bristow	Penang	,,	,, 28	...	...	...	52	223	1151	17600	8000	...	...	...	...	...	4600	15	18	6	960	37	309	454	400	...	...	...	...	368	3	...	42	...	...
Ethiopian	Do.	,,	,, 31	330	48	...	355	...	703	72024	...	...	...	209	970	...	3160	...	...	8	251	292	812	1563	763	319	...	...	...	...	...	11	18	88	...
W. E. Gladstone	Colombo	,,	Sept. 1	...	82	17	4	150	2570	8000	88834	...	...	...	...	...	...	...	150	30	3737	358	1803	1066	1906	136	325	...	...	1089	11	12½	400	111	645
Lord of the Isles str., via S.C.	Singapore and Penang	,,	,, 1	...	...	...	...	8	250	1453314	55636	...	80	20	100	...	...	...	...	...	37	1	154	106	...	...	510	...	25	50	...	9	40	247	140
Do. do	Hong Kong	,,	,, 1	158	67	4	9	24	720	1727971	35136	35	...	350	8121	...	60000	...	...	...	17	131	76	509	...	600	586	90	...	66	102	76	...	38	85
Do. do.	Foochow	,,	,, 1	11	45	46	8	...	616	76962	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	120	...	99
Do. do.	Shanghai	,,	,, 1	149	...	...	...	525	51	6701779	951017	2165	..	...	17022	...	72850	225	...	½	182	94	483	696	...	250	1880	...	...	93	7	...	15	57	15
Eleanor	Singapore	,,	,, 8	178	...	...	120	52	922	356054	...	..	...	...	61	...	21456	...	...	58	200	82	236	678	500	196	...	...	...	330	125	20	225	...	...
Winestead, str., via S.C.	Colombo	,,	,, 9	...	...	...	...	...	611	623045	106020	...	...	45	550	...	...	300	...	...	74	17	...	163	40	144	1665	...	...	...	7	6	86	232	104
Georgina	Japan	,,	,, 11	...	5	...	10	...	924	245125	...	...	...	82	940	...	36000	...	70	6	100	50	1016	253	£5	62	...	...	229	60	2	...	2	...	...
Hector, str., via S.C.	Singapore and Penang	Livrpool	Aug. 29	...	...	...	...	15	1031	786218	202979	...	...	...	1933	...	130[illegible]0	...	...	...	...	...	...	27	800	31	878	...	...	42	...	9	...	95	95
Do. do.	Hong Kong	,,	,, 29	...	...	...	...	80	17	1583332	103491	...	...	...	4695	640	342000	...	...	...	5	38	103	19	...	...	1052	...	...	12	56	...	...	25	234
Do. do.	Shanghai	,,	,, 29	...	...	...	...	80	311	4111078	108191	...	...	...	17692	...	4000	...	...	...	...	...	254	103	...	...	4082	...	...	...	...	...	...	...	606
Do. do.	Japan	,,	,, 29	...	...	...	...	...	379	13475	...	...	...	...	800	..	...	...	...	...	...	...	...	...	...	...	491	...	...	18	...	...	...	18	171
Do. do.	Manila	,,	,, 29	...	...	10	...	83	50	24000	34800	...	60	...	90	...	...	...	...	...	...	...	...	...	...	...	80	...	...	24	67	...	10	...	92
Killarney, str., via S.C.	Colombo	,,	Sept. 2	...	...	...	...	...	60	333610	152031	130	...	72	70	...	...	150	...	...	...	...	...	...	18	...	190	...	...	150	...	11	...	...	...
County of Stirling	Java	Glasgow	,, 1	104	104	16	...	1330	146	829660	675898	...	...	80	...	...	66395	...	...	69	167	...	300	82	...	80	80	...	...	2136	...	...	...	...	...
Kinfaun's Castle	Singapore	,,	,, 1	102	11	...	...	...	...	88795	62983	...	...	145	...	...	44600	...	...	112	...	...	...	264	£15	100	...	160	...	475	...	...	...	...	...
Governeur Generaal Mijer, str., via S.C.	Batavia	,,	,, 11	...	...	...	...	30	80	279312	1439759	...	...	...	...	...	14000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Coulnakyle	Japan	65	126	158	170	...	...	...	486	...	...	...	...	...
Mary	Java	13	...	51	56	16	74	...	...	333	40	...	...	...
Arcot, str., via S.C.	Colombo	179	73	393	30	...	60	49	23	32	...	...	1cs.	...
Odessa, str., via S.C.	Singapore	...	...	800	...	...	...	...	40	...	...	350	...	...
Do. do.	Hong Kong	122	36	90	...	...	...	...	...	...	...	...	...	...
Do. do.	Shanghai	160	...	120	657	9	...	...	...	1cwt.	...	...	...	...
Bristow	Penang	27	84	79	...	7	60	...	...	27	1392	...	150	...
Ethiopian	Do.	101	10	22	...	...	...	...	...	...	11	...	...	...
W. E. Gladstone	Colombo	656	7	34	100	...	25	55	42	310	17	...	869	50
Lord of the Isles, str., via S.C.	Singapore & Penang	89	21	...	35	70	64	...	24	22	1126	50	490	12
Do. do.	Hong Kong	262	220	593	170	130	...	206	35	4cs.	493	47	...	...
Do. do.	Foochow	...	...	...	57	...	...	...	70	...	...	...	...	...
Do. do.	Shanghai	273	60	...	64	144	11	105	389	...	53	...	...	...
Eleanor	Singapore	57	35	273	...	...	174	...	115	470	2150	...	...	...
Winestead, str., via S.C.	Colombo	408	64	534	178	115	24	103	20	80	81	67	...	8
Georgina	Japan	251	...	45	...	78	...	...	430	...	...	...	...	...
Hector, str., via S.C.	Singapore & Penang	...	...	...	34	6	7	...	...	...	10	...	50	...
Do. do.	Hong Kong	197	16	...	...	...	...	...	...	...	200	156	200	...
Do. do.	Shanghai	36	...	50	...	...	...	...	...	30	...	...	...	...
Do. do.	Japan	154	...	55	435	38	...	290	...	...	50cs.	...	...	...
Do. do.	Manila	20	...	50	...	...	...	...	...	...	50	...	...	...
Killarney, str., via S.C.	Colombo	30	...	...	...	...	...	...	...	...	...	...	507	...
County of Stirling	Java	...	...	...	...	...	...	...	...	30	...	...	...	...
Kinfauns Castle	Singapore	...	...	2	...	...	...	...	...	83	...	...	...	...
Governeur Generaal Mijer, str., via S.C.	Batavia	...	...	...	270	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per COULNAKYLE.—Ether, 1 cask; goods, manufactured, £75; effects, £360; cottons, £945; geneva, 228 gallons.

Per MARY.—Cement, £140; goods, manufactured, £231; matches, £100; lighthouse apparatus, £207; steel, 2 tons; shot, 4 tons; gunpowder, 18,400 lbs.

Per ARCOT (str.).—To Colombo: effects, £272; boats, £100. To Singapore: Machinery, £35.

Per ODESSA (str.).—To Singapore: Cottons, £600. To Hong Kong: Effects, £271. To Shanghai: Cottons, £4,000; effects, £15; stone, 1 case; steel, 1 ton. To Yokohama: Effects, £304; provisions, £60; apparel, £25; stationery, £21; drugs, £191; fire-arms, £100; tobacco, 700 lbs.

Per BRISTOW.—Carriage materials, £40; cottons, £210; mineral waters, £90; grindstones, £21; matches, £450; brick, £12; asphalte, £47; guano, £360; goods, manufactured, £30; tombstone, £10; coals and coke, 201 tons; shot, 1 ton; tar and pitch, 50 barrels; gunpowder, 4,100 lbs.

Per ETHIOPIAN.—Iron manufactures, 20 cases; hair felt, £46; malt, 432 lbs.; wine, 44 packages; spelter, ½ ton; quicksilver, 2 bottles.

Per W. E GLADSTONE.—Sugar, 46 cwt.; paper, 28 tons; roofing felt, £25; grindstones, £6; cement, £6; corks, £45; scythe-stones, £21; clocks, £19; effects, £100; carriages, £105; matches, £312; manure, £1,105; pig iron, 20 tons; steel, 1 ton; shot, £67; rum, 33 gallons; geneva, 1,252 gallons; tar and pitch, 16 barrels; gunpowder, 15,750 lbs.

Per LORD OF THE ISLES (str.).—To Singapore and Penang: Corks, £7; goods, manufactured, £25; cottons, £1,000; effects, £125; silver coin, 84,000 ounces; philo. instruments, £90. To Hong Kong: Carpet bags, £14; cottons, £2,860; goods, manufactured, £70; flags, £10; silver coin, 6,000 ounces; opium, £8,542; amber, £1,462; chloroform, 1 case; iron manufactures, 20 cases; geneva, 4 gallons. To Foochow: Clocks, £40; effects, £680; oakum, £100; bricks, £143; grindstones, £31; india-rubber, £330; zinc, ½ ton; steel, 7 tons. To Shanghai: Cottons, £11,682; cloth, 7 packages; sugar, 2 tons; telegraph materials, £120; dog, £15; india-rubber, £10; goods, manufactured, £13; fire annihilators, £500; effects, £267; gutta-percha, £11; carriage wheels, £25.

Per ELEANOR.—Confectionery, 17 cwt.; sugar, 40 cwt.; crucibles, £45; linens, £120; zinc, 19 tons; steel, 50 tons; gunpowder, 15,500 lbs.

Per WINESTEAD (str.).—Jewellery, £100; goods, manufactured, £263; effects, £156; india-rubber manufactures, £44; photographic materials, £60; sugar, 14 cwt; geneva, 1,440 gallons; billiard-tables, £146.

Per GEORGINA.—Mineral waters, £100; slate manufactures, £8; goods, manufactured, £300; matches, £792; bricks and tiles, £80; sponge, £7; cottons, £250; railway materials, £1,445; geneva, 200 gallons; tar and pitch, 33 barrels.

Per HECTOR (str.).—To Singapore and Penang: Cottons, £350; hats, 2 cases; cloth, 12 cases; hardware, 2 cases; effects, £8; tissues, £20; wood-fencing, £15. To Hong Kong: Seeds, £7; cottons, £1,000; butter, 2 cases; umber, 3 cases; smallwares, 3 cases; pictures, 1 case; sewing machines, 13 cases; apparel, 4 cases; wrought leather, 3 cases; umbrellas, 2 cases; woollens, 2 cases; jewellery, £50. To Shanghai: confectionery, 2 cases; toys, 1 case; candles, 1,000 boxes; wine, 45 cases; buttons, 4 cases; hardware, 6 cases; provisions, 2 cases; tobacco, 3 cases; woollens, 26 cases. To Japan: Shirts, 1 case; wrought leather, 4 cases; woollens, 5 cases; medicine chests, 2 cases; lamps, 11 cases; books, 3 cases; paper, 2 cases; confectionery and cottons, 8 cases; shoes, 20 cases; cottons, 5 cases. To Manila: cottons, 13 cases; hats, 3 cases; provisions, 16 packages; leather, 1 case; ribbons, 1 case; steel, ½ ton. To Batavia: plain cottons, 32,325 yards; dyed cottons, 9,500 yards; india-rubber goods, £50; hardware, £4.

Per KILLARNEY (str.)—Clocks, £50.

Per COUNTY OF STIRLING—Soda-water, £11; bricks, £3; goods, manufactured, £375; pig iron, 250 tons

Per KINFAUNS CASTLE.—Goods, manufactured, £38; soap, £16.

Per GOVERNEUR-GENERAAL MIJER (str.).—Cottons, £296; effects, £7.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS NOW OPEN FOR TRAFFIC,** at the following rates for **TWENTY WORDS**:—

From LONDON to SAIGON and COCHIN CHINA	£5 17	0
" " " HONG KONG	7 0	0
" " " SHANGHAI	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

LAMPLOUGH'S PYRETIC SALINE

MAKES a most purifying, invigorating, and agreeable effervescing summer draught, that gives instand relief in headache, sea or bilious sickness, cures the worst form of skin complaints, diseases arising from congested liver, or other impurities. By vitalising the blood, it thereby resists climatic influences, or the infection of measles, fevers, and other eruptive affections. Sold by all Chemists, and the maker (notice the Trade Marks).

H. LAMPLOUGH, *at the Laboratory,* **113, Holborn-hill, London, E.C.**

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

W. L. H. SKEEN AND CO.
PHOTOGRAPHERS,
COLOMBO, CEYLON
Invite Inspection of their large collection
VIEWS OF CEYLON, NATIVE CHARACTERS, &c
ON SIZES 12 BY 10 TO C. DE
CATALOGUES POST FREE

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Sept. 17 October 1 October 15 October 29 Nov. 12 Nov. 26	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sept. 17 October 15 Nov. 12	For	Pondicherry, Madras, Calcutta.

September 3, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of heir luggage free to Marseilles

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localitie will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked or the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces. &c.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description o banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.
16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shal be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON,
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.
Hong Kong and China, Feb. 7, 1871.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moellino—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

HOLLOWAY'S PILLS

AND OINTMENT give health to the sick at very little cost of cash, time, or trouble. Purifying and renovating properties are the characteristics of these admirable vegetable remedies. The poor sufferer, well nigh worn out by lengthened disease, may still be strengthened and restored by the tonic influence of these medicaments. In dyspepsia, loss of appetite, flatulence, and liver complaints, while the Pills are taken, the Ointment should be rubbed over the digestive organs. In heart and chest complaints it should be rubbed on the back and chest as assiduously as salt is rubbed into meat. By steadily persevering with this treatment, the blood is purged of all impurities, and the whole animal system thoroughly regulated.

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

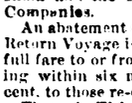
GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Sept. 2, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Sept. 12, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Sept. 2, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Sept. 12, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.



EXTRA STEAMER, via SUEZ CANAL.—The PENINSULAR and ORIENTAL COMPANY will despatch their new steamer MIRZAPORE, of 3,763 tons, 600-horse power, from Southampton, on or about the 24th Oct. taking passengers for CEYLON, Madras Calcutta, China, Japan, Australia, &c. This vessel will correspond at Suez with the steamer leaving Brindisi on 7th Nov.

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

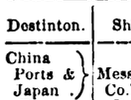
THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
China Ports & Japan	Messrs. Co.'s s.s.	—	—	E.I.D.	Oct. 14
Do.	Do.	—	—	E.I.D.	Oct. 28
Mrslls. & Mdtrrn. Ports	Do.	—	—	E.I.D.	Oct. 14
Do.	Do.	—	—	E.I.D.	Oct. 28

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.



INDIA, CHINA, and JAPAN.—Notice to Passengers—GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to GELLATLY, HANKEY, SEWELL, and Co., 109, Leadenhall-street E.C.

MESSAGERIES MARITIMES de FRANCE.—ADEN, MAURITIUS, GALLE, SINGAPORE, SAIGON, BATAVIA, HONG KONG, SHANGHAI, YOKOHAMA, NAGASAKI, HIOGO, &c.—The well-known steamship DELTA, one of the Company's fleet, 1,500 tons burden, 800-horse power effective, will leave the East India Dock at daybreak on Saturday, the 14th October, for the conveyance and transhipment of passengers, specie, and merchandise into the Company's regular mail steamer AVA, at Marseilles, for the above-mentioned ports. All goods sent by this route will be delivered at their destinations with that certainty and precision which belong to a regular mail service.

For general information and passage apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, No. 123, Fenchurch-street; and for Freight, &c., to GELLATLY, HANKEY, SEWELL and Co., 8, York-street, Manchester, or 109, Leadenhall-street, London.

CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Caroline Coventry	A1 13 yr.	SWID	With des.
Manila	Catalina	*AA1	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai	Wylo	A1 16 yr.	E.I.D.	With des.
Hong Kong	Osaka	A1 17 yr.	E.I.D.	With des.
Yokohama	Solent	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shipng. Day
Pen., Sing. Hg Kg., & Shanghai (via S C).	Canton. s.s.	A1 100	1215	SWID	Sept. 29
Yokohama	Denbighsh	A1 15 yr.	483	EID	Wth des.
Shanghai.	Carmartsh.	A1 14 yr.	812	EID	Wth des.

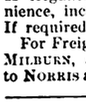
Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transshipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered new screw steamer CANTON, 100 A1 (highest class at Lloyd's), 1,215 tons register, 200 h.p. nominal, J. C. JAQUES, Commander, will receive goods in the South West India Docks until the 29th September, unless previously full. This magnificent steamer, lately built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has just completed her first voyage, making the passage from Gravesend to Shanghai in fifty-seven days, including all stoppages. Is elegantly fitted for passengers, with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon and stewardess.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.



FOR SHANGHAI DIRECT, the composite clipper ship CARMARTHENSHIRE, A1 14 years, 812 tons register; R. WATSON, Commander; Lords in the East India Docks. This splendid clipper is well known in the China trade for her fast passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. Under engagement to Her Majesty's Transport to embark troops at Gravesend on the 5th October. Last shipping day, 2nd October.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, calling at COLOMBO, the splendid full-powered screw steamer, CHEOPS, 100 A1, 984 tons register; 150-horsepower, nominal; AUGUSTUS HUNT, Commander; S. W. India Docks. Has superior accommodation for first and second-class passengers.

For Freight or passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Havelock, A1 13yrs.	454	Wright. Bros., & Co.	Oct. 10
Canton, s.s.	1,215	Norris & Joyner	Sept. 29
Istapa	390	Mills & Milne	Oct. 25
LIVERPOOL.			
La Paix, 3-3rds	478	Mors le Blanch & Co	Sept. 30
Achilles, s.s.	1,550	Alfred Holt	Sept. 30
GLASGOW.			
Lochlevin Castle,	602	Thos. Skinner & Co.	Sept. 27

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL

Destination.	Ships.	Class.	Dock.	Date.
Singapore	La Paix	2-3rds L. 11	Prince's	With des.
Yoko. & Higo	Penrith	A1	Do.	With des.

From LONDON.

Yoko. & Higo	Lorton	A1 14 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Sept. 30
Yorkshire	100 A1	2,273	S.W.I.D.	Oct. 16
Red Gauntlet	100 A1	1,450	E.I.D.	Oct. 31
Quito	A1 18 yrs.	1,496	E.I.D.	Nov. 15
Palermo	A1 18 yrs.	1,800	E.I.D.	Nov. 30
Yeddo	A1 18 yrs.	1,800	E.I.D.	Dec. 15
Virago	A1 18 yrs	1,800	E.I.D.	Dec. 30
Hindoo	A1 18 yrs.	3,000	S.W.I.C.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Will meet with the usual quick despatch.—To follow the "W. E. Gladstone."

FOR COLOMBO, COCHIN, CALICUT, TELLICHERRY, and MANGALORE, the splendid trader ACACIA, A1 11 years, 390 tons register, JAMES HENDERSON, Commander; West India Docks. This fine vessel is well-known for her rapid passages, and the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St Helen's, Bishopsgate-street, E.C.

N.B.—Shippers are particularly requested to have the name of the port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

STEAM TO CHINA, via SUEZ CANAL.—STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Sept. 25, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 422.] LONDON, MONDAY, OCT. 2, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day.
JAPAN — Yokohama	June 16	July 21	Aug. 8
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	" 5
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	" 16	Aug. 2	" 5
Kiu-kiang	—	—	" 5
Chin-kiang			
Shanghai	" 16	July 28	" 12
Ningpo			
Foochow	" 16	" 30	" 12
Formosa			
Amoy	—	—	" 10
Swatow			
Hong Kong	" 30	Aug. 7	" 17
Canton			
Macao			
PHILIPPINES— Manila	" 30	" 8	" 14
COCHIN-CHINA— Saigon	July 7	" 12	" 16
SIAM — Bangkok	June 30	" 7	" 12
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 19
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	July 21	" 19	" 26
Penang			
CEYLON — Galle	Aug. 11	Sept. 5	Sept. 6
Colombo	" 4	Aug. 27	" 4

THE MAILS, &c.

The P. and O. mail, bringing dates as above, was delivered, *via* Brindisi, on Saturday last, the 30th ult., its due date. On the 27th ult. we received a telegraphic summary of the advices from Yokohama to the 22nd August, brought by the Pacific mail steamer which arrived at San Francisco on the 12th ult.

The next inward mail (P. and O.) is due, *via* Brindisi, on the 14th inst., with dates—Yokohama Aug. 22, Shanghai Aug. 26, Hong Kong Sept. 1, Singapore Sept. 9.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *China*, arrived at San Francisco Aug. 12, from China and Japan.—For New York: Carl Waeber, Captain Allison, A. Reis, Miss K. Arnold, and seven Japanese students. For Europe: Captain G. Vernon Colton, T. S. Smith, William Dannison, R.N., George R. Whiting, Captain McMannis, F. Beald.

By this mail, to Brindisi, per P. and O. steamer *Nyanza*, arrived Sept. 25.—From Galle: Mr. Browne.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive Oct. 7.—From Hong Kong: Commander W. Hill, Mr. Vaux, Dr. O'Connor, Dr. H. Clark, Mr. J. B. Ward, Mr. Hill, Lieut. C. H. Douglas, Lieut. R. J. Rogers, Mr. J. Grant, Mr. W. B. Grant, Mr. B. Taylor, Mr. A. M. Brumage, Mr. Miller, and six second-class passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 30.—To Yokohama: Mrs. A. Dewing, Mr. T. Thomas. To Shanghai: Mr. and Mrs. H. Tapp, the Hon. T. G. Grosvenor, Mr. F. Grose, Mrs. Cowie. To Hong Kong: Mr. W. T. Pode. To Ceylon: Miss Walkinshaw, Master Macready, Mr. J. R. Bell, Mrs. Hall.

Per P. and O. steamer, from Brindisi, Oct. 10.—To Yokohama: Mr. Cornes. To Shanghai: Mr. A. Myburgh. To Hong Kong: Mr. A. Lind. To Singapore: Mr. R. Wright. To Penang: Mr. Rowland, Mr. F. Brown. To Ceylon: Mr. and Mrs. Delmege, Mr. W. G. Brodie.

Per P. and O. steamer *Simla*, from Southampton, Oct. 14.—To Yokohama: Mr. H. Wheeler. To Ceylon: Mr. A. Heauly, To Batavia: Mr. and Mrs. J. Clark and child.

Per P. and O. steamer *Poonah*, from Brindisi, Oct. 24.—To Yokohama: Mr. and Mrs. Godfrey. To Singapore: Mr. and Mrs. Maclean.

Per P. and O. steamer *Mirzapore*, from Southampton (via S.C.), Oct. 26.—To Ceylon: Mrs. Craven and two children, Mr. and Mrs. Fergusson, son and daughter, Capt. C. H. Layard, Miss Blackett.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present mail brings dates from this port to Aug. 8. The following items are from the *Japan Mail*:—

A meeting of the Chamber of Commerce has been held to consider the revision of the Treaties which is to take place in 1872. Mr. Van der Tak, having been voted into the chair, said there were many matters to be revised, among others, the revision of the tariff, the regulation of the import and export trades, the Custom House and a foreign Inspectorate of Customs, a system of drawbacks, permission for foreigners to visit the interior, especially the silk and tea producing districts, permission for foreign ships to carry on a coasting trade, the mines and the currency question, &c., &c. He had now to lay before the meeting a resolution proposed by Mr. Geisenheimer, seconded by Mr. Grigor and, after some discussion, carried, viz.:—That the Chamber shall appoint a standing committee, consisting of seven members, whom it shall instruct to consider, embody, and lay before it at some date hereafter to be fixed, but not later than the end of the present year, such views and suggestions as it may appear important or desirable to bring under the notice of the foreign representatives in connection with the revision of the treaties, which is to be made in 1872. This committee to meet at least once a month, and to be further instructed publicly to invite members or non-members of this Chamber to offer in writing any suggestions they may be prompted to make on matters connected with this subject, and to deliberate and report on all such communications. Mr. Mollison proposed, and Mr. Melhuish seconded, that Messrs. Hooper, Geisenheimer, Hurlburt, Russell, Greeven, Wilkin, and Smith should form the committee. Mr. Johnston proposed, and Mr. Robinson seconded, a proposition to elect the committee by ballot. Carried by a majority of eight. The result of the ballot was the election of the same members as suggested by Mr. Mollison, and as there was a possibility of some of the members not being able to serve, the committee were then authorised to complete their number.

Two British subjects have been charged by the Japanese authorities with going beyond the Treaty limits. They were bound over to respect the limit in future.

A circus troupe, which started from Turkey, travelled through Asia and reached Shanghai, has arrived at this port, and will give several performances.

A farewell ball was given to the officers of the 1st-10th Regiment at the Y. U. Club, and although the heat prevented many from testifying to their good wishes to the 10th Regiment by their presence, a large number of the residents presented themselves in the ball-room.

A native woman administered poison to three foreigners living near the swamp, and they being apparently dead, she secured their valuables and decamped. Medical assistance was called in, and the three foreigners were restored, but the girl has not been heard of.

Some Chinese have been sent to Kioto, to instruct the tea-firers there in the art of firing tea for the European market, and to show them how to build tea-firing furnaces. The new method began on the 28th June, and a large number of girls and boys are daily employed in the business. Three departments in the south of Yamashiro province are devoting themselves to this manufacture.

Digitized by Google

Twenty-seven young Japanese left by the last American steamer for the purpose of visiting and studying in Europe and America.

The *Japan Herald* is advertised for sale.

LATER ADVICES VIA SAN FRANCISCO.

The Pacific mail steamer *China* arrived at San Francisco on the 12th ult., with dates from Yokohama to the 22nd August. The following is the summary of the news brought by the steamer as telegraphed to the New York journals:—

Minister Low, United States Envoy to China, is in this city. The object of his visit is unknown, but it is supposed it has some reference to the Korean complications. The course pursued by the United States towards Korea is generally condemned here by foreigners, and Americans themselves concede the attack upon the forts to be a most disastrous affair, commenced without duly weighing the consequences or considering either the peculiarities of Korean character or whether the objects of the expedition could not be better attained by other methods. Minister Low is particularly reticent on the subject, and doubtless feels that his mission has proved a failure.

Commissioners of China and Japan are preparing a treaty between these two countries. All the foreign Ministers except the American have been called home to consult with their Governments concerning the treaties concluded with China and Japan by European and American nations.

Minister Delong recently compelled the British Charge d'Affairs at Yokohama to apologise for insulting remarks concerning Americans in general and himself in particular. He also compelled the English editor of the *Japan Mail* to publish an abject apology for publishing the scurrilous document purporting to have been issued from the American Consulate.

The ratifications of the treaty between Japan and Hawaii, negotiated through Mr. Delong, the American Minister, have been exchanged.

The flagship *Colorado* arrived here on the 20th inst. She is to go into dock for repairs, which are greatly needed.

An American having been imprisoned without cause, the Japanese authorities, on the demand of Consul Sheppard, released him, made an apology, and dismissed the officer who made the arrest.

Great changes are making in the government of Japan. Satsuma is getting the upper hand slowly.

Teas are active, with a downward tendency. Silk and silkworms' eggs are in great demand.

Exchange on England, four months, 4s. 5¾d.

CHINA.

—o—

SHANGHAI.

Dates from this port reach to the 12th August; no mail had been received since that of the 16th June, but the P. and O. steamer with that of 30th June was expected on the day the mail left. The following summary of the intelligence is from the *North China Herald*:—

At last the dry weather has been broken. The strong southerly monsoon which has been blowing for the last fortnight increased to a heavy gale and frequent showers have since fallen. Rain was very badly wanted in the country, and energetic prayers have been offered up for it; in the neighbourhood of Loonghwa, processions two miles long had been perambulating the country daily. In the Chekeang province the water in the canals was becoming salt, which threatens the rice crop.

There has been a terrible frequency of accidents to life on the river lately, which we cannot help thinking is largely due to the carelessness of those who are most upon it, and in whom a familiarity with its dangers leads to the inevitable contempt. It is scarcely an exaggeration to say that the loss of European life in the Wongpoo has this summer been greater than by all the other risks of residence put together.

The Municipal Council report progress in the erection of an iron bridge over the Hongkew Creek; a temporary bridge has been thrown across it in the meantime. We wish they would put up another at the Soochow creek; Tls. 200 or Tls. 300 would be well spent in breaking through the bugbear of that monopoly. There have been only twenty-three burials during the half-year, and three of these were deaths by drowning. The Szechuen and Hoopeh road sewers have been completed. Inquiry has been made at home in regard to water works. Extensions have been effected in the Ningpo, Canton, Hong Kong, and Taiwan roads.

At a meeting of subscribers to the Shanghai Library the report and accounts were passed, the latter showing a balance due to the treasurer for the period to the close of 1870 of Tls. 250.6, to which must be added liabilities amounting to Tls. 484.51, in all Tls. 509.57, against a sum of Tls. 1,500 on fixed deposit with the Hong Kong and Shanghai Banking Company. The position of the library is slightly worse than at the end of 1868, when the accounts were last made up.

The Laou-ke-chong nuisance has been brought up before the Mixed Court, and it was decided, as a temporary measure at least, that the houses should be required to close at midnight.

From Tientsin we hear that Mr. Wade, immediately after receiving a telegram of his appointment as British Minister at Peking, went down to Tientsin, and departed, per H.M.S. *Leven* to join Mrs. Wade at Chefoo.

The Pacific Mail Steamship Company announce the following rates of passage in future between Shanghai and Japan:—To Nagasaki $30, return $55; to Hiogo $55, return $100; to Yokohama $80, return $140.

We understand that the Chinese contemplate erecting a powder manufactory on the French road to Sikaway, near Overweg's bungalow. They are pressing the villagers to sell about thirty mow of rice-land directly opposite the bungalow, at the rate of $35 a mow. But the owners are very loth to do so, both because the price is inadequate and because they fear the factory. On the latter score at least they have good reason; and we think the Foreign Consuls should echo their remonstrance.

The Trustees of the North-China Branch of the Royal Asiatic Society have at length taken possession of the site for their house, and commenced their building operations. The building as now contracted for will face the upper Yuen-Ming-Yuen Road, and is situated close to the Peking Road. It has been designed by Mr. Kingsmill.

It is reported that Mr. Wade has lately discovered a new merit in a certain member of the Legation Staff—that he is almost better acquainted with Court etiquette than the mandarins themselves! We are tempted to quote Wingrove Cooke's idea on this subject. The Tartar General of Canton is taken prisoner and brought in. "Knowing himself to be personally safe, he swells and tries to look majestic. He believes he has to do with men more superstitiously obsequious to Chinese rank than the coolies of Canton, so he tries to awe them by his presence. Perhaps he is right. There is too much of this nonsense. The interpreters catch the mania of mandarin worship from their teachers and their Chinese books; and our leaders—predisposed by the truly English deference for high sounding titles—catch the infectious folly from the interpreters." So Wingrove Cooke's estimate of a man who studied Chinese etiquette was rather in the inverse ratio to Mr. Wade's: and the public incline to agree with Wingrove Cooke. If we are civilised people, our own forms and ceremonies should be enough for us, and good enough for the Chinese in our intercourse with them.

A mail robbery has occurred on board the *Kiangse*, during her trip up from Ningpo. It appears the Chinese mail is carried in charge of a native agent, in a box which is deposited in the opium room. A Chinese passenger managed, by thrusting his hand between some wooden bars, to reach the box and wrench it open, the lock being only a common Chinese one. The thief and an accomplice then abstracted a number of letters before they were discovered, one containing a Chinese bank order for over Tls. 1,000, and another being a parcel of $60. All the letters except these two were recovered, and the thieves handed over to the police on arrival here. They have been identified as frequent passengers by the Ningpo steamer.

The Emperor of China has conferred a title and decoration on Sir Jung Bahadur, Prime Minister of Nepaul, for his services to the British during the Mutiny in India. China, it will be remembered, claims suzerainty over Nepaul. Sir Jung, however, seems hardly to be sufficiently grateful for the honour, as it is said he has availed himself of the return to Lassa of the Chinese Ambassador to intimate to the Thibetan authorities that he is aware of military preparations still going on in Thibet, and to demand an explanation of their object, "unless they wish it to be understood that they are directed against Nepaul, in which case the Durbar would know how to act."

The death is reported of Mr. Woolfe, a tidewaiter in the Customs service, who fell overboard from the yacht *Fairy*, and was drowned.

AMOY.

(FROM OUR OWN CORRESPONDENT.)

Amoy, Aug. 10.

You will, of course, ere this have heard of the commotions in Canton, arising from the report that foreigners had been engaged in distributing poisonous pills for the destruction of the Chinese. You will not be surprised to hear that these rumours are ascending up the coast with the most astounding rapidity. The very steamer that brought the news from the south seemed to have brought also Chinese who at once affirmed the report, with, of course, many a gross exaggeration. The people were at once excited. The foreigners had in their employ, so rumour stated, a number of reckless characters, who, under the plea of benevolence, were distributing medicines that were to bring on diseases that none but the foreigner could cure. All who took them would therefore be brought under the control of the foreigner, and the upshot would be they would have to become Christians. Two of the mandarins put out proclamations warning the people from taking the pills, and notifying to all that had already swallowed them to repair to their official residence, as they were provided with antidotes that would be given away gratis. The strangest fact about all this is that there actually are pills being distributed, but by whom none can tell; I have seen them myself, and therefore can vouch for the fact. The panic is spreading away into the country. In Chang-chow, thirty-five miles from here westward, the whole place is inundated with placards accusing the foreigner of the vilest intentions. In Chinchew, fifty miles northward, a fearful epidemic in the way of placards is at this moment raging. There the accusations are stronger and viler than have yet been met with in any other

Digitized by Google

locality; and so the rumours will spread till they have gone over the whole Empire. The signs of the times here are very ominous. The mandarins are taxing the people to an almost unendurable extent. Trade is long ago paralysed, great numbers can hardly live so thoroughly impoverished are they. They would hail a row with the greatest delight, as they might have a chance of being relieved by the result. If the foreigner can be made the means of this so much the better. It requires no special prophetic powers to assert that unless vigorous precautions are taken some great tragedy will before long be enacted in China, to arouse the rulers of the West from their fatal confidence in the sincerity of the Chinese Government. I perceive that the "French Circular" is being favourably received at home, because it is supposed to be aiming solely at the Roman Catholics. This is a grand mistake. If that Circular is agreed to, it will before very long very effectually restrict all missionary work in the Treaty Ports. The present excitement about the pills has shown that the people have no more special love for the Protestant than the Catholic missionaries. Notwithstanding the plausibility of the Circular it is a thoroughly dangerous and dishonest one. People at home fancy that when the Chinese Government say a thing they mean it. They have yet to learn that truth is a thing practically ignored throughout the length and breadth of this Empire. Lying is looked upon rather in the light of an accomplishment, and he who succeeds in best deceiving his fellow is considered the greatest genius. Looked at from this light, how can the Circular be considered otherwise than a most insidious attempt to prepare the way for the final ejection of every foreigner from the country?

HONG KONG.

We have advices from this port to the 17th August; no outward mail had been received since that of 30th June; but the French mail of 7th July was due on the day the mail left. The following items of news are from the *China Mail*:—

At Swatow it would appear that a sort of political purifying process is going on. A military commissioner is just now travelling through district after district of the Chao-chao-foo department, armed with full powers to apprehend, try and execute stray robbers, thieves and other disturbers of the peace. The Imperial tax collectors are also busy—too much so, in fact, for the tastes of the people; and all the district magistrates are raking up all arrears of litigation, to obtain money for the Imperial exchequer, and a little for themselves. It is confidently stated that the population is getting more and more dissatisfied with their heavy and ever-increasing burden of taxation.

At Amoy the receipt of Chinese broadsides or leaflets from Canton had partially informed the natives there of the official proclamations in Kwantung and Kwangsi concerning the chimera called the Shan-sin-fan. Promptly enough, it would seem, appeared a proclamation issued by the Hai-fung, warning the people against "idle and mischievous rumours spread against foreigners," and exhorting the people to keep quiet, &c. Our advices from the coast tend to strengthen the impression that the excitement recently raised by the mythical "powder of the genii" meant something else than a mere set against foreigners. It is said that, in Amoy, no ill-feeling whatever exists against foreigners or native Christians, but that there is a wide-spread and decided animosity against the native Government on account of heavy taxation. The people grumble that they have to pay heavily for the Governor-General's ship-building whims, while at the same time they are freely drawn upon for the benefit of the Imperial exchequer. In the coast ports there appears to reign a profound calm, which would even justify the notoriously pacific telegrams forwarded by Mr. Thomas Francis Wade from Peking.

We hear that there is great excitement in Tunkgoon, and with the object of overawing the people the Viceroy at Canton has despatched 2,000 soldiers to that place. The advent of the braves is said to be connected with the punishment of the rioters who have recently pulled down the chapel there at the outbreak of the Shan-Sin-Fan excitement. Knowing the turbulent character of the Tungkoonites, and the resistance with which any requisition to demand the surrender of the ringleaders in the riot for punishment would be met, his Excellency has deemed it necessary to send a large force to inspire the people with fear, while the commander thinks demonstrative measures are calculated to lead to an immediate outbreak. Therefore, in order to give full moral effect to the presence of a large army, and at the same time to avoid rousing the turbulent blood of the Tungkoonites, he judiciously, on the arrival of the army, prohibited them from landing, and proceeded himself without delay to the residence of the district magistrate, with whom he had a consultation. After his departure the latter immediately summoned the elders to a meeting in the Town Council-hall. The elders had been all under the impression that the object of the summons by the mandarin was to call upon them to deliver up the rioters, but to their surprise the magistrate only told them to return home to collect the volunteers that were under them, and be prepared to come out with them at an emergency. By this stratagem the number of the disaffected would be reduced, and the rising of the rest could be repelled with the forces at hand and the co-operation of the volunteers.

The "Shan-sin-fan" excitement has brought ruin to many petty hawkers, especially in Tungkoon, where the people are more superstitious, in addition to their other bad qualities. There had been a cessation of business there, the shops dealing in edibles were all closed, and hawkers of confectionery and sweet-meats were pelted and driven away from the villages. The identification of the foreigners with the pills has brought about the cancellation of some contracts for the supply of foreign rice or American flour. That the Tungkoon people are the most superstitious and most unruly of all the people in the Province is beyond question, and the mandarins are ever afraid to resort to extreme measures with them. In spite of the proclamations calling on them not to exact summary justice from those who are suspected of administering the alleged poisonous powder, they still carry on a kind of lynch law on all those who are suspected, by means of drowning or beating to death. When a person is once suspected, there is very little chance for him. While on the subject of the Shan-sin-fan, we may mention that advices from Amoy state that the excitement there has worn off considerably, and there has been no riot in connection therewith, although experienced men appear to have made up their minds to serious disturbances before long—on, we presume, anti-mandarin grounds.

We are indebted to Captain Low, of the *N. B. Palmer*, lately arrived from New York, for some information relating to the trade winds of the season, of much interest to navigators between China and the Atlantic ports. The South-East trades, so long looked upon as important aids to ocean-voyaging vessels, have this year totally failed to maintain their accustomed character. After leaving the line on the Atlantic side in June last, Captain Low experienced a succession of winds from East to North in the latitudes hitherto looked upon as the natural locality of a prevailing south easterly wind. On this side of the Cape the absence of the regular trade wind was still more striking, After turning North for Anjer, in about 18 deg. S., the first wind experienced was from E.N.E., drawing round to North, whence for two or three days it blew a perfect gale. A westerly wind then replaced that expected from the eastward, so that from 18 deg. to 4 deg. S. no vestige of the heretofore regular "trade wind" was experienced. It may be mentioned that the past four months have been unusually prolific in lunar phenomena of a nature held by navigators, whatever scientists may say to the contrary, to materially affect the weather. Thus the moon has been twice in perigee, and upon the latter occasion—the 29th ult.—it was immediately followed by a full moon. Captain Low expressed his conviction on the voyage that very heavy weather would be experienced, on or about that date, in the China sea, and singularly enough the *Loudoun Castle* was lost on the date specified during heavy weather such as that predicted.

A few hours before the departure of the P. M. S. S. Co.'s *China*, for San Francisco, a large number of Chinamen who had been booked and received on board as "free passengers," took "French leave" under circumstances which have been detailed to us as follows. It appears that an anonymous letter was found sticking to the door of an influential Chinese merchant, which, on being opened, was found to contain an appeal purporting to have come from certain passengers alleged to have been kidnapped and detained on board the American mail steamer against their will, and praying for rescue from their sealed doom. In this letter the name of a coolie-broker, together with his address, was given. The Chinese merchant in question took the mysterious letter to the Registrar-General, and asked his advice as to the best mode to be adopted under the circumstances. While they were discussing the matter, and while a policeman was on his way to bring the coolie-broker to the Registrar-General for the purpose of inquiry, the broker came rushing to the policemen, saying that some forty or fifty men were plundering and ransacking his house in Wing On street. It seems that an American gentleman has arrived from Louisiana with the object of introducing Chinese labour into that State, and for that purpose he has engaged a Chinese coolie-broker to get him a supply of coolies, offering him a commission of $5 for each coolie he procures, besides paying the travelling expenses of the coolie, and of the sub-agent who goes into the interior to get his supply of human cargo. The cost of importing coolies into Hong Kong, including the commission of $5, is on an average about $10 a head. Apart from this expenditure they are fed and quartered in the colony until the departure of any vessel conveying them away. It seems that some 270 of these coolies have been collected from time to time, and they were brought before the emigration officer, before whom they expressed their free will to emigrate to America, and accordingly they were conveyed on board and passages taken for them by the American gentleman. Before embarkation, however, the coolies were promised that they should have an advance of wages at eight o'clock next morning. When that hour arrived no advance was forthcoming; they were then told that they would be paid at ten o'clock, or so soon as the banks were open. The men becoming, however, impatient and dissatisfied, believed that they had been duped, and that there was no intention of paying them the advance, but that the story of the banks not opening was merely an excuse. Some forty or fifty of them, therefore, left the steamer and proceeded to the coolie broker's shop, and made a disturbance, charging the man with being a kidnapper, and finally tearing down and smashing everything in the shop. The remainder of the 270 men followed the example of the others and left the vessel. The loss entailed on the broker by

Digitized by Google

the sudden flight of his game was stated at $600 or $700, and it was rumoured that two of the coolies had met with a watery grave by jumping overboard.

The half-yearly meeting of the Hong Kong and Shanghai Banking Corporation was held on the 14th August, the Hon. R., Rowett in the chair. The report states that the net profits, including $22,554 33 brought forward from last account, after paying all charges and deducting interest paid and due, and making full provision for all bad and doubtful debts, amount to $388,401.39, of which after deducting rebate on bills not yet due and remuneration to directors, there remains for appropriation $371,331.04. From this sum the directors recommended the distribution of a dividend of $7.50 per share on the paid up shares, and of $4.50 per share on the new shares, being equivalent to six per cent. for the half year; this will absorb $240,000, and of the balance, the directors propose carrying $100,000 to the reserve fund (thus raising it to $900,000) and $31,331 to the credit of new profit and loss account. The report was unanimously adopted, and Messrs. W. Lemann and G. F. Weller appointed directors, in the place of Messrs. H. B. Lemann and G. F. Heard, who have left the Colony.

The ordinary half-yearly meeting of the Hong-Kong and Whampoa Dock Company took place on the 15th August, Hon. W. Keswick in the chair. The report and accounts were passed and are upon the whole satisfactory. $46,461 have been written off for depreciation on value of property, but notwithstanding this and the competition existing in other directions, the accounts show a net profit for the half-year of $50,298. A dividend for the half-year of 2½ per cent. was declared, and $18,347 written off for depreciation in the Kowloong Dock, marine engines, &c.

This month has been most distinctly a very rainy month, to judge from the half that has already passed. Already, during fifteen days no less than 18 91 inches have fallen, or 1·26 per day; and if we add this to the 52·05 inches which fell during the previous seven months, we have a total for the seven months and a-half of 70·96 inches. So far as we have gone, the season 1871 seems likely to prove itself one of the wettest for many a year. It may be interesting to know that in 1870 the total amount of rain that fell was 56·07 inches, while in 1869 the total was a little more than last year, viz., 63·71 inches. News has arrived to the effect that the floods at Tientsin have been unusually serious, that the crops have been destroyed, and that the loss of life has been very great.

In the Supreme Court Chief Justice Smale has delivered judgment in the case of the collision between the steamship *Volga* and the ship *Lanercost*. His Lordship said: The replies of the assessors to the questions put to them are very clear. I have in this case relied very much on the assessors, and seeing no reason whatever to differ from their decision, I adopt it as the decision of this Court. In these circumstances I think the decree of this Court must be that each party pay its own costs, and that they pay the fees to the assessors in equal moieties. Refer it to the Registrar and merchants to assess the damage incurred by the *Lanercost* by reason of the collision, and let the owners of the *Volga* pay one-half thereof to the owners of the *Lanercost*.

JAVA.

—o—

BATAVIA.

The following items of intelligence are from the New Batavia *Handelsblad*:—

The chief of the office here of the British Indian and Australian Company has left for Banyuwangie to take measures for the laying of the cable to Australia, looked for about the middle of November next. The materials for the Batavia-Parapattan Railroad, the first section of the line to Buitenzorg, has arrived here, and the finishing touches to this section are being vigorously given, so that it might be speedily put in working order. We daily hear the locomotives whistling and hissing. The Easterly monsoon has been very favourable for the sugar manufacturers, the weather having been very dry for some time, and cooling showers very seldom falling. The Dutch Government have appointed commissions for the three chief towns of Java (Batavia, Samarang and Sourabaya), to make enquiries what can be done to improve their sanitary condition. Pirates have shown themselves in the waters near Banka; in various places all the means disposable have been made use of to lay hold of them.

In the latest official report on the Western division of Borneo (for May) it is stated that the resident on receiving information from Sintang that a certain Ngoembang had brought together Dyaks to make a great raid into Sarawak territory, left with the military commander of the district for Pulu Madjang to examine the district where, as rumour would have it, Ngoembang was. The danger of a raid on a large scale has been thereby in all probability averted. Vigorous efforts are now making to get hold of Ngoembang, who keeps in concealment; this is perhaps the only means of preventing the design of the expedition planned by him from being carried out by smaller raiding parties.

The latest news from Banda confirms the report concerning a bad crop. It seems that the plantations have suffered much from continuous rains and violent hurricanes, so that the outturn of the new crop may be estimated at little more than the half of that of the former year.

The *Java Bode* states that some Chinese traders intend to form a society in which they can discuss their commercial affairs and business transactions, so as to produce more confidence in them amongst the European merchants.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 20th August; the outward mail of July 21st was received on the 19th August. The following items are from the *Straits Times*, which appears in very improved form, and apparently printed from a new fount of type:—

The Legislative Council met on the 14th and 16th inst., but the meetings were mainly occupied in discussing the Indian Penal Code, which is again being adapted to this colony. The Colonial Secretary is at present at Malacca, engaged with other officials in making inquiry into the system of land tenure there. Considerable difficulty has been experienced by the Government in dealing with the Crown lands in Malacca, owing to a custom which has prevailed there for centuries; this is, that the settler clears the land, and so long as he cultivates it, pays one-tenth of the produce to the Government. The difficulty of collecting the tenths made the local Government seek to compel the settlers to take out leases for their lands, but this they would not do, and the penalty of distraint inflicted by the Government having been declared illegal by the Supreme Court, it has become necessary to adopt some other course to secure the Government against the loss of its legitimate revenue; hence the appointment of this committee.

It is satisfactory to learn that the lighthouse on the North Sands in Malacca Straits is at last not only decided upon, but that a contract for its erection has been already entered into. Probably our home readers were aware of this before it was known here, the contract having been made in England through the Colonial-office. This lighthouse will be of great importance to the navigation of the Straits, and is more urgently needed now that the greater part of the carrying traffic is done by steamers, and the inefficiency of the present lightships, which was bad enough for sailing ships, has become a serious subject of complaint. The propriety of erecting a lighthouse on Acheen Head, or one of the islands close to, is being frequently urged upon the Netherlands Indian Government, and it is probable that our Dutch friends will establish one there at no very distant date. This, with the North Sands lighthouse, will make the lighting of the Straits complete.

Very heavy weather has prevailed in the China Sea during this month. On the 9th inst. a typhoon swept along the Formosa Channel, and a number of disasters are reported. By the China papers we learn of the loss of the *Loudoun Castle*, from Foochow for Manila, in ballast; and a telegram has been received announcing the loss of the *Westward Ho*, of this port, from Shanghai for Formosa, and the drowning of the master; the same telegram says that the *Othello* had also been lost; the *Anna* (we presume the North German barque of that name) was tshore in a dangerous position, and that the *Lucknow* had sustained serious damage. Probably when full particulars arrive the list of disasters will be much longer. In addition to these a telegram has been received here of the loss on the Burmah coast of the barque *Kim Eng Seng*, Captain Jackson, from Mauritius for Rangoon, to load for Singapore.

At the meeting of the Tanjong Pagar Dock Company the report was unanimously carried, and a dividend declared at the rate of nine per cent. per annum on preference shares, and of five per cent. per annum on ordinary shares. After some discussion on the relative advantages of raising money for the wharf extension and improvements by the issue of debentures, or, as decided on at last ordinary general meeting, by preference shares, it was proposed by H. Buchanan, Esq., seconded by S. Short, Esq.: That the Directors be requested to discontinue the issue of preference shares, and that any money absolutely requisite be raised by a further issue of debentures on the best terms possible. Carried.

The chairman then read a proposal from the principal preference shareholders, dated May 12, intending to do away with the restrictions to the payment of more than five per cent. per annum to original shareholders as contained in clause 3 of the preference share certificate, on condition that nine per cent. instead of seven per cent. as at present should be paid to the preference shareholders before any dividend be paid on the original shares. After some discussion, it was proposed by the Hon. J. J. Greenshields, and seconded by Joaquim d'Almeida, Esq.: "That the proposal to guarantee the preference shareholders nine per cent., under the conditions contained in the document dated May 12, be adopted." To this an amendment was put by Septimus Short, Esq., seconded by W. Mulholland, Esq.: "That the question of guaranteeing the preference shareholders nine per cent. be postponed for at least twelve months, when the matter can be again brought forward." The amendment was carried. After an explanation of the nature of the services afforded the company by Messrs. Mactaggart, Tidman and Co., their London agents, it was proposed by Jasper Young, Esq., seconded by the Hon. W. Adamson, and carried unanimously:—"That the sum of

Digitized by Google

two thousand five hundred dollars be voted to Messrs. Mactaggart, Tidman and Co., the London agents of the company, payable in three half-yearly instalments, to remunerate them for their unwearied zeal in the interests of the company since its foundation, and for which they have received no adequate compensation."

CEYLON.

—o—

(FROM OUR OWN CORRESPONDENT.)

Colombo, Sept. 2, 1871.

The Currency Question of the Colombo Docks or Harbour and the Paumbem Passage at present divide public attention. The alteration of our monetary system, from pounds, shillings, and pence, to rupees and cents has been decreed to take place on January 1 next; after which date any other currency will be illegal. The opposition to this change comes chiefly from the merchants, who fear or fancy all sorts of complications and difficulties will arise in their computations, and it is said they have asked the banks to continue keeping their accounts in pounds, shillings, and pence. Whether the change was necessary or not opposition is idle now, and the merchants would do well to assist and facilitate rather than impede the introduction of a system which has been decided upon and must be carried out—a system which is simplicity itself, and which once fairly introduced will be easier and more satisfactory in calculation than either the pounds, shillings, and pence of England, the rupees, annas, and pies of India, the Spanish or Mexican dollar, the Dutch rix dollar, or any other non-decimal currency—a system, too, which the great Empire of India is now about to adopt, and to which all the countries of Europe which have not already introduced it are tending. Not only will the decimal system soon be general in monetary matters, but it must soon become applicable to weights and measures. And when that becomes law among all civilised countries, how simple will be all transactions, commercial and otherwise, of nations and peoples with each other. As regards Ceylon, all this opposition is sheer moonshine, for the system is to be changed only in name. A rupee will still be value for two shillings in all engagements previously made by the Government with their servants or with others, while after the 1st January, 1872, rupees and cents will be the only legal tenders.

The Marine Engineer, Mr. Townshend, has been round the island, with the Governor, in the new colonial steamer *Serindib*. He has inspected the Paumben Passage, and we learn has expressed himself favourably as to the feasibility of making a channel for ships of all size making the voyage to India. The docks for Colombo are now engaging his attention, and should he arrive at a favourable opinion as to these also the next point he will have to decide will be the cost of both works, and if this be found to be within our compass, the island will have made a gain instead of a loss by Mr. Robertson having given it the go-bye. Accounts of Mr. Townshend's antecedents point to him as the right man in the right place—a man who has not only great engineering ability, but great experience in such works as he has come here to inspect, and whose report may be considered entirely reliable. The Harbour question he has not yet entered upon the consideration of. Nor will he be likely to do so till he has fully considered the scheme of Docks. Gas supply for Colombo is now soon to be a fact, and that capital will be all a-blaze with gas by the middle of September. Water for Colombo, Candy, and Galle is a question now agitating the Municipal Councils of these three principal stations; and the probability is that each will soon be in possession of a full supply of that inestimable treasure, pure water.

Commercial Report.

(*For dates see first page.*)

—o—

IMPORTS.

Hankow.—A moderate business had been done in manufactured goods since last English mail; Shirtings were dull and lower, but other cottons had improved in value, and all woollens had advanced considerably. Grey Shirtings: A dull dragging market throughout the fortnight, and prices had declined about 5 candareens per piece. Quotations: Tls. 1.70 to 1.75 for 7 lbs., Tls. 1.87 to 1.95 for 8¼ lbs., and Tls. 2.44 to 2.60 for 9¾ lbs., with little inquiry. White Shirtings: Quotations nominal. T-Cloths: Fine goods of all weights in fair demand, and rather firmer; ordinary makes, unchanged, common wanted. Drills: Few in hand, and with a healthy country demand, prices had advanced fully a mace per piece, closing strong at Tls. 3.20 to 3.25 for English, and Tls. 3.10 to 3.20 for Dutch goods. Jeans: Demand temporarily subsided. Fancy and Dyed Cottons: little done at last quotations, importers being inclined to ask higher rates. Woollens and Worsteds: Camlets; quotations a tael per piece higher, but natives hardly realised such a rapid advance, and they were not going into consumption at these rates; Lastings, common about 5 mace higher; Long Ells, owing to speculative demand in Shanghai, quotations had advanced, and holders were firm, except for Scarlet; prices were purely nominal; Spanish Stripes saleable at 56 to 61 cents per yard. Orleans and Lustres: Figures sold up to Tls. 4.20 per piece, being an advance of about half a tael. Prices weak at the close. Sales of Crapes reported at Tls. 3.90 to 4.00, but lower offers made. Metals: Lead advanced about 4 mace per picul, caused by speculative demand. Quicksilver: Steady at Tls. 67.00 per picul.

Shanghai.—Great quietness had prevailed in the market. The news from the North had been of a very discouraging nature, while that from the River Ports, although reporting a fair business, had advised drooping prices for some of the principal staples. Grey Shirtings: Re-sales by speculators still formed the chief portion of the business, and under the pressure to sell, a concession to buyers of 3 to 4 cands. per piece had been established. As the market closed dealers evinced more disposition to purchase common to good ordinary chops at from Tls. 1.84 to 1.87 per piece for 8¼ lbs. makes, and Tls. 1.67 to 1.70 per piece for 7 lbs. The finest qualities were in less favour, and no interest whatever had lately been taken in the heavy cloths. White Shirtings: Transactions had been of a retail character, at a slight decline. T-Cloths: Very little had been done, and quotations, which, however, were purely nominal, showed a drop of fully 3 candareens per piece. A resale of best chop dollar 7 lbs. had established the rate for that cloth at Tls. 1.66; common 7 lbs. had been asked for, but the rates offered, viz. Tls. 1.37 to 1.44 per piece, had led to few settlements. Drills had been in fair inquiry, but at lower figures; sales of good English 15 lbs. at Tls. 3.17½, but it was doubtful whether Tls. 3.15 could be got at the close; sea damaged American sold by public auction, and found ready buyers at Tls. 3.19 to 3.23. Jeans: Demand sub sided, and best English quoted Tls. 2.40 per piece; finest Dutch placed at Tls. 2.50 per piece; American light in stock and without change. Sheetings: In good request, and small lots placed at former prices. Fancy Cottons: Only a limited trade had been done; Gentian Shirtings, Tls. 2.40 to 2.55; Velvets and Velveteens had found buyers to small extent at rather better rates; Dyed Brocades in more demand at former quotations. Woollens: The business had been small; Long Ells saleable at about last quotations, but some resales reported at figures indicating a slightly weaker tone; Figured Orleans firm, but difficult of sale; Spanish Stripes and Fine Cloths could be bought at lower prices. Lastings of good assortment saleable at last quotations; Crape Lustres: Difficulty is experienced in getting clearance of former settlements, a sure sign that the large business reported a short time ago was the result of speculative demand; Crape Lastings had changed hands at about Tls. 6.50 per piece. Metals: Iron Nail Rod taken at Tls. 2.05 for large sizes, and Tls. 2.25 to 2.40 for fair to good assortments; market firmer for desirable parcels, as will be seen from our quotations; Lead firmly held for higher rates; holders asked Tls. 4.60 to 4.70; a few sales of L B at Tls. 4.50.

Hong Kong.—Cotton Yarn: The demand had been very slack, dealers being in no hurry to buy, while advices from England indicated a tendency towards lower rather than higher prices. Nos. 16/24's quoted firm at $108 to 123 for common to best qualities, which continued in small available supply, so that settlements had been chiefly "to arrive." Nos. 28/32 without change either in demand or prices, and were quoted at $115 to 125 per bale for ordinary to best; very few sales had taken place. Nos. 38/42 equally neglected, at $125 to 130 per bale. Grey Shirtings: Reduction in price of 5 cents quoted a fortnight since had been fairly established, but no further decline had occurred. Towards the close a fair quantity had found buyers at $2.15 to 2.20 for 7 lb., and $2.42½ to 250 for 8¼ lb. White Shirtings almost entirely out of demand. prices unchanged. T-Cloths: Ordinary qualities again in request, particularly 6 lbs., which were readily saleable at $1.55 to 1.60; stock of these very limited at present. 7 lbs. taken up to $1.85 per piece, but less readily. Mexicans out of favour, and quotations quite nominal at $1.70 to 1.80 for 6 lbs., and $2.00 to 2.15 for 7 lbs. 8 lbs. 36 inch goods also neglected. Grey Twills less active, sales very trifling at previous quotations. Dyed and Fancy Cottons: No particular change. Chintzes, Turkey Red Cambrics, and Velvets found buyers to a small extent. Damasks, Brocades, and Spots neglected. Medium Cloths of continental make taken in small quantities at previous rates. Spanish Stripes quieter, recent advance in value maintained. Long Ells firm at the advance quoted for last mail. Camlets very quiet, quotations nominal. Lastings unchanged, sales on a very moderate scale. Metals: Nail Rod Iron Nos. 1/6 sold at prices varying from $2.27½ to 2.43 per picul, according to quality and assortment. Round, Square, and Flat Bars placed at $2.40 in fair quantities. Hoop neglected. Tin-Plates: Moderate inquiry at $5.70. Quicksilver: Considerable sales at $85½ to 86 per picul. Yellow Metal Sheathing firmer at $20 to 20½ per picul for Muntz quality. Lead is quoted a shade better, L. B. worth $5.55 to 5.60 per picul.

Singapore.—We take the following from Messrs. Boustead's Circular:—Manchester Goods: Shortly after departure of last mail there was a fair enquiry for some of our principal staples, which was met by importers at about last rates, but the demand having been supplied, the market is again very dull; 39-inch Grey Shirtings placed to a fair extent at $2.42½, but now dull and lower offers made; 7 lbs. quiet at $2.07½ to 2.10; 6 lbs. dull at $1.75 to 1.77½; 45-inch Grey Shirtings: A moderate demand for 9 lbs. at $2.82½; 8 lbs. very dull and nominal at $2.35 to 2.37½; other weights without any enquiry; 36-inch White Shirtings without change in prices, demand confined to fine qualities of favourite makes; medium and low very dull; 45-inch White Shirtings without improvement, quotations nominal at $3.45 for 64-reed; 36-inch White Spots: Limited enquiry for 14 to 15 at $2.42½ to 2.45; 45-inch White Cambrics: Good demand for 15/16s price advanced to $28, with very few in first hands; medium and low unsaleable except at low prices; White Madapollams: Without inquiry, and nominal at $19 for 14 x 10. 32-inch Grey T-Cloths: 6 lb. out of stock, and in request at $1.62½; 7 lb. in demand at $1.80, 5 lb. in limited inquiry at $1.50; light weights dull—4 lb., $1 to 1.02½; 4½ lb., $1.10 to 1.12½. 32-inch Grey Madapollams: 2¾ lb. in demand at $17, very few in stock; 3 lb. dull, small transactions at $18. 32-inch Turkey Red Cambrics: No demand, quotations unchanged and nominal; 2½ lb., $2 to 2.02½; 3 lb., $2.25. Turkey Red Mulls: Without inquiry; 1¾ lb. quoted $28. Grey Yarn: All counts very dull, and values are unchanged. Coloured Yarns: Some inquiry for 12 lb.; Glasgow dye, Turkey Red, of favourite marks, at $135 to 137½; 10 lb. in limited request at $127½ to 130; other colours very dull—Imperial Red, $69 to 70; Dark Green, $78 to 80. Woollens: Some demand for 32 lb. Camlets; advance asked by holders had stopped business; Scarlet quoted $16, and Assorted $15 to 15½. Scarlet Long Ells 12 lb. wanted, but no buyers at $7½, at which they

Digitized by Google

are held; light weights dull—8 lb. $4⅞ to 5, and 9 lb. $5.50 to 5.60. Scarlet Bombazettes, 5 lb., in no inquiry. Lastings without demand. Metals.—Iron: Flat Bar, a small inquiry at about last rates; other kinds are in little demand. Yellow Metal in moderate request at $19⅛ to 21, according to weight. Copper Sheathing difficult of sale at $23½. Zinc Sheathing in small request at about late rates. Lead very dull; small sales at $5½.

EXPORTS.

TEA.

Hankow.—Messrs. Drysdale, Ringer, and Co. report as follows:—The business of the past fortnight has been on a limited scale, the large export having greatly checked buyers, while the quality of Tea offered has steadily fallen off. Settlements are 6,837 chests 5,560 half-chests, against 2,834 chests during the corresponding period last year. The advance in prices mentioned in our last was maintained until receipt of news from Shanghai, advising a considerable rise in freights and a very quiet market, when some slight concession was made by teamen. The transactions of the last day or two, however, considering the character of the Tea settled, show this advantage to have been lost, and if anything point to a further advance. The second crop leaf is now pretty well all to hand, latest arrivals being either largely mixed with or entirely third crop Tea. As yet only few musters have been shown, but these, if a fair standard, would, we think, make the Teas better than last year's. Natives themselves report unfavourably of the crop as a whole, owing to want of rain. Shipments to Shanghai on native accountare again heavy, for the fortnight 39,570 packages, against 39,000 last year; and our total export shows no reduction in the large increase over that of the previous season. The quotation for Shuntam Tea is nominally Tls. 11½; Flavoury Oopacks, Tls. 16½ to 18. Settlements from 22nd July to date are—5,381 chests 4,965 half-chests, at 1s. 3d. to 1s. 5d. per lb.; 1,456 chests 595 half-chests, at 11¾d. to 1s. 1⅛d. Total shipments to Shanghai for sale on native account, 149,695 packages, against 170,000 packages last year.

Shanghai.—Messrs. Drysdale, Ringer, and Co.'s Report is as follows:—Black Teas: During the early part of the fortnight under notice a steady business was done in fair to medium Oonfaas and Oopacks at Tls. 22 to 24, and in Ningchows at Tls. 24 to 27 for the best of the second crops, but little attention being given to common kinds. On the 4th instant we received telegraphic advices of the opening of the London market for new Teas at most unsatisfactory rates, which caused most of our buyers to retire from the market, and but little was done for a day or two, rates showing a decline of about one tael. Since, confidence has been restored, and there has been a good demand for fair to medium grades at prices which show an advance from the lowest point. Some musters of the third crop have been shown; they are well made, and appear to be up to average, although not favourably reported upon by teamen, who think the weather was too dry to produce Teas of keeping quality. Prices:—Early settlements were made at declining rates till a fall of about one tael was established, at which business continued to be done till receipt of the telegrams referred to above, when for a day or two a further decline of one tael was submitted to by Teamen on all kinds, excepting Shuntams and common Hohows. There has since been more doing and some recovery in price; the market closes with holders firm for rates about one tael under those quoted in our last. The bulk of the business has been done in Teas costing Tls. 21 to 24. A few Shuntams have been settled at Tls. 15, which establishes a lower quotation. Settlements from July 28 to date:—Settlements, 32,361 chessts and 21,558 half-chests; stock, 46,545 chests, against 96,310 chests last year. Quotations (exchange at 6s. 1d. per tael and freight £3 per ton):—Hohows, common to fair, 1s. to 1s. 2¾d.; Oonams, common to fair, 11d. to 1s. 1½d.; Oopacks, common to fair, 1s. 1½d. to 1s. 4d.; do., medium to good medium, 1s. 4¾d. to 1s. 5¾d.; Oonfas, common to medium, 1s. 1½d. to 1s. 4¾d.; Ningchows, fair to medium, second crop, 1s. 1d. to 1s. 3¼d.; do., medium to fine do., 1s. 4d. to 1s. 6¼d. Green Teas: The high prices which have ruled since the opening of the market have been fully maintained. Pingsueys have ranged from Tls. 48 to 59.5; there are but few fine ones left. Fychows and Teenkai at Tls. 34.5 to 50. These are now arriving freely, and with larger supplies we look for lower rates. Some old Teas have been sold at Tls. 16 to 21.

Foochow.—Business for the week has been curtailed owing to the scarcity of tonnage for London. Congou: The principal settlements had consisted of good common to medium ranging from Tls. 14 to 22; inferior to common kinds remained comparatively neglected; prices for all kinds were quoted as before; settlements during the week, 17,959 chests; arrivals, 20,850 chests. Souchongs: Settlements during the week, 1,081 chests at fully previous rates; arrivals, 1,500 chests. Current quotations:—Common, 1s. 0¼d. to 1s. 2½d.; medium to fine, 1s. 3¼d. to 1s. 9d.; fine to finest, 1s. 9¼d. to 2s. 2½d. Oolongs: No business reported. Scented Teas showed a further decline of half a tael; settlements, 4,000 boxes at Tls. 18 to 21 for caper, and Tls. 21 to 22 for Scented Orange Pekoe. Current quotations:—Common to fair, 1s. 4d. to 1s. 5½d. Flowery Pekoe: Settlements, 134 chests at Tls. 40 to 42.

SILK.

Shanghai.—Messrs. Skeggs and Co. report as follows:—During the early part of the fortnight very little business was done, except for the French mail, buyers generally believing that as the stock accumulated dealers would be less exorbitant in their ideas, and that we should see lower prices; this, however, has not proved to be the case, as silkmen generally have been very firm, and for chop Silks will not take less than 30s. 9d. We hear that for a few bales of Koo-fong-sing No. 3 as much as 31s. 6d. was paid for the American market—in fact, all good Silks are held for proportionately high rates, and it is with great difficulty that any Tsatlees can now be found to lay down under 26s. 1d. Re-reels have been freely taken, and for some choice parcels exorbitant rates paid. Settlements amount to about 3,700 bales, and the stock is about 7,000 or 8,000 bales. The following are a few of the prices paid:—Koo-fong-sing, chop 3rd, 31s. 6d.; Yakee, 30s. 3d.; Blue Flag, No. 3, 28s. 5d.; Euke fung Elephant chop, 27s. 11d.; Kukee Chin Jan, 27s. 11d.; Red Peacock, 27s. 1d. to 27s. 4d.; medium and common Tsatlee, 26s. 7d. to 24s. 10d.; Fatmow Haineen, No. 2, 26s. 7d.; Ching Yuen Sing Tinghow Kahing, 28s. 8d.; Re-reeled Hainin, 30s. 3d. to 33s. 10d.; Re-reeled Tsatlee, 29s. 9d. to 32s. 9d.; Long Reel Taysaam, 21s.

JAVA AND STRAITS PRODUCE.

Batavia.—Arrack: f.95 per leaguer, sales. Cloves: f30 per picul, saleable. Coffee: f34 to f.34.25, few transactions, higher rates demanded. Cubebs: f.15 per picul, offered at quotation. Gutta Percha: f.70 to f.150 per picul, in demand. Gum Dammar: f.36 per picul, sales. Hides: Cow, f.35 to f.40; Buffalo, f.24 to f.28 per lb., very scarce. India Rubber: f.100 to f.115 per picul, scarce. Indigo: First quality wanted, nominal. Mace: f.265 to f.270 per picul, in demand at quotation. Nutmegs: f.170 to f.190 per picul, sales. Pepper: Black f.28.50 per picul, scarce. Rice: Table, no stocks; first quality Batavia, f.150 to f.160 per coyang, scarce; second quality, f.130 to f.140 per coyang, small stocks; cargo, f.100 to f.120 per coyang, small stocks. Rattans: Borneo, f.13 to f.13.50 per picul; Padang, f.8 to f.10 per picul, scarce. Sapan Wood: Munila, no stocks; Java, f.2 to f.3 per picul. Sugar: Jacatra, f.16, nominal; on the coast, f.16.50, no transactions, in less request. Tin: Billiton, an auction of 7,800 piculs advertised for Oct. 6.

Singapore.—Tin: After departure of last English mail about 500 piculs were placed at $34¼; but, owing to less favourable advices from England and China, the price had since declined, about 1,300 piculs having been sold at $34¼ down to $33¾; 600 piculs in stock, for which $33¾ was offered, holders asking more. Gambier: Contracts to a considerable extent at $2.90 to 2.92½; dealers refused to sell under $2.95. Black Pepper coming slowly to market; small purchases at $11 per picul; White worth $17.40 per picul—small sales. Pearl Sago contracted for at $2.95 for small grain, and at $3.15 for large grain. Tapioca in good demand at $3.87½ to 4 per picul; sales of inferior quality, $3.75. Coffee: 650 piculs Bontyne at market held for $14½; no Bally offering. Buffalo Hides: Best descriptions worth $10½ per picul. Cow Hides: None offering. India-rubber scarce, and worth $44 per picul. Borneo Rubber: Sales at $37 to 37¼ per picul. Gutta-percha higher: 200 piculs, first quality, sold at $75. Gum Dammar: Sales reported of 250 piculs Batavia, at $13⅞. Nutmegs: Sales of 80 piculs, at $73 to 75.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5¾d.	4s. 6¼d.	4s. 6½d.
Shanghai ,, ,, ...	6s. 0¼d.	6s. 0½d.	6s. 0¾d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 3¾d.	4s. 4¼d.	4s. 4½d.
Singapore ,, ,, ...	4s. 4d.	4s. 4¼d.	4s. 4½d.
Manila ,, ,, ...	4s. 2d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	314	223
,, Hong Kong	27½ to 27¾ dis.	—
Bar silver	111.4.0	10 prem.
Mexican dollars	76.3.5	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 40; Old, 44½ per cent. prem. ex div.
Hong Kong Gas Company, 60 dols. per share. ex div.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,400 dols. premium.
Hotel shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. premium.
Hong Kong Fire Insurance Company, 355 to 360 dols. premium.
Union Insurance Company, 1,400 dols. premium.
China and Japan Marine Insurance Company, Tls. 85 premium.
China Fire Insurance Company, 60 dols. premium.
Victoria Fire Insurance Company, 59 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $20 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls. 53 premium.

SHANGHAI SILK SHIPPERS.

From 1st June to 10th August, 1871.

	Bales.		Bales
Adamson, Bell, and Co. ...	666	Lindsay and Head... ...	67
Blain and Co.	60	Maertens, A. H.	63
Barnet and Co.	852	Milsom and Tod	1,103
Birley, Worthington, & Co.	635	Nachtrieb, A., and Co. ...	609
Birt and Co.	77	Pila and Co.	461
Borntraeger and Co. ...	123	Pustau, W., and Co. ...	98
Bourjau, Hubener, and Co.	167	Reiss and Co.	1,132
Bovet, Brothers and Co. ...	156	J. S. Robison	20
Bower, Hanbury and Co....	988	Russell and Co.	227
Brand Brothers, and Co. ...	619	Sassoon, D., Sons, and Co.	711
Bull, Purdon and Co. ...	20	Shaw Brothers and Co. ...	679
Butterfield and Swire ...	353	Siemssen and Co.	231
Essex and Co.	744	Skeggs, C. J. and Co. ...	3,160
Fogg and Co.	32	Textor and Co.	1,385
Findlay, Wade, and Co. ...	75	Thorne Brothers and Co. ...	294
Gamwell, F. R.	271	Turner and Co.	160
Gibb, Livingston, and Co...	466	Vaucher Freres	6
Gilman and Co.	1,052	Westall, Brand, and Co. ...	312
Heard, Augustine, and Co.	288	Wright, Burkill and Co. ...	154
Helbling, J. C. and Co. ...	184	Sundries	1,794
Hogg Brothers	425		
Jardine, Matheson, and Co.	487	Total bales... ...	22,684
Jarvie, John, and Co. ...	811		

Digitized by Google

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to July 31, 1871	—	37388273	17113260	—	4263271	58764804	17611
Corresponding period last season	10826	29880815	6196945	—	3196063	39584649	13676

Shipments Since:

July 25 per Weymouth (addl.)	From Shanghai	...	43,544*	
— 27 ... Lahloo	... Foochow	...	1,109,377*	
... Ajax	... Shanghai	...	2,096,962*	
— 30 ... William Ritson	... Foochow	...	886,180*	
Aug. 2 ... Daylight	... Shanghai	...	818,580	
— 4 ... Travancore (str.)	.. Do.	...	14,845	
— 7 ... Sea Gull (str.)	... Canton	...	925,571	
— 8 ... Eliza Shaw	... Shanghai	...	876,189	
— 9 ... Deerhound	... Canton	...	532,552	
— 11 ... Ava (str.)	... Shanghai	...	45,997	384

* Included in above total.

TO THE CONTINENT.

							Bales
From June 1 to July 31, 1871	...	...	...	...	...	1989284	3437
Corresponding period last season	...	...	...	...	...	33859	7078

Shipments Since:

Aug. 4 per Travancore (str.)	From Shanghai, &c.	... —	426
— 11 ... Ava (str.)	... Do.	... —	931

TO UNITED STATES.

							Pcls.
From June 1 to July 31, 1871	...	...	...	...	...	3657080	589
Corresponding period las season	...	...	...	...	...	3478639	493

Shipments Since:

Aug. 3 per Leander	From Amoy	...	811,985	
— 7 ... Annie Bow	... Shanghai	...	260,745	
— 7 ... Lanercost	... Amoy	...	357,564	
— 12 ... China (str.)	... Shanghai, &c.	...	—	100

TO AUSTRALIA.

From June 1 to July 31, 1871	6,823,819 lbs.
Corresponding period last year	3,607,939

Shipments Since:

July 16 per Mary Blair	From Foochow	...	390,000*
— 17 ... St. Brycedale	... Do.	...	349,700*
— 25 ... Wild Wave	... Do.	...	179,300*
— 27 ... Engelbert	... Do.	...	286,700*
— 31 ... Bonnie Dunkeld	... Do.	...	213,700*
— 31 ... Figaro	... Do.	...	352,400*
— 31 ... Tranquebar	... Do.	...	326,370*
Aug. 5 ... Gustav Adolph	... Do.	...	273,600
— 6 ... Amphitrite	... Do.	...	140,800

* Included in above total.

Shipping Intelligence.

—o—

ARRIVALS.

At Shanghai.—From London, Aug. 4, City of Aberdeen; 7, Victoria Nyanza; from Cardiff, Early Morn; from Liverpool, 22, Lorne (sch.), Iona (reported by telegram).

At Hong Kong and Canton.—From London, Aug. 12, Hong Kong (str.); 15, Veronica; from New York, 7, N. B. Palmer; from Callao, Peru; from Liverpool, Sept. 21, Lorne (str.) (reported by telegram).

At Manila.—From Liverpool, Aug. 13, Josefina.

At Singapore.—From Cardiff, Aug. 24, Star of the South, Edith; 25, Cutwater.

At Batavia.—From London, Aug. 12, Aboukir; 14, John Lidgett; from Newcastle, Susanna Elizabeth, Regina Maria; from London, Glengyle (str.) (reported by telegram).

DEPARTURES.

From Shanghai.—For London, Aug. 4, Daylight; 9, Eliza Shaw; for New York, 7, Annie Bow.

From Foochow.—For London, Aug. 8, Her Majesty, Silver Eagle; for New York, 5, Malacca.

From Amoy.—For New York, Aug. 3, Leander; 7, Lanercost.

From Hong Kong.—For London, Aug. 7, Sea Gull (str.); 15, Chin Chin.

From Manila.—For London, July 31, Matador; for Liverpool, 27, Clymene; 13, Buenaventura (str.) for Channel, for orders; Aug. 2, Glamorganshire; for Boston, July 19, Penang.

From Singapore.—For London, Aug. 16, Sea Gull (str.); 18, Douglas Castle; for Liverpool, 22, Bueno Ventura.

From Batavia.—For Holland, Aug. 6, Yokohama; 11, Stad Middelburg; 13, Johanna; 16, Landbouw; for London, 8, Oberon (str.); for New York, 13, Mars.

VESSELS LOADING.

At Yokohama.—None.

At Shanghai.—For London, Priam (str.), Avon, Sarah Scott (full), Red Deer, Yeavering Belle, Caller Ou, J. C. Worcester, City of Aberdeen, Cuttysark; for New York, Endeavour, Golden State, Kedron, Milly Rickmers.

At Foochow.—For London, Lauderdale; for New York, Emer (full), Schiehallion.

At Amoy.—For New York, Expected, Taeping, Stanley.

At Hong Kong and Canton.—For London, Deerhound, Ambassador; for New York, Brunette, Pekin.

At Manila.—For London, Estella; for Liverpool, Gloria, Amigos; for New York, Clytie, City of Agra, Oracle; for Boston, Galatra, Sooloo. At Ilo Ilo, for Falmouth, Lake Constance; for Channel, Ogir.

At Singapore.—For London, Dilkoosh; for Boston, Peruvian.

At Penang.—For London, Coldingham, Prudhoe; for Bordeaux, Noveau Nomade.

FREIGHTS AND CHARTERS.

At Shanghai.—To London, £3 sailing vessels; steamers, £4 10s.

At Hong Kong and Canton.—To London, £2 15s. per ton of 50 feet; to New York, £2 5s. per ton of 40 feet.

At Manila.—No fresh charters have been made; the Lochnagar, put in seeking, but had to leave without finding employment, but little produce is left for shipment.

At Singapore.—To London, per telegram, Sept. 28, 50s. per ton.

At Batavia.—To Holland, Sugar f.72.50, Tobacco f.60.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 1	M. Catharina	Cardiff	Batavia
,, —	Martin	Do.	Hong Kong
,, —	Bothwell Castle	Singapore	Liverpool
,, 2	Albeyni Tob	Nagasaki	London
,, —	Lottie	Shields	Bangkok
,, 3	Linga	Bordeaux	Saigon
,, 5	Maria	Manila	London
,, 8	Europa	Cardiff	Hong Kong
,, —	Burdwan	London	Do.
,, —	Udman Court	Whampoa	London
,, 9	Gebrs. v/d Beek	Holland	Batavia
,, —	Benares	Singapore	London
,, —	Staatsraad van Ewyck	Amsterdam	Batavia
,, 10	Reveil	Cardiff	Saigon
,, —	Regina Maris	Shields	Batavia
,, —	Franklin	Ilo Ilo	Boston
,, 11	Susanna & Elisabeth	Newcastle	Batavia
,, —	Globe	Marseilles	Saigon
,, 12	John Lidgett	London	Batavia
,, —	Peter	Cardiff	Hong Kong
,, —	Min	London	Yokohama
,, —	Stad Middleburg	Batavia	Rotterdam
,, 13	Lady Louise	Cardiff	Shanghai
,, —	Birdston	Glasgow	Hong Kong

LATEST TELEGRAMS.

—o—

GOVERNMENT ADMINISTRATION IN HONG KONG.

Hong Kong, Sept. 25.—A numerously attended public meeting of the inhabitants of Hong Kong was held to-day, at which a resolution was passed unanimously, deprecating the action of the local Government with regard to police matters. The resolution also expresses regret at the increasing insecurity of life and property, and prays the Home Government to appoint a commission to inquire into the subject.

COMMERCIAL.

—o—

CHINA.

(Reuter's Telegrams, received Sept. 29.)

Hong Kong, Sept. 28.—Piece Goods: Nothing doing. Tea: Better demand. Exchange on London—Bank bills, six m., 4s. 3⅞d.

Shanghai, Sept. 28.—Piece goods quieter and weaker. Tea quiet. Silk firm. Exchange on London—Bank bills, six m., 5s. 11½d.

STRAITS SETTLEMENTS.

(Received Sept. 28.)

Singapore, Sept. 27.—Grey Shirtings, 8¼ lbs., $2.50; 7lbs., $2.15; T-Cloths, 6 lbs., $1.65; Mule Twist, 40's, $114; Gambier, $3.15; Pepper, Black, $12; White do., $19; Tin, $34¾. Exchange on London: Bank bills, six m.s., 4s. 4⅝d.

Penang, Sept. 27.—Grey Shirtings, 8¼ lbs., $49 per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $103 per bale; 40's, $111. Tin, $33.60 per picul. Pepper: Black, $12.60; White, $19.30. Nutmegs, 110's, $76. Exchange on London: Bank bills, six m.s., 4s. 4⅝d.

SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—Sept. 28, at Deal, from Colombo, Derwent; at New York, from Padang, Jane Sprott; Sept. 29, at London, from Galle, &c. (via S.C.), De Ruyter (str.); at Falmouth, from Java, Henry Grenfell; 28, at Dartmouth, from Bassein, Lina; 10, at Terceira, from Singapore, for London, Racehorse, for provisions; 28, at Motherbank, from Manila, George Shotton; 30, at Deal, from Colombo, River Indus; at Falmouth, from Rangoon, Vesta.

Departures.—Sept. 27, from Cardiff, for Hong Kong, James Lister; for Singapore, Admiral Tegethoff; 29, from London, for Cardiff and Singapore, Hercules; 21, from Newcastle, for Galle, Alida; 26, from Hamburg, for Hong Kong, Laura; 29, from Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Achilles (str.); for Galle, Mindora.

Laid on.—At Liverpool, for Singapore, Nor.

Spoken.—Windermere, Newcastle to Singapore, July 13, 12 N., 25 W.; Devana (ship), London, to Yokohama, 5 S., 102 E.

Casualties.—The Petersburg (str.), Blaik, which sailed from London Sept. 23, for Colombo, &c. (via S.C.), put back 28 to Gravesend for repairs to machinery.

Digitized by Google

Miscellaneous.—At Gibraltar, Sept. 21, Aurora, Davies, from Bangkok, and cleared, 22, for Marseilles. The Admiralty have ordered the Cheops (str.) to be surveyed for the conveyance of troops from London to Colombo, Singapore, Penang and Hong Kong.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Parkes—On the 4th Aug., at Canton, the wife of the Rev. H. Parkes, of the Wesleyan Missionary Society, of a son.

Scanlan—On the 22nd July, at the Camp, Yokohama, the w'fe of Assistant Surgeon F. E. Scanlan, 1st-10th Regt., of a daughter.

Scott—On the 6th Aug, at Yokohama, the wife of W. Ramsay Scott, Esq., of a son.

MARRIAGES.

Alford—Leslie.—On the 26th Sept., at St. Leonard's Church, St. Leonard's-on-Sea, by the Lord Bishop of Victoria and the Rev. Prebendary Symes, the Rev. Josiah George Alford, late curate of the parish, to Catherine Mary, third daughter of the late Colonel Leslie, C.B., Bombay Horse Artillery.

Bensted—Marsh.—On the 22nd Sept., at St. Mark's, Kensington, by the Rev. E. Fisher, Wm. Bensted, of Hartley, Kent, to Mary Adelaide, daughter of Henry and Mary Marsh, of Holmbush House, Ashington, Sussex.

DEATHS.

Blenkiron—On the 25th Sept., at Middle Park, Eltham, Kent, William Blenkiron, Esq., aged 64.

Gibbs—On the 23rd Sept., at his residence, Poplar House, Holloway, William Gibbs, late of the Bank of England, in the 79th year of his age.

Kerr—On the 23rd Sept., at Ferryside, Marianne Ewart Kerr, last born child of the late Lieut.-General James Kerr, Military Auditor-General of Bombay.

Lyall—On the 26th Sept. at 10, Hyde-vale Cottages, Greenwich, Mr. James Lyall, Paymaster-in-Chief, R N.

Mends—On the 15th Sept., at Plymouth, in his 57th year, Captain George Pechell Mends, R.N., second son of the late Admiral William Bowen Mends, and brother of Rear-Admiral Sir William Mends, K.C.B.

Sevenoaks—On the 13th Sept., at Liverpool, aged 46, Capt. William Sevenoaks, late of the Irrawaddie Flotilla, British Burmah.

Van Der Kwast—On the 21st Aug., at Singapore, Petronel'a Catharina, wife of Mr. A. P. van der Kwast.

Weston—On the 20th Sept., at Brighton, Henry Burton Weston, Esq., formerly Naval Storekeeper at Fort William, Calcutta, in the 60th year of his age.

MISCELLANEOUS.

—o—

OPENING UP OF THE YANGTZE RIVER.

The Associated Chambers of Commerce held their annual meeting at Plymouth last week, when the Chairman, Mr. Sampson Lloyd, of Birmingham, reviewed the state of commercial legislation, commented on the want of attention given to the subject in the last two sessions, and urged that greater efforts should be brought to bear upon the Government. A resolution was agreed to denouncing the present mode of levying income-tax on trades and professions, and seeking for a committee of the House of Commons to inquire into the subject.

Mr. Behrens, of Bradford, brought forward a motion having for its object the facilitating trade with China, by inducing the Government on the next revision of the treaty to secure for English merchants access to the heart of the country by the Yangtsze River, which is navigable for 1,100 miles. This would avoid the passing of goods through the hands of mandarins, who would exact enormous tolls and obstruct traffic. This concession might be obtained from China by giving up two or three smaller existing coast ports. The effect of this would be to quadruple the exports of the manufacturers of the north of England to China. Mr. Haigh, of Huddersfield, in an elaborate geographical *resume* of various proposed routes, strongly supported this motion, pointing out the great importance of opening up to our fabrics the markets of China, although he would not do this at the cost of a single life or one blow. Mr. T. R. Ormerod, of Huddersfield, followed in a similar strain. Unless we obtained new outlets for our merchandise—and China was not only practically inexhaustible, but was almost the only outlet left—many looms and much of our producing power must be idle before long. He would impress on our Government and all Governments that no gunboats should be stationed at any ports which may be opened, the moral effect of which on the natives is most injurious. Captain Spry, who had made this subject a matter of study for many years, being in the room, was requested to address the meeting, although not a member of the Chamber, and gave an historical statement, instancing many impediments thrown in the way by the Indian and Home Governments. The resolution was carried unanimously.

RAILWAY COMMUNICATION WITH INDIA.

The question of railway communication with India, after passing through a great deal of desultory controversy, is now apparently entering into the phase which will precede either its execution or its abandonment for another series of years. For some time past a committee of the House of Commons have been inquiring into the practicability of the Euphrates Valley route, and a great deal of valuable evidence has been obtained, among the gentlemen examined being Sir Henry Rawlinson, Colonel Chesney, and Sir John Maxwell. We regret to find that some little romance has been imported into the question, and it would be as well at once to put aside all ethusiastic hopes to revive the dry bones of ancient monarchies, or to make of Canaan again a land "flowing with milk and honey," as not worth a thought. The question, however, is assuming a very practical shape, and, to judge from the interest excited by the topic, will soon be brought to some practical result. It is very evident that in so large a work—or rather in an experiment on so vast a scale—advantage must be taken of existing means, and, looked at in this manner, the difficulties in its way are greatly reduced. If the Roumanian and Roumelian lines already projected could be carried out we should be at once in communication with Constantinople, so that the only question to deal with would be the junction of the European and Indian lines. Asia Minor would present many engineering difficulties, but none such as the skill of the present day would not overcome. The financial part of the question would probably be soon set at rest if only the political obstacles in the way could be overcome; but herein lies the great objection to the scheme. Such a line must necessarily depend upon local traffic for its success, and the prospect of commercial success is the only inducement to carry it out.

But where is the money to come from? It is proposed that each country should construct that portion of the line passing throught its territory, and that a joint guarantee should be given in respect of interest. The burden of such a guarantee, however, would fall chiefly upon England, as that of the Turkish Government, to judge from recent experiences, is absolutely worthless. After all, the question of railway communication with India is rather of an Imperial than a commercial character. Even if carried out, it could, by reason of the difference in freight, have no influence upon the transport of merchandise, except such valuable commodities as bullion, silk, &c. Trade would certainly be benefited by the readier means of effecting sales offered by the quick transit of samples; but the consideration is whether the gain is worth the outlay. For England to assume a protectorate over so lengthy a line might lead to political complications of no ordinary character, and the tendency and desire of the nation is to limit its responsibilities in this respect. We should, indeed, be glad to see the Euphrates Valley scheme carried out, but we should deprecate any hasty execution of a gigantic enterprise which would involve England politically. It is, or should be, a maxim in commercial affairs that they should be entirely independent of politics and political considerations, and we trust this will be the case with the question at issue. The construction of the Euphrates Valley line would create a considerable trade in that district, and would ultimately lead to the extension of railway enterprise in Asia Minor, thus reclaiming those fruitful parts to civilisation. Events move rapidly now-a-days, and we believe that the opening up of the Euphrates Valley would be followed very soon by similar works between the Bosphorus and India, which would ultimately give us direct communication with our dependency in the East.

Stornoway.—Stornoway, which lies to the northward of the Skye group, and is generally considered too far north for the ordinary tourist, has its China associations dear to all old residents of that country. When Mr. James Matheson (now Sir James) returned from China in 1842 he purchased the island of Lewis, of which Stornoway is the port, and built a handsome castle, with extensive grounds, farm premises, &c. The interests of the town have also had ample attention; the population, consisting of seafaring and fishermen, has much increased, and the roads and regularity of the streets are much superior to most other towns of a similar sort; indeed, the main road is equal to Hyde-park. Sir James has just added another boon to the inhabitants—viz., the establishment of a regular daily mail, by means of a steamer he has put on, to run over to Ullapool, on the mainland (about three hours' steaming), which is in connection with the railway system. Stornoway is not forgotten by natives who have settled in China. There is now erecting a substantial schoolroom from funds left by Mr. Nicholson, an engineer in Shanghai, who was blown up in a boiler explosion on board a small steamer there some few years since. Sir James Matheson has given the ground, and endowed it with the sum of £35 per annum towards the salary of a schoolmaster. The first tea clipper built by Messrs. Jardine, Matheson, and Co., and commanded by Captain Robertson, was named the *Stornoway*. Visitors to the place will find themselves well cared for at the Lewis Hotel, facing the river, which is kept by Mr. Clark, who has had some ten years' experience in Shanghai and Foochow.

The Pacific mail steamer *China*, which arrived at San Francisco on the 12th ult., brought one package of musk, twenty-two of merchandise, 670 of silk and 19,147 of tea, for New York; 1,718 of tea for Chicago, and 3,403 of tea of for Boston.

Chung How and suite have left London for the United States, *en route* to China.

The amount of bullion per the P. and O. Company's steamer *Poonah*, which left Southampton on the 30th inst., was—in gold, to Alexandria, £47,000; to Galle, £350; to Bombay, £100; to Madras, £11,038; to Singapore, £1,504—in silver, to Hong Kong, £4,770; to Shanghai, £10,590; total in gold, £59,992; in silver, £15,360.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette*. Made simply with boiling water or milk. Each packet or tin is labelled—James Epps & Co., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Digitized by Google

The London & China Telegraph.

LONDON: MONDAY, OCT. 2, 1871.

A ROYAL COMMISSION FOR CHINA.

The residents in Hong Kong have embarked in a proposal in which they will have the hearty sympathy of all their intelligent brethren in the United Kingdom. They have held a meeting, at which it was resolved to request the Government to send out a Royal Commission to inquire into the position of our countrymen and other foreigners in China. The insecurity of life and property there has become unendurable. The dangers of foreigners are increased, and their defences decreased in equal ratio. Whether or no their representation of the difficulties under which they labour will receive the gracious attention of Earl Granville or Lord Enfield is beside the question. If we may judge from the example set by the Duke of Argyll and Mr. Grant Duff in curtly refusing the Special Commission demanded for the investigation of the affairs of India by a mass meeting lately held in Calcutta, we must say that, under our present Government, the chance of any representations of our countrymen abroad receiving due attention, or being set in their right light, is small indeed. Mystery seems to be the order of the day with Mr. Gladstone's Cabinet. Either Mr. Wade has for a long time been dumb in the midst of most exciting events which have occurred around him, or else his communications have been suppressed. Why should this be? Our Minister at Peking either knows nothing, or says nothing, or is allowed to have nothing published of what he says, concerning our relations with the Government at whose capital he represents Her Majesty. In the meantime difficulties of every kind accumulate in every one of our Eastern dependencies, clearly as the consequence of the gagging system adopted by our Colonial-office, and accepted by a certain number of complaisant Ministers, who will assuredly find a stern day of reckoning come at last when they are compelled to give an account of their stewardship. The policy of Ministers like these is not only injurious, but suicidal. The secrets they attempt to keep are such as can never be kept effectually. They are certain to burst out and speak for themselves at a time when the misrule they have concealed can be least easily rectified, and the neglect or oppression that have caused them have become intolerable. Turn which way we will in the East, there is cause for anxiety. Look at India, where Lord Mayo has drained the exchequer and choked the prisons, in spite of the remonstrances of the public and the press. The Royal Commission to inquire into the affairs of this most misgoverned country, though temperately moved for by Professor Fawcett, after he had been for nearly a session engaged in the useless task of trying to glean any real information about India from the evidence taken by the Committee here, was superciliously negatived by the Indian Secretary. At that very time this official knew perfectly well that discontent in India was becoming every day more and more widespread and threatening. But he refused the Commission, and the consequence is that one of the Judges, who was concerned in the unjustifiable imprisonment of hundreds of Lord Mayo's captives, has been assassinated on the steps of the High Court—at a time when not a single member of the Absentee Government was in his place in the Capital of British India. The execution of the Wahabee murderer, which is both necessary and certain, will merely embitter the revenge of a large sect groaning under the imprisonment which Mr. Fawcett's proposed Commission would have definitely pronounced legal or illegal —if it had not been refused. Here then are almost the elements of a new mutiny growing out of the refusal of such a Commission as our Hong Kong friends request. And their request is backed up by many circumstances which prove its reasonableness, and, indeed, its necessity. Sooner or later it must come. Turn to Korea, and we find the effect of the retreat of the American expedition to be exultation on the part of the natives, and a general anticipation of a demonstration against foreigners throughout the length and breadth of China. Turn to Japan, and we find Nagasaki, one of our most promising settlements, steadily declining by reason of the machinations of the anti-foreign party. Turn to Cochin China, and we find it gravely proposed to introduce into the Legislative Assembly a measure to abandon the French settlement of Saigon. In the face of an accumulation of facts like these, and we could add many more, is it not obvious that, unless some vigorous steps are taken to ascertain and determine the real conditions of our relations with China, our hold upon the Far East will be endangered to such a degree that nothing but a war can reassert it? While affairs are in this state, while dangers are thickening round Hong Kong, the force employed for the protection of our countrymen there is gradually being weakened and reduced. It needs but a little perseverance in the path lately opened to leave the foreign community almost helpless—except in so far as they may be able to help themselves. In this emergency they ask, with justice, for a Royal Commission. Such a request could not at any time during the past year have been refused by any Government that had the extension of religion, trade, and progress at heart. But the example of the refusal of the Royal Commission to India proves that there is little chance of the request of the comparatively small community of Hong Kong being granted, unless it is vigorously backed up by those interested in China at home. One of the members for Brighton set a noble example in the case of the Indian Commission; will his colleague take a similar course with the proposed Commission in China?

THE DESTRUCTION OF SALANGORE.

Sir Benson Maxwell has published an exhaustive rejoinder to "Singaporean's" reply to the learned Judge's first letter in *The Times*. We still wish not to decide hastily, and hope that Capt. Robinson may be able to afford a satisfactory explanation of his conduct. But we must own that this hope becomes very slight in view of Sir Benson Maxwell's reply to "Singaporean," which seems to us to establish the fact that the destruction of Salangore and the menaces offered to the Rajah are deplorable circumstances, not only because they resulted in the sacrifice of life, but because they can hardly fail to embitter the feelings of the Malays against foreigners, and to weaken their faith in the discretion and firmness of Her Majesty's representatives. Sir Benson writes as cogently as summarily. He says, "Without pottering over 'Singaporean's' method of stating facts, I will take them even as he would have them; and they amount briefly to this:—A demand was made by one State on another for the extradition of a criminal refugee; the man is arrested and delivered up, but he is rescued by the lawless or insurgent subjects of the surrendering State, and the officers of the demanding State are insulted, threatened, and fired at. The latter Power, without complaining of the wrong done or demanding of the ruler the punishment of its guilty subjects, instantly despatches a man-of-war to arrest, on its ally's territory, both the rescuers and the rescued; and this force, because it meets resistance in executing these measures, burns down the town in which the culprits have shut themselves up, and which they hold in defiance of their Sovereign's authority. And further (a little circumstance which 'Singaporean' has overlooked), the invader finishes off by requiring the Sovereign of the invaded territory to appoint the nominee of the former his Maire du Palais. Now, call that Sovereign the Queen of England, call the soil British soil, and call the man-of-war American, and I should be glad to know in what temper public opinion in England would listen to Jonathan's protestations that he had 'never intended to make war' on Great Britain, but only to arrest on her territory criminals and their accessories after the fact, a piratical, rebellious, and insolent crew; that he had 'intended to settle the matter amicably,' and would have done so if he had not been resisted; and that, as to the Maire du Palais, it was an admirable institution, which would 'work well' in 'opening up the country.'

"Quid rides? Mutato nomine, de te fabula narratur."

This is strong writing, but not a whit stronger than the occasion requires. Every right-minded Englishman must respect the patriotic enthusiasm with which Sir Benson Maxwell concludes thus:—"I have no enthusiastic affection for Malays, but I have a strong love for my own country; and it is because I wish to see England honoured and loved that I have called attention to a transaction which, in the present state of our information, seems calculated to bring upon us only hatred and contempt."

Digitized by Google

Monetary and Commercial.

—o—

The St. Gothard Railway, with a tunnel about the length of that of the Mont Cenis, will, it appears, very soon be commenced. The capital necessary for the tunnel is about 60,000,000f., and for the lines to join the Italian and the Swiss Railway about 125,000,000f. Subsidies to the extent of 85,000,000f. have been voted by Germany, Italy, and Switzerland, and the remaining 100 millions will be taken by a syndicate, 65,000,009f. in bonds, bearing 5 per cent. interest, and 35,000,000f. in shares. It is estimated that at least seven to eight years will be required for the entire completion of the work.

Another meeting of the creditors of Messrs. Muir, Brown, and Co., calico printers, of Glasgow, was held on the 26th inst. The liabilities of the firm amount to £165,000, and the assets to somewhat over £55,900. The committee appointed at the last meeting reported that the valuation had been fairly made, and unanimously recommended the acceptance of an offer on the part of the firm of 6s. in the pound, payable by instalments in six, eight, twelve and fifteen months, with a further contingent payment of 8d. in the pound at the end of two years, should the firm then be able to pay it.

At a meeting of the creditors of Messrs. Inglis, Anderson, and Co., held at Manchester, it was resolved to accept a composition of 7s. in the pound, subject to the payments being guaranteed.

The half-yearly meeting of the Hong Kong and Shanghai Bank took place at Hong Kong on the 14th August, Hon. R. Rowett in the chair. The profits for the half year, after making full provision for all bad or doubtful debts, amounted to $388,331,04; and after deducting rebate on undue bills, remuneration to directors, &c., $371,331.04 remained for appropriation. A dividend at the rate of $7.50 per share for the half year was declared, thus leaving $100,000 to be passed to reserve fund, which is now raised to $900,000. The report and accounts will be found in our advertising columns.

It is understood that the dividend to be announced by the Oriental Bank Corporation for the half-year ended the 30th of June last will be 6 per cent.

The duplicate section of the Falmouth, Gibraltar, and Malta Telegraph Cable is expected to be complete in a few days.

ARTICLES OF IMPORT.

—o—

TEA.

The market has been quiet but steady, during the week the prices paid both at public sale and privately having shown little or no change from last quoted rates. On the 22nd inst. at auction 1,070 packages China offered without reserve sold at previous rates for Congou, but rather easier prices for common qualities of Green.

On the 26th ult. 2,583 packages China were offered, consisting chiefly of old season's, and 2,000 packages were sold without reserve; 1,300 packages old Foochow Congou sold at 9½d. to 11½d., good 1s. 7d.; 570 packages new season's Congou offered at a reserved price were withdrawn; 524 packages old Souchong sold at 1s. 2½d. to 1s. 3d. per lb.

On the 27th another public sale was held, when 3,864 packages passed, of which only 1,000 packages were new season's, which brought steady rates; the remainder consisted of small and undesirable parcels, partly in second hands, which were mostly sold at about the previous value; 1,500 packages old Congou sold, siftings 3d., common to good common red leaf 9½d. to 10¾d., medium 1s. 21d. to 1s. 2½d.; 471 packages new season's Oolong sold at 1s..5¾d. to 1s. 6d., 100 packages new Souchong at 1s. 0½d. to 1s. 0¾d., and 400 boxes new scented Orange Pekoe at 1s. 8½d. to 1s. 8¾d. per lb.

On the 28th ult. 642 packages China were offered and sold without reserve; 374 chests good medium new black-leaf Congou sold at 1s. 6¼d. to 1s. 6¾d., being steady; 268 half-chests medium to fine Hyson sold firmly, at 1s. 7d. to 2s. 0½d.

SILK.

The market is unaltered.

COFFEE.

The market has exhibited a buoyant feeling, and a good supply of Plantation Ceylon, of which the auctions have chiefly consisted, has been actively competed for and extreme prices were realised. Native Ceylon has also brought higher rates. The latest prices paid have been Plantation, triage and ordinary 54s. 6d. to 62s. 6d., small grey to coloury 63s. to 68s., low middling 67s. 6d. to 70s., bold gray and dull 71s. to 75s., middling coloury 70s. 6d. to 75s. 6d., good middling to fine middling 76s. to 82s., good bold coloury 83s. to 86s., pea-berry 83s. to 84s. 6d. Native rather small French kind at 59s., fine ordinary ditto at 60s. 6d. to 61s. Of 1,085 bags Manila offered 230 bags good ordinary palish (Indian sort) sold at 60s., the remainder good and fine pale being bought in at 62s. to 64s.; 135 bags Bonthyne Singapore were bought in at 65s; 144 bags mixed Singapore sold with all faults at 52s. 6d. to 53s. 6d.

The landings for the week are again 900 tons less than the large amount in 1871, and as the total deliveries are only 460 tons less, the stocks show a larger deficiency of 1,670 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 117,731 cwt., against 204,591 cwt. at the corresponding date of 1870; Native 17,960 cwt., against 10,728 cwt. The quantity afloat for the Continent is 5,811 cwt. Plantation, against 2,402 cwt., and 1,225 cwt. Native, against 3,136 cwt. The quantity of Coffee landed in the thirty-eight weeks ended Sept. 23, 1871, was, of Ceylon, 31,598 tons, against 28,842 tons during the corresponding period of 1870; of all descriptions, 57,412 tons, against 49,893 tons. The quantity entered for home consumption was, of Ceylon, 8,297 tons, against 7,720 tons; of all descriptions, 14,589 tons, against 13,781 tons. The quantity exported was, of Ceylon, 24,079 tons, against 21,429 tons; of all descriptions, 43,657 tons, against 34,691 tons. The stock on Sept. 23 was, of Ceylon, 12,827 tons, against 13,557 tons; of all descriptions, 23,975 tons, against 25,640 tons.

SUGAR.

A somewhat better demand has been apparent during the past week, and a fair business has been done at fully previous rates. Penang: At auction 8,205 bags, chiefly of fresh import, per Naomi, met a moderate demand, and 4,200 bags sold at previous rates, middling to good middling soft brown (duty 4s.) at 25s. 6d. to 26s., fine brown, 28s., middling soft yellow 29s. to 29s. 6d., fine soft yellow and coloury (duty 5s. 8d.) at 33s. to 34s., the remainder bought in, good to fine brown (duty 4s. 9d.) at 27s. to 28s., grey and yellow 29s. to 29s. 6d., fine coloury 34s. to 35s. 6d. Privately about 1,000 bags good to fine coloury (duty 5s. 3d.), ex this auction, have been sold at 34s. to 35s.; also 350 baskets low pasty (duty 4s.) at 20s. Manila: Privately 4,000 bags Taal unclayed of old import have been sold at 20s. 9d., and 5,000 bags do. more recent import at 21s. 3d. At auction 4,000 bags Taal unclayed Manila have been sold at 21s. 3d., and 8,000 bags clayed (duty 4s.) at 23s. to 26s. Java: At public sale 4,200 bags syrups of indirect import were bought in at 22s. 6d.; privately 450 bags Java syrups ex last week's auction have been sold at 22s. 6d.

As compared with the large deliveries at the corresponding period last year, those in the present show a decrease of 1,600 tons, the landings being also less by 700 tons, and the deficiency in the stock reduced to 29,200 tons. Stock, Sept. 16, 72,258 tons, against 102,366 tons; Sept. 23, 72,817 tons, against 102,029 tons. The quantity of Sugar landed in the thirty-eight weeks ended Sept. 23, 1871, was, of Penang, 1,312 tons, against 2,277 tons in the corresponding period of 1870; of Manila, Java and China, 17,094 tons, against 15,173 tons; the quantity entered for home consumption was, of Penang, 2,996 tons, against 1,677 tons; of Manila, Java, and China, 23,773 tons, against 19,536 tons. The quantity exported was, of Penang, 184 tons, against 95 tons; of Manila, Java, and China, 1,065 tons, against 2,031 tons. The stock on Sept. 23 was, of Penang, 1,108 tons, against 2,835 tons; of Manila, Java, and China, 20,051 tons, against 29,396 tons.

Coir Goods.—At the public sales a fair supply of Yarn was offered, but the greater part was held for extreme rates and bought in, only a small portion finding buyers at firm prices for all qualities. The supply of Fibre was large, and was partly taken off at steady rates. Of Yarn, 291 bales good and fine Ceylon were all withdrawn, 11 tons sold, common, £27 to £28 15s.; medium, £30 10s. to £33; good to fine, £36 to £41 15s. Of Fibre, 2,376 ballots (10 tons) Ceylon withdrawn; 136 coils Ceylon Rope sold, 2 to 4 inch at £22 to £23 10s. per ton.

Cocoa-nut Oil.—Ceylon continues quiet at £38 10s. per ton.

Hemp.—The market for Manila continues firm with an upward tendency; at auction of 1,218 bales offered the sound portion was held firmly and bought in, fair to good fair £49 to £50, fine to superior £54 to £56, of the damaged portion about 520 bales sold at very full rates, good fair roping first class £48 10s. to £49, brown £42 10s., fourth to second at £41 to £49 15s.; privately 500 bales, mark BB&Co., have been sold at £50.

Pepper.—An active demand has prevailed, and large sales have been effected at firm rates on the spot. Singapore has sold at 6¼d. cash to 6⅝d. with prompt; Penang at 6⅜d. to 6 7-16d., chiefly the latter price, landing at 6⅝d.; November delivery Penang or Singapore at 6½d. White is also in good demand, and sales of Singapore have been effected at 11d. at auction and privately.

Rice.—Both hard and soft grain sorts meet a steady demand, and firm prices are obtainable. There has been more demand for good white Bengal, and sales have been effected at 11s. to 11s. 7½d. Ballam has been sold at 10s. 1½d. to 10s. 3d., Madras at 9s. 9d. (ex quay), and Necransie at 10s. 3d.; for arrival, Madras at 10s. (ex quay), 600 tons Rangoon being part of the cargo per Asiatic at 10s. 9d. (ex quay) Liverpool, the floating cargo per Lochiel consisting of 770 tons Rangoon and Bassein siftings at 8s. 9d. ex ship; the Louis de Geer 1,030 tons Rangoon at 9s. 4½d., for the Continent; the John Bunyan 1,580 tons Necransie at 9s. 10½d., for the Continent; the Allerton 1,150 tons Necransie at 9s. 9d., for the Continent; the Conway Castle 1,270 tons Necransie Arracan, arrived off coast at 9s. 10½d. E. contract, for the Continent; the Princess of Wales 750 tons ditto April sailing at 9s. 10½d., for the Continent; the Hermit 1,200 tons Necransie late May sailing at 10s., Continent; the Fear Not 520 tons Bassein April sailing at 10s. 3d., ex quay London.

Tin.—Throughout the week buyers of Straits have been found at £133, and important lots have changed hands. Telegrams from Rotterdam advise that the 83,300 slabs Banca, offered at the Dutch Trading Company's sale on 28th ult., realised the average price of 78¾ guilders, equal to about £137 laid down in London. The Billiton was sold at 78½ guilders. Business in Straits has since been done at £134, at which the market closes firm. It is understood that the greater part of the sale Tin has fallen into strong hands.

Digitized by Google

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

The tone of the market has continued dull, and buyers have shown little disposition to place orders. Producers, on the other hand, have evinced no undue pressure to effect sales, so that the business done has been extremely limited. At the close less depression is apparent, and buyers seem disposed to resume operations at 1½d. per piece under the annexed quotations for Shirtings.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d.	7s. 1½d.	7s. 7½d.	8s. 0d.	8s. 3d.	8s. 6d.	9s. 1½d.	9s. 4½d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 7½d.	10s. 0d.	11s. 6d.	11s. 3d.	10s. 7½d.	12s. 3d.	7s. 1½d.	8s. 1½d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 1½d.	9s. 4½d.	10s. 7½d.	12s. 4½d	10s. 7½d.	12s. 0d.	13s. 1½d.	14s. 4½d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 9d.	6s. 0d.	6s. 9d.	6s. 10½d.	7s. 9d.	8s. 9d.	9s. 1½d.

	s. d.	s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	9 9	—
Maddapollams	3 7½	—
Long Cloths	9 4½	—
White Spot Shirtings ... (nominal)	11 7	—
,, Brocade... ... do.	11 10	—
,, Damasks ... do.	20 6	—
Cotton Yarn, Nos. 16-24 China	1 0¾ to	1 2
Nos. 28-32 do.	1 1¾ to	1 3
No. 40 do.	1 1¾ to	1 3½
No. 40 Mule Twist	1 0⅞ to	1 3

WOOLLEN AND WORSTED GOODS.

In consequence of an advance which has taken place at the Colonial Wool Sales now in progress in London, the price of Spanish Stripes is higher, but other kinds of Woollen and Worsted Goods, suited to China, are without change.

Quotations:—Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 6d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 32s. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards, Elephant Chop, 81s. 6d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 68s. 6d. per piece for gentian; Brocades, 31 in., 29 yards, Half Moon Chop, 25s. per piece for scarlet.

NEW YORK MARKET REPORT.—SEPT. 16.

—o—

TEA.

There is an active demand for new season's Green Teas, but the trade do not purchase freely at the advanced rates quoted by holders. The supply of old is nearly exhausted, and new is only in moderate stock, which enable holders to maintain full prices. Oolong have been in improved demand, and prices are a trifle firmer. Japan has been rather quiet, and with a liberal supply prices are a little irregular. Evidences are abundant that the Tea trade of the United States will be largely conducted through San Francisco. The cargo brought to San Francisco on the 1st inst. by the Alaska is one of the largest ever received at that port, consisting of 54,665 packages, destined as follows:—For San Francisco 9,457 packages, New York 33,747, Boston 6,971, Chicago 4,487, and St. Louis 3.

COFFEE.—Holders of Brazil remain very firm, deeming the situation a strong one, and offering their gradually reducing stocks sparingly, a still higher range of prices being confidently looked for. Dealers purchase cautiously, and only as their immediate wants demand. The market for other descriptions, though generally quiet, is firm, with a fair demand for home use and moderate offerings on the part of holders. The sales are 821 mats Java, per President von Ryckevorsel; 4,532 do., in lots, per Cyclone; 225 bags Manila and 424 Ceylon at the prices quoted in our last issue: also 8,000 mats Java, to arrive per John von Hall, due in December next, on terms not transpired.

CORDAGE.—Market unchanged.

CAMPHOR.—China is quoted 19c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.10; Cassia, 80c. gold (in bond).

FIRE CRACKERS.—In good demand, and firm at $3 to $3.15, according to quality. Sales have been made of 1,400 boxes here, and 2,000 do. to arrive, per Surprise, on private terms.

GUNNY CLOTH remains inactive and nominal, at 17¾c. to 18c. for Borneo, cash.

HEMP.—Owing to the receipt of telegrams from Manila advising an advance there to $10 per picul, the market has shown increased firmness, and the rate has advanced to 13½c. gold, some holders asking more. The sales are 1,000 bales, per John Temperley, to arrive at Boston; and 1,200, per Caernarvon Castle, to arrive at New York; both at 13½c. gold.

INDIGO.—Manila continues in fair demand at $1 to $1.20.

PRESERVED GINGER.—China is quoted $8 currency (duty paid).

RHUBARB.—The quotation for China is 40c. to $1 currency (duty free).

RANGOON.—There is a steady fair demand for Rangoon, and prices, with diminishing stocks, are sustained, but Carolina is weaker in view of the near approach of the new crop—of which some 30 tcs. have so far been received—and 20 sold at $9.50 to $10. The sales of Rangoon have been 2,600 bags at $6.75 to $7 currency, and 1,200 bags in bond $3.12½ to $3.25 gold.

SPICES.—There has been a continued good demand for home use, the market generally being quite firm, while some descriptions are again higher, as will be seen by our revised quotations. We notice the sale of 6,400 mats Cassia, per Surprise, before arrival, on terms we did not learn. Telegrams from China, stating that Cassia had advanced nearly $1 per picul, viz., to $21 per picul, and the loss of the Cingola in the China Sea, supposed to have on board 3,000 piculs of the new crop, tends to strengthen the market, which is firm at the late advance, to 36 cents. duty paid, and 26 gold in bond. In a jobbing way we notice Cassia, in lots, at 36 cents. Pepper, at 16½ for Sumatra, and 17½ for Singapore; and No. 1 Nutmegs, 97½ to 100, all gold.

SUGAR.—The raw market continues quite sluggish, the demand being almost entirely confined to the immediate necessities of refiners, who being fairly supplied enter the market cautiously, and purchase only to a moderate extent in view of daily needs. The recipts are now light, but as the business is small, stocks remain quite uniform. We have no sales of East India to report.

TIN.—The market has been active, the sales reaching 5,350 pigs Straits, here and to arrive, part at 36¼c. to 36½c. gold; the market closing strong at 36½c. for Straits, 35c. for English, and 40½c. for Banca.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship.	Captain.	For	From
Sept18	H.S.G.V.	—	Rangoon	Off Mizen Head
23	Pride of Wales	—	Do.	Liverpool
	Wimbledon	Bell	Maulmain	Off Queenstown
23	Royal Tar	Jones	Bassein	Falmouth
Aug15	Frey Bentos	Mota	Macao	Callao
Sept11	Eastern Chief	Cave	Yokohama	New York
11	Maria	Kruecht	Probolingo	Boston
11	Surprise	Ranlett	Manila	New York
21	Isusquiza	Basterrechea	Do., for Bilbao	Santander
	Francis	—	Ceylon	New York
27	Prince Rupert	—	Rangoon, for Falm'th	Off Scilly
15	Formosa	Allen	Manila	Boston
28	Lucknow	—	Bassein	Falmouth

DEPARTURES.

Date.	Ship	Captain.	From	At
Sept21	Canaan	Mauson	Cardiff & Hong Kng.	London
16	Pet	Sarchet	Ilo Ilo	Guernsey
19	Hui Loong (str.)	Farrow	Hong Kong, via S.C.	Aberdeen
22	Hilarion	Barrett	Colombo	London
22	Michael Angelo	Luckie	Shanghai	Do.
	Grondwet	Singer	Batavia	Rotterdam
Aug17	Wallace	Adams	Do.	Buenos Ayres
Sept23	Petersburg (str.)	Blaik	Galle, Colo., &c., S.C.	London
	Kennemerland	De Jong	Batavia	Amsterdam
23	Shiraz (str.)	—	Java, via S.C.	Liverpool
25	Lotus	James	Singapore	Cardiff
26	Zeus	Pherson	Swansea & Shanghai	London
26	Glendarroch (str.)	Hall	Penang, &c., via S C.	Do.
26	Doctor Petermann	Schmial	N'castle & Hg. Kong	Do.
25	Hindostan	M'Cauley	Penang	Newport
26	Prinds Oscar Fredrk.	—	Trincomalee	Newcastle

(*See Commercial Postscript and Correspondents' Letters.*)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Cheops, Canton. For Colombo, &c.: Singapore, Emblehope.

SAILING VESSELS.—For Yokohama and Hiogo: Denbighshire, Lothair, Lorton. For Yokohama: Solent. For Shanghai: Carmarthenshire, Wylo. For Hong Kong: Caroline Coventry, Osaka. For Manila: Catalina. For Batavia and Sourabaya: Vier Gebroeders, Stella Maris. For Singapore: Havelock, Estapa. For Penang: Vanguard. For Bangkok and Siam: August Friedrick. For Colombo: Rosy Morn, Teviot. For Colombo, &c.: Northern Queen, Acacia, Spirit of the North, Queen of the North.

At LIVERPOOL.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Achilles (str.), Diomed (str.), Nestor (str.). For Manila: Adolfo, Mathilde. For Anjer: Tiber. For Singapore: La Paix. For Manila (via Suez and Singapore): Emiliano (str.). For Galle: Rathfern, Dolbadern Castle, Mindora, Forfarshire.

At GLASGOW.—For Batavia and Sourabaya: County of Argyle. For Singapore: Lochleven Castle.

SPOKEN.

AURORA, Bangkok to Gibraltar, July 12, 34 S., 17 E.
BARRACOUTA, Liverpool to Colombo, Aug. 9, 5 N., 23 W.
THEONE (barq.), Manila to Copenhagen, July 28, 31 S., 12 E.
MADURA, Batavia to Rotterdam, Sept. 1, 38 N., 29 W.
ARDENT, Sunderland to Japan, Aug. 15, 17 N., 27 W.
MADURA, Batavia to Rotterdam, Sept. 20, 49 N., 9 W.
SCOTLAND, Padang to Rotterdam, Aug. 15, 16 N., 27 W.
JOHN M. WOOD, London to Batavia, June 10, 8 N., 27 W.
PEIHO (American ship), Cardiff to Singapore, June 11, 9 N., 28 W.
PALAWAN (ship), Manila to Liverpool, Sept. 17, 51 N., 22 W.
ETHA RICKMERS, Cardiff to Shanghai, May 28, 39 N., 18 W.
PETER ADOLF, Amsterdam to Batavia, June 15, 6 N., 24 W.

Digitized by Google

Reveil, Cardiff to Saigon, June 24, 37 S., 26 W.
Dunmore, Batavia to Rotterdam, July 17, 34 S., 27 E.
Cymbeline, Singapore to Marseilles, July 25, 35 S., 20 E.
Boyne, Colombo to London, Aug. 16, 9 N., 26 W.
Racehorse, Singapore to London, Aug. 28, 35 N., 40 W.
Sir Lancelot, Foochow to London, 16 N., 113 E.
Eastman, Cardiff to Hong Kong, in the Straits of Sunda.
Hattie C. Bessia, Hg. Kg. to Portland, Oregon, Aug 27, 46 N., 138 W.
Mary Blundel, Philippine Islands to London, Aug. 5, 20 S., 80 E.
Hercules, for Ceylon, Sept. 12, 46 N., 10 W.

FREIGHTS AND CHARTERS.

The rise in China freights noticed in our last issue continues to be maintained. Coals from the Northern outports are dull, and rates at present rule as under:—

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £38. For Hong Kong: £33 to £34. To Singapore: £21. To Batavia: £20. For Galle: £16. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. For Hong Kong: 22s. For Colombo, 35s. For Galle, 15s. For Japan, 39s. to 40s. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

The Priam, Jamieson, from Ilo Ilo to London, put into Mauritius, leaky, Aug. 17, having experienced a strong S.E. gale on the 8th, 22 S., 73 E., during which she laboured and strained heavily, had everything movable washed off the decks, and bulwarks carried away; she would have to discharge for repairs.

The Lockett, Tesseyman, from Colombo to London, with coffee and spices, put into Mauritius, Aug. 17, with a strong list, the cargo in the between-decks having settled over to starboard; after taking about 60 tons ballast at the outer anchorage and trimming her upper cargo, she proceeded on 23rd for her destination.

The Nimroud, Lowther, from Manila to New York, which put into Mauritius July 27, was being re-metalled in dry dock.

Advices from Capetown, dated Aug. 19, received at Amsterdam, Sept. 25, state that 820 bags of damaged coffee, ex Anna Digna, Zwaneveld, from Batavia to Amsterdam, which vessel put into Simon's Bay Aug. 1, with damage, had been sold, and that other damaged goods from the same vessel would be sold.

MISCELLANEOUS.

At Port Said.—Priam (str.), from Shanghai, and left Sept. 26 for London.

At Suez.—Sept. 21, Rydal Hall (str.), sailed for Colombo, &c.

The following steamers passed the Suez Canal between the 20th and 26th inst.:—Priam, China, &c., to London; Seagull, China to London.

At Mauritius.—Aug. 6, Ameer, Cuthbert, from Singapore; 15, Isabelle Harriette, Martin, from Saigon.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to SAIGON and COCHIN CHINA	**£5 17 0**
" " " HONG KONG	**7 0 0**
" " " SHANGHAI	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

Digitized by Google

HONG KONG & SHANGHAI BANKING CORPORATION.

CAPITAL 5,000,000 Dols., in 40,000 SHARES of 125 Dols. EACH.

PAID UP 4,500,000 DOLLARS. RESERVED FUND, 800,000 DOLLARS.

DIRECTORS.

CHAIRMAN—Hon. R. ROWETT, M.L.C. | DEPUTY-CHAIRMAN—THOMAS PYKE, Esq.

W. LEMANN, Esq. | S. D. SASSOON, Esq. | E. R. BELILIOS, Esq.

JULIUS MENKE, Esq. | A. JOOST, Esq. | G. F. WELLER, Esq.

GEORGE JOHN HELLAND, Esq.

AUDITORS.

P. RYRIE, Esq. | J. M. VICKERS, Esq.

TWELFTH REPORT

Of the Court of Directors to the ORDINARY HALF-YEARLY GENERAL MEETING of Shareholders, held at the CITY HALL, HONG KONG, on MONDAY, the 14th August, 1871.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN,

The Directors have now to submit to you a General Statement of the affairs of the Corporation, and Balance Sheet for the half-year ending on 30th June last.

The net profits for that period, including $22,554.33 brought forward from last account, after paying all charges and deducting interest paid and due, and making full provision for all bad and doubtful debts, amount to $388,401.39, of which, after deducting Rebate on Bills not yet due, and remuneration to Directors, there remains for appropriation $371,331.04.

From this sum the Directors recommend the distribution of a Dividend of $7.50 per share on the Paid-up Shares, and of $4.50 per share on the New Shares, being equivalent to Six per Cent. for the half-year; this will absorb $240,000, and of the balance the Directors propose carrying $100,000 to the Reserve Fund (thus raising it to $900,000), and $31,331.04 to the credit of New Profit and Loss Account.

The Directors are glad to state that the amount set aside at the end of last half-year proved amply sufficient for purposes contemplated, and that they are now quite satisfied with the position of the Bank's Securities.

The Directors consider that the result of the past half-year's working is very satisfactory, and congratulate the Shareholders on the continued prosperity of the Corporation.

CALLS.

The fourth call of $25 per Share on the New Shares, due on the 1st July, has been promptly met on 19,417 Shares out of 20,000; the balance outstanding is due mostly on Shares held by Proprietors absent from the Colony, from whom the necessary remittances are shortly expected to come in.

DIRECTORS.

Messrs. H. B. LEMANN and G. F. HEARD resigned their seats at the Board on their departure from the Colony, and Messrs. WM. LEMANN and G. F. WELLER have been elected in their stead.

CHIEF MANAGEMENT.

The Directors have confirmed Mr. JAMES GREIG as Chief Manager.

R. ROWETT, Chairman.

ABSTRACT OF ASSETS AND LIABILITIES, HONG KONG AND SHANGHAI BANKING CORPORATION, JUNE 30, 1871.

DR.		DR.		
Cash and Bullion	$9,954,473.40	Paid-up Capital:—		
Government Securities	2,233,372.06	$125 per Share on 20,000 Shares	$2,500,000.00	
Bills Discounted, Loans, and Credits	8,533,375.23	First, Second and Third Calls on New Stock	1,500,000.00	
Exchange Remittances	17,196,206.66			$4,000,000.00
Bank Premises	82,204.93	Reserve Fund		800,000.00
Dead Stock	58,754.05	Notes in Circulation	$1,673,645.00	
		Deposits	11,093,622.35	
				12,767,267.35
		Exchange Acceptances		20,102,717.59
		Profit and Loss Account		388,401.39
	$38,058,386.33			$38,058,386.33

PROFIT AND LOSS ACCOUNT, HONG KONG AND SHANGHAI BANKING CORPORATION.

DR.			CR.	
TO AMOUNTS WRITTEN OFF:			By Balance of Undivided Profits, 31st December, 1870	$22,554.33
Remuneration to Directors	$10,000.00		By Amount of Net Profits for the Six Months ending 30th June, 1871, after deducting all Expenses and Interest Paid and Due	365,847.06
Rebate on Bills not due	7,070.35	$17,070.35		
TO DIVIDEND ACCOUNT:				
At the rate of 12 per cent. per annum,				
On Paid-up Shares	$150,000.00			
On New Stock	90,000.00	240,000.00		
TO RESERVE FUND:				
Amount carried to Credit		100,000.00		
TO BALANCE OF UNDIVIDED PROFITS:				
Carried forward to next half-year		31,331.04		
		$388,401.39		$388,401.39

RESERVE FUND.

DR.		CR.		
To Balance, 30th June, 1871	$900,000	By Balance, 31st December, 1871	$800,000.00	
		By Profit and Loss Account	100,000.00	
				$900,000.00

JAMES GREIG, Chief Manager.
ALFRED L. TURNER, Acting Accountant.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

P. RYRIE, J. M. VICKERS, } Auditors.

Digitized by Google

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.
The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.
The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces. &c.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

THE interest and responsibility of Mr. THEODOR PROBST in our Firm ceases from this date.

WM. PUSTAU AND CO.

Hong Kong and China, Feb. 7, 1871.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.
COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

LUCERNE.
HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d'Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON, beg to announce the completion of their new warehouses, containing upwards of Forty Thousand Square Feet of floorage.

MOORE and HUNTON have in stock a great variety of DINING ROOM SUITES in mahogany and oak from £15 to £80 each suite.

MOORE and HUNTON have on show upwards of forty DRAWING ROOM SUITES, varying in price from £16 to £100 each suite.

MOORE and HUNTON invite inspection of their stock of BEDROOM FURNITURE in various woods and styles, at prices varying from £5 10s. to £130 per suite.

MOORE and HUNTON have a large selection of LIBRARY, HALL, OFFICE, and other FURNITURE at moderate prices.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON.
Established upwards of 40 years
FURNITURE MANUFACTURED SPECIALLY FOR HOT CLIMATES.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfille this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.
SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

HOLLOWAY'S OINTMENT

AND PILLS.—HEREDITARY DISEASES.—The tendency to particular maladies transmitted from parent to child exercises a wide influence in producing disease. Few are free from hereditary predispositions. Consumption, gout, and scrofulous disorders are from this cause ever present, and yearly rob us of our dearest treasures. Holloway's Ointment and Pills have the power of removing from the blood the morbid qualities in which lies the essence of all hereditary diseases, and not only do they cleanse the blood, but purify every living tissue throughout the frame, whether situated externally or internally. They are soothing, yet searching, and never can be wrongly used or do harm. Being free from noxious ingredients, the most delicate and timid may fearlessly employ them.

Digitized by Google

SINGAPORE DOCKS

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including very convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every acility, at moderate charges, for REPAIRING and PARRING VESSELS, cleaning and painting iron ips and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. =
ALEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Sept. 2, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Sept. 12, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Sept. 2, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Sept. 12, at 2 A.M. And every fourth Tuesday thereafter.

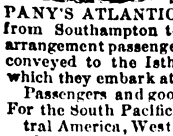
And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Offices).

For Rates of Passage Money and Freight,
WHICH HAVE BEEN MUCH REDUCED,
and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

EXTRA STEAMER, via SUEZ CANAL.—The PENINSULAR and ORIENTAL COMPANY will despatch their new steamer MIRZAPORE, of 3,763 tons, 600-horse power, from Southampton, on or about the 24th Oct., taking passengers for CEYLON, Madras, Calcutta, China, Japan, Australia, &c. This vessel will correspond at Suez with the steamer leaving Brindisi on 7th Nov.



ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localitie will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Sept. 17 October 1 October 15 October 29 Nov. 12 Nov. 26	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sept. 17 October 15 Nov. 12	For	Pondicherry, Madras, Calcutta.

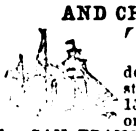
September 3, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of heir luggage free to Marseilles

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA, VIA PANAMA.



THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.

Japan	in 38	,,	,,
China	in 44	,,	,,
New Zealand	in 42	,,	,,
Australia	in 47	,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

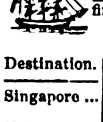
	Tons	Brokers.	To Sail.
Havelock, A1 13yrs.	454	Wright, Bros., & Co.	Oct. 7
Canton, s.s.	1,215	Norris & Joyner ...	Oct. 7
Istapa	390	Mills & Milne.....	Oct. 21
LIVERPOOL.			
La Paix, 3-3rds.....	478	Mors le Blanch & Co	Oct. 5
GLASGOW.			
Lochlevin Castle,	602	Thos. Skinner & Co.	Oct. 8

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

JAVA AND JAPAN.



MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Singapore ...	La Paix	2-3rds L. 11	Prince's	With des.
Yoko.& Higo	Penrith	A1	Do....	With des.

From LONDON.

Yoko.&Higo	Lorton.....	A1 14 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home References can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagrams
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMETER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & CO., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & CO
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & CO.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & CO.
Hong Kong, Canton, Macao and Swatow	MACEWEN & CO.
Amoy	BROWN & CO.
Foochow	HEDGE & CO.
Hankow	VIRGO, MATTHEWS, & CO.
Shangha	H. FOGG & CO.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & CO.
okohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Caroline Coventry	A1 13 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Yokohama & Hiogo	Lothair	A1 16 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Wylo	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Osaka.....	A1 17 yr.	E.I.D.	With des.
Yokohama...	Solent.....	A1 13 yr.	W.I.D.	To follow

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng. Day
Pen., Sing. Hg.Kg.,& Shanghai (via S.C).	Canton, s.s.	A1 100	1215	SWID	Oct. 7
Yokohama & Hiogo..	Denbighsh.	A1 15 yr.	483	EID	Oct. 6
Shanghai..	Carmartsh.	A1 14 yr.	812	EID	Oct. 5
Do.	Pak Wan ..	A1 14 yr.	759	EID	Oct. 20

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transshipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered new screw steamer CANTON, 100 A1 (highest class at Lloyd's), 1,215 tons register, 200 h.p. nominal, J. C. JAQUES, Commander, will receive goods in the South West India Docks until the 7th October, unless previously full. This magnificent steamer, lately built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has just completed her first voyage, making the passage from Gravesend to Shanghai in fifty-seven days, including all stoppages. Is elegantly fitted for passengers, with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon andstewardess.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

FOR SHANGHAI DIRECT, the composite clipper ship CARMARTHENSHIRE, A1 14 years, 812 tons register; R. WATSON, Commander; Loads in the East India Docks. This splendid clipper is well known in the China trade for her fast passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal. Under engagement to Her Majesty's Transport to embark troops at Gravesend on the 5th October. Last shipping day, 2nd October.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, calling at COLOMBO, the splendid full-powered screw steamer, CHEOPS, 100 A1, 984 tons register; 150-horsepower, nominal: AUGUSTUS HUNT, Commander; S. W. India Docks. Has superior accommodation for first and second-class passengers.

For Freight or passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

With despatch.

FOR SHANGHAI, the celebrated clipper ship TITANIA, A1, 16 Years, 879 tons register; J. DOWDY, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:— Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
China Ports & Japan .	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Oct. 14
Do.	Do.....	—	—	E.I.D.	Oct. 28
Mrslls. & Mdtrrn. Ports ...	Do.....	—	—	E.I.D.	Oct. 14
Do.	Do.....	—	—	E.I.D.	Oct. 28

It is intended to despatch the steamers of this line with a rigid punctuality, to insure the convenience of shippers and passengers. Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

INDIA, CHINA, and JAPAN.—Notice to Passengers—GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to GELLATLY, HANKEY, SEWELL, and Co., 109, Leadenhall-street E.C.

MESSAGERIES MARITIMES de FRANCE.—ADEN, MAURITIUS, GALLE, SINGAPORE, SAIGON, BATAVIA, HONG KONG, SHANGHAI, YOKOHAMA, NAGASAKI, HIOGO, &c.—The well-known steamship DELTA, one of the Company's fleet, 1,500 tons burden, 800-horse power effective, will leave the East India Dock at daybreak on Saturday, the 14th October, for the conveyance and transhipment of passengers, specie, and merchandise into the Company's regular mail steamer AVA, at Marseilles, for the above-mentioned ports. All goods sent by this route will be delivered at their destinations with that certainty and precision which belong to a regular mail service.

For general information and passage apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, No. 123, Fenchurch-street; and for Freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Singapore	A1 20 yrs.	2,223	S.W.I.D.	Oct. 7
Yorkshire	100 A1	2,273	S.W.I.D.	Oct. 16
Red Gauntlet...	100 A1	1,450	E.I.D.	Oct. 31
Quito	A1 18 yrs.	1,496	E.I.D.	Nov. 15
Palermo.....	A1 18 yrs.	1,800	E.I.D.	Nov. 30
Yeddo	A1 18 yrs.	1,800	E.I.D.	Dec. 15
Virago	A1 18 yrs.	1,800	E.I.D.	Dec. 30
Hindoo	A1 18 yrs.	3,000	S.W.I.C.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Steam from London, via Suez Canal.

FOR PENANG, SINGAPORE, HONG HONG, FOOCHOW, and SHANGHAI (taking goods at through rates for Java and Japan).—The magnificent new Clyde-built Steamship GORDON CASTLE, 1,930 tons register, 100 A 1, 250-horse power nominal, 1,250-horse power effective, will shortly be at a loading berth in the South West India Docks. This superior steamship, just built under special survey for the China trade, is confidently recommended to intending shippers and passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 2, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS

VOL. XIII.—No. 423.] LONDON, MONDAY, OCT. 9, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. —
Japan— Yokohama	June 30	Aug. 16	Aug. 22*
Yedo			
Osaka and Hiogo	„ 16	„ 7	„ 17*
Hakodadi	—		
Nagasaki	„ 16	„ 5	„ 14*
China— Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	„ 16	Aug. 2	„ 5
Kiu-kiang	—	—	„ 5
Chin-kiang			
Shanghai	„ 16	July 28	„ 12
Ningpo			
Foochow	„ 16	„ 30	„ 12
Formosa			
Amoy	—	—	„ 10
Swatow			
Hong Kong	„ 30	Aug. 17	„ 17
Canton			
Macao			
Philippines— Manila	„ 30	„ 8	„ 14
Cochin-China— Saigon	July 7	„ 12	„ 16
Siam— Bangkok	June 30	„ 7	„ 12
Borneo—Labuan			
Sarawak			
Java— Batavia	—	—	„ 19
Samarang			
Sourabaya			
Malacca Straits— Singapore	July 21	„ 19	„ 26
Penang			
Ceylon—Galle	Aug. 11	Sept. 5	Sept. 6
Colombo	„ 4	Aug. 27	„ 4

* *Via* San Francisco.

THE MAILS, &c.

The advices by Pacific Mail from Japan with dates as above were delivered on the 3rd inst. The next inward mail (P. and O.) is due, *via* Brindisi, on the 14th inst., with dates—Yokohama Aug. 22, Shanghai Aug. 26, Hong Kong Sept. 1, Singapore Sept. 9.

List of Passengers.

PASSENGERS INWARD.

By this mail per Pacific Mail steamer *China*, arrived at San Francisco Sept. 12.—From China and Japan for San Francisco: José Canada, wife and infant, Mrs. Socorro Barredo, Mrs. A. Merker, Mrs. N. Peel, Capt. J. W. Lavers, C. E. Gasper, J. P. Connor, L. Collin and son, Ando, Amelio Estrella, Father F. X. Rondina, Father José Virgill, Mrs. F. F. Low and daughter, Lieut.-Commander Wheeler, U.S.N., J. Ewart, F. M. Ames. T. A. Cowderoy, N. T. Souma. For New York: Carl Waeber, Capt. Allison, Sato Momataro, Nangi, Shibata, Kito, A. Reis, Miss K. Arnold, Osawa, Ogewa, Yamada. For Europe: Capt. G. Vernon Cotton. T. S. Smith, William Donison, R.N., Newa, George R. Witting, Capt. McMinnis, F. Beato.

PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 30.—To Yokohama: Mrs. A. Dewing, Mr. and Mrs. T. Thomas. To Shanghai: Mr. and Mrs. H. Tapp, the Hon. T. G. Grosvenor, Mr. F. Grose, Mrs. Cowie. To Hong Kong: Mr. W. T. Pode, and one second-class passenger. To Singapore: Mr. F. G. Patterson. To Penang: Mr. F. J. C. Ross. To Ceylon: Miss Walkinshaw, Master Macready, Mr. J. R. Bell, Mrs. Hall.

Per P. and O. steamer, from Brindisi, Oct. 10.—To Yokohama: Mr. Cornes. To Shanghai: Mr. A. Myburgh. To Hong Kong: Mr. A. Lind. To Batavia: Mr. E. Waitz. To Singapore: Mr. R. Wright. To Penang: Mr. Rowland, Mr. F. Brown. To Ceylon: Mr. and Mrs. Delmege, Mr. W. G. Brodie.

Per P. and O. steamer *Simla*, from Southampton. Oct. 14.—To Yokohama: Mr. Herbert Wheeler. To Hong Kong: Mr. J. L. Cornwall. To Batavia: Mr. and Mrs. J. Clark and child. To Ceylon: Mr. A. Heanly.

Per P. and O. steamer *Poonah*, from Brindisi, Oct. 24.—To Yokohama: Mr. and Mrs. Godfrey. To Hong Kong: Miss Garrett. To Singapore: Mr. and Mrs. Maclean. To Ceylon: Mr. J. A. Arneil.

Per P. and O. steamer *Mirzapore*, from Southampton (via S.C.), Oct. 26.—To Ceylon: Mr. and Mrs. A. M. Fergusson, son and daughter, Capt. C. H. Layard, Miss Blackett.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

We have advices from this port to the 22nd August; the London mail of June 30th arrived out August 16th, and London telegrams to the 9th August were to hand. The following items of news are from the *Japan Mail*:—

The chief event has been a change in the Japanese Ministry, which commenced on the 11th August with the following dismissals:—Okubo (Clan Satsuma), Kido (Choshiu), Okuma (Hizen), Sasaki (Toso), Saito (Tosa), all Councillors of State; Nakayama, Minister of Religion; Konoye, Vice Minister; Fukuha, Third Minister; Oki Mimpei, Vice Minister of the Interior; Inoye, Third Minister of Finance; Arisugawa no Miya, Minister of War; Yamagata, Third Minister of War; Shishido, Third Minister of the Judicial Board; Madenokoji, Minister of the Household; Karasumaru, Vice Minister of the Household; Kujo, Head of the Censorate. The following appointments were subsequently made, and from the list it will be seen that many of the dismissals are but nominal:—Kido, re-appointed Councillor of State; Saigo Kichinosuke, appointed do.; Sanjo, Prime Minister and Minister of Religion; Fukuha, to his former office; Okubo, Minister of Finance; Okuma, Vice-Minister of Finance; Madenokoji, Vice-Minister of the Household; Inoye, Vice-Minister of the Interior, removed from Finance; Yamagata, reappointed Vice-Minister of War; Goto Shojiro, created President of the Kobusho or Board of Works. It will be seen from this that no important changes have been made beyond the appointment to a high position among the Councillors of State of Saigo Kichinosuke. The influence enjoyed by this noble is chiefly owing to his reputation as a soldier and his acceptability to the military section of the nation. Now that a national army is being formed by contributions of contingents from the various Domains (or Daimiates as they were formerly called) the assistance of such a man will be valuable. He could hardly have been ignored at so important a juncture, and his experience in military matters will be of service to the State in organising the new national force. Kido retains his place, nor could his presence from the Board of Councillors have been dispensed with. Perhaps no man in Japan has shown more foresight, determination and apprehension of the necessities of the State than he. Sanjo retains his place as Prime Minister, and undertakes the duties of Minister of Religion as well. His calm judgment, and firm but placid manner, have given him great influence, although he is yet, comparatively speaking, a young man, and it is satisfactory to know that the Mikado retains his services. Goto Shojiro, it is to be hoped, will accept the post offered him, as he is admirably qualified for it. His name should be well known to foreigners, as he it was who rode by the side of Sir Harry Parkes at the time when the attempt was made on the British Minister's life at Kioto, in March, 1868, and who cut down one of the intending assassins, a service which the English Government recognised by presenting him with a sword, as a mark of gratitude and respect for his chivalrous conduct on the occasion. He was subsequently Vice-Minister for Foreign Affairs at Osaka, under the Prince of Uwadjima, and Governor of Osaka when he quitted that post. He was also associated with Komats (since dead) and Kido, in the first ministry formed by the Mikado after his assumption of the executive power, on the abolition of the Shogunate.

On the 8th August the soldiers and officers of the 1st-10th Regiment, numbering in all 1,022 persons, marched down from the barracks, and embarked on board the *Tamar*, which vessel sailed the same day for Hong Kong, where one wing, under Colonel Norman, will be stationed; the other, under Major Lucas, going to Singapore. By an unfortunate mistake the regiment was detained three-quarters of an hour on parade in a hot sun

Digitized by Google

previous to embarking, and five cases of sunstroke occurred, three of which resulted fatally, the victims being Sergeants Healey and Stacey, and a private of the regiment. Before the departure of the troops Colonel Norman was summoned at the English Court on a charge of illegally arresting Mr. Gardiner, a civilian clerk in the storekeeper's department of the regiment. His Lordship dismissed the case, and Mr. Gardiner has appealed to the General in command in Hong Kong.

M. Soubrane, the *chef de police*. has been seriously wounded. It appears that, acting on an order of the Admiral, he went down into the Japanese town to arrest some sailors from the *Alma*. He was accompanied by two Japanese policemen, and was proceeding to arrest one of the delinquents, named Laborde, when the latter seized one of the swords worn by the Japanese, and wounded M. Soubrane and the two native policemen. At first it was expected that M. Soubrane would die from loss of blood, but although likely to recover, he has received injuries which will probably compel his retirement from active service. M. Soubrane was one of the many gentlemen who rise from the ranks in the French army to become officers, and his prospects of advancement were second to none.

The effect of the notification of the Japanese Government, having for its object the substitution of properly constructed lighthouses for the wood fires which are now shown along the coast, has been that numerous applications are being made to the Government for lights, beacons and buoys. These are now under consideration, and while most of them will only be of use to native craft—being at entrances to harbours and in bays that foreign vessels never think of approaching—some will be on head-lands that are constantly passed, and will be of great assistance.

The new organ for the church has been placed in position and tuned. It has been discovered, however, that its size and power are out of all proportion to the church. It is a giant in a closet, Gulliver at Lilliput, the *Great Eastern* in the Thames, the genii in the copper vessel, Pegasus in the pound. If its full power is put out, the empire will resound with it, the church walls will come down like those of Jericho at the sound of the trumpets, the roof will go off into space, the pulpit and its reverend occupant will have to be grapnelled down to the south transept wall. Christianity will at one blast be diffused throughout Japan, and the congregation will have to ride at single anchor, with a prayer-book in one hand and the other clinging to the shelf on which it ordinarily reposes.

In response to an application from the Japanese Government, a notification has been issued from the British Legation to regulate the use of fire-arms. The principal provisions are as follow:—Any person who wilfully, and without reasonable cause, discharges any fire-arm, shall, upon conviction before any British Consular or other Court, be liable to imprisonment not exceeding one month, with or without a fine not exceeding one hundred dollars, or a fine not exceeding one hundred dollars without imprisonment. If any person shall intrude upon any enclosed land kept by the Japanese Government, or any temple, sanctuary, place of worship or burial, in search of or pursuit of any game, whether beast or bird, such person shall be liable to the same punishment.

Three policemen, with whom Mr. Goble was recently charged with interfering, have been dismissed the force for arresting Mr. Goble and putting him in irons for twenty-four hours. An apology was made to the U. S. Consul by the Governor of Kanagawa for the injury which had thus been done to an American citizen, and we understand that Mr. Goble has expressed his willingness to accept this as a reparation for the wrong done to him.

On the 14th August Mr. De Long, the American Minister, was received by the Mikado and presented his credentials as Hawaiian Minister. Subsequently Mr. De Long signed a treaty between Hawaii and Japan.

An auction dispute, Coch *v.* Bourne and Co., has been heard before Mr. Russell Robertson. It appeared that the plaintiff had bought five cases of curaçoa at auction for $6.50 a case, which turned out very inferior. Mr. Winstanley, on behalf of the defendants, said that the curaçoa was sold as per muster, and that he did not warrant it good curaçoa, as was subsequently maintained by the plaintiff. The case was dismissed. In a similar case, brought on another sale of curaçoa to a Japanese, the judgment was reserved.

Racing in the settlement appears likely to receive a very favourable impetus at the coming autumn meeting. Several China griffins have arrived, and will add considerably to the excitement, especially should any worthy competitor be found to Southern Cross or Garry Owen. We also hear that the well-known China ponies Chanticleer and Uhlan have put in an appearance, while another Shanghai pony, Fiddle-de-dee, is at Kobe and may take part at the next meeting. With such an addition to the Yokohama studs we may look forward to a meeting full of interest and fraught with uncertainty as to the probable winners.

A new Racket Court has been inaugurated by a match between the settlement and the marines. Messrs. Wallace and Mollison represented the former, and Messrs. Snow and Wright the latter. The match was the best three out of five games, and after being two games all, the marines won by 15 to 8.

There has been much talk of an outbreak of rinderpest at Yedo, and the Government has consulted a board of native doctors on the subject. The idea that there are any traces of disease among the cattle is, we believe, wholly erroneous.

Mr. Otto Seyd still remains in custody at the English gaol. The preliminary arrangements for his trial are being made, and the case will shortly be heard.

Mr. Eusden, H.B.M. Consul at Hakodate is to be relieved by Mr. Troup, at present Vice-Consul at Nee-e-gata.

The U. S. S. *Colorado* ran on the rocks while coming through Shiminosiki Straits, and will be repaired at Yokoska.

The rates of Exchange had been firm. An extensive business in private paper has been done, and quotations close—on London, 4 months' sight, Bank 4s. 5¾d., 6 months' sight, 4s. 6d.; Credit, 4 months' sight, 4s. 6¾d., 6 months' sight, 4s. 6¼d. to 4s. 6½d. On Shanghai, sight, Bank, Tls. 74¾ per 100 Mexican dollars. On Hong Kong, sight, Bank, 2½ per cent. discount; Private, nominal per cent. discount. Itchibus, 318 per 100 Mexican dollars.

HIOGO AND OSAKA.

Our advices from these ports extend to the 17th August; the P. and O. mail of June 16 arrived out on the 7th August, and the Pacific mail, with New York dates 21st June, on the 28th July; telegraphic advices from London had been received to the 9th August. We extract the following items of intelligence from the *Hiogo News*:—

Although the local authorities have done little, so far, to repair the damage done by the late storm, we are pleased to notice that they have replaced the bridges over the drain which runs between the settlement and the native town. We also notice that the Municipal Council have replaced the lamps which were broken and uprooted by the storm, and that, with the exception of the Bund, which is almost in the same state it was on the morning after the typhoon, the settlement has returned to its wonted state of tidiness and order. No steps have, however, been taken towards rebuilding the washed-down Bund wall. A stranger visiting the port would not unnaturally imagine that the typhoon which occasioned so much damage must have visited us within a few hours, so little appears to have been even commenced by the native authorities towards reinstating the place in something like order. The placing of a proper protection in front of the many valuable properties immediately facing the sea would strike almost everyone as being a matter requiring the very earliest attention, and yet little or nothing has been done. We have heard it assigned as a reason that coolie labour is scarce, but if this is the only cause of delay, labour could easily be imported from adjacent coast ports. We suppose that in the course of time the wrecks which lie about the bay will get cleared away. Steps are being taken to rid the harbour of the *Hiogo*, which was sunk so long ago as last October. We also notice that Messrs. Board and Co. have got to work on the wreck of the *Pride of the Thames*. The wreck of the steamer *Rising Sun*, as she now lies on the Kobe beach, has been sold by auction for 450 Mexican dollars. The sum which has been subscribed for the relief of foreigners who were sufferers by the late inundation amounts to $975. This proved to be too small a sum to do more than relieve the immediate wants of those who had lost almost their "all," and had families depending upon them. About $800 have been expended in this way.

The Chamber of Commerce have compiled the statistics of trade for the six months ending June 30, 1871. Compared with the corresponding half year in 1870, it shows a great falling off both in the imports and exports, the former being less, and the latter rather more than half only of their value in the previous year. Taking in the first place the imports, we find the most glaring discrepancies in Cotton Yarn, Peas and Rice. In Cotton Yarn the falling off amounts to $299,648, in Peas to $200,174, and in Rice to $1,870,900. There is also a decrease in the imports of Sugar ($84,038), Bean Oil ($144,606), Safflower ($118,863), Cloth ($31,941), Cotton ($145,642), Arms ($107,429), making $3,003,241. To set against these figures we find an increase in Grey Shirtings ($29,432), Velvets ($37,105), Lustres, &c. ($19,893), Merinos ($39,789), Dyes ($22,626), Sundries ($233,645), altogether $382,490. Turning to the exports, we find the principal decrease in Silk ($651,625), Camphor ($60,195), Cuttlefish ($63,571), Copper ($174,188), Cattle ($52,100), together $1,081,699; while the only increase of any consequence is in Tea, amounting to $193,256. But even this does not give a correct idea of the amount of increase, as we find, on comparing the season just closed with the season 1869-70, that the shipments have been 4,909,791 lbs. in the former, as against 2,787,634 lbs. in the latter. This is very satisfactory; and we may hope also, as France gradually settles her internal affairs, that the Silk trade will revive.

We are happy to see that the native Government is bestirring itself to abate a nuisance which has troubled the settlement for some time. A notification just issued states that obstructions which have hitherto been tolerated in the streets must be removed. Shops built over the side drains are to be taken away, and nothing projecting beyond the eaves of the houses, whether signboards or lamps, will be permitted. No doors are to project beyond the front drain, nor is anything to be put out beyond that line to dry. When the houses are cleaned in winter things are not to be put in the street; and the streets in front of the shops are to be kept sufficiently high in the centre to allow of everything draining off readily. The streets are even to be widened a little.

Digitized by Google

Three lots of ground, situated on the Foreign Concession at Osaka, have been sold at public auction. Lot 18, containing 355 tsubos, was knocked down to Messrs. Bonger Bros. for $453; lot 19, containing 258½ tsubos, to Messrs. A. Real and Co., for $401; and lot 22, containing 258½ tsubos, to Messrs. E. and U. Grosclaude, for $450.

A new local trading steamer, the *Faust*, has, on one of her earliest trips, come to grief on an anchor in the Osaka river. When close by the landing-place she struck, and had she not been fitted with water-tight compartments would have sunk. The repairs will not take long, and she will soon be in running order again. During the time the vessel was disabled the Chinese who were on board made a raid on the possessions of the European officers, to which they had temporary access. They broke open the chests they were in charge of, and secreted some $80 or $90. When they saw their roguery was discovered they jumped overboard and decamped.

The steam-boat traffic between Osaka and Yedo appears to be increasing considerably; every three or four days a steamer leaves for the Northern capital, laden with goods and passengers.

A sub-agency of the Oriental Bank Corporation has been opened at Osaka, which will doubtless be a great convenience to the community of that settlement.

The works of the Kobe-Osaka Railway are in active progress, and it is expected that the line will be completed by April next year.

Rates of Exchange had advanced fully 1 per cent., and were quoted: Bank, six months' sight, 4s. 6d. to 4s. 6⅛d.; Credits and Documents, 4s. 6½d. Mexican dollars receded to Rios 97¼ to 97½, in consequence of the fall in Yokohama, closing at 97¾. to 98¼. Kinsatz are scarce, and may be quoted at ½ to 1 per cent. premium.

NAGASAKI.

Dates from this port extend to the 14th August; the outward mail of the 16th June was received on the 5th August. We are indebted to the *Nagasaki Express* for the following summary of the news:—

Several of the residents here have recently paid a visit to the Simabara sulphur baths. From the particulars given it will be seen that the authorities are now granting extended privileges to visitors, who, instead of being cooped up and rendered miserable, are enabled, if accompanied by a guide, to make excursions into the surrounding country, which cannot fail to afford them pleasure, if it does not absolutely benefit them. We left here about four P.M. on the 12th ultimo, and finally reached, at twelve o'clock noon, the village of Unjen, which was our head-quarters during our stay at the "Vichy of Japan." The entire distance of about thirty-five miles might have been performed in much less time than it occupied us to do it, but we did not care to exert ourselves much. This place is situated at an elevation of about two thousand feet above the level of the sea, and is consequently some considerable distance up the mountain of Unjen, from which it derives its name. From its great height a series of splendid views of the scenery is obtained; the effect of which, especially at daybreak, is enough to make an invalid almost forget the infirmities which induced him to undertake his journey thither; while to the dyspeptic visitor the journey alone is nearly sufficient to restore the natural functions of the disorganised system. From this place we made daily excursions to spots of interest in the neighbourhood, without any restrictions being placed upon our movements, beyond being compelled to take a guide with us; but this was rather advantageous to us than otherwise, as it enabled us to see more than we should have done had we rambled about alone. The country for a mile on each side of Unjen evidently rests on a crater. The ground is quite hot; it sounds hollow, and loud rumbling noises at intervals proceed from the lower regions. Here hundreds of hot springs are to be seen issuing forth, and several of those natural curiosities, the Geysers, we witnessed for the first time. The chief one, which appears like a boiling lake, is in a constant state of activity, and throws up immense volumes of water, and would attract thousands of persons to see it if nearer home. It is from this principal one that the baths are filled, and in order to reduce the temperature to a bearable point the water has first to run by a circuitous channel before it can be used. The mountain is held in similar respect to Fusiyama, and the natives at certain intervals make pilgrimages to the temple situated on the top, which foreigners are not permitted to visit. During our stay not a single act of rudeness was exhibited towards us; everywhere we were received with the politeness which forms the distinguished national characteristic amongst the Japanese.

The question of re-establishing the Municipal Council of this port has at last taken a definite form, and we may expect to hear that a meeting of land renters will be called at an early date, in order to give them the opportunity of expressing their views on the subject. That this community should naturally desire to take charge of their own municipal affairs is only to be expected; the wonder to us is that the Consuls have performed these duties so long without calling upon a portion of the residents to bear a share of the burden.

We learn that the authorities contemplate pulling down the building at Megasaki, known as the chief Custom-house. It is to be removed to Yedo-machi, and there to be erected on the site now occupied by the Government school—and will, when completed, be used as the official residence of the Governor of Nagasaki, who will receive visits there from the Consuls and naval officers.

A Yanagawa official has been apprehended here by the native authorities, and placed in prison on the charge of forgery. The document, which purports to be drawn by and to bear the stamp of the Prince, was given to a firm in Desima in payment of piece goods previously sold by them to the prisoner on credit. The amount of his liabilities is believed to be large, but a portion of the goods, amounting in value to about $5,000, for which the forged document was given in payment, have been discovered in the possession of a native banker, who held them as security for the money he had advanced on them. These goods have been taken charge of and removed to the Custom-house by the police officers.

A well known merchant here named Yamamoto, who was formerly a Yakonin of Hiogo, committed suicide a few days since, by drowning himself in the bay near to Diko-ku-machi. The deceased was known to be in pecuniary difficulties for some time past, and had been engaged in most extraordinary endeavours to free himself from them, but his endeavours only involved him deeper. So recently as a week before he paid a visit to several of the foreign hongs in this settlement, and seemed to be very anxious to negotiate a loan or to obtain goods on credit, but anxiety to do business created suspicion. It is reported that he was indebted to a few foreigners, but the natives will be the principal sufferers, some of whom will be considerable losers.

In our recent notice of the telegraphic communication to be laid for the Japanese Government between this port and Yedo, we erroneously stated that it is to be submarine. This was the original intention, but has been changed, and the wire ordered from England will be carried overland.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, 14th August, *via* SAN FRANCISCO

Since my last, on the 28th ultimo, also sent *via* San Francisco, the English mail of the 16th June has been received here. The interval has been unusually dull, and the only vessel of war we have seen is the American corvette *Alaska*, which arrived from Chefoo on the 12th instant.

My present budget of news is miserable in the extreme. The *Nasasaki Express* gives an account of a trip to the "Simabara sulphur baths." The fact of so little restriction being put on visitors' movements in this district looks as if the natives were getting less exclusive—the only fear to be apprehended is that fickleness will cause them to suddenly change their minds and prohibit foreigners from going there. There is not the least doubt that the waters if bottled under proper medical inspection would be a source of considerable profit to the Japanese.

I could have sent you a long letter on the laying of the Submarine Cable, but it would be stale news by the time it reached you—so I must content myself by saying that the cheap rate fixed for messages will certainly cause it to be used ten times as much as it would have been had the rate been $4 without reduction. Already we have begun to regard the Cable as an absolute necessity, and have set to work considering the advantages to be derived from it. It was opened on Saturday—at least the section between this and Shanghai—when numerous messages more or less jocular were sent and received.

The only other subject I have to touch upon is the Takasima controversy, which people here are getting very tired of. From what I can learn, the *Nagasaki Express* gives a piece of news, which was about two or three months old at the time it was made public, and had been, no doubt, bottled up by the anti-publicity party, who had prevented it from becoming known. Instead of correcting it by writing to that paper, the *Nagasaki Gazette* was requested to deny its truth *in toto*, and this appears to have set the *Express* off, and, after much wordy fighting, the *Gazette* makes several admissions which considerably qualifies its denial. The controversy has gone back to a report which appeared respecting the meeting of Messrs. Glover and Co.'s creditors, but as the sole stock in trade of those who wish to prove that it is incorrect consists of quibbles, they are not succeeding very well, besides which it is no secret here that endeavours have been made to get the royalty reduced. Here is confirmation of what I wrote you some time ago on the subject.

The following are the quantities of coal exported up to July, which statistics I copy from the *Nagasaki Gazette*:—

	Takasima. Tons.	Karatz and other kinds. Tons.	Total. Tons.
January ...	2,870	10,154	13,024
February	865	4,834	5,699
March ...	2,142	4,580	6,722
April ...	1,382	8,436	9,818
May ...	2,954	6,562	9,516
June ...	2,111	5,248	7,359
July ...	2,596	5,465	8,061
	14,920	45,279	60,199

Several of the vessels of war now at Chefoo are expected here shortly; the American schooner *Clara*, late *G. C. Love*, left

Digitized by Google

this for Chefoo, with coals for H.B.M.S. *Ocean*, on the 31st ult. The North German barque *Engelbert* has taken the berth for London.

Exchange on London, 4s. 7d. nominal; buyers are asking 4s. 7½d. to 4s. 8d.; at the former rate one only is offering. Nebus, 400 to 405 per $100; these coins are exceedingly scarce, and very difficult to obtain, owing, it is supposed, to their having been withdrawn from circulation, in anticipation of the issue of the new coins.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—The chief feature of the market had been an active demand for 8¼ lbs. Grey Shirtings, in which a large business had been transacted at improved rates. Cotton Yarn had been in moderate request at about last quotations, while other descriptions of manufactured goods had met with fair inquiry. Metals, &c., are without change. Quotations;—GE Grey Shirtings, 7 lbs., $2.20 to 2.22½ per piece; 8¼ to 8½ lbs., $2.60 to 2.65; 9 to 9¾ lbs., $2.80 to 2.90. GE White Shirtings, 56 to 60-reed, $2.65 to 2.85; 64 to 72-reed, $2.90 to 3.05. T-Cloths, 6 to 7 lbs., $1.55 to 1.75. Chintz, Assorted, $2 to 2.50. Handkerchiefs, $0.55 to 1 per dozen. Turkey Red Shirtings, $2.60 to 2.70 per piece; Chintz, $2 to 2.50. Taffachelass, double weft, $2.85 to 3.10; single, $2.40 to 2.70. Velvets, Black, $7 to 8.50; Cotton Yarn, Nos. 16 to 24, $39 to 39.25; Nos. 28 to 32, $42 to 42.50; Nos. 38 to 42, $39 to 39.50. Woollens and Mixtures: Alpaca, 42 yards, $7 to 7.75. Camlets S and BBB, $13.50 to 14.50; SS., $12 to 13; SSS., $9 to 10. Cloth, Medium and Broad, $0.80 to 1.60 per yard; Lastings, $12 to 13.50 per piece; Long Ells, Assorted, $6.50 to 7; Orleans and Lustres, Plain, $3.75 to 4.25; Figured, $4 to 4.50.

HIOGO and OSAKA.—A small advance had been established in the value of most Cotton Goods. Woollens generally were also in better inquiry, owing to the approach of Autumn. Stocks of all goods continued low. Cotton Yarn: The demand was still confined to Nos. 28-32, of which counts a fair quantity was placed early in the month. Prices closed with some firmness. Grey Shirtings: A somewhat larger business than usual had been done in 8¼lbs., and in consequence of an advance in the value of native currency, recent sales had resulted well; at closing, the market was weaker, but stocks were low and holders firm. Black Velvets were saleable at quotations. Turkey Reds had attracted more attention. Victoria Lawns continued in fair demand. Camlets: Prices were somewhat higher, but the consumption was extremely limited. Figured Lustres had been in better demand. Black Lustres were saleable at improved quotations. Mousselines de Laine had been dealt in to a fair extent at about former rates. Lead had been placed at a slight decline. Nail-rod Iron of small sizes was wanted. The following were the current quotations. Cotton Yarn: Nos. 16 to 24, per bale, $118.00 to 120.00; 28 to 32, $130.00 to 134.00; 38 to 42, $120.00. GE Grey Shirtings: 7 lbs., 38 yards 39in., $2.25 to 2.30; 8¼ to 8½ lbs., $2.55 to 2.60; 9 lbs., 44in., $2.90 to 2.95. GE White Shirtings: 56 to 60-reed, 40 yards 36in., $2.40 to 2.45; 64 to 72-reed $2.55 to 2.70; T-Cloths, 6 to 7 lbs., $1.75 to 2.00; Drills, Dutch, 40 yards, $3.50; Handkerchiefs, Assorted, per doz. $0.62 to 0.75; Brocades and Spots, White, per piece, $2.50 to 2.75; do. Dyed, $2.90 to 3.10; Chintz, Assorted, 24 yards 30in., $1.62 to 2.25; do. Turkey Red, $2.50 to 2.62; Turkey Red Cambrics, 3 lbs., $2.50 to 2.62; Velvets, Black $7.50; Victoria Lawns, $1.10; Taffachelass, Double Warp, 12 yards 43in., $2.50 to 2.67; do. Single, $2.20 to 2.50. Camlets, SS, Scarlet, $15.50; do. Black, $11.00 to 11.25; do. Assorted, $12.00 to 13.50; Lastings, Black, 30 yards 31in., $11.50; Crape Lastings, $6.50 to 7.00; Lustres and Orleans, Figured, 30 yards, $4.50 to 5.00; Orleans, Plain, 42 yards 31in., $6.50 to 8.00; Alpacas, 30 yards 31in., —; Camlet Cords, 30 yards 31in., $5.00 to 5.50; Mousselines de Laine, 30 to 31 in, Plain, per yard, $0.21 to 0.22; do. 44 to 45in., $0.30 to 0.32; do. 30 to 31in., Figured $0.35 to 0.45; Cloth, Black, 56in., $1.10 to 1.50; Long Ells, Assorted, 12 lbs., per piece, $5.50 to 5.62; Blankets, per lb., $0.30 to 0.37½; Metals and Sundries: Iron, Bars, per picul, $3.00; do. Nail Rod, $3.20 to 3.25; do. Hoop, $2.62 to 3.00; Lead, $6.00.

NAGASAKI.—Messrs. Gribble and Co. report as follows:—Manufactures: Grey Shirtings, 8¼lbs., $2.65 to 2.70 per piece; Dyed Shirtings, Indigo, $3.12; Gentian, $3.06 per piece; Victoria Lawns, 12 yds. 42 in., $1.07 per piece; Camlets, SS White, Scarlet and Purple, $15; Gentian and Green, $13; Black, $12 per piece. Plain Lustres, 30 yds. 32 in.: Black, $5.75 per piece. Metals: Arrivals during the month of Nail Rods have satisfied immediate wants, and prices are now 25 cents per picul lower, say $3.25 per picul.; Steel in kegs, $5 per picul; Pig Iron, $1.25 per picul.

EXPORTS.

TEA.

YOKOHAMA.—A large business had continued to be done, and settlements consisting of most grades amounted to about 8,000 piculs. Prices had continued to decline, and native dealers still showing anxiety to realise, a further reduction was looked for except for choice leaf, which maintained its former value; the quality had not improved, and supplies having been about on a par with settlements, stocks remained unchanged. The Flying Spur and Fiery Cross were still loading, the Inverary was ready to sail with 324,449 lbs. for New York, and the Gaucho and Narworth Castle were loading for San Francisco. The Alaska took 793,613 lbs. for New York, and 137,033 lbs. for San Francisco, and the present American mail steamer was fully engaged. Quotations: medium, $27 to 30 per picul; good medium, $31 to 33; fine, $35 to 40; finest, $41 to 47; choice, $60 and upwards.

HIOGO AND OSAKA.—Business had been on a large scale, settlements for the month being returned at 7,100 piculs. Prices showed but little change on last quotations; the high rate and scarcity of native currency had for the moment stopped business. Arrivals were coming forward very freely; stocks were estimated at 3,000 piculs of new leaf.

NAGASAKI.—Common and medium Teas had arrived freely, but so far no fine Teas had come upon the market. Settlements had only been upon a moderate scale, and purchasers generally declined paying the prices asked. The demand for Teas suitable for coloured kinds was almost *nil*, and prices of this description must experience a considerable fall. Quotations:—Medium $16 to 18; medium to fine $19 to 23 per picul fine, none.

SILK.

YOKOHAMA.—The market had been very active, and a considerable amount of business had been done; settlements may be estimated at about 1,100 bales; prices were firm at previous quotations. Silk Worms' Eggs: Total arrivals to date were 280,000 cards, of which about 40,000 had changed hands; prices for best Sinchu and Oshu Annuals were quoted at $2 to $2½ per card.

HIOGO AND OSAKA.—Supplies had been brought forward freely during the month, and settlements had been made to the extent of 150 bales of 80 catties, a large proportion of which was old Silk. Prices paid had been irregular, but at steadily increasing rates. Dealers seemed indisposed to bring forward new Silk to any extent, except at still higher prices, reporting a considerable advance in the interior. The few parcels of new Silk which had appeared shewed evident signs of carelessness in the reeling, most of them being mixed and cased.

NEW YORK MARKET REPORT.—SEPT. 23.

TEA.

The following is from Messrs. Beebe's report:—Since the date of our last report a good business has been done in most descriptions of Tea. Included in the sales from first hands are 36,000 packages Green (about 20,000 of which are new crop Pingsuey's), 18,200 half-chests Japan (5,000 of the new crop), 17,800 half-chests Oolong (4,000 of the new crop), and 2,900 half-chests Congou and Souchong (nearly all new). At the close, very few old crop Greens remain unsold. Our revised quotations show a decided improvement in medium and cargo kinds, while the higher grades are substantially without change. In old crop Japans of good medium grade an advance of one to two cents has been realised. For new the market is unsettled and weak, and quotations at the moment are nearly nominal. Oolongs show no quotable change in values. The few new crop goods thus far received have brought very full prices, but with more liberal supplies (now near at hand) a less satisfactory outturn may reasonably be looked for.

The following are the current quotations (in gold, duty 15c. paid); —Greens (Moyune, Teenki, and Fychow, old crop): Gunpowder, first quality, 103c. to 110c.; second, 78c. to 82c.; Imperial, first, 88c. to 90c.; second, 70c. to 75c.; Young Hyson, first, 88c. to 95c.; second, 75c. to 80c.; Hyson, first, 75c. to 80c.; second, 60c. to 65c.; Hyson Skin, 31c. to 40c.; Foochow Oolongs (old crop), common and good, 39c. to 46c.; superior and fine, 53c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs (old crop), common and good, 38c. to 46c.; superior and fine, 50c. to 60c.; finest, 63c. to 65c.; Souchong and Congou (old and new crop), common and good, 27c. to 38c.; superior and fine, 43c. to 55c.; finest, 60c. to 75c.; Japans (new crop), common, nominal; medium, 58c. to 60c.; good medium, 63c. to 66c.; fine and finest, 70c. to 78c.; choice, 82c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Sept. 18, 1871, were as follows:—Greens, 15,751,103 lbs.; Japans, 11,589,359 lbs.; Souchongs, 2,572,804 lbs.; Oolongs, 11,547,818 lbs.; other sorts, 379,706 lbs.; total, 41,840,790 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 58,589,451 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to Sept. 18, 4,161,708 lbs., and the withdrawals for home consumption during that period, 37,856,581 lbs., there remains a total of 16,571,162 lbs., representing the stock on the last-named date. The receipts from Aug. 18 to Sept. 18 amounted to 1,309,808 lbs.; the withdrawals for home consumption to 3,092,767 lbs.; and the exports to 362,577 lbs.

SILK.

The following report upon the condition of the market is from Mr. O'Donoghue's Circular:—At the date of last circular appearances indicated considerable activity in the Raw Silk Market and a slight advance in prices. Since then, however, business has been limited to demands for actual consumption. Quotations have been fairly maintained for very fine grades of Re-reels. Of the latter there is a scarcity, and this, with the high price of gold, and the desire of the manufacturers to await fresh arrivals, tend in a great measure to check operations. Re-reeled Tsatlee and Hainin are in fair request at current rates. Usual real Tsatlees and Taysaams are in fair stock, with a moderate demand for best grades of Taysaam. Re-reeled Cantons, extra fine qualities, continue very scarce, and meet with ready sales at quotations. Inferior grades are in full stock, and slow of sale.

Prices current for China and Japan Raw Silks (currency prices six months' terms):—Tsatlee, No. 1, $9.1-4; No. 2, $8.75 to 9; No. 3, $8.1-4 to 8.1-2. Taysaam, No. 1, $7.75 to 8; No. 2 to 3, $7.3-8 to 7.5-8. Canton, re-reeled, good, $6.50 to 6.75; fair, $6.1-4 to 6 3-8; coarse, $5.7-5 to 5.7-8. Tsatlee, re-reeled, best, $8.1-2; fair and medium, $8 to 8.1-4. Haineen, re-reeled, best, $8.1-2 to 8.3-4; fair, $8.1-4 to 8.3-8. Canton, re-reeled, extra fine, $7 to 7.1-8. Japans: Maibash, Koshio, and Atchezan, no stock; Sodai, good, $8.50; Oshio, good, $8.50; Tamba, fair, $7.50 nominal.

Imports: In August, 1,234 packages, $659.758, gold value; corresponding month last year, 270 packages, $156,908 gold value.

COFFEE.—The quietude recently characterising the market for Brazil no longer obtains, the whole aspect of the market having been changed by a large demand which sprung up from the Trade and on

Digitized by Google

speculation. There is considerable activity at a further advance of one-quarter of a cent in gold for all grades except prime cargoes, which, though very firm, did not improve with the others. The market closes buoyantly at the enhanced valuations, holders being as confident as ever, and buyers showing more readiness to meet their views than for some time past. The stock of Java has been increased by the arrival of an unsold cargo of 12,476 mats, but in a wholesale way there is nothing to report beyond the resale of 7,324 mats, ex Juno, on private terms. We notice, in a jobbing way, sales from second hands at 18½c. to 19c. for pale Singapore, 20c. to 20½c. for Brown ditto, 21¾c. to 22c. for pale Java, 22c. to 22½c. for medium Brown, 22½c. to 23c. for Brown, and 24c. for extreme Brown, all gold.

Cordage.—Prices have advanced, and quotations now rule as follows:—Manila cordage, sizes above 12-thread, 21c.; do. 6-thread and 9-thread (¼in. and 5-16in. diam.), 22c.; do. 12-thread (⅜in. diam.), 21½c.; Manila hay rope, 21½c.; Manila cordage, bolt rope yarns, 23c.; do. 6-thread and 9-thread, 24c.; tarred Manila, 20½c.; fine tarred Manila lath yarn, 22c.

Camphor.—China is quoted 15c. gold (in bond), the stock is heavy.

Essential Oils.—Aniseed is quoted $2.85; Cassia, $2 gold (duty paid).

Fire Crackers.—Market without alteration.

Gunny Cloth remains inactive; we quote nominally Native 15½c. to 15¾c., Borneo 17¾c., cash.

Hemp.—The market for Manila is still very quiet, but continues firm, at the advance noted in our last report, the current quotation being still 13½c. gold. The sales have been 1,000 bales, ex Surprise, at 13¼c. gold, 60 days prompt, ex ship; also 1,000 bales, per Imperatrice, and 200 bales, per John Temperley, to arrive at Boston, at 13½c. gold.

Indigo.—Manila continues in fair demand at $1 to $1.20.

Preserved Ginger.—China is quoted $8.50 currency (duty paid).

Rhubarb.—The quotation for China is 50c. to 60c. currency (duty free).

Rice.—The market exhibits a quieter tone, but prices show no alteration; sales are reported of 2,200 bags Rangoon at $6.75 to 7 currency, and 200 bags in bond at $3.20 gold.

Sugar.—The market is dull, and prices are somewhat weaker. There are no sales of East India to report.

Spices.—There is little doing in a wholesale way, stocks being for the most part concentrated in few hands, and run off in a jobbing way, as wanted by consumers. Prices of all kinds are firm, with an upward tendency in some descriptions. We notice the sale of Batavia Cassia at 34c.; Pepper at 16½c. for Sumatra, and 17½c. for Singapore. Nutmegs, 96½c. to 97½c. for casks, and $1 for Penang; and Mace, in lots, $1.45 to 1.50, all gold.

Tin.—The market is unaltered, a fair business having been done in Straits at the quotation given in our last report.

SUNDRIES PER "ELSINORE," FROM NEW YORK, FOR SHANGHAI.—Sept. 19, 1871.

Cary & Co.
100 cs. condensed milk 4,800 lbs.
500 cs. kerosene 5,000 gls.
20 brls. butter 2,000 lbs.
11642 feet lumber
13035 do. do.
21 bls. cotton goods 3,064 yds.
3 do. rubber packing 630 lbs.
100 do. cotton goods 80,000 yds.
4225 feet lumber
2 cs. paper packing

Caswell & Co.
100 bls. sheeting 80,040 yds.
50 cs. milk

F. Spung & Co.
100 bls. sheeting 80,040 yds.

Foulkes & Sons.
15 tierces lamps
10 casks do.
2 bxs. wicks
106 do. clocks

B. Bininger.
10 brls. butter 1,000 lbs.
8 cs. hardware
20 do. soap (toilet)
9 do. varnish

Olyphant & Co.
2200 cs. oil 22,000 gls.
9 pkgs. glassware
25 brls. do.
1 cs. books
11 pkgs. effects

G. A. Potter.
1 cask plated ware
15 pkgs. butter 1,625 lbs.
5 brls. whisky 180 gls.
10 pkgs. glass & wooden ware
6 do. chairs
19 do. billiard tables
35 do. tobacco 3,308 lbs.
1 box wicks
7 pkgs. ships' tools
1 do. plated ware
17 cs. preserves
6 do. oil cloths 510 yds.
100 do. oil 1000 gls.
6 bxs. chairs
90 do. milk
1 do. tobacco 20 lbs.
4 cs. do. 635 lbs.
2 do. bay rum
12 do. florida water
2 do. carriages
100 oars
5 pkgs. meal and hominy

G. F. Dickman & Bros.
25 cs. tobacco 4,400 lbs.
20 do. do. 3,865 lbs.
500 do. oil 5,000 gls.
500 do. oil 5,000 gls.
200 do. oil 2,000 gls.
11 pkgs. household effects
5 do. milk
5 do. clothing
6 bxs. tobacco 429 lbs.
2 pkgs. soap and starch
2 half-chests tea
50 tierces beef 15,000 lbs.
15 cs. tobacco 1,500 lbs.
204 tons coal
100 bls. sheeting 80,040 yds.
20 brls. butter 1,854 lbs.
500 cs. oil 5,000 gls.
50 brls. pork
1000 cs. oil 10,000 gls.
96 pkgs. tobacco 12,306 lbs.
2 cs. effects
18000 ft. lumber
120 bls. oakum 6,000 lbs.

W. H. Fogg & Co.
20 cs. scales
1 bale wick 200 lbs.
1 cs. rules
1 cs. pumps
350 kegs nails
30 cks. butter 4,626 lbs.
5 bls. rubber goods
55 cs. tobacco 9,415 lbs.
10 do. lard 1,080 lbs.
20 ⅛-brls. split peas 2,253 lbs.
15 do. dried apples 1,648 lbs.
37 ice cream freezers
1 cs. steam whistles
1 do. ink
15 do. whisky
2 pkgs. blocks
200 cs. milk 800 doz.
30 do. lemonade 60 doz.
100 brls. pitch 35,000 lbs.
100 do. tar 35,000 lbs

SUNDRIES PER "ELSINORE"—*continued.*

10 do. varnish 431 gls.
5 cs. brooms
2 kegs shot 600 lbs.
1 cs. chalk
1 do. ship augurs
25 kits pork 625 lbs.
306 oars
20 cs. locks
20 bdls. scoops
10 pkgs. lamps
10 kits fish
270 cs. preserves
10 do. chairs
1 cask bay rum
75 brls. pork
50 do. beef
9 cks. lanterns
1 cs. garden seeds
19 pkgs. lamps
5 cs. crackers
197 do. clocks
400 do. oil 4,000 gls.
11 do. locks
1 do. sewing machines
87 pkgs. glassware
8 do. lanterns
2 cks. butter 169 lb

NEW SEASON'S TEA SHIPS.

The following are the cargoes of new season's Tea now known to be afloat:—

Ship.	Sailed.	From.	Cargo. lbs.
Oberon (s.)	June 30	Hankow	2,096,100
Forward Ho	June 23	Shanghai	1,301,100
Undine	— 27	Do.	1,010,600
Whinfell	July 8	Do.	1,113,100
Argonaut	— 16	Do.	1,531,000
Leucadia	— 18	Do.	1,327,600
Sir W. Wallace	— 19	Do.	1,382,400
Aracan	— 22	Do.	1,038,600
Woodlark	— 25	Do.	1,339,000
Weymouth	— 26	Do.	1,098,000
Ajax (s.)	— 28	Do.	2,096,900
Daylight	Aug. 7	Do.	818,600
Eliza Shaw	— 8	Do.	876,200
Ziba	June 27	Foochow	731,800
Harlaw	July 7	Do.	1,141,800
Maitland	— 8	Do.	1,090,100
Fire Queen	— 10	Do.	993,500
Sir Lancelot	— 17	Do.	1,033,334
Duke of Abercorn	— 22	Do.	1,500,500
Lahloo	— 25	Do.	1,120,000
William Ritson	Aug. 1	Do.	879,900
Silver Eagle	— 9	Do.	1,081,800
Her Majesty	— 12	Do.	1,346,800

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

(Reuter's Telegrams, received Oct. 5.)

Hong Kong, Oct. 4.—Piece Goods: Nothing doing. Tea: Better demand. Exchange on London—Bank bills, six m., 4s. 3½d.

Shanghai, Oct. 4.—Piece goods unchanged. Tea quiet. Silk firm. Tsatlee, No. 3, Tls. 595. Exchange on London—Bank bills, six m., 5s. 11¾d.

STRAITS SETTLEMENTS.

(Received Oct. 8.)

Singapore, Oct. 4.—Grey Shirtings, 8¼ lbs., $2.47½; 7lbs., $2.12½; T-Cloths, 6 lbs., $1.65; Mule Twist, 40's, $114; Gambier, $3.25; Pepper, Black, $12; White do., $19½; Tin, $34½. Exchange on London: Bank bills, six m.s., 4s. 4⅝d.

Penang, Oct. 4.—Grey Shirtings, 8¼ lbs., $49 per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $103 per bale; 40's, $111. Tin, $33.80 per picul. Pepper: Black, $13.20; White, $20. Nutmegs, 110's, $76. Exchange on London: Bank bills, six m.s., 4s. 4⅝d.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Min, Miako (reported by telegram).

At Shanghai.—From London, Oct. 1, Athol (str.) (reported by telegram).

At Hong Kong and Canton.—Previous to Oct. 3, Etna (str.), Beemah, Veronica (reported by telegram).

At Singapore.—From London, previous to Oct. 4, Enterprise (str.), Kate Karnie; from Liverpool, Warrior.

DEPARTURES.

From Yokohama.—For New York, Aug. 19, Inverary.

VESSELS PASSED STRAITS OF SUNDA.

The Caliph, from London; Edith, Tyburnia, Channel Queen, Mar Williams, all from Cardiff (reported by telegram).

Digitized by Google

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and nine months ended the 30th September show in all departments of trade increased activity. As regards the exports of British and Irish produce during the month the totals were £19,913,186, against £17,090,823 in 1870, and £16,365,725 in 1869, while for the nine months they were £163,590,392, against £148,734,191 in 1870, and £142,707,536 in 1869. The principal increase is shown in coals and coke, cotton yarn, cotton manufactures, haberdashery and millinery, hardwares and cutlery, iron and unwrought steel, linen manufactures, and woollen and worsted manufactures. With regard to imports, the declared value for the month was £25,133,452, against £25,908,308 in 1870, and £26,766,924 in 1869, while for the nine months the totals showed £239,893,908, against £214,138,847 in 1870, and £201,076,025 in 1869.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 30th Sept.		
China and Hong Kong	lbs.	112	1,842,200	906,900
Japan	,,	174,764	1,392,110	908,600
Straits Settlements ...	,,	76,700	156,600	97,800
Ceylon	,,	51,820	54,760	— 810
		For the Nine Months ended 30th Sept.		
China and Hong Kong	lbs.	2,827,072	8,578,109	6,696,480
Japan	,,	3,596,136	7,591,300	7,337,690
Straits Settlements ...	,,	740,445	1,944,790	2,071,840
Ceylon	,,	280,424	197,662	223,960

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 30th Sept.		
China and Hong Kong	yds.	11,456,740	32,768,746	34,960,826
Japan	,,	1,022,605	3,686,804	1,284,400
Philippine Islands ...	,,	4,015,400	3,023,800	257,000
Java	,,	2,900,400	3,205,400	4,893,752
Straits Settlements ...	,,	2,455,823	9,648,997	5,253,006
Ceylon	,,	2,400,602	2,760,380	2,423,861
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	213,472,414	258,279,246	380,158,675
Japan	,,	12,706,762	21,877,508	32,309,544
Philippine Islands ...	,,	22,192,839	22,907,710	8,763,136
Java	,,	13,081,970	24 009,654	27,753,754
Straits Settlements ...	,,	45,232,313	74,399,668	55,802,080
Ceylon	,,	17,194,407	21,465,820	20,983,242

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 30th Sept.		
China and Hong Kong	yds.	1,605,943	1,483,506	1,275,990
Japan	,,	345,071	117,976	196,810
		For the Nine Months ended 30th Sept.		
China and Hong Kong	yds.	16,668,249	13,744,755	12,217,961
Japan	,,	2,873,419	1,347,674	1,500,034

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month ...	yds.	77,272	148,246	123,626
For the nine months	,,	1,675,615	1,650,120	1,309,306

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month ...	tons	1,337	422	583
For the nine months	,,	10,214	10,548	6,495

SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—Oct. 5, at Deal, from Shanghai, Thermopylae ; 4, off Dungeness, from Java, for Amsterdam, Batavia ; 5, at Falmouth, from Rangoon, Maria Rickmers ; 4, at Marseilles, from Singapore, Cymbeline ; 5, off St. Catherine's Point, I.W., from Batavia, for Rotterdam, Dunmore ; off Falmouth, from Padang, for Amsterdam, Scotland ; at New York, from Manila, Isolina ; 6, off Queenstown, from Rangoon, Beann Uamha ; at Deal, from Singapore, J. C. Potter ; at Falmouth, from Ceylon, Adelphoi ; at Liverpool, from Singapore, Panic ; 5, at Clyde, from Singapore (via Liverpool), Norham Castle ; 4, at Texel, from Batavia, Zeebloem ; at New York, from Manila, Velocity ; 7, at Liverpool, from Akyab, Alice Davies ; 5, at Texel, from Batavia, Sumatra ; at Brouwershaven, from Batavia, Krimpen aan de Lek ; Sept. 24, at New York, from Colombo, Francis ; Oct. 7, at London, from Singapore, Dorothea ; 9, at London, from Singapore, China, &c. (via S.C.), Elgin (str.).

Departures.—Oct. 4, from Cardiff, for Singapore, Eliza Annie ; for Penang, Vanguard ; from Newcastle, for Java, Bestevaer ; for Singapore, Hertha ; Oct. 6, from London, for China, &c. (via S. C.), Cheops (str.) 7 ; for Colombo, &c. (via S. C.), Emblehope (str.) ; for Hong Kong, Caroline Coventry ; for Shanghai, Carmarthenshire ; 6, from Newcastle, for Galle, Salus ; 2, from Cronstadt, for River Amoor, Salley ; Sept. 16, from Freeport, U.S., for Shanghai, Loch Lamar ; Oct. 6, from Liverpool, for Galle, Rathfern.

Laid on—At London, for Colombo, Granville ; at Liverpool, for Singapore, Sumatra, Aleppo.

Spoken.—J. C. Potter (ship), Singapore to London, Sept. 7, 14 N., 28 W. ; R. Young, Philippine Islands to Liverpool, Aug. 10, 17 S., 4 W. ; Moorhill (barque), Sunderland to Singapore, Sept. 2, 13 N., 29 W. Caria (?), for Hong Kong, July 20, 31 S., 30 W. ; Vrachtzoeker, Rotterdam to Macassar, Aug. 9, 12 N., 24 W. ; Waterloo, Batavia to Rotterdam, 46 N., 29 W.

Casualties.—The Scotland (barque), Hill, from Padang to Amsterdam, arrived off Falmouth, reported having experienced very severe weather, Oct. 3, during which she lost bulwarks and long-boat. The Maria, Agrell, from Shields to Galle, put into Plymouth Oct. 5, with mainmast sprung. A telegram from New York, received Oct 7, by Atlantic cable, states that the Ferdinand, from Singapore to New York, had put into St. Thomas, dismasted.

Miscellaneous.—At Malta, Sept. 5, Washi (str.) ; from London, for Japan, sailed after repairing ; at Mauritius, 22, Eve, Merceron, from Saigon.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Giles—On the 6th July, at H.B.M.'s Consulate, Tientsin, the wife of Herbert Allen Giles, Esq., of a son.

Macaulay—On the 30th Sept., at Westcombe-park, Blackheath, the wife of William Macaulay, Esq., P. and O. Company's Service, of a daughter.

Pughe—On the 27th Sept., at Hankow, China, the wife of W. Pughe, Esq., of a son

MARRIAGES.

Anderson—Cowie.—On the 28th Sept., at St. Mary's, Boltons, South Kensington, by the Rev. B. M. Cowie, assisted by the Rev. W. T. Du Boulay, George Yuille Anderson to Louisa, youngest daughter of the late John Cowie, of Calcutta

Bayley—Olding.—On the 4th Oct., at All Souls', Langham-place, by the Rev. Alfred Joshua Myers, M.A., rector of Plaistow, Kent, Henry Bayley, Esq. (P. and O. Company), of Blackheath-park, to Annie, widow of Joseph Aldersley Olding, Esq., of Blackheath.

Field—Willgoss.—On the 2nd Oct., at Brighton, John Field, son of the late Edward Field, Esq., of Redhill, Surrey, to Bertha, second daughter of the late Henry Willgoss, Esq., of Yokohama.

Harding—Savile.—On the 5th Oct., at Christ's Church, Marylebone, Wallis James Harding, Barrister-at-law, of the Middle Temple, to Paulina Mary Ann, widow of the Honourable Charles Stuart Savile, fourth son of the third Earl of Mexborough.

Mills—Fyffe.—On the 28th Sept., at Christ Church, Forest Hill, by the Rev. Henry Fyffe, M.A., uncle of the bride, assisted by the Rev. J. W. Browne, rector, Thomas Mills, Esq., of Sutton, late of Hankow, China, to Eleanor, elder daughter of the late Edward Fyffe, Esq., of Calcutta.

Money—Hornby.—On the 26th Sept., at Llandygwydd, Cardiganshire, by the Rev. D. Lewis, vicar, the Rev. W. B. Money, curate of Bakewell, Derbyshire, son of the Rev. J. D. Money, to Edith Belina Hornby, only daughter of Sir Edmund Hornby, Judge of the Supreme Court of China and Japan.

Muirhead—Hale.—On the 28th Sept, at the parish church, St. Marylebone, by the Rev. C. J. Goody, M.A., Lewis Potter, youngest son of the late James Muirhead, Esq., of Glasgow, to Florence Lefevre d'Arcy, only child of the late Frederick Howe Hale, Esq., H.B.M. Vice-Consul at Shanghai, and granddaughter of Charles Yardley, Esq., London.

DEATHS.

Chambers—On the 24th Sept., of typhus fever, at Singapore, Godfrey Morris Chambers, fourth son of William Chambers, aged 17 years.

Gibson—On the 25th Sept., at Liverpool, aged 29 years, Fitzgerald Fowler Gibson, second son of the late J. D. T. Gibson, R N., and H.M.C.S., Liverpool.

Gregory—On the 30th Sept., at Black Boy-road, Exeter, Captain Thomas Gregory, R N., aged 80.

Hamilton—On the 26th Sept., at Notting-hill, Thomas Talbot Hamilton, late Lieut.-Colonel of the 19th Regiment, aged 72.

Hore—On the 22nd Sept., at Kensington, Edward George Hore, Captain Royal Navy, for eleven years Naval Attaché to the British Embassy in Paris.

O'Halloran—On the 30th Sept., at Bath, Major-General Henry Dunn O'Halloran (formerly of the 69th Regiment), eldest surviving son of the late Major-General Sir Joseph O'Halloran, G.C.B., of the Bengal Army, aged 71.

Plowden—On the 17th Sept., at his residence, at Chale, Isle of Wight, James Chicheley Plowden, late a Colonel in the Bengal Army.

Soames—On the 1st Oct., at 97, Blenheim-crescent, Notting-hill, Ann Louisa, the wife of William Soames, P. and O. Company's Service, after a long and painful illness. Friends will kindly accept this intimation.

Speer—On the 14th Aug, drowned at sea, Mr. Henry Dixon Speer, 3rd officer of the E.I. ship *Hotspur*.

Walden—On the 30th Sept., at Walden Cottage, Chiselhurst, Helene, Viscountess Walden.

The unreliable nature of the summaries of the news by the Pacific mails telegraphed to the American press has on several occasions been commented upon in our columns. The present mail affords another example. Among the items of news published in our last issue appeared a paragraph derived from the source alluded to, stating that the British charge d'affaires at Yokohama and the editor of the *Japan Mail* had been compelled to apologise to the American Minister for having uttered and published some insulting remarks concerning Americans generally and Mr. De Long in particular. We find on receipt of our advices that not the slightest foundation exists for this statement. It is high time that some restraint should be placed upon the lively imagination of the compiler of the China and Japan intelligence for the American press.

The appointment of Mr. Thomas Sidgreaves to the Chief-Justiceship of the Straits Settlements, to which we recently alluded, has been gazetted.

THE OPENING UP OF THE UPPER YANGTSZE.

(To the Editor of the *London and China Telegraph.*)

Sir,—In your report of the meeting of the Associated Chambers of Commerce it is not quite clear where the resolution on the Yangtsze ends and the remarks of the speaker begin. I am happy to see, by a perusal of the resolution itself, that the idea of giving up two or three of the coast ports is no part of the resolution, but solely a proposal by the speaker. This is just what one would have expected from so intelligent a body as the Associated Chambers. The idea of giving up some of the smaller coast ports was fully examined and discussed recently by our Government and the China merchants, and was rejected as unsuitable. Besides other reasons, it is well to remember that with such a Government as the Chinese it is an exceedingly dangerous thing to recede

Digitized by Google

from a position once taken. The giving up of any port once opened would be trumpeted all over the Empire as a great victory over the barbarians, while the opening of a new port is known little, except in its immediate neighbourhood. Such a triumph, as excluding the foreigners from a position once occupied, would revive the courage of the anti-foreign party. The grass growing in the deserted hongs would be viewed as the omen and earnest of the good time coming when no foreign flag would anywhere profane the Celestial Empire. It is also to be remembered that it takes long before the capabilities of a port are developed. Chinkiang was once given up, or nearly so, and is now flourishing. Even Foochow seemed for some years to be almost useless, and the list might easily be increased. Nor will it do to forget the great value even of the smaller coast ports as means of developing the carrying trade and as harbours of refuge, and as places to which shipwrecked men can easily be brought from the intervening parts of the coast. For these and many other reasons it is to be hoped that the Treaty Powers will never withdraw from any of the ports now open to trade.—I remain, &c.,

A Sixteen Years' Resident in China.

THE HONG KONG MEETING AND THE CRITICAL STATE OF MATTERS IN CHINA.

(To the Editor of *The London and China Telegraph.*)

Sir,—Allow me to suggest that your comment on the Hong Kong meeting is scarcely warranted by the terms of the telegram. To my mind it would seem that the whole subject of the meeting was the state of the Hong Kong police force and the notorious insecurity of life and property in that colony. Of course I should be delighted if your view proves correct; for no doubt the present attitude of the Chinese Government is full of danger to all foreign interests in China. My latest advices from Amoy confirm your accounts of the excitement about the pills, with some incidental items which tend all the more to show the connection of the governing classes with the matter, *e.g.*:—1. The *first* proclamation endorsed the poisonous nature of the pills, and carefully avoided anything exculpating the foreigners, a well-known Chinese mode of indicating that the reports about foreigners were true. 2. The second proclamation was issued only after a strong representation by the American Consul, but yet it is a very half-and-half document, and was only posted in two or three places. 3. The excitement is spreading in the country round Amoy, *especially in the Foo cities*, which are full of these vile placards, as yet uncontradicted by the authorities. From Swatow the news is very similar. Such are just the means used by Oriental rulers for bringing about terrible events and then shaking off responsibility.—I remain, &c.,

A True Friend of China.

THE SHAN SIN FAN QUESTION.

The Rev. J. Chalmers, writing from Canton under date August 3rd, answers, on his own account, the question lately propounded by the *Nonconformist* when commenting on the letter of the Rev. Griffith John. This question, as our readers may remember, was, "Do you wish the British Government to insist upon upholding Protestant missions in foreign lands by forcible intervention?"

Mr. Chalmers says, "Walking about here in Canton in the midst of the grand excitement created by 'Shan-sin-fan,' it is perhaps difficult to realise the full force of the abstract principle involved in the *Nonconformist's* question. Difference of religion is *one* of the many causes of Chinese hostility to foreigners. The minds of Chinese patriots are filled with dread, because they think, not without reason, that our intention is to convert the people to our religion, to our politics, to our philosophy, to our science and civilisation, and finally to draw them into the 'comity of nations,' or rather to bring them into a position of subordination to ourselves.

"Not being 'rogues,' but in general more or less of 'enthusiasts' (the alternative offered us by an English nobleman is perfectly just), we, missionaries, naturally have an intense desire for the propagation of Christianity in China. Force in some shape or another has been employed in order to secure that we and other foreigners may be here at all, and force in some shape or another has to be applied from time to time to enable us to remain here. But for the 'gun-boat' we evidently could not remain. But for the 'gun-boat' we could not put into circulation a single bible or tract. But for the 'gun-boat' every genuine convert to Christianity would have to hide himself away or be killed. In desiring forcible intervention, therefore, we only desire a continuation of what we have had more or less all along.

"It is not true that the whole people of China, or any great proportion of them, are opposed to our work, or wish to have the country rid of us. It was generally said, and it seemed highly probable about the 20th of last month, that seventy or eighty per cent. of the population of Canton city believed that the 'Shan-sin-fan' was a poisonous drug put into circulation by foreigners, especially by missionaries. The hostility and suspicion manifested by these seventy or eighty per cent. of the people for a week or ten days were natural enough, but are no index of their permanent state of feeling towards us.

"It is the duty of the Chinese authorities to control and punish the outbreaks of the rabble, and in general they are perfectly able to do so. Whenever they make the excuse that they cannot control them, it is because some of the officials themselves, or the gentry, are secretly backing them up. We therefore feel in such cases, not only that we ourselves and our converts are suffering gross injustice, but that the mass of the people, say seventy or eighty per cent., are, for the sake of undoing us, liable to be terrified and provoked to violence by the machinations of a few, these few including some of the highest in the land, officials perhaps, whom no body has the inclination or the power to control or punish, unless the powerful and enlightened Christian nations do it. For any one of these nations to enforce the good behaviour of those 'gentry,' would be an easy, inexpensive and bloodless undertaking compared with any European or American war, and the benefits and blessings accruing from it to hundreds of millions would be beyond all estimation. Do I wish it? I cannot but say, yes. May the day be far off when the British public shall move the Government to withdraw its protection from the China mission by relaxing the stipulations of Lord Elgin's Treaty!"

NAVAL AND MILITARY.

The following letter, referring to the services of the 75th Regiment, appears in *The Times*, with the signature of "Pater":—"Some few years since the 75th Regiment of Foot was ordered to Hong Kong; a very rapid run of promotion followed, many officers not caring in these piping times of peace to face the pestilential perils of 'the white man's grave.' The above-named regiment is now *en route* to the fever-stricken isle of Mauritius. On Saturday last the *Globe* states, in substance, that in consequence of the rapid promotion in the 75th Regiment, by the new selection scheme officers whose advance has been slow in other corps will be placed in this as vacancies occur, in order to equalise length of service in the respective ranks. Now, Sir, I will ask you if it is just thus to deprive officers of the advantageous position they have gained by braving the risks of climate—men who have stood on the brink of the grave, and been face to face with a monument raised to the memory of 539 men, women, and children of the 59th Regiment, who in a very short period of service fell victims to fever, and whose remains are now in the Happy Valley?"

By last mail we have advices that Her Majesty's gunboat Leven, in entering the harbour of Chefoo, struck on the rock known as the Bluff, on the island at the mouth of the harbour, and still remained there. The Leven is a screw gun-vessel, mounting three guns, 300 tons, and 80-horse power. She is commanded by Lieutenant Albert W. Whish, and the following officers are also attached to her:—Navigating Sub-Lieutenant Charles R. Clark, Assistant-Surgeon F. J. A. Waring, Engineers A. Lawton and W. G. M. M'Quire; First-class Assistant Engineer J. F. Lewis, Second-class gunner J. J. Richardson (acting). The Leven was built in 1856, and sailed from England May 4, 1857, for the East India and China station. She has successively visited Labuan, Hong Kong, Sarawak, Shanghai, Swatow, Hankow, Chingkiang, Foochow, Ningpo, &c.

From a telegram received at the Admiralty from Galle, which it left on the 1st inst., it appears that the crew of Her Majesty's ship Megæra are at length quite safe. The words telegraphed are:—"All saved in Malacca. No stores embarked. Storms. Rinaldo blown off. Caught mail in Australia." The despatch is signed "Captain Thrupp." From this it may be concluded that the Malacca, after having embarked the stranded crew at St. Paul's Island, reached King George's Sound, *en route* to Sydney, in time to enable Captain Thrupp to take passage home in the mail steamer, and he will probably arrive at Southampton early in November.

The screw-steamer Cheops has been taken up by the Government for the conveyance of reinforcements of Royal Artillery, Royal Engineers, and troops of the line, to Singapore and Hong Kong. A detachment of the 1st battalion of the 10th Regiment has arrived from Dublin, to be in readiness to embark on board the Cheops at Gravesend, with the other troops.

Captain Sherard Osborn, R.N., C.B., who has been appointed to the command of the armour-clad ship *Hercules*, will leave England by the packet of the 9th instant to join this vessel.

H.M.S. Iron Duke, with the flag of Rear-Admiral C. T. A. Shadwell, C.B., arrived at Gibraltar, all well, on the 28th ult., *en route* for China, *via* the Suez Canal.

The *San Francisco News Letter* says:—A letter from Rangoon states that great amusement has been created in Burmah by the news of the reception given in England to the so-called "Burmese noblemen." There is no such thing as a Burmese nobleman, no hereditary rank save that of the King's family, which is large enough of itself to make a respectable order of nobility. His Majesty has from forty to fifty wives and a family that would form a goodly House of Peers. Many of the officials, says the writer, are raised from the lowest rank, and often in a moment, at that Sovereign's caprice, are reduced to it again. The father of one of the so-called noblemen is said to be at this moment engaged in day labour. Of course neither father nor son is any the worse for that; the fun is in calling your visitors noblemen.

The China clipper *Titania*, owned by Messrs. Shaw, Maxton, and Co., London, has made the passage from Anjer to London, round the Cape, in sixty-six days. The famed Aberdeen clipper *Thermopylæ* passed Anjer six days before the *Titania*, and arrived in London on the 5th inst. Several other fast vessels left from ten to twenty days before the *Titania*, and have not arrived yet.

On the 5th inst. the marriage was celebrated at Christ's Church, Marylebone, of Wallis James Harding, barrister-at-law of the Middle Temple, with the Honourable Mrs. Savile, widow of the Honourable Charles Stuart Savile, fourth daughter of the third Earl of Mexborough. The bridegroom, after the honeymoon, proceeds to India, to practice at the Calcutta Bar.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, OCT. 9, 1871.

JUSTICE IN THE FAR EAST.

In a recent article we had much pleasure in expressing the feelings, which we shared with every one with whom we had conversed who had given attention to the subject, of respect for the conduct of Mr. Chief Justice SMALE in refusing to condemn KWOK-A-SING for a crime which was certainly in morals, and, as we are assured, in law also, no crime at all. The crime was all on the other side. KWOK-A-SING was inveigled or kidnapped on board a coolie ship at Macao, destined he knew not where, doomed he knew not to what. He, with his partners in slavery, rose against that part of the outscum of European profligacy which commanded and manned his floating gaol. He and his co-mates captured the ship, but only to set themselves free, though not without bloodshed, for the skipper was killed—a risk which we should think persons who embark in his profession regard as indirectly increasing its profits, and which we regard as very directly contributing to the profit of the world. KWOK-A-SING was twice released by Mr. Justice SMALE, on the ground that no man who merely sought to recover his liberty, when he had been unjustly deprived of it, could be held answerable for any casualty that might occur in his attempting to regain it. Why, the very principle of justice lies at the root of this proposition. In this country we are justified in shooting down the burglar who enters our house for the mere sake of stealing our plate; with what show of justice, then, can any man be punished in a British dependency for shooting down a tyrant who has confiscated his life, his prospects, his all? Mr. Justice SMALE twice dismissed this man for these incontrovertible reasons in opposition to the pertinacious and imperious dictation of the Governor and the Crown prosecutors. We respected him for the act, and at the time we noticed it we contrasted Mr. SMALE's independence, and respect for the great responsibilities of his office, with the supple complaisance of the Indian Bench to the Indian Government, which was not only shameful in itself but has led to the deplorable consequences which we believe sooner or later, and in some way or other, always attend "the judge who smites contrary to the law." How great, then, is our disappointment, to say nothing of our surprise, to observe by the last mail that Mr. SMALE has begun to falter in his opinion, and to hint at a change in it, in the most extraordinary terms that we ever knew employed by an English judge! He said he was very sorry that he had given judgment on the same day that the trial took place, and that he had "never been himself" since. "Himself" must be a very disadvantageous quality in a judge, if it means that he does not know his own mind two months together. But, if he thinks he has made a mistake, why does not Mr. SMALE speak more plainly? He does not say he was right, and he does not say he was wrong. All he says is that he has not been "himself" since the trial, and that he will probably not be able to give judgment finally till next term—when we presume he expects, like RICHARD, to be "himself again." But, with all respect to Mr. SMALE, whose highmindedness and honour we have no desire to call in question, this sort of reconsideration is neither calculated to increase the respect of prisoners for British justice, nor is it fair towards human nature "at large." If a judge is to change his mind one way, he is certainly liable to, and justified in, changing it the other; and, supposing that Mr. SMALE's first impressions had been unfavourable to the abused creature under notice, KWOK-A-SING would assuredly have been hanged—and then we think Mr. SMALE might indeed have avowed with truth that "he had not been himself since the trial." The fact is, as we are assured by a high legal authority, that a man once judicially released after a trial can never be constitutionally imprisoned again on the same charge. A case at present and for a long time past agitating the public mind at home (into the merits of which we cannot enter here) will forcibly illustrate this part of our argument. But, as our legal friend tells us, "all law is supposed to be founded on morals"—and so, no doubt, it is. It is, in fact, the very epitome of ethics. But, to be of the vast service that it is to the world, it must be prompt as well as right. A Criminal ELDON would not be tolerated in any Court in England. A man who cannot resolve and remain resolute is not fit for a judicial Bench. If he be wrong, on principle we respect his honour. If he makes many mistakes he will confess himself unfit for, or unable to bear, the responsibility of his office. In any case, it will be granted that want of presence of mind on the Judicial Bench is the one great evil which no society could endure. We do hope that Mr. SMALE will extricate himself from the dilemma in which we are sorry to see he has placed himself. But the fact remains that KWOK-A-SING has been imprisoned for an alleged offence of which he has been acquitted, and that he is now held liable to be punished for an alleged crime by the same judge who pronounced it to be no crime at all. *Quis custodiet custodes?* The day will be an evil one for England and her dependencies when British Judges are compelled to bow to public opinion, or yield to "political necessity." It is a day which we believe will never come; but if it should, English justice must be fain to confess, in Mr. SMALE's phraseology, that it is "not itself" indeed.

EUROPEAN EXAMPLE IN CHINA.

At a meeting convened under the auspices of the United Kingdom Temperance Alliance, at which Mr. CHARLES REED presided, on the 2nd inst., the Chairman took occasion to make some remarks which should not be permitted to pass without notice. The hon. member for Hackney is too well known as an earnest philanthropist and reformer for any utterances of his to be supposed for a moment to have no influence, not only on the minds of his hearers, but also on the public mind. On this occasion we think that Mr. REED, in his anxiety to promote one object, lost sight of another, and drifted from an imaginary Scylla upon a real Charybdis. He said that a "distinguished traveller had told him that in "Japan, in China, in Circassia, and other countries which he "had visited, the great bane of society was intemperance; "and that that intemperance was in a great measure due to "the connection of those countries with the British nation." Now, a more monstrous proposition than this was never advanced. So far from England being the cause of intemperance in any of the places named, we say that our missionaries, our merchants, and indeed every class above the rabble, are the real exemplars of temperance in the East, and almost the only instances to be found there. Mr. REED must know, upon reflection, that alcohol was not only known in all parts of the East for ages before we have any record of its existence here, but that the Oriental slaves of either of the "Seven sisters of sleep" habitually intoxicate themselves, whether by the fumes or the distilment of maddening drugs, on a kind of "principle." He must know that a Chinese does not blush to be told that he takes opium, or a Hindoo that he consumes hemp. These people defend their practices on the positivist principle of condensing the greatest amount of enjoyment into the shortest number of hours—in our own vulgar terms, "a short life and a merry one." We, in common with all thoughtful persons, deplore the existence of intemperance among a large section of the lower orders of our countrymen; but we protest against Mr. REED, or any one, charging us as a nation with corrupting the Chinese, the Japanese, or Indians. He might say with equal reason that because a few bigamists have betaken themselves to Bengal, they have seduced the Brahmins into polygamy, or because some fraudulent grocers may have run away to Canton, they have taught the Chinese how to

Digitized by Google

make the Maloo Mixture. We wish to see intemperance put down, and a strong hand exercised in the formation of new laws to regulate the issue of licences in our own country; but we cannot be content to stand by and see that country held up to contempt for being the cause of vices which flourished in all their rankness for countless ages before England started on the race of civilisation, which she now so nobly heads.

The railway section between St. Michel and Modane being completed, it is expected that through service between France and Italy, *via* the Mont Cenis Tunnel, will be established from the 16th inst.

Monetary and Commercial.

The tenders for £400,000 in bills on India were received on the 3rd inst. at the Bank of England, when the amounts allotted were —to Calcutta, £326,600; to Bombay, £70,000; and to Madras, £3,400. The minimum price was fixed, as before, at 1s. 10½d. on all the Presidencies, and tenders on Calcutta and Madras at 1s. 11⅛d. will receive about 66 per cent., and on Bombay at that price in full. These results show a further increase in the demand for means of remittance to the East.

The half-yearly meeting of the proprietors of the Chartered Mercantile Bank of India, London, and China will be held on the 17th inst. A dividend of 3 per cent. for the six months has been declared, payable on and after the 14th inst. The half-yearly statement of accounts to 30th June shows a net profit of £43,047 2s. 7d. The dividend of 3 per cent. will absorb £22,500, leaving a balance of £20,547 2s. 7d. carried forward to next account. The directors state that the continued adverse state of Eastern exchanges during the whole of the half-year has again seriously affected the profitable working of the Bank; but under these unfavourable circumstances it is hoped the result may be considered not unsatisfactory.

An extraordinary meeting of the Singapore Gas Company (Limited) will be held on the 24th inst., to declare a dividend.

The duplicate line of the Falmouth, Gibraltar, and Malta Telegraph Company has been completed, and both lines are in working order.

With reference to the proposed amalgamation of the various telegraph lines communicating between this country and the East, the following letter, signed "P. C.," has appeared in the *Financier*:—

With reference to the proposed amalgamation of the various telegraph companies from Falmouth to Australia and China, there is one point of great importance, tending to put such amalgamation entirely out of the question, and to which it is desirable the attention of the shareholders should now be drawn. Few men of business, if any, will now express a doubt that, before many years pass over us, a railway to India will have become an accomplished fact. What will be the effect upon the *price* of a telegram to India? At home it is about to be 6d., and the probability is you can then telegraph along the line of railway for about as many shillings as, to India, you now pay pounds. What, then, becomes of the "British-Indian Telegraph Company," also of the "Falmouth" and "Anglo-Mediterranean," as far as concerns their share in the Indian business? The day of telegraphing to India by cable will become as obsolete as the passenger traffic round the Cape of Good Hope. But what will be the effect upon the lines *beyond* India? Precisely the contrary. By cheapening the present excessive cost to and from the Madras terminus of the Singapore Extension, you infinitely improve the prospects of that line, the China, and the Australian; and yet these companies are now invited to amalgamate with a doomed system. I venture to think the shareholders of these lines will object, and with perfect reason, to do anything of the sort.

At a meeting of the creditors of Messrs. Keep, Parsons, and Co., in the Indian and Australian trade, the balance-sheet showed liabilities to the extent of £152,063, against assets estimated to be worth £122,013. The assets comprise stock in Sydney, including goods in transitu, amounting to £54,073. It was resolved to accept a composition of 12s. in the pound, payable in instalments extending over twenty-one months, the last instalment of 2s. to be secured.

A meeting of the creditors of Mr. Charles William Ryder, merchant, of Liverpool, Manchester, Batavia, and Pernambuco, has been held at Liverpool. The balance-sheet showed that there was owing to unsecured and part-secured creditors £87,000; on bills discounted, £140,400. The available assets were estimated to produce about 2s. in the pound. Considerable sympathy was expressed for Mr. Ryder, and after a long discussion it was resolved to wind up under inspection.

BULLION AND SPECIE.

Silver.—Owing to large supplies the price has declined, and may now be quoted as 5s 0¼d. to 5s. 0⅜d. per oz. standard. The demand is chiefly for Holland, and there is not yet any inquiry for the East. The West India steamer has brought about £100,000, and we have also received about £50,000 from New York. The Poonah has taken £15,300 to China.

Mexican Dollars.—There are about £250,000 in value of this coin now on the market. There is a good demand for the old coinage for China, but the new can only be sold at its relative value, compared to Bar Silver, and will, therefore, now be lower in price. Quotations:—old coinage, 5s. 0¼d., new, 4s. 10¾d.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Foochow to London, per Titania, entered Oct. 2.—100 chests 230 half-chests 1216 boxes tea—Huth and Co.; 5670 chests 109,561 half-chests 593 boxes tea, &c.—Order.

From Penang to London, per Contest, entered Oct. 2.—1537 bags sugar—E. Boustead; 2063 bags pepper, 388 bags 701 baskets sugar, 3 cases bees-wax, 84 cases fishmaws, 1872 cases 454 boxes cutch, 974 slabs tin, 178 baskets shells, 42 hogsheads rum, 30 cases tapioca flour, 41 baskets india rubber, 53 cases gum benjamin, 2 cases nutmegs, 8502 buffalo horns, 1 case tortoiseshell, 6 cases cloves, 137 bales and 300 buffalo hides, 18 bales hides, 30 baskets and 6 cases gutta-percha—Order.

From Singapore to London, per Racehorse, entered Oct. 3.—430 baskets 3779 bales 2381 bags gambier, 295 bags tapioca, 589 barrels gum damar, 588 cases 3 boxes cutch, 21 casks tallow, 287 bags sugar, 2793 pieces cow hides, 246 baskets gutta-percha, 2157 bundles canes, 13,417 bundles rattans, 219 cases essential oils, 61 cases shells, 1294 bags of pepper—Order.

From Singapore to Liverpool, per Aleppo, entered Oct. 2.—757 bales gambier, 442 hides—Ledward and Co.; 6400 horns, 5080 bags sago flour, 3959 bales 425 bags gambier, 289 bags sugar, 316 baskets gutta-percha, 4 bales merchandise, 2536 bundles rattans, 65 boxes pearl sago, 4221 hides—Order.

From Singapore to Liverpool, per Huntley Castle, entered Oct. 2.—1593 bags sago flour, 50 bags pearl sago, 3796 bales 2979 bags gambier, 89 baskets gutta-percha, 1539 bags pepper, 5908 bundles rattans, 1903 hides—Order.

From Manila to Liverpool, per Palawan, entered Oct. 2.—70 bales hemp, 34 bales carcabon and novo, 8 cases indigo, 92 bales coffee—Murrietta and Co.; 9060 bags sugar—Drake and Co.; 20,776 bags sugar, 2722 bales hemp, 8 cases cigars, 500 bundles canes, 573 bags cowries, 1 barrel 533 bags coffee, 7 bales maguey—Order.

From Ilo Ilo to Liverpool, per Luzon, entered Oct. 3.—20,545 bags sugar—Order.

From Shanghai to London, per Thermopylae, entered Oct. 6.—7 packages merchandise—A. Hooper; 29 packages tea, 1 case ginger—Master; 799 chests tea—Forbes, Forbes and Co.; 506 half-chests tea—Gledstanes and Co.; 166 chests tea—Brandt, Sons and Co.; 398 chests 1076 half-chests tea—F. Huth and Co.; 1432 half-chests 1989 packages tea—L. Reiss, Bros. and Co.; 150 chests tea—Dent, Palmer and Co.; 5781 chests 1772 half-chests 4277 packages—Order.

From Manila to Liverpool, per Victoria, entered Oct. 4.—7 tons sapanwood—Olano and Co.; 920 bags coffee, 14,859 bags sugar, 2916 bales hemp, 58 cases gum, 252 bales tobacco, 175 bags cowries—Order.

ARTICLES OF IMPORT.

TEA.

There has been a very steady demand during the interval, but business has not been extensive, on account of the absence of fresh supplies, the only arrival being the Titania, from Foochow. Prices have ruled very firmly for all but the lower descriptions of Tea, which continue very heavy of sale at rather lower rates. The stock in the United Kingdom on the 30th ultimo was estimated at 76,950,000 lbs., against 73,700,000 lbs., and the quantity afloat at 30,429,310 lbs., against 32,737,790 lbs. last year.

Red-leaf Congous: Siftings are only saleable in moderate quantity at the low rates current. Broken-leaf kinds show no alteration. Fair to good common have been firmly supported at from 10½d. to 11½d. per lb., but sales have not been large. Fair to good Kaisows have sold from 1s. 3d. to 1s. 6d. per lb., being fully former prices. Fine to finest have also been taken at firm prices, say from 1s. 11d. to 2s. 6d. Pak Lin kinds remain steady, there being some demand for export for really fine quality. Black-leaf kinds: Low qualities sold at a reduction of about ½d. per lb. at yesterday's auctions. Fair to good common of old import have been neglected; those of this season have been sold to some extent, the later sales showing a rise of ½d. per lb., the quotations being 11d. to 1s. per lb. Fair kinds have been in request, and, in the absence of further arrivals, have sold rather higher. Good, from 1s. 5d. to 1s. 9d. per lb., show a further recovery of ½d. to 1d. per lb. Fine to finest remain firm at fully previous prices. Amoy kinds: Low descriptions are almost unsealable; fair quality has been sold from 9½d. to 10d. per ld., being steady prices. New-make Canton kinds: Some of fair quality have been sold at 1s. 2d. per lb., showing ½d. per lb. advance. Good to fine have been enquired for. Souchongs: Some parcels finest hav been sold from 2s. 6d. to 2s. 7d. per lb.; good to fine show no alteration. Oolongs: Some good Ko-Kew kinds sold at public auction from 1s. 5½d

Digitized by Google

to 1s. 6½d. Fine black-leaf kinds are still in request. Further sales of Flowery Pekoes have been made at high prices for fine quality. Scented Teas: Canton Capers have been sold at rather easier prices. Foochow kinds have sold at the decline last quoted; Canton Orange Pekoes remain dull of sale at former prices. Foochow kinds have sold in limited quantity at the recent decline. Uncoloured Japans show no change. Green Teas: There have been no fresh arrivals, and prices show no change, the demand being moderate for common to fair quality, and good for fine to finest. Canton Gunpowders, sold at public sale, for common kinds, from 8½d. to 8¾d., fair quality at 11d. per lb.

The following is from Messrs. Shepard, Harrison and Rehden's Circular:—In the absence of supplies, the Titania's Teas being only partly on offer, a good opportunity has occurred to merchants for disposing of old imports, and during the past week several thousand chests of old season's have been offered; little business, however, has resulted, owing to the low offers; but new leaf has been in good demand at a recovery of 1½d. to 2d. per lb. from the lowest point, and prospects point to a steady market for some time, as supplies will not be excessive, and the consumption of good Tea continues on a large scale. There has been more inquiry for export to the Continent, and a few transactions have taken place in good medium black-leaf, at 1s. 6d. to 1s. 8d. per lb. Deliveries read highly satisfactory, and stand thus:—

	1871.	1870.
Home consumption for London from 1st Jan. to 30th Sept.	66,623,000	59,573,000
Export do. do.	27,606,000	24,000,000
Sent coastwise do.	26,400,000	31,000,000
Total	120,629,000	114,573,000

SILK.

The interval has been one of good steady business, prices fluctuating very little, and slightly hardening at the close, the market being very firm at quotations. China Silk still commands the most attention, and good qualities of both Tsatlee and Taysaam sell readily; the later arrivals, however, show a marked falling off in quality, as compared with previous imports. Canton Silks finds many buyers, owing to its comparative cheapness, but the consumption, large as it is, does not keep pace with the arrivals, and thus the market seems always fully supplied; prices of ordinary market Tsatlees are slightly easier during the month, but fine qualities still command high rates. In Japan Silk there is a small business doing at rather better prices, but it seems marvellous that the low rates ruling for this Silk do not tempt manufacturers to buy more freely. Bengal Silk is still almost a dead letter, a small business has been doing during the last few days in filatures, at easier rates, but medium and common sorts are quite neglected: the stocks of this Silk are becoming very heavy. Consumption continues large, the deliveries of all but Bengal being very good.

DELIVERIES.

	September. 1870. Bales.	September. 1871. Bales.	1st January to 30th September. 1870. Bales.	1st January to 30th September. 1871. Bales.
China	2,365	3,384	26,084	26,008
Canton	556	1,171	5,741	9,978
Japan	495	908	5,477	6,361

LONDON QUOTATIONS, OCT. 6.

CHINA.	
Tsatlee, No. 1	30s. 6d. to 31s. 0d.
,, ,, 2	29s. 6d. to 30s. 0d.
,, ,, 3	28s. 6d. to 29s. 0d.
,, Red Peacock	25s. 3d. to 25s. 6d.
Yuenfaa, Nos. 1, 2, and 3	24s. 0d. to 26s. 0d.
Taysaam Keying, Nos. 1, 2, and 3	25s. 6d to 27s. 6d.
Long Reel	19s. 0d. to 21s. 0d.
Canton	12s. 0d. to 22s. 6d.
Chinese Thrown	23s. 6d. to 25s. 0d.
JAPAN.	
Maibash and Sinchu, Nos. 1, 2, and 3	22s. 6d. to 28s. 0d.
Idah, Nos. 1 and 2	26s. 0d. to 28s. 6d.
Sodai, Nos. 1 and 2	24s. 6d. to 26s. 0d.
Oshiu, Nos. 1, 2, and 3	24s. 6d. to 30s. 0d.
Koshiu, Nos. 1 and 2	22s. 6d. to 25s. 6d.
Eichizen	22s. 0d. to 25s. 0d.
Mashta	22s. 0d to 24s. 0d.
Hatchoji	None.

According to Messrs. Arles Dufour and Co., of Lyons, the market of that city, during the past few weeks, under the influence of a well supported demand for nearly all branches of manufacture, except plain black Silks, and a good inquiry for abroad, coupled with the peaceful settlement of political questions at home, has been fairly active. The still moderate quotations for European sorts have continued to cause a marked preference for them, and a further advance of f.3 to f.6 has been established. The first arrivals of new Silk from China, although welcomed on a bare market, were not taken so eagerly as might have been expected, and prices have slightly declined.

COFFEE.

The market is somewhat quieter than at the date of our last report, the quantity of Ceylon placed on offer at the public sales during the week having been limited. The demand has been fully equal to the supply, and all offers have been taken off at last week's currency. Privately a good demand prevails, more especially of Native Ceylon; of which about 700 bags have been sold—bold at 61s. to 61s. 6d.; also 900 bags pale Manila, of recent auctions, at 62s.

The landings for the week are considerably less than those in the corresponding week last year, viz., 2,130 tons, which, together with an increase of 320 tons in the total deliveries, enlarges the previous deficiency in the stocks to 4,200 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 117,731 cwt., against 204,591 cwt. at the corresponding date of 1870; Native 17,960 cwt., against 10,728 cwt. The quantity afloat for the Continent is 5,811 cwt. Plantation, against 2,402 cwt., and 1,225 cwt. Native, against 3,136 cwt. The quantity of Coffee landed in the thirty-nine weeks ended Sept. 30, 1871, was, of Ceylon, 31,824 tons, against 30,651 tons during the corresponding period of 1870; of all descriptions, 58,626 tons, against 53,242 tons. The quantity entered for home consumption was, of Ceylon, 8,524 tons, against 7,948 tons; of all descriptions, 15,018 tons, against 14,230 tons. The quantity exported was, of Ceylon, 24,695 tons, against 22,009 tons; of all descriptions, 44,937 tons, against 35,623 tons. The stock on Sept. 30 was, of Ceylon, 12,210 tons, against 14,558 tons; of all descriptions, 23,480 tons, against 27,608 tons.

SUGAR.

A considerable improvement is noticeable in the market, and a good demand has been shown, especially for Manila, resulting in extensive sales at prices showing an advance of 6d. upon the late lowest range, and of 3d. upon last week's rates. The following are the particulars of the sales. Penang: In auction of 3,511 bags offered, about 2,500 bags sold, middling to good soft colouty (duty 5s. 3d.) at 33s. to 34s., washed at 30s. to 31s. 6d. Manila: At public sale 26,000 bags good clayed (duty 4s.), have been sold at 26s. to 26s. 6d.; 9,400 bags Zebu at 22s.; 4,000 bags Taal at 22s.; also afloat the cargo per Hengist 28,000 bags Ilo Ilo unclayed at 23s. landed terms, and the cargo per Pactolus 22,000 bags (about 700 tons) Ilo Ilo unclayed arrived off coast at 23s. 3d. landed terms for London.

The deliveries for the week, although larger than in the preceding, are still quite 700 tons less than in the same week last year, but as the landings are 1,760 tons less, the deficiency in the stock is again slightly increased, being 30,200 tons. Stock, Sept. 23, 72,817 tons, against 102,029 tons; Sept. 30, 69,521 tons, against 99,767 tons. The quantity of Sugar landed in the thirty-nine weeks ended Sept. 30, 1871, was, of Penang, 1,312 tons, against 2,277 tons in the corresponding period of 1870; of Manila, Java and China, 17,134 tons, against 15,183 tons; the quantity entered for home consumption was, of Penang, 3,046 tons, against 1,689 tons; of Manila, Java, and China, 24,543 tons, against 20,177 tons. The quantity exported was, of Penang, 192 tons, against 96 tons; of Manila, Java, and China, 1,060 tons, against 2,259 tons. The stock on Sept. 30 was, of Penang, 1,050 tons, against 2,822 tons; of Manila, Java, and China, 19,321 tons, against 28,537 tons.

CAMPHOR.—The market has been steady, but quiet; about 600 cases China have changed hands at 70s. per cwt. for good new import reweights, and 67s. 6d. landing weights. In Japan, which is scarce, there is no change to report.

CHINA ROOT.—Very quiet; stocks small; few transactions.

COIR GOODS.—At the last public sales the offers of Yarn were of moderate extent, and the greater part was disposed of at full rates. A good quantity of fibre offered also brought firm prices. Of 321 bales fine Ceylon Yarn 220 bales sold, fine £45 to £50, superior well made £56; 26 tons in dholls. sold, common £26 10s., low medium to medium £30 to £33 10s., good medium to good £34 to £35 15s.; 19 tons Cochin sold sold, common £25 15s. to £26 10s., good common £28 5s. to £29, low medium £29 10s.; 636 bales Cochin fibre all sold, middling £26 10s., chiefly low middling mixed at £23 10s., 975 ballots (3 tons) Ceylon were bought in at £30.

COCOA-NUT OIL.—At public sale of 546 casks Ceylon offered 105 casks sold at easier rates, viz., 12 pipes brown Ceylon at £35 15s.; 30 puncheons ordinary to good, £36 10s. to 37s. 15s.; and 63 hogsheads very fine, £39 15s.; yellow to fine, £38 5s. to £39 5s.; inferior, £36 15s.; for arrival 200 tons have been sold at £38. Privately Ceylon in pipes is obtainable at £38, in hogsheads at £38 10s.

COLOMBO ROOT.—Market firm; stock withheld from sale.

COPRA.—No Penang in the market.

CUBEBS.—Market unaltered; 158 bags at auction sold at 23s. to 26s. per cwt. for fair greyish to good.

CUTCH.—There has been more disposition apparent to buy, but it has not resulted as yet in much business being done, the sales being confined to 66 tons 170 bags Pegu, part Fish mark at 19s. 3d., part broken at 19s., and about 2,000 boxes fine at 21s. 6d. to 22s. per cwt.

DRAGON'S-BLOOD.—No transactions since our report of the 25th ult.

EBONY.—Very fine figured Ceylon would command extreme rates, on account of continued scarcity; 17 tons at auction retired.

GALLS.—A fair amount of business has been done in China at 50s. to 52s. 6d., showing a slight advance, and at the close holders are demanding a still higher figure. No business to report in Japan.

GAMBIER.—The better demand reported in our last has been maintained, and prices have further advanced 3d. to 6d. per cwt. On the spot 100 bales pressed Cubes have been sold at 18s., and about 600 bales block at 16s. 9d. to 17s. per cwt. For arrival, 600 tons at 16s. 7½d. per cwt. ex ship.

GUMS.—Benjamin: Sumatra 2nds and 3rds are steady; of 222 cases offered, three-fourths sold at £7 10s. to £8 12s. 6d. per cwt. for good middling to fair 2nds; and 72s. 6d. to 80s. 3rds. 10 cases Siam sold at £14 10s. to £25 5s. for hard dark block to fine free. Manila Copal steady; 1,073 cases offered, and nearly all retired; sales for this day. Damar very quiet; of 120 cases offered about three-fourths sold at 63s. to 64s. for fine bold pale. Gamboge steady; a good portion of 30 cases offered found buyers at £11 to £14 5s. per cwt. ordinary to very good.

GUTTA-PERCHA.—Market very quiet, for the common kinds; auctions have embraced 3,474 packages and 6 tons, only a small proportion of which was sold; middling to fair genuine 1s. 7½d. to 2s. 0½d. per lb.; white, 1s. 2½d. to 1s. 5½d.; reboiled, 1s. 2½d. to 1s. 2¾d.

HEMP.—The market for Manila has continued very firm, and a rising tendency is still manifested; private transactions have embraced about 4,000 bales; Sorsagon, £50; fair to good roping, £49 to £52 per ton; superior brown, £44 10s. to £45. In auction, the bulk of 3,000 bales offered, was bought in at £49 for roping, up to £55 10s. for Sorsagon, a quantity damaged being sold at £48 15s. fourth to first quality.

HORNS.—Siam Buffalo firm and higher; no offers at the sales.

HIDES.—At the fortnightly sales held on the 5th a large quantity of East India kips was brought forward, and about three-fourths sold without any material alteration in prices. Buffalo were in limited demand, and partly sold at late rates. Of 5,249 Penang Ox and Cow of-

Digitized by Google

fered, 4,570 sold, light 7 lb. at 10d. to 11½d., heavy 8¾ to 9⅞lb. at 9½d. to 9½d., extra 13½ to 14⅝ lb. at 9d. to 9½d., small and calf 9½d. to 10½d., thirds 6¼ to 6⅝ lb. at 6½d. to 7½d., fourths 7⅛ to 7⅜ lb. at 5½d. to 6d. Of 7.477 Singapore and Penang Buffalo offered, 3,767 sold, light 13 to 15 lb. at 6½d. to 7⅛d., heavy 25 to 35½ lb. at 4½d. to 5½d. Of 1,951 Batavian 691 sold, 26½ lb. at 8d. to 8⅛d.

India-rubber.—Good kinds are scarce, common neglected; 29 baskets Java at auction retired; of 50 bags Assam, about half sold at 1s. 3½d. to 1s. 4½d. per lb.; 60 cases Borneo sold at 1s. 8½d., and 184 baskets retired.

Isinglass.—Public sales have embraced 213 packages Penang, chiefly sold at and after the sales at fully the previous value, viz.: leaf, ordinary to fine 2s. 2d. to 3s. 9d.; tongue, common to fine 1s. 6d. to 3s. 4d.; purse, low to fine 8d. to 1s. 10d.; 16 cases Singapore were placed:—good to fine bold bright, clean pipe 3s. 9d. to 3s. 10d.; dark 2s. 1d. to 2s. 4d.

Japan Wax.—The market continues very firm, with fair trade doing in good, but part greasy at 97s. 6d. per cwt. At auction, 8 boxes were retired. Stock very small.

Musk.—Continues very steady, and of 66 caddies at auction about two-thirds sold—fair and good even well-shaped selected pods, slightly damp, at 32s. to 33s. 6d.; good rough and part bally, 17s. to 21s.; very rough and bally and part false packed, 14s. 6d. to 15s. 6d. 13 tins grain, half sold at 56s. to 57s. per oz. for fine.

Oils.—Aniseed again higher, and business done up to 10s. 3d. per lb.; 8 cases sold at auction at 9s. 8d. to 9s. 9d. Cassia has been rather quiet, but firm prices are maintained; 16 cases at auction retired. Nutmeg firm and scarce, with more inquiry; 4 cases at sale bought in. Cinnamon very scarce, and wanted. Citronelle steady; fair trade at 1¾d. per oz.; 132 cases at auction sold at 1¾d. for good, with a few lots at 1⅞d. Lemon Grass steady, and 45 cases offered sold at 2¾d. to 3d. per oz. for good.

Plumbago.—Market steady: at auction 1,046 barrels partly sold—lump fair bright 22s. 6d. to 24s.; middling 17s. to 19s.; chips middling to good 13s. to 15s. 6d.; dust middling to fair 6s. to 8s.

Pepper.—Black has continued to advance, and public sales have embraced 189 bags Singapore, 1,924 bags Penang and 226 bags Batavia, nearly all sold, together with about 5,000 bags Singapore, and 7,000 bags Penang privately, closing spot prices being for the former 7½d., and the latter 6¾d. to 6⅞d. for fair quality. Afloat some 400 tons chiefly Penang at 6d. to 6½d., according to position, distant Singapore 6½d. White has also moved in an upward direction, and about 1,000 bags have changed hands up to 11⅜d. per lb. for fair Singapore. The market closes firm.

Rhubarb.—About previous value was obtained at the last public sales, when 150 cases China were offered and three-fourths sold.

Rattans.—Market firm; 8,321 bundles Singapore sold at auction at 5s. 5d. to 5s. 9d. per 100 canes for good.

Rice.—The market on the spot has shown little or no alteration during the week, but an increased inquiry having been manifested for floating cargoes, the prices paid for these have slightly advanced. On the spot white Bengal has realised 12s. 3d., fine white 12s. 6d., good white 11s. 9d., ex quay fair to good Madras 10s. 3d. to 10s. 4½d., old Rangoon 9s. 4½d., and new Necransie 10s. ex quay; for arrival middling white Bengal has been sold at 10s. to 10s. 3d. ex quay, yellow at 9s. 9d. to 10s. ex quay, Madras at 10s. to 10s. 4½d. ex quay. The following floating cargoes have been sold:—The Royal Tar, 950 tons Bassein, arrived off coast, at 10s. 1½d. continental terms. The Australia, 960 tons Rangoon, July sailing, at 10s. 7½d. for the continent. The Eulalia, 740 tons Necransie, at 10s. 3d. for the continent. The Coringa, 1,140 tons Moulmein, arrived off the coast, at 10s. 5½d. for the continent. The Springfield, 1,420 tons Necransie, is reported sold at 10s. ex ship London. The Belle, 370 tons Rangoon, at 10s, 10½d. for the continent.

Spices.—Cassia Lignea quieter, and little doing; holders few, and asking high figures. Vera very quiet. In Buds there is no change, but holders are very firm. Cloves: Penang are still chiefly held in one hand. More inquiry is apparent, and high figures are demanded. Amboyna very dull, especially for the ordinary kinds, of which the supply is more than ample: 12 casks sold, fine at 10½d. to 10¾d. per lb., and 80 bags inferior and sea-damaged at 3½d. to 3¾d. Nutmegs are again the turn higher; private trade restricted in consequence. At sale 85 cases were offered, and mostly sold: 64's to 66's at 4s. 1d. to 3s. 9d. per lb.; 70's to 90's 3s. 6d. to 3s. 1d.; 108's to 115's 3s. to 2s. 11d. Mace maintains its value, and 27 packages sold at auction at 4s. 4d. to 4s. 6d. per lb. fair palish and reddish.

Sago.—Steady, but very little done, and at sale only a small proportion of 978 bags offered found buyers at 16s. per cwt. for fine small. Flour: Very firm, and a large trade done afloat up to 15s. 7½d. per cwt. On the spot transactions are limited.

Sapanwood.—Manila and Siam: Superior quality is still scarce, and in request; there are no transactions to report. Ceylon: Firm, with inquiry. Some fine lots are on the market, but extravagant prices are demanded; a few tons offered at auction, and retired.

Shells.—Without transactions; periodical sales fixed for the 10th inst.

Soy.—In fair demand, and prices advancing.

Star Anniseeds.—No supply; offers would meet with ready sale.

Stick Lac.—Market continues steady for all good qualities of Siam; none offered, and private trade nominal.

Tapioca steady; at auction 657 bags Singapore were offered, and about half sold at 2d. to 2¼d. per lb. for large white flakey to fine white even; and 186 bags Pearl Bullets retired.

Tin.—The market has continued to exhibit an advancing tendency, and quotations close as follows:—Straits, on the spot, £135 to £136; afloat, £136; Banca, £139. Messrs. French and Smith state that if the deliveries continue as large during the remainder of the year as hitherto, and arrivals are not greater, the long predicted Tin famine may be really near—at any rate we cannot but anticipate the present rates will be fully maintained for some little time. Stock in London 1st inst. 970 tons.

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

Since the 29th ult. prices have had a hardening tendency, in sympathy with the firmness in the Liverpool Cotton Market. The business transacted has, however, been very limited, as buyers are not inclined to follow the advance, but up to the close of the market producers have held steadily for the annexed quotations. At the prices accepted last week a fair amount of business is offered, and declined.

QUOTATIONS.

Grey Shirtings, 38½-39 Yds. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 3d.	7s. 1½d.	7s. 7½d.	8s. 0d.	8s. 3d.	8s. 6d.	9s. 1½d.	9s. 4½d

Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	9s. 9d.	10s. 1½d.	11s. 6d.	11s. 3d.	10s. 9d.	12s. 4½d.	7s. 1½d.	8s. 1½d.

Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 1½d.	9s. 4½d.	10s. 7½d.	12s. 3d.	10s. 7½d.	12s. 0d.	13s. 3d.	14s. 6d.

T-Cloths.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 9d.	6s. 0d.	6s. 9d.	7s. 0d.	7s. 9d.	8s. 10½d.	9s. 3d.

	s. d.	s. d.
China Grey Shirtings, 8½ lbs. (Eagle Chop) ...	10 8	—
Maddapollams	3 8½	—
Long Cloths	9 3	—
White Spot Shirtings ... (nominal)	11 7	—
,, Brocade... ... do.	11 10	—
,, Damasks ... do.	20 6	—
Cotton Yarn, Nos. 16-24 China	1 0¾	to 1 2
Nos. 28-32 do.	1 1¾	to 1 3
No. 40 do.	1 2	to 1 3½
No. 40 Mule Twist	1 1¾	to 1 3

EXPORT OF WOOLLENS TO THE FAR EAST.

The following is Messrs. Hayter and Hayter's Monthly Statement of the estimated Exports of Woollens shipped to China and Japan from London, Liverpool, and Southampton:—

—		Pieces Long Ells.	Pieces Camlets.	Pieces Spanish Stripes, Broad Cloth, &c.	Pieces Stuffs.	Pieces Inferior Woollens.
Shipped to this date during the present year	To Hong Kong	10,000	9,700	5,909	33,840	20,840
	,, Shanghai	72,820	38,570	41,211	248,991	21,080
	,, Japan	—	900	7,191	55,625	22,480
Total...		82,820	49,170	54,311	338,456	64,400
Shipped to the same date last year ...	To Hong Kong	16,480	5,536	6,452	49,235	34,947
	,, Shanghai	105,600	51,610	44,075	240,973	27,696
	,, Japan	200	1,040	16,017	44,175	9,211
Total...		122,286	58,186	66,544	334,383	71,854
Total shipped during the year 1870 ...	To Hong Kong	27,140	7,496	7,547	59,675	40,103
	,, Shanghai	115,380	58,640	56,835	274,853	29,296
	,, Japan	200	1,640	18,474	54,625	10,209
Total...		142,720	67,776	82,856	389,153	79,608
Do do. 1869	To Hong Kong	25,120	18,570	13,803	35,920	54,836
	,, Shanghai	159,000	60,050	70,253	355,193	56,180
	,, Japan	2,000	7,240	15,823	82,556	96,206
Total...		186,120	85,860	99,879	473,669	207,222
Had arrived out when the last accounts left of this year's shipments	To Hong Kong	7,000	6,860	4,809	24,710	12,170
	,, Shanghai	34,820	27,080	28,226	137,498	5,000
	,, Japan	—	200	862	20,085	1,900
Total...		41,820	34,140	33,897	182,293	19,070

METALS.

Iron.—Welsh: Rails, £6 15s. to £7 5s.; Bars, £6 5s. to £7. Staffordshire Best: Bars, £8 15s. to £9 10s.; Nail Rods, £8 12s. 6d. to £9 5s.; Hoops, £9 15s. to £10 5s.; Sheets, £10 15s. to £11; Scotch, Pig No. 1, £3 2s. to £3 12s. 6d.; Swedes, Bars, Hammered, £9 17s. 6d. to £10 10s., Swedes, Steel in kegs, ½ and ⅜ in., £14 to £14 15s.

Yellow Metal.—Sheets, 4 by 4 ft., 6¾d. to 7d.; Sheathing and Rods, 6¾d. to 7½d. per lb.

Tin.—English Refined, £142. Tin Plates: Charcoal I C, per box, 29s. to 33s. 6d.; Coke, 26s. to 27s.

Lead.—W.B., £20 5s.; do., other brands, £18 to £18 2s. 6d.; Spanish, soft, ex ship, £17 10s.; Sheet, £18 10s. to £19; Shot,

Digitized by Google

kegs, extra, £20 10s. to £21; White, do., £25 10s. to £26; Red do., £20 10s.

Spelter.—Silesian, £18 5s. to £18 10s.; English, smelted from ores, £18 10s.

The following is from Messrs. French and Smith's Circular:—The increased value of money has had no effect in the Metal Market, the large demand of late having been for consumption, and, in some cases, notably in Iron and Tin, prices have advanced in spite of a dearer Money Market. Iron: Orders for all sorts, Pig and Manufactured, are in excess of the producing power. Manufactured Iron is very firm at an advance in all of £1 per ton, and there is unprecedented difficulty in obtaining deliveries. Copper: In spite of the more favourable statistical position of this metal the market has been heavy. The demand for home consumption is large, and the Continent is taking considerable quantities; but our existing stocks are more than sufficient to meet this demand, and while speculation continues so languid, we do not look for any important rise. Tinplates: The demand continues very large, and makers have difficulty in giving quick delivery. Prices are very firm. Lead continues steady, with a good demand, but with little variation in price. Spelter firm. The alterations during the past month have been unimportant. Quicksilver is quoted £10 10s. per bottle.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Sept28	Derwent	Dunn	Colombo	Deal
	Jane Sprott	—	Padang	New York
29	De Ruyter (str.)	Young	Galle, &c., via S.C.	London
29	Henry Grenfell	Carr	Java	Falmouth
28	Lina	Dubt	Bassein	Dartmouth
28	Geo. Shotton	Bailey	Manila	Motherbank
30	River Indus	Shearer	Colombo	Deal
29	Allerton	Galls	Akyab	Crookhaven
28	Madura	Overklift	Probolingo	Brouwershaven
30	Vesta	Gottleben	Rangoon	Falmouth
30	Lodore	Owen	Maulmain	Off Scilly
Oct. 1	William	Lemaseur	Colombo	London
	Coringa	Ross	Maulmain	Queenstown
2	Contest	Gadd	Penang	London
2	Titania	Dowdy	Shanghai	London
1	Robertus Hendrikus	Sissingh	Batavia, for Amstdm	Dungeness
1	Racehorse*	Hybert	Singapore	Deal
Sept30	Ann Maia	—	Akyab	Falmouth
30	Frederick	Hoult	Rangoon	Do.
30	Drache	Petersen	Singapore	Do.
Oct. 1	Von Berg	Tesenfeldt	Bassein	Do.
1	Anton Gunther	Stricker	Do., for Geestemde	Do.
1	Fear Not	Berding	Do.	Do.
2	Stavers	Robinson	Java, for Hamburg	Do.
2	Holmestrand	Kjaer	Saigon	Do.
2	Sophia	Jones	Akyab	Do.
1	Palawan	—	Manila	Liverpool
1	Annot Lyle	—	Rangoon	Do.
1	Aleppo	—	Singapore	Do.
1	John Bunyan	—	Rangoon	Do.
	Pactolus	Smith	Ilo Ilo	Queenstown
	M. and E. Cox	Lyons	Bassein	Do.
Sept29	Aurora	Davis	Bangkok	Marseilles
19	Albuera	Thomas	Singapore	New York
Oct. 2	Craigie Lea	Courier	Bassein	Falmouth
2	Huntley Castle	—	Singapore	Liverpool
3	Punjaub (str.)	M'Rirday	Galle, &c., via S.C.	London
3	Boyne	Wheeler	Colombo	Do.
2	Princess of Wales	McQueen	Akyab	Falmouth
3	Luzon	—	Ilo Ilo	Liverpool
4	Capiolani	Upton	Zebu	Falmouth
2	Mount Vernon	—	Maulmain	Waterford
4	Loochoo	—	Colombo	Off Dover
3	Victoria	—	Manila	Liverpool
3	Doxford	—	Rangoon	Do.
7	Henriette	Brouwer	Padang	Texel
Sept20	Alexander	Dempster	Batavia	New York
Oct. 3	Akershus	—	Bangkok	Marseilles
5	Appendix	—	Rangoon	Falmouth
5	M. Reimers	—	Do.	Do.
5	St. Petersburg	—	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep.27	James Lister	Hunter	Hong Kong	Cardiff
27	Admiral Tegethoff	Reber	Singapore	Do.
29	Hercules	Lincoln	Cardiff and Singapore	London
28	Alida	—	Galle	Newcastle
26	Laura	Horn	Hong Kong	Hamburg
29	James A. Wright	Morrison	Singapore	Cardiff
28	Ruhtinas	Hartman	Galle	Swansea
29	Hydra	Runge	Hong Kong	Do.
30	Argo	—	Galle	Liverpool
29	Achilles (str.)	—	Sing., China, &c., S.C.	Do.
30	Mindora	—	Galle	Do.
Oct. 1	Emiliano (str.)	—	Manila, v. S.C. & Sing.	Do.
Sep.29	Itasca	Rush	Yokohama	Newport
30	Ingeborg	—	Hong Kong	Hartlepool
23	Amazon	Paterson	Batavia	Gothenburg
Aug28	Alcedo	Overgaard	Do.	Buenos Ayres
Aug14	Yokohama	Paul	Anjer	Rio de Janeiro*
Oct. 2	Francisca R.	Rivardo	Rangoon	Cardiff
3	Seadrift	Pybus	Galle	Shields
Sep.19	Elsinore	Clark	Shanghai	New York
Oct. 1	s'Gravenage	—	Batavia	Deal
3	Erling Skjalgson	—	Rangoon	Liverpool
2	Civiale	Brock	Singapore	Cuxhaven
4	Dolbadern Castle	—	Galle	Liverpool

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between Sept. 27 and Oct. 3	Ulysses	Liverpool	China, &c.
" "	Buenaventura	Manila	Liverpool
" "	Sarpedon	China	London
" "	Lamothe Piquet	Saigon	Toulon
" "	Winestead	London	Colombo, &c.
" "	Excelsior	do.	do.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, and Shanghai: Cheops, Canton. For Colombo, &c.: Singapore, Emblehope, Yorkshire.

Sailing Vessels.—For Yokohama and Hiogo: Denbighshire, Lothair, Lorton. For Yokohama: Solent. For Shanghai: Carmarthenshire, Wylo, Titania. For Hong Kong: Caroline Coventry, Osaka. For Manila: Catalina. For Batavia, Samarang, and Sourabaya: Luctor et Emergo. For Batavia and Sourabaya: Vier Gebroeders, Stella Maris. For Singapore: Havelock, Istapa. For Penang: Vanguard. For Bangkok and Siam: August Friedrick. For Colombo: Rosy Morn, Teviot. For Colombo, &c.: Northern Queen, Acacia, Spirit of the North, Chacma.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Diomed (str.), Nestor (str.). For Anjer: Tiber. For Manila. Adolfo, Mathilde. For Singapore: La Paix, Nor. For Galle: Rathfern, Forfarshire

At Glasgow.—For Yokohama (via S.C.): Sadkia (str.). For Batavia and Sourabaya: County of Argyle. For Singapore: Lochleven Castle. For Penang, Singapore, Hong Kong, Foochow, and Shanghai (via S.C.): Gordon Castle (str.).

SPOKEN.

Windermere, Newcastle to Singapore, July 13, 12 N., 25 W.
Devana (ship), London to Yokohama, 5 S., 102 E.
Chanticleer, Cardiff to Hong Kong, Aug. 1, 6 S., 106 E.
Apame (Dutch barq.), Padang to Amsterdam, Sept. 14, 46 N., 26 W.
Caspian, Colombo to London, Sept. 16, 45 N., 22 W.
Scawfell (barq.), London to Colombo, Aug. 14, 16 S. (? N.), 27 W.
Krimpen aan de Lek, Batavia to Rotterdam, Sept. 12, 45 N., 29 W.
Duchess of Lancaster, Japan to New York, July 3, 29 S., 46 E.
Ada, London to Japan, Aug. 18, 14 N., 28 W.
Alta Gracia, Havana to Hong Kong, Aug. 21, 28 N., 37 W.
Cornelis Gips (Dutch barq.), Rotterdam to Batavia, Aug. 28.
Marchioness of Londonderry, Clyde to Colombo, Aug. 16, 14 N., 28 W.
Condor (brig), from Hong Kong, steering S., Sept. 3, 31 N., 138 W.
Earl of Dalhousie, Singapore to London, Aug. 20, 30 S., 15 E.
Batavia (Dutch bq.), Macassar to Amsterdam, Sept. 17, 49 N., 21 W.
Cestrian, Colombo to London, July 31, 35 S., 19 E.
A Spanish Barque, Manila to Liverpool, July 10, 35 S., 22 W.
Queen of the West, Colombo to London, Sept. 3, 15 N., 26 W.
Panic, Singapore to Liverpool, Sept. 7, 17 N., 28 W.
Sirius (Dutch brig), Newcastle to Batavia, Aug. 30, 16 N., 27 W.
Ruhtinas (Russian barq.), from Galle, Sept. 30, 48 N., 8 W.

FREIGHTS AND CHARTERS.

The available supply of tonnage has somewhat diminished, and rates are firmer; there is also more inquiry for vessels to load coal for China.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: -- to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £38. For Hong Kong: £33 to £34. To Singapore: £21. To Batavia: £20. For Galle: £16. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. For Hong Kong: 22s. For Colombo, 35s. For Galle, 15s. For Japan, 39s. to 40s. For Singapore, 22s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

The Admiralty have invited tenders for the conveyance of 69 tons stores to Hong Kong.

CASUALTIES.

The Cymbeline, de Faye, from Singapore to Marseilles, struck on a rock off Planier Island, Oct. 3, and was grounded same day at the entrance to the old harbour with thirteen feet of water in her hold; later advices report that the hole caused by her striking had been stopped by a diver, and the vessel was afloat and discharging her cargo.

MISCELLANEOUS.

At Port Said.—Ulysees (str.), from Liverpool, for Singapore, China, &c.

At St. Helena.—Aug. 31, Henrietta Elizabeth Susanna, Meyboon, from Padang, and sailed Sept. 1, for Amsterdam; Sept. 3, Dartmouth, Elsden, from Formosa, and sailed, 4, for London; 4, Ironside, Vaux, from Singapore, and sailed, 7, for Boston; 5, Ionia, Johan, from Batavia, and sailed, 6, for Rotterdam.

At Simon's Bay.—Aug. 28, Alexander II., Decker, from Hiogo.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Northfleet	Hong Kong	London.	Sept. 14	62	...	10	126	...	40	570	228924	11400	...	145	795	...	86600	...	150	71	389	96	866	1365	1000	315	...	395	1125	751	59	86	166	320	...
Excelsior, str., via S.C.	Colombo	,,	,, 15	...	...	...	...	...	...	21	821150	28541	...	...	1067	...	...	93	...	...	170	1	...	12	...	...	796	...	...	...	...	9	25	120	22
Peterboro	Singapore	,,	,, 16	156	12	41	...	...	40	1690	157482	4466	90	...	232	119	410	18	65	77	1909	108	1606	591	2369	158	629	...	800	543	228	3	178	83	53
Danube, str., via S.C.	Do.	,,	,, 16	...	...	...	...	...	170	526	36.00	1420	...	45	776	...	...	...	...	...	...	...	234	320	...	...	283	...	...	...	...	...	16	123	51
Do. do.	Shanghai	,,	,, 16	...	...	...	...	41	150	189	1979320	96533	925	...	4467	...	...	...	...	...	...	2	8	139	...	...	500	866	...	9	...	...	...	...	157
Do. do.	Japan	,,	,, 16	...	...	4	4	...	995	1352	39800	6000	230	60	10534	35	19600	19	...	...	...	53	84	160	...	190	1416	481	9	659	5	20	2	60	86
Abbotsford, str.	Eastern Ports	,,	,, 16	13	4	...	2	9	683	2298	1448763	68900	18	1287	14153	19	40000	...	...	...	30	206	258	512	165	470	4317	630	54	237	£10	3	340	458	302
John Nicholson	Yokohama	,,	,, 20	147	38	3	36	½	161	763	322669	...	1420	...	3893	...	479850	...	...	93	1555	40	561	293	930	505	...	...	350	132	51	...	101	28	15
Michael Angelo	Shanghai	,,	,, 22	357	24	1	337	3	630	1604	4007390	34800	...	...	6296	...	20000	...	...	190	290	1301	1897	1282	500	12	...	111	450	210	296	...	192	335	...
Hilarion	Colombo	,,	,, 22	63	82	1	3	1	60	651	...	47250	80	...	56	49	...	...	...	84	960	1335	...	752	1550	45	374	...	6	521	122	...	...	640	196
Petersburg, str., via S.C.	Do.	,,	,, 23	...	18	...	...	...	10	113	222550	20820	...	...	...	...	...	...	62	...	...	...	...	146	...	10	54	...	...	...	4	½	2cwt.	30	...
Ulysses, str, via S.C.	Singapore and Penang	Livrpool	,, 13	2	...	...	...	...	...	367	604798	174369	...	45	495	...	20000	...	...	...	...	...	...	...	500	31	742	...	...	5	...	3	...	75	...
Do. do.	Hong Kong	,,	,, 13	...	...	16	...	...	...	356	2863059	14060	145	...	4252	600	260000	...	...	3	84	...	...	...	...	1350	1491	...	...	...	...	5	...	92	75
Do. do.	Shanghai	,,	,, 13	...	...	...	...	...	1cs.	47	4132920	146010	440	...	13729	...	...	100	...	...	...	1cs.	...	...	...	...	1587	...	...	41	...	...	...	17pkg.	495
Do. do.	Yokohama	,,	,, 13	...	...	...	...	...	...	430	...	...	540	...	558	...	...	...	...	...	...	...	...	...	...	670	...	...	...	105	...	...	...	...	40
Shiraz, str., via S.C.	Java	,,	,, 23	...	...	25	...	...	...	74	918575	500944	...	...	795	...	2634	...	...	...	...	...	...	...	...	...	270	...	...	55	...	...	...	...	50

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Northfleet	Hong Kong	75	35	45	...	...	19	20	...	25cs.	400	...	...	...
Excelsior, str., via S.C.	Colombo	25	...	178	82	...	89	83	...	44	...	105	1459	63
Peterboro'	Singapore	63	50	134	...	239	...	...	206	240	1033	480	...	...
Danube, str., via S.C.	Do.	36	...	30	...	...	...	...	7	...	150	44	...	...
Do. do.	Shanghai	207	...	150	...	...	28	90	...	...	...	...	18	...
Do. do.	Japan	837	40	2276	755	16	4	225	8	3cs.	69	...	...	20
Abbotsford (str.)	EasternPerts	291	237	4230	1685	267	255	607	307	257	...	121	100	320
John Nicholson	Yokohama	158	65	482	65	...	...	...	1118	...	386	24cs.	...	100
Michael Angelo	Shanghai	267	51	155	14	...	...	...	352	80	1400	139	...	...
Hilarion	Colombo	1193	9	899	43	9	...	69	...	332	45	36	3032	...
Petersburg, str., via S.C.	Do.	42	...	...	49	...	...	...	...	...	...	80	1475	...
Ulysses, str., via S.C.	Singapore & Penang	30	...	...	2cs.	3cs.	120	...	...	...	...	...	1cs.	...
Do. do.	Hong Kong	169	...	...	66	49	...	...	...	...	1cs.	...	...	...
Do. do.	Shanghai	235	35	...	2cs.	...	...	...	402	...	...	...	2cs.	175
Do. do.	Yokohama	35	...	280	100	...	49	...	...	...	2cs.	...	...	...
Shiraz, str., via S.C.	Java	250	...	200	...	40	81	...	...	...	13	...	...	...

ADDITIONAL.—Per NORTHFLEET.—Sugar, 40 cwt.; stone, 3 cases; cottons, £550; sheathing felt, £45; effects, £20; goods, manufactured, £605; india-rubber hose, £22; grindstones, £7; zinc, 2 tons; guns, 15 tons; geneva, 676 gallons; cambrics and muslins, £32.

Per EXCELSIOR (str.).—Sugar, 6 cwt.; clocks, £19.

Per PETERBORO'.—Gilt mouldings, £300; wood carvings, £21; fuel, £54; empty plant cases, £3; corks, £15; matches, £964; medicinal apparatus, £18; spelter, 20 tons; zinc, 34 tons; cambrics and muslins, £1,055; tar and pitch, 350 barrels; gunpowder, 22,800 lbs.; fruits, 1 cwt.

Per DANUBE (str.).—To Singapore: Effects, £20; silver coin, 96,000 ounces; carriage, £25; cottons, £190. To Shanghai: Tea, 376 lbs.; engravings, £75; compasses, £17; flower-roots, 1 case; goods, manufactured, £113; effects, £5; sponge, £43; cottons, £27,520. To Japan: Cottons, £3,857; effects, £343; sugar, 2 cwt.; goods, manufactured, £120; oil paintings, £188; telegraph materials, £1,430; extincteurs and syringes, £77; railway materials, £450; sealskins, £253; engravings, £80; optical instruments, £12; hats, 1 case; shot, 1 ton; guns, 1 ton. To Singapore and Shanghai: Woollens, £1,100. To Shanghai and Hiogo: Woollens, £200; cottons, £70; seeds, £5. To Batavia: red wine, 59 gallons; white wine, 53 gallons.

Per ABBOTSFORD (str.).—Cottons, £5,196; effects, £1,190; goods, manufactured, £289; corks, £64; seeds, £10; bone and ivory, £100; combs, £27; tortoise hoops, £400; engravings, £14; hats, 1 case; fancy goods, 1 case; chocolate, 1 case; drugs, 2 cases; tiles, £161; optical instruments, £10; carriages, £210; caoutchouc manufactures, £31; cement, £25; iron chairs, £70.

Per JOHN NICHOLSON.—Drugs, 4 cases and 1 barrel; effects, £68 and 2 cases; glass, 13 cases; sugar, 1 cwt. stone, £100; cottons, £38; goods, manufactured, £80; salt, £8; cement, £63; horns, £10; bricks, £10; pig iron, 50 tons; geneva, 223 gallons; tar and pitch, 86 barrels.

Per MICHAEL ANGELO.—Sugar, 66 cwt.; goods, manufactured, £220; claret, 77 cases; iron wire, £240 cordials, 2 cases; matches, £400; spirits of vinegar, £210; arms, 40 cases; wire rope, £37; goods, manufactured, £16; effects, £150; soda-water, 22; cottons, £1,147; rum, 724 gallons; geneva, 348 gallons.

Per HILARION.—Corks, £1,680; tea, 1,405 lbs.; goods, manufactured, £14; matches, £895; felt, £10; pictures, £42; cement, £16; asphalte, £30; chalk, £12; zinc, 2 tons; shot, £22; rum, 36 gallons; gunpowder, 25,000 lbs.

Per PETERSBURG (str.).—Goods, manufactured, 1 case; effects, £126; scientific instruments, £75; capsules, £30; carriage furniture £200; granite, £1,500.

Per ULYSSES (str.).—To Singapore and Penang: Cottons, £50; paper, 1 case; metal, 1 case; hardware, 14 cases; sponge, £25. To Hong Kong: Goods, manufactured, £250; cottons, £30; woollens, 16 cases; cheese, 50 cases; apparel, 2 cases; beer, 10 cases; cloth and provisions, 3 cases; leather, 1 case; india-rubber, manufactured, £23. To Shanghai: Effects, £36; woollens, 33 cases; tissues, 34 packages, £700; apparel, 2 cases. To Yokohama: Cottons, 2 cases, £632; books, 1 case; hardware, 4 cases; shoes, 1 case; woollens, 8 cases. To Manila: Cottons, £220; hardware, £180; plain cottons, 90,000 yards; coloured cottons, 20,820 yards; paper, £158; perfumery, £50.

Per SHIRAZ (str.).—To Java: Pictures, £21; beeswax, £67; plants, £15; cottons, £746. To Japan: Worsteds, £815; thread, 1,120 lbs.; silk, £5; rifles, £80.

Per PORTLAND.—Bar iron, 29 tons. Per JAMES SHEPHERD (short shipped).—Plain cottons, 38,500 yards. Per ETHIOPIAN.—Flints, 50 tons; parts of rolling mill, £600. Per RANEE.—Hardware, £624. Per BIRMAH.—Soap, 196 cwt. Per OLAGUIVEL.—Coloured cottons, 78,377 yards; yarn, 29,800 lbs. Per TRIBUNE, from Liverpool to Singapore, cleared Sept. 13.—Coals, 1,666 tons. Per GOVERNEUR-GENERAL MIJER (str.), for Batavia.—Opium, £2,080.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to SAIGON and COCHIN CHINA	£5 17	0
" " " HONG KONG	7 0	0
" " " SHANGHAI	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

HOLLOWAY'S PILLS

In Bilious Disorders, Sick Headache, Indigestion, and affections of the nerves, these famous Pills, so highly appreciated in all quarters of the world, are regarded as a perfect remedy. They purify the blood, regulate the secretions, give tone to the stomach, restore the appetite, and renovate the system. After a course of these Pills, the once emaciated and feeble patient is so changed that his friends are both wonder-struck and delighted. These cheap preservatives of life and health are a blessing to mankind. It would be hardly possible to overstate the good that they have effected in diseases which, through maltreatment or neglect, had gained such a mastery over the frame that their eradication seemed perfectly hopeless.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

CAUTION.

STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words "John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY.

Point de Galle, 1st May, 1871.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

Sept. 17 October 1 October 15 October 29 Nov. 12 Nov. 26	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
Sept. 17 October 15 Nov. 12	For	Pondicherry, Madras, Calcutta.

September 3, and every fourth Sunday from that date, for Mauritius.

For Alexandria every Saturday.

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of heir luggage free to Marseilles

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localitie will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description o banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,
P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness Excellent economica stock for Soups, Sauces, &c.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi.....	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York.....	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang.....	JACOBSON, VAN DEN BERG & Co.
Sourabaya.....	HOUGHTON & Co.
Anjer—Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
okohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA	,, ,,	Every Tuesday, at 2 A.M.
ADEN	,, ,,	
BOMBAY	,, ,,	
GALLE	Saturday, Oct. 14, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Oct. 24, at 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Oct. 28, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Nov. 7, at 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

PENINSULAR AND ORIENTAL COMPANY.—The steamship MIRZAPORE, 3,763 tons, 600-h.p., will be despatched from Southampton on Thursday, 26th Oct., for HONG KONG, via the Suez Canal, taking passengers and cargo for all ports east of Suez touched at by the Company's steamers, except Aden and Bombay.

For further particulars apply at the Company's offices, 122, Leadenhall-street, London, and Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts., 22, Moorgate-st., London

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

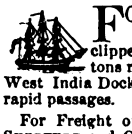
Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

JAPAN AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Manila	Catalina	*AA1	SWID	With des.
Yoko. and Hiogo	Lothair	A1 16 yr.	SWID	With des.
	Ziba	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



FOR KANAGAWA (Yokohama), Japan, with quick despatch, the clipper ship SOLENT, A1 13 years, 732 tons register J. MELDRUM, Commander; West India Docks. This ship is well known for her rapid passages.

For Freight or Passage apply to Messrs JAMES SHEPHERD and Co., 1, Lime-street-square, owners; or to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

PENANG, SINGAPORE, CHINA, AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng. Day
Pen., Sing. Hg.Kg., & Shanghai (via S.C).	Canton, s.s.	A1 100	1215	SWID	Oct. 10
Yokohama & Hiogo..	Denbighsh.	A1 15 yr.	483	EID	Oct. 12
Shanghai..	Pak Wan..	A1 14 yr.	759	EID	Oct. 23

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

STEAM VIA THE SUEZ CANAL.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transshipment to other CHINA PORTS and to JAVA and JAPAN at through rates.—The splendid full-powered new screw steamer CANTON, 100 A1 (highest class at Lloyd's), 1,215 tons register, 200 h.p. nominal, J. C. JAQUES, Commander, will receive goods in the South West India Docks until the 10th October, unless previously full. This magnificent steamer, lately built by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has just completed her first voyage, making the passage from Gravesend to Shanghai in fifty-seven days, including all stoppages. Is elegantly fitted for passengers, with every convenience, including bath-rooms, and is well ventilated. If required, will carry a surgeon and stewardess.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
China Ports & Japan	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Oct. 14
Do.	Do.	—	—	E.I.D.	Nov. 11
Mrslls. & Mdtrrn. Ports	Do.	—	—	E.I.D.	Oct. 14
Do.	Do.	—	—	E.I.D.	Nov. 11

Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

MESSAGERIES MARITIMES de FRANCE.—ADEN, MAURITIUS, GALLE, SINGAPORE, SAIGON, BATAVIA, HONG KONG, SHANGHAI, YOKOHAMA, NAGASAKI, HIOGO, &c.—The well-known steamship DELTA, one of the Company's fleet, 1,500 tons burden, 800-horse power effective, will leave the East India Dock at daybreak on Saturday, the 14th October, for the conveyance and transhipment of passengers, specie, and merchandise into the Company's regular mail steamer AVA, at Marseilles, for the above-mentioned ports. All goods sent by this route will be delivered at their destinations with that certainty and precision which belong to a regular mail service.

For general information and passage apply at the Offices of the Company, 97, Cannon-street; or to Messrs. SIMON and LIGHTLY, No. 123, Fenchurch-street; and for Freight, &c., to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, London.

INDIA, CHINA, and JAPAN.—Notice to Passengers — GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to GELLATLY, HANKEY, SEWELL, and Co., 109, Leadenhall-street E.C.

To sail on the 23rd of October.

FOR SHANGHAI, the celebrated clipper ship TITANIA, A1 16 Years, 879 tons register; J. DOWDY, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Havelock, A1 13yrs.	454	Wright, Bros., & Co.	Oct. 01
Canton, s.s.	1,215	Norris & Joyner	Oct. 10
Istapa	390	Mills & Milne	Oct. 21
LIVERPOOL.			
La Paix, 3-3rds	478	Mors le Blanch &Co	Oct. —
GLASGOW.			
Lochlevin Castle,	602	Thos. Skinner & Co.	Oct. 15

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Singapore	La Paix	2-3rds L. 11	Prrce's	With des.
Yoko.& Higo	Penrith	A1	Do.	With des.

From LONDON.

Yoko.&Higo	Lorton	A1 14 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street. London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Yorkshire	100 A1	2,273	S.W.I.D.	Oct. 20
Red Gauntlet	100 A1	1,450	E.I.D.	Oct. 31
Quito	A1 18 yrs.	1,496	E.I.D.	Nov. 15
Palermo	A1 18 yrs.	1,800	E.I.D.	Nov. 30
Yeddo	A1 18 yrs.	1,800	E.I.D.	Dec. 15
Virago	A1 18 yrs.	1,800	E.I.D.	Dec. 30
Hirdoo	A1 18 yrs.	3,000	S.W.I.C.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

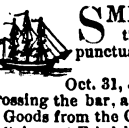
For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Steam from London, via Suez Canal.

FOR PENANG, SINGAPORE, HONG HONG, FOO-CHOW, and SHANGHAI (taking goods at through rates for Java and Japan).—The magnificent new Clyde-built Steamship GORDON CASTLE, 1,930 tons register, 100 A 1, 250-horse power nominal, 1,250-horse power effective, will shortly be at a loading berth in the South West India Docks. This superior steamship, just built under special survey for the China trade, is confidently recommended to intending shippers and passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR THE CITY OF BANGKOK, SIAM.
Direct from the Thames.



SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

THE CHINA & JAPAN AGENCY

For the Purchase and Shipment of Goods of all kind to Ports in China, Japan, the Straits Settlements, &c Orders for Furniture, Stores, Books, and Persona Requirements of every description promptly executed either by Overland Route or Clipper Sailing Vessels The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addresse , and remittances made payable, to

THE MANAGER,
CHINA & JAPAN AGENCY
2, COWPER'S COURT. CORNHILL, LONDON, E.C

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 9, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 424.] LONDON, MONDAY, OCT. 16, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 14.
JAPAN — Yokohama	June 30	Aug. 16	Aug. 22
Yedo			
Osaka and Hiogo	" 16	" 7	" 17
Hakodadi			
Nagasaki	" 16	" 5	" 14
CHINA — Peking			
Tien-tsin			
Chefoo			
New-chwang			
Hankow	" 16	" 2	" 19
Kiu-kiang	—	—	" 20
Chin-kiang			
Shanghai	July 7	" 22	" 25
Ningpo			
Foochow	" 7	" 21	" 26
Formosa			
Amoy	—	—	" 28
Swatow			
Hong Kong	" 21	" 28	Sept. 1
Canton			
Macao			
PHILIPPINES—			
Manila	July 14	" 23	Aug. 28
COCHIN-CHINA—			
Saigon			
SIAM — Bangkok	—	—	" 24
BORNEO—Labuan			
Sarawak	June 30	Aug. 5	" 15
JAVA — Batavia	July 21	" 24	" 31
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	Aug. 4	Sept. 3	Sept. 9
Penang	" 4	" 5	" 11
CEYLON—Galle	" 25	" 19	" 20
Colombo	—	—	" 18

THE MAILS, &c.

The above mail (P. and O.) was delivered, *via* Brindisi, on Saturday, the 14th inst., its due date. The next inward mail (French) is due, *via* Marseilles, on the 21st inst., with dates—Yokohama Aug. 29, Shanghai Sept. 1, Hong Kong Sept. 8, Singapore Sept. 16.

List of Passengers.

PASSENGERS INWARD.

By this mail, to Brindisi, per P. and O. steamer *Delta*, arrived Oct. 10.—From Galle: Mr. A. G. Thomson, Mr. Nioss, Colonel Byrde, and one second-class passenger.

To Southampton, per P. and O. steamer *Mooltan*, expected to arrive Oct. 21.—From Yokohama: Mrs. Pearse and child. From Hong Kong: Mrs. Methven and four second-class passengers. From Singapore: Captain Vandeleur and four second-class passengers. From Penang: Mr. Thompson. From Galle: Mr. and Mrs. J. G. Thomson, Mrs. Wall, Mr. Dobree, and two second-class passengers.

By last Bombay mail, to Brindisi, per P. and O. steamer *Pera*, arrived Oct. 3.—From Singapore: Mr. E. T. Laws.

PASSENGERS OUTWARD.

Per P. and O. steamer *Simla*, from Southampton, Oct. 14.—To Yokohama: Mr. Herbert Wheeler. To Hong Kong: Mr. J. L. Cornwall. To Batavia: Mr. and Mrs. J. Clark and child. To Ceylon: Mr. A. Heanley, Mr. J. A. Arneil.

Per P. and O. steamer *Poonah*, from Brindisi, Oct. 24.—To Yokohama: Mr. and Mrs. Godfrey. To Hong Kong: Miss Garrett. To Singapore: Mr. and Mrs. Maclean.

Per P. and O. steamer *Mirzapore*, from Southampton (via S.C.), Oct. 26.—To Hong Kong: Mr. S. A. Heinemann. To Ceylon: Mr. and Mrs. A. M. Fergusson, son and daughter, Capt. C. H. Layard, Miss Blackett.

Per P. and O. steamer *Candia*, from Southampton, Oct. 28.—To Ceylon: Mr Barton Grindrod.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices from the Japan ports bear the same dates as those received by Pacific Mail, and published in our last issue.

CHINA.

SHANGHAI.

Dates extend to the 25th August. The English mail of 30th June arrived out on the 14th, and the following French mail of 7th July on the 22nd August. The following items are from the *North China Herald* of 25th August:—

There has been a missionary disturbance at a village near Ningpo. In the course of a procession praying for rain, a native Christian preacher thought fit to hold forth against idolatry, and, it is said, struck the idol. The people thought the time inopportune, and beat him. The magistrate ordered 400 blows a-piece, to the preacher for insulting the religion of the country and being thereby instrumental in getting up a row—to the others for making a row. Our correspondent's letter gives some details, for the accuracy of which, however, he cannot strictly vouch, as they are derived from a Chinese source. Dr. Parker, it will be seen, denies the truth of the statement that the preacher struck the idol. It is, of course, difficult to ascertain the exact truth in these Chinese rows; and the question is one of credibility. Our informant assured us that he had made careful inquiry, and believed his version to be true. We shall probably hear more anon.

We hear that the Taoutai has withdrawn the prohibition against Portuguese subjects taking out permits at the Customs to land opium.

The *Peking Gazette* contains a rather amusing memorial from Tseng-kwo-Fan, regarding the appointment of a magistrate to Pao-shan. We have always heard the Chinese speak of this office as a rich sinecure. The Pao-shan district is purely agricultural; there is very little to do in it, and the yield of land-tax is said to be enormous, leaving a fine margin for the magistrate. Great stress is laid upon the fact of Woosung being in his district; but we do not see very clearly what he has to do with the steamers which pass in and out of the Wangpoo. He might perhaps do something, if he would, to make the junks anchor in better order.

Newchwang is enjoying delightful weather, so cool that some distinguished visitors who have run over from Chefoo only wish they could send for their families and remain longer. Next year our correspondent suggests excursion steamers weekly between Newchwang and Shanghai. Thus far the rains have not been excessive and the crops are promising, but the news from Tientsin of the want and suffering there, can but exact sympathy and uncertainty for this province until the wet season has passed. At Kaichow, twenty miles south, there has been a flood, which caused great loss of property, and a large number of lives. The foreign community have subscribed liberally for those who are thus destitute. The Russian gunboat *Gornostay* and French *Scorpion* have visited us, and now we have the American gun vessel *Palos*, to remain until November. Business in imports has greatly improved, while produce has advanced in value, owing to an unusual demand from Swatow, Hong Kong, and Japan.

There is nothing startling at Chefoo, and life there would be very dull but for the number of visitors and health-seekers from Shanghai and other places who have honoured it with their presence. Mr. Wade, with Mrs. Wade and family, left on the 10th inst., in H.M.S. *Ocean*, for Tientsin. On hoisting his flag as Minister Mr. Wade received the customary salutes from the men-of-war in the harbour. The *Ocean* has returned from her trip

Digitized by Google

to Taku with Mr. Wade, and succeeded, we hear, in running down a large Amoy trading junk on her return passage. The crew of the junk, forty hands, were saved. H.M.'s Minister is unfortunate; the *Leven* ran ashore in bringing him down. Some people will think he had better travel by ordinary steamers. He left Tientsin in boat, *en route* for Peking, on the evening of the 15th August.

By the Customs statistics of trade at Shanghai for the second quarter of 1871, looking first at Cotton Goods, we find the enormous import of 3,210,694 pieces Grey Shirtings, against 954,153 last year; and 1,161,354 pieces T-Cloths, against 637,637. The import of Drills has risen from 58,000 to 100,000, and that of Chintzes fallen from 109,000 to 15,000. There has been a considerable decrease, too, in Velvets, Velveteens, and Dimities. The aggregate import of Woollens is 13,000 pieces less than in the corresponding quarter of 1870. Spanish Stripes and Lastings show each an increase of 5,000 pieces; Crape Lastings, Long Ells, and Lustres, each a falling off.

We take the following extracts from a letter on the overland journey to China through Siberia in the *Shanghai Courier*. The writer says:—

Robber hordes in large bodies infest the caravan roads of Mongolia. They are from Thibet or its neighbourhood, and of the tribe of Kirghis. The Russian merchants have stopped shipping, or rather transporting, their teas to Kiachta; 2,000 Chinese troops have been sent on to quell this insurrection, and the Russians in the north have sent troops to the number of 800, principally artillery, for the protection of Urga. At this Russian protection the Kirghis are very much annoyed, as it was their purpose to rifle and plunder the place. As a consequence of this state of things the traveller has great difficulty in obtaining Mongols, and if obtained (there are very few here just now) they want to go at least 100 miles to the eastward of the direct route, on purpose to avoid the Kirghis banditti. Taking all things into consideration, it would be anything but pleasant to be taken by them and thought to be a Russian subject.

On the road from Tientsin we saw in a Joss-house (a large one with a pagoda in its grounds and close to Peking) a very considerable quantity of poppy seed stored for future culture in this neighbourhood. In the neighbourhood of Shuen-wha-foo we saw large fields of the poppy under cultivation, much of it in bloom with white flower, but principally with pod containing seed. Several men were employed in scraping with a piece of iron the pod or bulb containing the seed into a small pot held in his other hand. This scraping process goes on every morning. I thought the opium was not allowed to be grown in China; here in one place it is right under the walls of a large city; in another close to their metropolis, and, if I mistake not, within Imperial ground.

The *Peking Gazette* of the 19th July mentions the arrival in the Hupeh province of an embassy from Cochin China, on its way to Peking. Of course it brings "tribute"—among which figure three elephants; but one of these died at Wuchang, either from fatigue or from the care of the "elephant doctor." It would be interesting to know how these animals are taken through China. If they are marched, and the roads are anything like they are in this province, their death from fatigue is not surprising.

As an example of the heavy weather that has lately occurred on the coast, we call attention to the reports of the ships *Daylight*, *Esmeralda*, *Vesta*, and *Canton*, which have had to put back. The British barque *Kedron*, which sailed for New York on August 16th, tea laden, had also to put back to Woosung, with loss of sails, &c.

The new church of the American Presbyterian mission at Tung-Chow has been successfully and quietly opened. Large crowds assembled on the occasion, but were perfectly quiet and orderly.

We are glad to learn that the new light-ship has arrived safely at Newchwang, and is in working order.

The *Evening Express* has ceased to exist. Uncertain whether it may not at some future time be resuscitated, it requests that its farewell may not be considered final.

The ship *Victoria Nyanza* was detained eight days at Woosung for want of water to cross the bar. Evidently the necessity for dredging has not been obviated by the new soundings.

The *Hong Kong*, steamer, from London, has brought out the plates of a steamer made at the yard of Messrs. A. and J. Inglis, Glasgow, to be put up in Shanghai on behalf of the Shanghai Steam Navigation Company. The engines from one of the old steamers are to be fitted in her. Some iron cargo boats also went out for the company.

(FROM A CORRESPONDENT.)

The news of Mr. Wade's appointment as Minister to Peking, which was received by telegraph about a fortnight ago, has neither surprised nor gratified the foreign residents in China, and has excited, as might be imagined, a certain amount of adverse comment in the press. While every one gives Mr. Wade credit for commanding ability and unflinching rectitude of purpose, his confirmation is regretted on the grounds of his well-known partiality for the existing state of affairs in China; his lukewarmness in the support of British mercantile requirements; and, perhaps above all, his singular pliancy in the hands of the "astute Irishman," as it is the fashion now to term Mr. Hart, the hidden diplomatist of the Tsung-li Yamen. This gentleman was well known to be trembling lest the appointment of Sir Harry Parkes as Minister in China should supervene—to his own inevitable destruction as a power behind the scenes—and it has been noticed that the supporters of the Hart system in China have been repeating of late, with redoubled fervour, the old parrot-cry that "the Chinese Government would never consent to receive Sir Harry Parkes at Peking." This cry has possibly served its originators in good stead. Meanwhile people are comforting themselves with the hope that Mr. Wade, "now he is Minister," may be able to inspire his own Government with more just ideas than have hitherto prevailed among them with reference to their Chinese policy.

The Americans are much dissappointed on finding by the last mail news that comparatively little interest was awakened among their countrymen at home by the receipt of the Korean intelligence. Although a strong flavour of burlesque has attended the expedition from the first—commencing with Mr. Jenkins's piratical raid upon the golden coffin, down through Consul General Seward's turgid despatches, and ending with the retreat of Admiral Rodger's squadron *re infecta*—the Americans in China have managed to get up a high degree of enthusiasm over the victories achieved and the "strongholds" captured, and would not be persuaded a couple of months ago that a force of at least twenty thousand valiant Californians would not be instantly despatched to annihilate the Korean defences before the year is out. Reflection has since convinced the majority of Mr. Low's subjects that nothing is less likely than any further action on a large scale by the Americans acting singly, and people are beginning to say that it is, after all, something to rejoice in that civilisation will probably be spared the disgrace of seeing Korea overrun (as would have been the case had the Americans been successful) by a horde of desperadoes, plunderers, and land-sharks, such as swarm in the United States. There is great hope, however, of a joint expedition, seriously planned and decently conducted, on the part of the maritime Powers who are chiefly concerned. It is no secret that Mr. Seward, the Consul General at this port, to whose representations in the first place the notion of a Korean expedition is due, feels himself placed in a very awkward position by the failure of his prognostications of an easy success, and it is rumoured that he is preparing a justification of the course he took at the outset and subsequently, which is likely to provoke recriminations in still higher quarters. Meanwhile it has recently transpired that the Korean Government have addressed the Chinese reiterating their firm determination to resist inflexibly all attempts at the conclusion of a treaty, while guaranteeing spontaneously humane treatment to any shipwrecked mariners who may come among them. This is a very clever proceeding, but is not likely to avail the obstinate Conservatives as a valid excuse much longer.

The news from North China is very gloomy, owing to the widespread devastation caused by the floods between Peking and Tientsin, rendering probably one-third of the population homeless, and cutting off all hope of recovering the autumn harvest of grain. A great part of the city of Tientsin is under water, and the foreign settlement at Tsze-chu-Sin is in a most forlorn state. The mudhouses, of which the villages that line the Peiho consist, are in many cases almost wholly washed away, and the country is flooded on either bank for many miles. With so vast a population deprived of shelter and means of subsistence there is but one prospect in China, viz., an outbreak of brigandage, and this may be looked for on a large scale during the coming winter.

AMOY.

(FROM OUR OWN CORRESPONDENT.)

Amoy, August 28, 1871.

Since writing to you by last mail a good deal of the mystery that surrounded the question of the so-called distribution of poisonous pills has been cleared up. I mentioned to you the astounding rapidity with which the rumours had been circulated throughout this region, and also that there was unquestionably a very large distribution of pills going on both in town and country. The perplexing question was, how were these rumours set afloat; and who were the distributors of the pills? Everybody had his own version of the matter; but no theory was yet found that could give a satisfactory explanation. Some foreigners who seemed more wise than the rest affirmed that the whole arose out of the plots of certain secret societies that have their ramifications spread throughout the South; but this theory, like the rest, has had to be abandoned, because the logic of facts is directly opposed to it. Events that have transpired since my last letter have convinced me of one fact, viz., that the mandarins are at the bottom of the whole, and that they alone are responsible for all the excitement that is at present agitating this whole region. You will remember that the "French Circular," amongst other ominous statements, has the following:—"In fact if this policy is the only one on which one can rely (to settle) the differences between Christians and non-Christians, it will become more precarious in proportion to the necessity there will be to recur to it oftener, and the disorders like Tientsin will be repeated more terribly each time." To my mind the key to the present disturbances is to be found in the above quotation. It is evident there is a plot on the part of those in authority to prove this part of the circular, and to produce a state of feeling which may in the end result in a tragedy more fearful than that of Tientsin. A few facts concisely

Digitized by Google

put will give you the history of the case, and at the same time my reasons for believing the authorities implicated :—

1. When the news reached Amoy of the disturbances in Canton, arising out of the reported spread of poisonous pills there, the people in this place manifested, in the first instance, very little feeling on the subject; very few, I believe, beyond those connected with foreigners, knew anything about it. A day or two after, two of the mandarins put out proclamations stating that they had heard from Canton respecting these pills, and warning the people against a class of men who, under the guise of benevolence, had came up to Amoy for the very purpose of distributing them here. They also informed the people that should they have been deceived into taking any of these poisonous medicines they had antidotes which they were prepared to give to all that applied. All at oncean intense excitement burst throughout the town—placards were freely posted in all the prominent thoroughfares, describing the pill and referring to the proclamations as their authority. The fear and anxiety of the people may be better imagined than described.

2. The rumours spread like lightning from Amoy to Chin-Chew, a large prefectural city fifty miles north of this. Placards of the most offensive character, in which it was stated distinctly that the foreigners were the prime movers in all this atrocious scheme for the wholesale destruction of the people, and of course that the Christians were the allies and agents in the distribution of the pills. One of these placards, contrary to the usual practice, was actually *printed*, and the name and residence of the publisher ostentatiously affixed. The man belongs to a well-known firm in the city. Notwithstanding all the rumours and agitation that filled the entire city, the authorities remained passive, and took no steps to restrain the issue of these libellous placards.

3. The rumours spread also to Chang-chow, another large prefectural city, thirty-five miles west of Amoy. I myself got there whilst the excitement arising from the receipt of the Amoy news was at its height. Again the foreigners and the Christians were accused of being the authors of the troubles. In the course of ten days all the excitement had cooled down, and there was every prospect that the subject was about to be entirely dropped. At this juncture the district magistrate of the city puts out a proclamation stating that he had received a letter from one of the mandarins in Amoy on the subject of these poisonous medicines. He warns the people against the bad men that are spreading them abroad, and tells them to strictly guard their wells, as the most infamous designs are afloat to injure and destroy the people living within his district. Of course the excitement at once rose to fever heat. In two days after this another proclamation is put out by him, saying that he has seized a man who is one of a party of four who have come to the city for the special purpose of distributing their poisons. This man has confessed that he got his medicines from foreigners in Macao, with express orders to poison the wells throughout the whole country; that he and the other three had done so, and would have proceeded throughout the Empire, had they not been seized by the authorities. A few days after this the mandarin issues a proclamation stating what all the city knows by this time, that he has had the criminal executed, and offers a reward to any person or persons that will seize and bring before him the other three. Again, two days after this a military mandarin of the third rank issues a proclamation in obedience to the orders of his immediate superior. In this the whole confession of the man beheaded is given. The man in that states by whom he was employed—gives an account of the medicines given him for distribution, and adds a variety of statements which seem highly absurd and ludicrous to a foreigner, but which are intensely believed in by the Chinese, and which were considered of a sufficiently grave character to warrant his execution. One of the proclamations above mentioned advises the people to clean out their wells—to build walls round them, and to have a wooden covering made so that they may be locked and kept safe from the designs of these evil men.

4. Amid all the excitement, and throughout this epidemic of placards, in which the foreigners are freely charged with the most abominable schemes for the destruction of life, not a single step, so far as I can ascertain, has been taken by the authorities to refute or repress the slanders that have been circulated far and wide. It is not until the authorities have been appealed to by the English and American Consuls, to whom the inflammatory proclamations have been shown, that they make any movement to lead the public feeling into a right direction.

You will observe from the above that the public agitation has been, I may say, originated, and certainly stimulated, by those in power. Had those remained simply quiet we should have had no excitement worth mentioning. The mandarins have taken the lead throughout. They have assumed that they had information which the people had not. The district magistrate in his proclamation, in which he stated that he had examined the criminal who was subsequently executed, declared that his confession exactly agreed with his own investigations on the same subject. They are morally responsible therefore for the present attitude of the people throughout this region. The Chinese people when left to themselves exhibit no widespread feeling of animosity against the foreigner. When they are informed however by their authorities upon what they declare to be good evidence that these foreigners have the most murderous intentions respecting the people of the entire eighteen provinces, is it any wonder that a spirit of hatred should be aroused that might lead them into any excesses? A Chinaman, under ordinary circumstances, is a stolid and sluggish kind of being when compared with the more excitable men of the West; and yet when he is aroused he becomes a very demon, and, as the scenes connected with the Tientsin Massacre prove, shows himself capable of the wildest excesses of cruelty and revenge. Previous to the tragedy in Tientsin the people were excited by absurd and impossible stories of the wrongdoing of the foreigners; placards were posted up, and a district magistrate there put out an inflammatory proclamation which still further aroused the passions of the people. Precisely the same course is being pursued in this region at the present moment, whether with the intention of the same fearful result I cannot say. The English Government will be incurring a grave responsibility if this state of things is allowed to go on unchecked. The testimony of men competent to speak on this subject has been repeatedly offered. The fearful atrocities of Tientsin are still fresh in the recollection of every one, and ought not to need repetition before our rulers will learn what is the true policy that ought to be adopted towards a Government that is incapable of being moved by sentiments of justice and honour.

HONG KONG.

Advices from this port are to the 1st September. The P. and O. mail with dates to July 14 was received on the 22nd, and the French mail of July 21st on the 28 August.

We are indebted to the *China Mail* for the following items :—

A meeting of Justices of Peace was held at the Chamber of Commerce on the 30th August, to consider whether, under the circumstances of the alarming increase of crimes in the colony, and the apparent powerlessness of the police to prevent it, or even to discover and arrest the offenders, some steps might not be taken on behalf of the community at large to ascertain the cause of the existing state of matters and inaugurate some reform for the future. It was proposed by Mr. Maclean, seconded by M. E. D. Sassoon, and carried unanimously :—"That the whole body of non-official J. P.s wait upon his Excellency the Lieut.-Governor by appointment and ascertain if any and what immediate steps are being taken by the Government with regard the reformation of the police Force." It was then proposed by Mr. T. G. Linstead, seconded by the Hon. P. Ryrie, Esq, and carried unanimously :—"That his Excellency the Lieutenant-Governor be also requested to appoint a Commission, consisting principally of residents not official members of the Government, with full power and authority to inquire into the existing state of the police force, the result of such inquiry to be made public, and that the former official report of the Commission of 1869 be as a preliminary placed in the hands of the Commission now desired to be appointed."

We learn upon good authority that Senor M. del Cano, Spanish Consul at Macao, has received a telegram from his Government to the effect that Chinese emigration to Cuba is not (the decreee of April 27 last notwithstanding) to be discontinued. In connection with this subject we further understand that the Cuban planters have come to the conclusion that the go-between system of coolie brokers, crimps, &c., is opposed to their interests. They are now making efforts to induce direct emigration—in other words, a direct contract between the coolie and his future master. To this end Mr. F. Abella, agent of a "planters' society," constituted to carry out the revised system, has proceeded to Amoy to engage coolies. The terms offered are more liberal than has hitherto been the case, and Mr. Abella's four years' residence in China should have taught him something in the way of experience. We cannot believe that *any* system of coolie emigration to Cuba will (for many years at least) be unattended with abuses and hardships to the coolie; but if Mr. Abella inaugurates a scheme in which those two most objectionable features—the Chinese crimp *here* and the Cuban contract broker *there*—are done away with, we shall cheerfully admit that he has improved the aspect of a business which heretofore has been simply and solely a crying shame in the face of civilised humanity.

The landing of H.M.'s 10th Regiment from Yokohama per *Tamar* took place at dawn on the 22nd August; and while we welcome our coming protectors, we most sincerely wish God-speed to our departing friends of the 75th Regiment.

We have to acknowledge the receipt of a hundred page pamphlet entitled "A Sketch of our Relations with China during three and a half centuries, 1517-1869: By Baron De Meritens, Knight of the Legion D'Honneur, formerly Chinese Secretary to the French Legation at Peking, late Commissioner of Chinese Customs at Foochow."

A court-martial was held on board H.M.S. *Princess Charlotte*, on Saturday, the 19th instant, for the trial of Mr. Thomas Carline, engineer of H.M.S. *Princess Charlotte*. The prisoner pleaded guilty to charges of quitting the ship without leave and drunkenness, and was sentenced to be dismissed from Her Majesty Service. A second court assembled immediately afterwards, for the trial of Mr. Edward J. Parker, gunner, supernumerary of H.M.S. *Princess Charlotte*, on a charge of drunkenness on duty. The pri-

Digitized by Google

soner pleaded guilty, and was adjudged to be dismissed from Her Majesty's Service.

A serious attack was made upon Mr. G. L. Tomlin, of the Surveyor-General's Department, on Caine-road, on the evening of the 28th August. At half-past seven Mr. Tomlin was found lying insensible in the road near Glenisla, the pockets of his trousers turned inside out, his body showing a severe cut on the back of the head, and his watch and chain absent. The unfortunate gentleman remains in an unconscious state.

We have been favoured with the following communication per str. *Kwangtung* :—

Great excitement existed at Foochow for some days before, and at the date of, the *Kwangtung's* departure, in connection with the "Shan-sin-fan" swindle. Foreigners were very anxious for the return of H.M.S. *Elk* from Formosa. The native authorities had notified the different Consuls to warn their subjects not to go into the interior or far from the settlements. A foreigner belonging to a vessel at Pagoda Anchorage had wandered on shore about half way between that place and the city, and was found looking down a well, unfortunately for himself. The people fell upon him, and beat him severely. The Mandarins got hold of him, and forwarded him on to the city, where the authorities re-clothed him, fed him, and presented him with $20, before handing him over to his Consul. It was currently reported that one of the principal causes of the excitement was that one of the missionaries had actually received a consignment of pills by a recent steamer; and it had come to the knowledge of the natives. It is needless to say that these pills were not the dreaded "Shan-sin-Fan," but were distributed by the well-meaning consignee, as "antidotes" amongst opium smokers, a thing he has been in the habit of doing for some years.

We learn from Macao that the pirates there have been unusually lively since the departure of the Anglo-Chinese fleet. An incident took place on the 27th August which well illustrates both the daring of the pirates and the ingenuity of the fishermen in the neighbourhood. It appears that two piratical boats fell upon a fishing-boat just outside the harbour, and was making short work of its contents, when a large number of fishing junks in the vicinity formed a cordon round the marauders, while a message was at once despatched inside the harbour for assistance. The Macao Government at once got together a force and sent them to the place where the pirates were cooped up by the fishermen. But the pirates thus brought to bay had one mode of escape, though their two boats could not be saved. They had the shore on their lee, and the crews found their way to leeward, leaving the boats to look after themselves. Four of the natives from the freebooters' junks were caught, however, and the junks were secured. Had the Government completed the cordon by sending a party of soldiers on the shore near the assembled fleet of boats, a large number of the pirates might have been captured. As it was, the sea-rovers have received a check from the novel and somewhat amusing expedient of the fishermen. It is said that one or two casualities occurred among the fishermen, one of which proved fatal.

We also hear that the Holy City is likely to have for its next Governor an officer of the Portugese army, and that telegraphic news has been received to that effect. The Governor also brings out his secretary; but we have not learnt the names nor the precise time when they may be looked for.

The annual meeting of shareholders and subscribers to the City Hall was held on the afternoon of the 18th August. The report states that a favourable result has attended the decision of the committee to reduce the rent previously charged for the use of the theatre, hall, and ante-rooms. The duties of secretary, librarian, and curator, so satisfactorily performed during the absence of Mr. N. B. Dennys by Mr. J. J. Francis, have been resumed by the former gentleman on his return to the colony. The report was unanimously adopted.

The second ordinary meeting of shareholders in the China Fire Insurance Company was held on the 25th August, when the report was carried unanimously, and the shareholders thereupon resolved themselves into an extraordinary meeting, to consider a change in the articles of association. The chairman proposed:—"That meetings of the shareholders of the company shall be held yearly, in the month of February, and that the accounts should be made up to the 31st December." Carried unanimously.

In the North German Court at Kanagawa, on Aug. 17, the case of John Grigor, Manager of the Hong Kong and Shanghai Bank, *v.* Heinrich Ohl, administrator to the estates of E. Seyd and Co., was heard. Mr. F. W. Marks appeared for the Bank. This was an action brought to recover forty bales of silk hypothecated to the Bank on May 16, 1871, by Messrs. Seyd and Co., to secure an advance of $28,000, and interest, which silk had been seized by the administrator in Messrs. Seyd's bankruptcy. Judgment was deferred.

SIAM.

—o—

BANGKOK.

Dates are to the 24th August. The following items are from the columns of the *Siam Advertiser*, and we have much pleasure in congratulating our contemporary on completing the second year of his literary existence, to which he alludes in very feeling terms in a leading article. We wish him every success, and can assure him that he has the esteem of his friends at home with *their* friends, as much as those who are "at home" with him.

It is believed that Captain Peterson, of the Siamese ship *St. George*, must have been lost in a typhoon in the China Seas last year, with one of his sisters. Captain Peterson will be remembered as the officer who married a native woman last year, after having cohabited with her for a long time.

The determination of his Majesty the King of Siam to visit British India may now be considered a fixed fact, and his Majesty will probably leave Bangkok in the execution of that determination some time next December, about the latter part of the month.

We regret to learn that the veteran and indefatigable missionary, the Rev. D. B. Bradley, M.D., has been seriously ill. Later information describes the reverend gentleman's condition as improving.

By a storm on the 22nd August the new building, which was being erected on the Steam Rice Mill lot, adjoining the premises of Messrs. Pickenpack, Thies and Co., was reduced to a mass of ruins. The new building was not yet braced by partitions. During the fury of the storm many of the workmen and some of the paddy men who had just been paid resorted to it for shelter; but the building fell, and the casualties are three killed, one so seriously wounded that he probably cannot recover, and seventeen others wounded.

Nothing remarkable in the amount of rainfall at this state of the rainy season. The very high tides show abundance of water up country. The annual inundations at Ayuthia have commenced. The reports of the anticipated rice crop in that extensive rice-growing district are still very favourable. The prospects of the next rice crop at Panatsanik'on are likewise very favourable. The grain of the first district is Namuang paddy, that of the latter Nasuen. The grain at Ayuthia is planted by scattering, at Panatsanik'on by transplanting.

BORNEO.

—o—

SARAWAK.

Dates are to the 15th Aug.; the outward mail of 30th June reached this port on the 5th Aug. We are indebted to the *Sarawak Gazette* for the following:—

Mr. W. W. Birch, the Colonial Secretary at Singapore, has had a favourable interview with the Sultan of Salangore, with reference to the late occurrences there. Three rajahs who took part against the Government authorities have been outlawed, and one Tongko Udin, who is said to be well-disposed and peaceful, has been made Governor of the Sultan's province.

The Dyaks of Kanowit are moving down the river as a proof of their submission to the Government, and those who had fortified themselves on the mountains in the Mujok have already removed.

H. M. S. *Nassau*, Captain Chimmo, has been engaged in surveying the China seas in the neighbourhood of the Sulu Islands, and thence to Labuan, from which place she came to Sarawak. Her stay has caused our little society to wear an aspect of unwonted gaiety.

His Highness the Rajah has been pleased to appoint Mr. E. C. Parker to be postmaster and shipping-master; Mr. R. M. Mackenzie taking his duties as accountant.

The opium farm for 1871-2 was announced for sale by public auction at the Court-house on October 2 (for November 1.)

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 9th September. On the 30th August the *Hindostan* arrived with the English mail of the 28th July, and on the 3rd September the *Meikong* came in with the French mail of the 4th August. The following items are from the *Straits Times*:—

The question of providing asylums for the paupers which infest our streets has at last engaged the attention of the Government, and a committee has been employed in examining into the extent of the additional accommodation required for the purpose. Their report was laid before the Legislative Council on the 4th instant, and recommends the adoption of island asylums for lepers, and additional accommodation at the hospitals for the other paupers. The hospital buildings at Pulo Jerajah, near Penang, which were built some years ago under Government supervision at an expense of nearly $20,000, furnished by public subscription at Penang, but which have never been used, the committee recommend to be taken over by Government, and used as a leper asylum. The subscribers are willing to hand over the buildings, but the distance of the island from the Settlements, and the fact that it is said to be unhealthy and deficient of water, may prove serious obstacles to the carrying out of the scheme. Though we think some of the suggestions of the committee open to objection, their report is a very interesting paper, and will well repay perusal.

Murmurs of discontent have from time to time been heard

Digitized by Google

from Penang, that though the revenue of that settlement showed a handsome surplus over its expenditure, it never reaped any benefit in the shape of public improvements, but that all the available balance in the hands of Government was expended in Singapore. The complaints were louder when it was proposed that the Government should again take in hand and complete the Singapore Waterworks. This feeling has gained such ground that it has been found necessary to reconsider the apportionment of the expenditure; a committee was appointed, who, after careful examination of the accounts, have recommended the principle of debiting each settlement with the cost of administering the Government, the military contribution, &c., in proportion to the share it contributes towards the general revenue. The result of this will be that Singapore will have a surplus of some $150,000, Penang a deficit of about $60,000, and Malacca a deficit of $51,000. The Singapore surplus will then, as now, have to cover the deficits of the other settlements, and the only object of such a reappointment is to convince the people of Penang and Malacca of their liability for a share of the general expenses of the colony.

The Census returns for all three Settlements have at last been published, and though the figures are probably not wholly reliable, this being the first regular census ever taken here—an approximate idea may be formed of the relative proportions of the various nationalities composing our population. According to the report the entire resident population of the Colony is 306,776, among whom the Europeans, from all parts of Europe, number only 1,592—about 1 in 200. The number of Malays is 147,684; the Chinese 114,130; and Klings 20,125. The remaining 23,245 are of varied nationalities—Javanese, Bugis, Boyanese, Armenians, Jews, Bengalees, Siamese, Burmese, &c., &c. The return of the European population is, we presume, thoroughly correct; the number in Singapore is 922, or a ratio of nearly 1 in 100 of the given population; in Malacca, 47; in Penang and Province Wellesley, 623. The Chinese population of Singapore is 54,572, of Malacca, 13,842, and of Penang and Province Wellesley, 35,716. The number of Malays in Singapore, is 19,250, in Penang and Province Wellesley, 70,960, and Malacca, 57,474. The Malay population of Singapore and Penang Proper is nearly equal, as is also that of Malacca and Province Wellesley. We are of opinion that the Chinese and native population has been greatly under estimated, and that the population of the colony is in reality not far short of half a million. The return is, however, as correct as could have been expected for a first attempt at numbering a population prejudiced against giving the desired information.

On the 29th August there were sold by auction at Batavia 75,000 piculs of Government sugar, which brought an average price of f.15.56 4-15ths per picul, and also 15,000 piculs Samarang and 10,000 piculs Kadu coffee, bringing an average price of f.37.43 and f.37.50 respectively.

By late advices from Labuan we learn that Mr. Archibald Gray, jun., the new manager of the Oriental Coal Company, had arrived at the mines, bringing with him eight Scotch miners. Mr. Hugh Townley, the underground viewer, had died from malarious fever after a few days' illness. The Chinese coolies from Singapore, engaged at the mines, were, we are told, mostly sick, but those from Hong Kong were in good health.

At the settlement of Labuan, the following changes have been made:—Mr. Falvey is appointed gaoler, vice Mr. Warren, retired on pension. Mr. Chamberlayne to be Acting Police Magistrate, vice Mr. Hugh Low, suspended. Mr. Derrick to be chief constable.

Our Chinese friends have devoted themselves during the fortnight to the festivities of the *Sumbayang Hantu*, or spirit worship, and night after night one or another of the public streets has been blocked up with tables two or three hundred feet in length, brilliantly lighted with gas, and groaning under the weight of the delicacies and edibles with which they are loaded down as offerings to the spirits. The streets and roadsides have been availed of for Chinese theatrical displays and smaller shows, and altogether have presented a gay and animated appearance.

PENANG.

Dates are to the 11th Sept.

We are indebted to the *Argus* for the following items:—

The result of the census at Penang and Province Wellesley places the population of Prince of Wales Island at 60,444, and of the Province at 71,445. The population of George Town proper is 30,068, and of the country districts of the island 30,376. The Chinese population of the town is 14,461, of the country 8,678, and of the Province 12,577. The Malay population is, in town 3,696, in the country 16 501, and in Province Wellesley 50,763. The return of inhabitants without declared occupation is very large, being 12,637 in George Town, 15,417 in the country districts, and 30,405 in Province Wellesley; but we presume this is the result of negligence in filling up the "occupation" column, and that little dependence is to be placed in these figures. The number of males and females in George Town are, 17,403 men and 3,543 boys, 5,964 women and 3,158 girls; in the country districts, 13,689 men and 5,207 boys, 6,654 women and 4,826 girls; in Province Wellesley, 32,024 men and 11,553 boys, 16,632 women and 11,266 girls.

A meeting of the Municipal Commissioners was held at their office on the 6th Sept. The Secretary informed the Commissioners that one of the original contractors who tendered for building the retaining wall at Prangin for fifteen hundred and odd dollars had since offered to do the work for $1,200, and that he had given the contract to him.

The President informed the Commissioners that a report had been sent him from Province Wellesley that gave the number of cases of small-pox now existing there at 129, that is to say, 80 in the North, and 49 in the South.

The want of an assessor to assess the houses and lands in Penang was discussed, and the president mentioned the name of Mr. Koh Sin Tat, of Messrs. Tye Sin Tat and Co., as a gentleman who could be entrusted with the duties of Assessor. But Mr. Herriot considered that Mr. Koh Sin Tat did not possess the required experience, and would not do as an Assessor. He mentioned Mr. Thean Tek, but his name being objected to, it was decided to wait until the return from China of Mr. Foo Tye Sin.

Tan Neoh Keah, who absconded with $933, the property of his employers, was arrested by Captain Speedy, at Malacca. The greater part of the money was found on his person. On the passage between Malacca and Penang, the prisoner managed to evade the vigilance of the peon who had him in custody, and deliberately threw himself overboard and was drowned.

THE GRAVE OF COLONEL CATHCART.

A correspondent has kindly favoured us with the following interesting information:—

In the course of the works necessary for laying the telegraph cable from Anjer Point to Sumatra the coffin of Lieutenant Colonel the Hon. Charles Allen Cathcart, M.P., who died June 10, 1788, aged twenty-nine years, was discovered at a considerable distance below the surface.

Commercial Report.

(For dates see first page.)

IMPORTS.

Hankow.—During the closing week there had been a brisk demand for Grey Shirtings at improved rates, but otherwise the market had been extremely quiet throughout the fortnight, sales being small and generally at a decline on last quotations. Grey Shirtings: The market remained dull and weak, and prices further declined about 3 candareens after last mail left, but latterly there had been active enquiry, and a recovery of about 5 candareens. Quotations Tls. 1.70 to 1.77 for 7 lbs., Tls. 1.88 to 1.98 for 8¼ lbs., and Tls. 2.40 to 2.60 per piece for 9¾ lbs. White Shirtings: No enquiry and nominal. T-Cloths very quiet; holders had not forced sales, best 7 lbs. quoted Tls 1.70. Drills: Arrivals large; demand fallen off, and sales pressed at a decline of fully a mace. A sale of best English reported at Tls. 3.16. Jeans not asked for; quoted Tls. 2.30 to 2.40. Fancy and Dyed Cottons: Small sales at last quotations. Woollens and Worsteds—Camlets: Few sales of favourite chop. Long Ells: Assorted nominally higher, but no contracts passed. Orleans and Lustres: Demand subsided.

Shanghai.—Grey Shirtings: A speculative demand had been shown for 8¼ lb., and resulted in large settlement; it lasted a few days only, but, although great quietness has since ruled, the advance established had not been wholly lost; the closing quotations for Dewhurst's Pheasant chop being Tls. 1.90 to 1.91, against Tls. 1.87½ to 1.88¼ last mail. Nothing whatever has been done in the heavy qualities, and the quotations were nominal. White Shirtings: No inquiry or transactions. T-Cloths: Small demand for 6 lbs. of low qualities at Tls. 1.14 to 1.19, but few settlements recorded. 7 lb. goods of same class also asked for and sold at Tls. 1.40 to 1.45. Buyers, however, disinclined to pay over Tls. 1.36 to 1.42. In Mexican 7 lbs. more doing, and firm at Tls. 1.58 to 1.62; 8 lb. placed to moderate extent, but demand on a limited scale, and prices favour buyers. Drills showed a further decline; native holders anxious to quit stocks at receding rates. Jeans much weaker. Best English freely offered at Tls. 2.00 to 2.35; few buyers. Dutch changed hands at Tls. 2.42½. Nothing done in American. Sheetings: No transactions. Fancy Cottons: A few Dyed Brocades, best chop, changed hands at Tls. 3. Chintzes rather lower. White Spots in demand, but stock exhausted. Velvets unchanged in value, but very little doing. The market for almost every description of Fancies was inactive and drooping. Woollens: Quiet market for all classes of Woollen manufactures, and former quotations had not been sustained in any one instance. A resale of Scarlet Camlets reported at Tls. 14, and Tls. 13.65 refused for a fair assortment of C P H. Figured Orleans find buyers for Hankow at a fall of nearly 1 mace. In Long Ells, Lastings, Crapes, or Spanish Stripes scarcely any business reported, and prices of all easier. Market closed dull, with a downward tendency.

Hong Kong.—The only article showing any marked activity during the past fortnight had been T-Cloths. These had been taken freely, but most other goods had been neglected. Woollens generally were firm, but very little business is reported. Cotton Yarn: Market completely stagnant. Holders generally inclined to be firm, and there was no reason to suppose that when business is resumed any concession will be made upon the scale of prices last quoted. Grey Shirtings unchanged, very little doing, at $2.15 to 2.17½ for 7 lb., and $2.45 to 2.50 for 8¼ lbs. White Shirtings without improvement. T-Cloths: Demand had continued steady. Ordinary 6 lbs. readily saleable at $1.60 to 1.62½; 7 lbs. are in fair demand, up to $1.87½ per piece. Mexicans: 6 lbs. quite neglected; $1.70 to 1.75 nominal quotations; 7 lbs. more active, and considerable settlements at rates varying from $2.08 to 2.17½ according to quality. 8 lbs. 36-in. worth $2.40 to 2.50. Grey Twills: Fair demand for English at $3.70 to 3.75 for 14 lbs., and $4.00 to 4.05 for 15 lbs. Dutch and American neglected. Chintzes saleable at an advance of about 10 cents. Dyed Spots quoted about 25 cents higher, and Brocades also showed a small improvement. Blue

Digitized by Google

Handkerchiefs in better demand. Other fancy goods unaltered. Medium Cloth quitted in small quantities at former rates. Spanish Stripes—Settlements confined almost exclusively to heavy German descriptions at 90 to 92½ cents. Long Ells maintained their value. Settlements of HH Assorted at $7.25 per piece, and a parcel of "Dog Chop" placed at $8.25. Camlets very firm; quotations advanced 50 cents per piece, but no sellers. Lastings without change. Metals—Nail Rod Iron: Holders firmer, and market better, though not much doing. Good assortments of Nos. 1/6 worth $2.45 to 2.55 per picul, and a parcel of Nos. 4/6 placed at $2.65. Bars and Hoop Iron are neglected. Tin-Plates not inquired for. Iron Wire sales at $6.00 to 6.40. Quicksilver has advanced to $98 to 100. Yellow Metal Sheathing quiet and unchanged, sales at 20 per picul for Muntz's. Lead slightly better, but still much depressed. Nothing doing in L. B. and Co. and W. B.

Singapore.—We are indebted to Messrs. Boustead's Report for the following:—39-inch Grey Shirtings: Only moderate inquiry for 8¼ lbs., with sales at $2.42½ to 2.45, principally at the lower quotation, holders asking higher prices. 7 lbs. very quiet at $2.10 to 2.12½. 6 lbs. without improvement, and dull at $1.75 to 1.80. 45-inch: 8 lbs. very dull, small sales at $2.35; 9 lbs. still in demand at $2.82½, but no stocks. 32-inch Grey T-Cloth in excellent demand, especially 6 lbs., and stocks of all weights very light; prices firm at a slight advance. Closing quotations—$1.30 to 1.35 for 5 lbs., $1.62½ to 1.65 for 6 lbs., and $1.80 to 1.82½ for 7 lbs.; light weights dull at about last quotations—4 lbs., $1; 4½ lbs., $1.10 to 1.12½. Grey Madapollams: No stock of 2¾ lbs., which are inquired for at $17; 3 lbs. dull at $18. 36-inch Grey Supers: Good demand for No. 1 at $1.95; No. 2, limited inquiry at $2.05; No. 3, very dull at $2.15. 36-inch White Shirtings without change; fair inquiry for fine; medium and low dull. 36-inch White Spots: Limited inquiry for 14 by 15 at $2.47½ to 2.50; for 16 by 16 no demand. 36-inch White Brocades: No demand; quotations nominal. 45-inch White Cambrics: Strong demand for 15-16's, and market cleared—last sales at $28½ to 28¾; No. 24's without inquiry, and nominal at $18 for 18 by 18; lower qualities placed at $16⅛ to 16¾. 32-inch Imitation Irishes in better demand, and stocks having been reduced, firmer, 16 by 15 5¼ lbs. quoted $1.67½ to 1.70. Dyed Shirtings and Brocades without enquiry and nominal; nothing doing in Velvets. Stocks of Turkey Red Cambrics continue heavy and demand trifling, 2¾ lbs. $2.07½ to 2.10; 3 lbs. $2.20 to 2.25; no enquiry for lighter weights. Turkey Red Mulls in limited request at $30½ for 2 lbs., 1¾ lbs. quoted $28 per corge. Woollen Goods: Still good demand for 32 lbs. Camlets: Sales of Scarlet at $17; inferior assorted offered at $15, without finding buyers. Scarlet Long Ells: 12 lbs. enquired for at $7.20 to 7.25, but holders asking an advance had checked business; other weights dull, 8 lbs. $5; 9lbs. $5.50. Scarlet Bombazettes no demand. Lastings and Lustres without any enquiry. Grey Yarn: No improvement; all counts very dull, 18-24s., $90 to 92½, 30s., $105, 40s., $111 to 112. Turkey Red in moderate demand for 12 lbs. of favourite marks at $135 to 137½; 10 lbs. quiet at $127½ to 130. Imperial Red in no demand at $67, and Dark Green quiet at $78 to 80.

Penang.—The past fortnight had been very dull for nearly every description of imports, and very few transactions were reported. Grey Shirtings: 6 lbs. in request at $39, stocks small; 7 lbs. moving slowly; 8¼ lbs., heavy supply, and very little inquiry. Grey Supers: Small stock; demand abated. Grey Long Cloths: Very dull; no sales. Grey Madapollams: Demand had fallen off; no sales. Grey T-Cloths: Lighter weights were in very little request, but 7 lbs. in demand; stocks reduced; moderate inquiry for 6 lbs., and sales at $52. English Sheetings and Drills in no demand; small sales of Dutch Drills, 30 yards, at $56. White Shirtings: Common and medium without inquiry; fine in request, but without advance; stocks reduced. White Cambrics: Improved, especially Nos. 15-16, of which stocks were small, and held for a further advance. Dyed Shirtings, Brocades, and Damasks: No transactions. Woollens: In poor demand; a sale of Assorted Lastings at 35c. Grey Yarns: Stocks of 30's smaller, and sales at $100 cash; not much demand for other numbers. Green Yarn: 40's sold at $79½; other colours not wanted. Iron of suitable assortments wanted; a sale of Glasgow Refined, to arrive, at $2.75 to 2.80 for an assorted invoice. Lead and Brass Wire in no demand. A sale of Yellow Metal at $21.

EXPORTS.

TEA.

Hankow.—The following is from Messrs. Drysdale, Ringer, and Co.'s report:—During the fortnight a small business has been transacted, settlements amounting altogether to 8,993 chests, 3,467 half-chests. In the corresponding time last year 2,800 chests only were settled here. Although prices have ranged fully equal to the equivalent in Shanghai, in some cases even higher, the bulk of the Teas as they arrived have been at once forwarded there for sale. During the fortnight 31,327 chests 14,698 half-chests have come to hand, nearly all third crop Tea, which we still think compares favourably with last year's. Settlements are:—(At Exchange 6s. 1d., and Freight £3, adding Tls. 5 for duty, exchange, &c.)—6,880 chests 2,787 half-chests at 1s. 2¼d. to 1s. 3¾d. per lb., 2,113 chests 680 half-chests at 11¾d. to 1s. 1d. Total shipments to Shanghai for sale on native account, 189,000 packages, against 195,000 packages last year.

Kiukiang.—Black: Three chops had been settled, and 108 had gone forward to Shanghai on native account. Quotations were:—Ningchows, Tls. 18.5 to 19.2.5.; Hohows, nominal; Green: Ten chops had arrived, but the Teamen, attracted by the high price ruling in Shanghai, would not show their musters here. Free arrivals looked for in about ten days from date.

Shanghai.—Messrs. Drysdale, Ringer, and Co. report as follows:—Black Teas: We have again to report a large business, settlements for the fortnight amounting to 27,700 chests and 35,000 half-chests. From date of our last report to the 21st Aug. buying was pretty general and free settlements were made; we then received advices from Foochow reporting the export thence about 8 millions in excess of last year, since when there has been less inquiry, but subsequent settlements do not show any decline from rates previously current. The attention of buyers has been chiefly directed to Teas costing Tls. 20.0.0 to 22.0.0, equal to 1s. 2d. to 1s. 3¼d.; Ningchows forming a large proportion of the quantity taken, Shuntams and Common Hohows have not been in such request, and operations in finer kinds have also been limited. Supplies have been coming forward freely, there is, however, a great falling off in quality, nearly all the late arrivals being of inferior and common grades. Our export shows an excess of 10 million pounds, with a stock of 43,000 chests against 93,000 chests same time last year. Prices: Shuntams and Hohows do not show any change in quotations; common to fair Oopacks and Oonfas, and also fair Ningchows, show a rather lower range of tael price, which, however, is fully covered by inferiority of quality. Medium to better kinds do not show any change, but the market closes with a downward tendency. Quotations (exchange at 6s. 0½d., freight £3):—Hohows, common to fair, 11½d. to 1s. 2d.; Oonams, common to fair, 11d. to 1s. 0¾d.; Oopacks, common to fair, 1s. 0¾d. to 1s. 3¼d.; do., fair to medium, 1s. 3¼d. to 1s. 5d.; Oonfas, common to fair, 1s. 1¼d. to 1s. 3¼d.; Ningchows, fair to medium, 1s. 0¾d. to 1s. 2½d.; do., medium to good medium, 1s. 3¼d. to 1s. 5d. Green Teas: Settlements since our last have been heavy, finest kinds still commanding most attention; stock has, however, accumulated, and there is more disposition shown by holders to meet buyers, some chops of fine Teenkai having been settled at Tls. 3 less than the price for which they were held at the opening of the season. Common to medium kinds are still neglected. Pingsueys have ranged from Tls. 33 to 57, Fychow and Teenkai at Tls. 31 to 62.5 proportion. Old Tea of last season can be bought from Tls. 20 to 28.

Foochow.—During the fortnight the market had been rather quiet, and business on a moderate scale. Congou: Transactions had been of a limited nature, and prices had shown some signs of weakness, but latterly purchases had been made at gradually hardening rates, and a few settlements of Flavoury to Medium kinds showed a slight advance. Third crop Teas were arriving freely, and the stock amounted to 76.570 chests. Arrivals 69.960 chests, settlements 41,511 chests. Quotations: Dust and Siftings, Tls. 4 to 8; Broken Leaf to Ordinary, Tls. 8½ to 12; Fair to Good Common, Tls. 12½ to 15; Flavoury to Medium, Tls. 16½ to 24½. Souchong: Fair business reported at former rates, and some purchases of second crop Teas made at Tls. 20 to 24. Arrivals, 1,000 chests, settlements, 5,258 chests. Quotations: Common Tls. 14 to 18; Medium to Fine, Tls. 19 to 27; Fine, Tls. 28. Oolong: Musters of about 27,000 half-chests fine had been shown, but as yet no business had been done. The quality was satisfactory, the Teas being superior to last season's both in leaf and in liquor. Arrivals, 11,970 half-chests. Nominal quotations:—Common to fair cargo, Tls. 16 to 19; good cargo, Tls. 21 to 23; superior to fine, Tls. 24 to 29; fine to finest, Tls. 30. Scented Teas dealt in to a fair extent, but at a decline of fully one tael and a half. Settlements, 24,298 boxes at Tls. 15½ to 23 for Caper, Tls. 15½ to 24½ for Scented Orange Pekoe, and Tls. 6 for Scented Tea Dust. Quotations:—Dust, Tls. 6; common to fair, Tls. 19 to 21; medium, Tls. 22 to 24½. Flowery Pekoe: Settlements, 330 chests, at Tls. 24 to 42.

Amoy.—Oolong: Settlements for the fortnight about 13,000 half-chests at $20 to 24 for common to fair, $26 to 28 for good cargo, $29 to 31 for superior, $32 to 36 for fine, and $37 to 42 for finest; for fine and finest kinds, full rates continued to be paid, while cargo grades could be purchased on easier terms. Congou: About 500 half-chests of inferior quality taken at $14 to 15.

Canton.—The settlements reported were nearly all made during the first week of the fortnight. On receipt of telegrams advising sales in London of shipments per *Danube*, business was brought to a standstill, and all offers withdrawn. The few sales of Scented Teas show no change from quotations last current, but to effect any further settlement holders would have to accept a considerable reduction in price. In Canton Greens there had been but little doing, and of Canton district Congous no sales were reported. Settlements: Scented Orange Pekoe, 4,200 boxes at Tls. 14.00 to 25.00; Scented Caper, 13,000 boxes at Tls. 13.50 to 21.50; Gunpowder, 3,000 boxes at Tls. 16.00 to 30.00; Imperial, 600 boxes at Tls. 15.00 to 20.00.

SILK.

Shanghai.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—We had a very quiet market for the first seven or eight days of the fortnight, when some "Blue Elephant" chops were settled at Tls. 525, equal to 27s. 2d., but on inspection were found to be so bad that they were rejected; since then, however, business has assumed a more active form; dealers, finding it useless to hold out any longer, gave way Tls. 10 to 20 per picul on most of the medium Tsatlee and many of the common descriptions of Taysaams. This has resulted in the settlement of about 2,000 bales, buyers showing little inclination to go on unless a still further reduction is obtained. Common Tsatlees are still sought after, but owing to the mixture they contain show worse value than anything else; holders of chop Silk's are very firm, most of them assert they will not take less than Tls. 590 equal to 30s. 6d., although we believe some have been settled at Tls. 10 less. About one third of the settlements are on Chinese account or in joint account with foreigners. Stock is still about 8,000 bales. The following are a few of the prices paid: Dragon, No. 3, 30s. 0d. to 30s. 3d.; Changling, No. 3, 30s. 6d.; Blue Flag, No. 3, 27s. 2d.; Kukee Chin Jan, 27s. 2d.; Red Peacock, 26s. 4d.; Medium and Common Tsatlee, 24s. 6d. and 25s. 10d.

Canton.—Prices during the fortnight had shown but little change, but the market had been much quieter. For America there had been less doing, and dealers had advanced their demands somewhat.

The steamer *Priam*, in addition to a general cargo, brings the following quantities of silk:—Shipped by George Barnet and Co., 134 bales; Butterfield and Swire, 90 b.; Gamwell, F. R., 28 b.; Hogg, Brothers, 122 b.; Sassoon, D., Sons, and Co., 57 b.; Shaw, Brothers, and Co., 180 b.; Scheibler, Matthaei, and Co., 34 b.; Skeggs, C. J., and Co., 250 b.; Telge, Nolting, and Co., 40 b.; Turner and Co., 50 b.; Westall, Brand, and Co., 17 b.; Wright, Burkill, and Co., 25 b.; total, 1,027 b.

Digitized by Google

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to July 31, 1871	—	37388273	17113260	—	4263271	58764804	17611
Corresponding period last season	10826	29880815	6496945	—	3196063	39584649	13676

Shipments Since:

Aug. 12	per Sarah Scott	From Shanghai	815,528	
— 15	Everest	Do.	752,555	
— 16	J. R. Worcester	Do.	1,152,036	
— 17	Yeavering Belle	Do.	588,676	
	Lauderdale	Foochow	1,777,194	
— 18	Tanjore (str.)	Shanghai, &c.	—	2,404
— 19	Red Deer	Do.	1,003,833	
	Priam (str.)	Do.	1,367,757	1,111
	Do.	Canton	160,365	
— 22	Sarpedon (str.)	Shanghai	1,317,739	57
— 24	Avon (str.)	Foochow	1,439,573	
	Do.	Shanghai	103,145	
	By present mail str.	China and Japan	—	2,330

TO THE CONTINENT.

							Bales
From June 1 to July 31, 1871	...	...	...	...	...	1989284	3437
Corresponding period last season	...	...	...	...	...	33859	7078

Shipments Since:

Aug. 6	per Selim	From Canton	21,250	
— 18	Tanjore (str.)	Do.	—	127
	Do.	Shanghai	—	964
	By present mail str.	China and Japan	—	1,130

TO UNITED STATES.

							Pcls.
From June 1 to July 31, 1871	...	...	...	...	...	3657080	589
Corresponding period las season	...	...	...	...	...	3478639	493

Shipments Since:

Aug. 12	per Arizona (str.)	From Shanghai	404,729
— 16	Kedron	Do.	335,397
— 18	Brunette	Canton	141,204
	Schiehallion	Foochow	708,800
— 21	Eme	Do.	722,700
	Pekin	Canton	28,000

TO AUSTRALIA.

From June 1 to July 31, 1871 ... ... 6,823,819 lbs
Corresponding period last year 3,607,939

Shipments Since:

Aug. 13	per Clara Sayers	From Foochow	360,400
— 18	Canadieen	Canton	116,000
— 19	Salacia	Do.	38,000
— 25	Albion	Foochow	288,200
	Mary Hamilton	Canton	13,360

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859	65,789,792	83,134	1868 to 1869	142,789,804	70,917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199			

* Including the Continent.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6d.	4s. 6½d.	4s. 6¼d.
Shanghai ,, ,,	5s. 11½d.	6s. 0d.	6s. 0¼d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 3¾d.	4s. 4½d.	4s. 4¼d.
Singapore ,, ,,	4s. 4¾d.	4s. 4¾d.	4s. 4¾d.
Manila ,, ,,	4s. 2d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306	221½ to 222
,, Hong Kong	27½ to 28 dis.	—
Bar silver	111.5.0	10 prem.
exican dollars	76.2.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 56; Old, 58 per cent. prem.
Hong Kong Gas Company, 58 dols. per share.
Hong Kong and Whampoa Dock, 22½ per cent. discount.
China Traders' Insurance, 2,400 dols. premium.
Hotel shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 37 dols. premium.
Hong Kong Fire Insurance Company, 365 dols. premium.
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 90 to 92½ premium.
China Fire Insurance Company, 69 dols. premium.
Victoria Fire Insurance Company, 65 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par to 1 per cent. prem.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $17 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls. 61 premium.

LATEST TELEGRAMS.

COMMERCIAL.

JAVA.

Batavia, Oct. 6.—In public auction to-day 8,000 piculs Billiton Tin were sold at f.86.23 per picul.

STRAITS SETTLEMENTS.

(Received Oct. 12.)

Singapore, Oct. 11.—Grey Shirtings, 8¼ lbs., $2.47½; 7lbs., $2.12½; T-Cloths, 6 lbs., $1.65; Mule Twist, 40's, $114; Gambier, $3.25; Pepper, Black, none; White do., '$20; Tin, $34¾. Exchange on London: Bank bills, six m.s., 4s. 4¾d.

Penang, Oct. 11.—Grey Shirtings, 8¼ lbs., $49 per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $103 per bale; 40's, $111. Tin, $33.70 per picul. Pepper: Black, $14.50; White, $22½. Nutmegs, 110's, $90. Exchange on London: Bank bills, six m.s., 4s. 4⅝d.

Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, Aug. 17, Una (str.); 21, Hong Kong (str.); 23, Tonbridge; from Hamburg, 21, "August."

At Hong Kong and Canton.—From London, Aug. 15, Veronica; 30, Burdwan; from Liverpool, 22, Menelaus (str.); from Cardiff, 17, Jennie Eastman, Martin; 21, Thorkild; from Hamburg, 21, Sedan (str.); from Callao, 28, Hong Kong; from London, Oct. 8, Glengyle (str.), Enterprise (str.); from Cardiff, 4, Fred Harran (reported by telegram).

At Manila.—From Liverpool, Aug. 22, Belvidere.

At Singapore.—From London, Aug. 24, Star of the South; 27, Athol (str.); from Liverpool, 27, Alexander Lavally; Sept. 6, Blenheim; from Cardiff, Aug. 25, Mary Killan; 31, Cornelius Smit; Sept. 1, Adolph; 2, Mary Nelson; 4, Undine; 7, Mountain Laurel, Peeress; from Marseilles, 3, Meikong (str.); 5, Peiho (str.); from Hamburg, Paradies; from Amsterdam, Vesta; from London, Oct. 12, Hector; from Clyde, Albany (str.) (reported by telegram).

At Penang.—From London, Sept. 1, Ben Nevis; 7, Eleanor; 12, Lord of the Isles (str.) (reported by telegram).

At Batavia.—From London, Aug. 30, Anita, Dilpussund; from Glasgow, 20, County of Nairn; from Clyde, 29, Kurrachee; from Texel, 24, Anna Lucreta, Maria Elise; 25, Vice-Admiral Koopman (H.M.S.); 27, Pieter Adolf; 29, Christina; 31, Aria and Betsy; from Boston, 24, Mindoro; from Newcastle, Oct. 7, Anna Sophia (reported by telegram.)

DEPARTURES.

From Shanghai.—For London, Aug. 12, Priam (str.); 15, Sarah Scott; 16, Everest; 18, J. K. Worcester, Yeavering Belle; 22, Red Deer; for New York, 16, Kedron.

From Foochow.—For London, Lahloo, W. Ritson, Her Majesty, Silver Eagle; for Boston, Malacca.

From Hong Kong and Canton.—For London, Aug. 19, Priam (str.); for Falmouth, 25, Mathilde; for New York, 19, Brunette; 26, Pekin.

From Manila.—For Liverpool, Aug. 18, Amigos; 24, Gloria, for New York; 18, Oracle.

From Singapore.—For London, Aug. 31, Dilkhoosh; Sept. 8, Sarpedon; for Liverpool, Aug. 26, Bueno Ventura; for Bordeaux, 31, Nouveau Nomade.

From Batavia.—For Holland, Aug. 20, Voorlichter; 23, Nicollette; for America, Sept. 1, Herald.

VESSELS LOADING.

At Shanghai.—For London, Hong Kong (str.), Menelaus (str.), Taunton (full), Caller Ou (full), City of Aberdeen, Cuttysark Ariel, Avona, Guinevere, for New York, Endeavour, Golden State (full), Willy Rickmers, Serica.

At Amoy.—Stanley, Star of China; expected, Taeping.

At Foochow.—For London, Melbrek, Maiden Queen, Rifleman, Holmsdale; for New York, Benefactor.

At Hong Kong and Canton.—For London, Otter Caps, Veronica; for New York, A. L. Banfield.

At Manila.—For London, Estrella; for Liverpool, Mic Mac, Sarah Nicholson, Gipsy; for New York, Clytie, City of Agra, Nestor, Asa Eldridge, St. Albans; for Boston, Galatea, Sooloo, Lochnagar, Volunteer; for Spain, Chica; for Havana, Dona Feliciana; for Channel, Ogir; for Falmouth, Lake Constance.

At Singapore.—For London, Star of the South, Avon (str.); for Glasgow, Blenheim; for Liverpool, Mountain Laurel.

FREIGHTS AND CHARTERS.

At Shanghai.—To London, the rate for steamers is £3 per ton of 40 cubic feet; and sailing vessels, £2 10s. to £3 per ton of fifty cubic feet.

At Foochow.—To London, £3 per ton of 50 cubic feet; by steamer, £4.

At Hong Kong and Canton.—To London, £2 15s. to £3 per ton of 50 cubic feet; to New York, £2 5s. per ton of 40 cubic feet.

At Manila.—Beyond the Loch Nagar, for New York, at $9½ gold for sugar, and $10½ hemp; there is no other charter to report.

At Singapore.—To United Kingdom rates remain unchanged, viz., £2 17s. 6d. to £3 7s. 6d.; to New York, £3 2s. 6d.; by telegram of Oct. 12, 50s.

At Penang.—To London, per steamer £2 10s. per ton.

Digitized by Google

REPORTS AND CASUALTIES.

HONG KONG.

The Dilpussund, London to Shanghai, has put into Hong Kong dismasted. The City of Aberdeen, Hong Kong to New York, has put back, dismasted.

The Oberon (str.) left St. Paul's for London, Oct. 27, all well.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 14	Hermon	Singapore	Liverpool
„ 15	Queen of the Seas	Do.	New York
„ 15	Chasseur	Padang	Batavia
„ 15	Caliph	London	Shanghai
„ 17	Salvadora	Cardiff	Manila
„ 17	Tyburnia	Do.	Hong Kong
„ 17	Channel Queen	Do.	Do.
„ 17	Early Morn	Do.	Shanghai
„ 17	Rocket	Boston	Batavia
„ 19	Ether Rickmers	Cardiff	Shanghai
„ 19	Tony	Do.	Hong Kong
„ 19	Mary Whitridge	New York	Shanghai
„ 21	Argonaut	Shanghai	London
„ 21	Mindoro	Boston	Batavia
„ 22	Sindbad	Glasgow	Manila
„ 22	Adelaide	Hamburg	Nicolacjewsk
„ 24	Penang	Ilo Ilo	Boston
„ 24	Miako	London	Yokohama
„ 24	Elizabeth Graham	Do.	Shanghai
„ 25	Lord Macaulay	Cardiff	Hong Kong
„ 25	Brockham	London	Do.
„ 25	Walter	Do.	Yokohama
„ 25	Ivalo	Aden	Batavia
„ 25	Clymene	Ilo Ilo	Liverpool
„ 25	Sacramento	Manila	New York
„ 26	Oneida	Cardiff	Yokohama
„ 28	Dilpussund	London	Shanghai
„ 28	Glassus	—	Do.
„ 28	Margot	Do.	Osaka

OBITUARY.

MR. JOHN MARKHAM.

The announcement of the sudden death of Mr. Consul Markham, which reached us by telegram on the 10th, has excited the sympathy of all circles connected with China, official and non-official, in this country. Mr. Markham had enjoyed a long and honourable connection with the Cowsular Service. At the time of his death he was Acting Consul at Shanghai in the absence of the Consul, Mr. W. H. Medhurst. Entering the service in 1852 as Student Interpreter, he was appointed Acting Assistant at Canton, February, 1853; Assistant at Foochow, April, 1854; Second Assistant at Hong Kong, October, 1856; and First Assistant at Bangkok, June, 1857. Mr. Markham remained at Siam until December, 1858, when he was promoted to the post of Vice-Consul at Shanghai, and he acted as Consul at that port from June, 1863, until March, 1864. He was appointed Consul at Chefoo in January, 1868. Mr. Markham was brother to Mr. Clement Markham, one of the secretaries to the Geographical Society, upon whom the distinction of C.B. was lately conferred. His official career of twenty years was sufficient only to give greater cause of regret for his untimely removal. It was sufficient, however, to surround him with a circle of personal friends such as few men have deserved better, or done greater honour to. His power of observation, natural good sense, amiable temper, and the refinement of a true gentleman carried him through all the shallows and quicksands by which the path of public duty was oftentimes beset. However he might be taken by surprise, he was never unequal to the emergency before him. His reports were always plain, vigorous, and thoughtful, and have added much to our information concerning Chinkiang and Chefoo. Some of his papers excited much attention when read at the Geographical Society's meetings, and we therefore hope that the expectation that he was about to publish a record of his experiences in a collected form will be carried out. Such a volume would be as acceptable to students as to personal friends, and would form a literary monument to his memory which his brother, the Secretary of the Royal Geographical Society, will, we have no doubt, raise from the materials in his possession.

Vice-Admiral W. Warren, C.B., died on Monday last, aged seventy-three. He sailed with the expedition to China in 1840, and in January of the following year he co-operated at the attack upon Chuenpee. In March ensuing he was at the capture of Canton, when he had command of the western division of bôats. He also bore a conspicuous part at the second attack on Canton in May that year. His gallantry and able services obtained him his commission as captain, bearing date May, 1841, and in the October following he was further rewarded by being nominated a Companion of the Order of the Bath. He became rear-admiral on reserved half pay June 4, 1861, and vice-admiral April 2, 1866.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Beasley—On the 10th Oct., at Benhilton Villa, Sutton, the wife of Jos. Beasley, Commander P. and O. S.N. Co., of a daughter.

Bielfeld—On the 10th Aug., at the Chefoo Family Hotel, Mrs. Alexander Bielfeld, of a daughter.

Duncan—On the 24th Aug., at Kowloong, Mrs. Robert Duncan, of a daughter.

Henderson—On the 15th Aug., at Shanghai, the wife of Dr. Edward Henderson, of a son.

King—On the 20th Aug., at Shanghai, Mrs. W. W. King, of a daughter.

Simpson—On the 21st Aug., at Pootung, Mrs. James Simpson, of a daughter.

Torrance—On the 28th Sept., at Bowden, Cheshire, the wife of R. B. Torrance, of Batavia, of a daughter.

Woodward—On the 15th Aug., at Shanghai, the wife of Mr. R. H. S. Woodward, of a son.

MARRIAGE.

Friedrich—Ewing.—On the 24th Aug., at Union Church, Hong Kong, by the Rev. Dr. Legge, Otto Friedrich to Mrs. H. E. Ewing, eldest daughter of William M. King, of New York.

DEATHS.

Brereton—On the 18th Aug., at Hong Kong, Laura Frances, daughter of W. H. Brereton, Esq.

Duncan—On the 25th Aug., at Kowloong, the infant daughter of Mr. Robert Duncan.

Eshelby—On the 30th July, at Yokohama, Japan, in his 25th year, Alfred Lawton Eshelby, R.N., Navigating Sub-Lieutenant H.M.S. *Hornet*, second son of the late Henry Lowcay Eshelby.

Harington—On the 7th Oct., suddenly, Sir Henry Harington, K.C.S.I., aged 63.

Smith—On the 16th August, at Shanghai, of typhus fever, Mr. C. T. Smith.

Snit—On the 15th Aug., at the Old Palace, Bangkok, H.R.H. Prince Krom Luang Wongsa Dhiraj Snit, aged 63.

Vermont—On the 30th Aug., of small-pox, John F. Vermont, Esq., of Tassek Estate, Province Wellesley, aged 29.

SHIPPING POSTSCRIPT.

Arrivals not in Tables.—Oct. 11, off Portland, from Batavia, for Amsterdam, Christina Maria de Veer; at New York, from Ceylon, Ann Banfield.

Departures.—Oct. 11, from Newcastle, for Java, Huydecoper; for Singapore, Iron Cross; 12, from London, for Shanghai, Wylo; Aug. 28, from Callao, for China, Neva; Sept. 4, for China, Cecilia; Oct. 10, from Glasgow, for Singapore, Lochleven Castle. from' Rotterdam for Batavia, Cornelis Wernard Eduard; 12, from Cardiff, for Hong Kong, Gem; from Dublin, for Singapore, Saeby; 14, from Beunos Ayres, for Batavia, Bilderdyk; Sept. 20, from Rio de Janeiro, for Colombo, Electra; Oct. 13, from London, for Singapore, China, Penang, &c. (via S.C.), Canton (str.), for Colombo, &c., Northern Queen; for Galle, T. C. Clarke; for Cardiff and Hong Kong, Johanne Marie; 13, from Liverpool, for Singapore, China, &c. (via S. C.), Diomed (str.).

Spoken.—Mindoro, (Fr. barq.), Gibraltar to Japan, July 20, 12 S., 105 E.; Dan (Swed. brig.), for Batavia.

Laid On.—At Glasgow, for Java, County of Elgin.

Casualties.—The Cheops was detained at Gravesend by an accident to the machinery, but sailed on the 13th inst.

The following steamers passed the Suez Canal btween Oct. 4 and 10:—Gouverneur Generaal Mijer, from the Clyde, for Batavia, Hai Loong, from Aberdeen, to Hong Kong, and the Sarthe (French transport), from Toulon, to Saigon.

NAVAL AND MILITARY.

Lieutenant-Colonel Robert Biddulph, Deputy Assistant Quartermaster-General, Royal Artillery, has been appointed secretary to the Right Hon. Edward Cardwell, with orders to take up his appointment forthwith. Colonel Biddulph, who is an officer of very high repute, joined the Royal Artillery, from the Royal Military Academy, in 1853, and has since that date been almost constantly filling important staff appointments on active service. In the Crimea he earned the medal and three clasps, with the Turkish medal and the Order of the Medjidie. He was in the campaign in India during 1857 and 1858, actively employed, being deputy assistant quartermaster-general, Royal Artillery, at the siege and capture of Lucknow, and was subsequently in China at various engagements, ending in the capture of Peking, being many times honourably mentioned. Though only second captain in the regiment he was made brevet major in 1861 for his services in China, and in 1864 he was breveted lieutenant-colonel in recognition of his skill and bravery in India. He has occupied his present post at Woolwich since April, 1868, and has been constantly employed in improving the organisation of the corps, and advancing the efficiency of the army, his latest special service being upon the staff during the autumn manœuvres.

On the 10th inst. the undermentioned officers and troops embarked at Gravesend, on board the screw steamer Cheops, for passage to Ceylon and the Straits Settlement, *via* the Suez Canal:—Captain H. Guy Carleton, Assistant-Surgeon M'Namara, and sixty non-commissioned officers and men of the 1st battalion of the 10th Regiment; Capt. William Gordon and sixty-eight men of all ranks of the 73rd Regiment; Lieutenant Philip Edmund Monckton and twenty men of the Royal Artillery, and Staff Surgeon Major Alexander Peille Cahill. The detachment of the 1st battalion of the 10th Regiment proceeds to the Straits Settlement, and that of the 73rd Regiment to Ceylon.

The Icarus, Commander Lord Charles Scott, lately on the China station, which broke down in her machinery, and put into Simon's Bay in the middle of August, has been further patched up to allow her to proceed to England in safety.

The Iron Duke, Captain Arthur, arrived at Malta on Monday last, the 9th inst., from Plymouth Sound, bound to China, *via* the Suez Canal.

The Emperor of Germany has conferred the title of Baron upon Mr. Reuter, of telegraphic celebrity. Few will be disposed to question Mr. Reuter's right to the honour, and the question suggests itself whether the example set by the Emperor should not be followed by the British Government. The punctual and effective manner in which Baron Reuter has supplied the public with news for some years past certainly calls for some recognition.

Mr. Sidgreaves, the new Chief Justice of the Straits Settlements, proceeds by the mail of the 17th prox.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.
No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.
A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

The London & China Telegraph.

LONDON: MONDAY, OCT. 16, 1871.

THE LOSS OF THE TROOP-SHIP "MEGÆRA."

Now that the public mind has been relieved from apprehension lest the stranding of the *Megæra* might be attended with loss of life we may with decency pause, and count the cost of that scandalous disaster. Not that it is very easy for anybody to calculate such a charge, because the undisguised *insouciance* of the Government on this, as on some other subjects, has cost Mr. GOSCHEN's administration of the Admiralty much that he could not afford to lose, and must also have told injuriously on the prestige of our maritime supremacy in the mind of every nationality East or West. The incidents of the stranding of the *Megæra*, from the time when she was despatched to the moment she was lost, must be so immediately in the recollection of our readers that few words are required to recapitulate how the *Megæra* was twenty-five years old when despatched; how, fifteen years ago, she was so depreciated as to be placed at the bottom of the list of troop, not store, ships; how she was then "reported" as possibly able to last eighteen months longer; how, in this present year of grace, she was selected for service, but got no further than Plymouth before her miserable condition induced her commander, on the respectful remonstrance of the crew, to represent her unseaworthiness to the Admiralty; how the commander got reproved for his "officiousness;" how he and his men sailed dauntlessly out in loyal obedience to his unfeeling chief, with ports leaking, seams open, and decks flooded; and how, in due course, (or rather, *out of* due course, for the wretched "tub" could not be steered) she was wrecked on the Island of St. Paul, thank Heaven, without ultimate loss of life. Owing to the zeal and promptitude of the P. and O. Company, the completeness of whose arrangements put the Admiraly to the blush, every soul was got off the wreck; every life that had been inhumanly risked on board the hulk (oddly enough named after one of the three goddesses whose especial function it was to punish inhumanity) was saved, and Mr. GLADSTONE and Mr. GOSCHEN could draw their breath—and their salaries—once more.

But the bill! what JOSEPH HUME used to call the "tottle of the whole"—what is the cost at which the rescue of all that was worth saving in this shameless catastrophe has been effected? If ever, to use a common phrase, Providence was "tempted," it was when the *Megæra* was despatched with its human freight; and to have saved these we are sure no Englishman will grudge the amount it is estimated to have cost—startling as it is—a quarter of a million of money. This is without bringing into account the value of the *Megæra* herself, for we reckon that as nothing—or rather at a quarter of a million less than nothing, as an "economical" Government handled her. Still, if her hull had been sold to be broken up, it would have fetched something; and her cargo, stores, and furniture, a great deal more. Neither will anybody grudge the sum charged by the P. and O. Company for the services of their steamer *Malacca*, large as it seems at first sight, being no less, we believe, than £4,500 *per mensem*, exclusive of coal. Some allowance must also be made to the *Oberon*, which called at St. Paul's, *en route* to London; too late, however, to render any service. The *Malacca* did her work nobly, and it must be a great consolation for Mr. GOSCHEN to reflect that so splendid a fleet as the P. and O.'s is at his service (for a consideration), whenever he chooses to make another "economical" experiment. But by yielding to the insidious ouncils which prompted him to send the *Megæra* to sea, he has cast an indelible slur on his administrative judgment. The mythological *Megæra* wore snakes in her hair—we think there must be snakes about the head, particularly near the ears, of the Admiralty.

THE departure of Mr. J. LOUDON, lately appointed Governor-General of Java, has been postponed until next month.

WE understand that negotiations are in progress between our postal authorities and the Government of France as to the conveyance of the India and China Mails through France and the Mont Cenis Tunnel to Brindisi. The German authorities are using their best efforts to induce our Government to continue the present route by the Brenner Pass, but it will be impossible for this service to compete in point of time with the Mont Cenis. It is expected that the time of transit will be shortened by two days, and that the despatch of the homeward mails from India, China, and Australia, by the P. and O. Co.'s steamers will be put forward that time. The outward mail from London will be despatched on Friday, as heretofore, but the Southampton steamer will have to be despatched earlier. The overland route through Egypt to Alexandria will be continued. When the present negotiations are completed, the P. and O. Company's "Time-table for 1872" will be published.

SIR RICHARD MACDONNELL, the Governor of Hong Kong, we understand, will leave by the mail of the 27th inst. Sir EDMUND HORNBY has obtained an extension of leave to May, when, according to present arrangements, he will proceed to Shanghai and resume his post of Chief Judge in China and Japan. Mr. CHALONER ALABASTER, Vice-Consul at Shanghai, will return to his post by an early mail. The death of Mr. JOHN MARKHAM, Acting Consul at Shanghai, but whose post was that of Consul at Chefoo, is noticed in another column.

SOME of our friends in the Straits may be glad to know that his Excellency Sir HARRY ORD has obtained a further extension of leave, and will not leave this country until January next. The appointment of Mr. SIDGREAVES as Chief Justice of the Straits Settlements, in succession to Sir BENSON MAXWELL, has been gazetted. Mr. SIDGREAVES is a barrister of some fourteen years' standing, and has been chiefly in practice in Liverpool and on the Northern circuit.

TELEGRAMS have been received announcing the arrival of the *Investigator*, Captain Halpin, at Anjer on the 5th inst., and after laying the cable across the Straits of Sunda, to connect Anjer with Sumatra, she will proceed to lay her section of the Australian cable. If all goes well, we may hear of the completion of the work in the first week in December. The vessels engaged on this service, besides the *Investigator*, are the *Edinburgh* and *Hibernia*.

WE have already announced the completion of the Submarine Cables of the Great Northern Company between the Russian shores of the Pacific, Nagasaki, and Shanghai. The land lines from St. Petersburg to Wladiwostok (Possiette Bay), a distance of nearly 6,000 miles, are also complete, but the instruments and working staff are not yet ready for a pressure of messages. It is however a question of a few days only.

THE SHAN-SIN-FAN.

No one can question the force of the Rev. Mr. CHALMERS's reasoning in his letter to the *China Mail*. It is quite impossible to take any half views of our position in China. We cannot permit the Chinese Government to separate our missionaries from the rest of Her MAJESTY's subjects whom they are bound to protect by treaty; and we cannot allow them to make new regulations infringing the missionaries' privileges in the Far East, or to suffer placards and books tending to inflame the populace against them to be published without condign and open punishment. All temporising and plausible excuses have been worn out, and yet the evil is as great as ever—indeed it seems likely that an endeavour will be made to repress missionary enterprise altogether when the Chinese Government thinks it has formed a party strong enough to carry that point. No time is therefore to be lost in establishing beyond dispute, and at whatever cost, the position of Christian missionaries in China. We can well imagine the reluctance with which Mr. CHALMERS feels himself compelled to call upon our Government to "*enforce* the good behaviour" of the *literati*. Of course this means that we must put down their present agitation and protect the missionaries from such machinations as the SHAN-SIN-FAN and other "weak inventions of the enemy at any cost." And if this be done immediately and with a strong hand, we agree with Mr. CHALMERS

Digitized by Google

that it may prove an easy and bloodless undertaking. But, in order that this may be the case, it is necessary that all Christian countries should unite on common ground in the reconstruction of the parts of the Treaty which refer to religion. There can be no distinction between Protestants and Roman Catholics without danger to both. We believe that our own clergy would meet with the earnest co-operation of the Roman Catholics, whose missionaries, Dr. Milne, the coadjutor of Dr. Morrison in China, describes as possessing "great learning, personal virtues, and ardent zeal." It is certain that whatever may be the differences of creed, the Catholics have one great advantage over the missionaries of our own religion—their interests and progress are watched and promoted with unflagging zeal by the dignitaries of their Church, while our own Bishops unfortunately never open their lips to plead for any sort of protection for their humbler but more zealous brethren, in that branch of the Legislature where they are supposed to sit to represent religion in its interests both at home and abroad. Even the services of the Bishop of Victoria (Hong Kong) have been lost for the last two years, owing to a squabble with the Church Missionary Society as to the appointment of a second or North China Bishop.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Oct. 11.

The section report upon the Colonial Budget has at last been published. It is said that the delay in its issue has been caused by the slowness of Mr. Heemskerk Azn, one of the reporters, and as the Ministers have still to answer to the report, it is impossible that the Budget can be passed by both the Chambers and reach Java before the 1st of January. Some members who foresaw this urged, according to the report, that the Budget should be laid before the members one month before the opening of the session, to ensure its arriving in due time in India. The tenour of the report is as ordinary. There are some members who disapprove, there are others who applaud, the measures of the Minister. But there is a general complaint of the condition of our East India colonies, which is very bad. Our authority—I cite—has been weakened almost everywhere. The utmost uncertainty prevailed about the finances. The Agrarian Law and the Sugar Law have not given any practical result. The Agrarian Law—once the ground of hope for a better future—is even stigmatised as useless, because there are in Java neither free farmers, capital, nor confidence. Useful and necessary public works have not been constructed, notwithstanding that the money was granted for this purpose. Trade and industry do not flourish, and a want of confidence and a sort of *malaise* prevails amongst the population. You see that there is a great difference of opinion between the Minister and the M.P.s. You will remember that Mr. van Bosse stated in the Speech from the Throne that it was all *couleur de rose* in India. The debate on the Budget will be very warm, and the Minister will have to meet an enormous number of complaints, which I think in most cases are well founded.

The Second Chamber is now occupied with the discussion about the Bill by which a subsidy is asked of f.600,000 a-year for ten years for a steam line between Flushing and America. This, of course, is not a party question, but rather a local one. For instance, the Rotterdam members are the great opponents of this Bill, because early next year small steamers will run between this town and New York, and they do not wish the State to compete with private undertakings. The members who represent Zeeland are, on the contrary, warm promoters of the Bill, because Flushing and their whole province will be favoured by the measure. The opinions of the other members are divided, and there are both Liberals and Conservatives in the ranks of the antagonists and promoters. Of course it is impossible to foretell what will be the result of the division, but I guess that it will be an unfavourable one, the greatest objection being—as was stated by the Minister of the Financial Department—that we have no money.

Both in foreign and in home papers we find rumours of a Ministerial crisis. If we may believe these correspondents—which I do not—then we are on the eve of a Radical Cabinet. Others there are who state that we shall be favoured with a ministry: Van Zuylen-Heemskerk, with a sharp Ultramontane tint, and even Mr. Groen, the Caser of the anti-revolutionists (the orthodox Protestants), called the last speech of the Earl van Zuylen a *discours-ministre*. You see we may choose between a "Red" or a Tory Cabinet; but I think it best not to believe these *on dits*.

The Bill to levy an income-tax, which was laid before the Second Chamber by Mr. Blusse, has made a very bad impression. To levy two per cent. upon the annual income is regarded as much too high, even taking into account that the license-tax and the meat-duty is abolished. The Liberal papers are very slow in giving their opinion upon the measure, whilst the Conservatives pronounce at once a most unfavourable opinion upon it. But the principal question is that we want money, because our treasury is empty. Year after year we have thrown away our millions for naval and military purposes, and now that we have come to the conviction that all must again be reorganised, of course we want more millions. But now the nation grumbles; instead of squeezing the Javanese, the people must pay themselves. The Dutch are very quiet, very content; but you must not touch their money, which they love above all things else.

In our military circles a sort of scandal has made a sensation. Some months ago a certain Captain Jansen—well known in the East Indies—published an article about a nonsensical military question. The authorities, Prussian-like, were very angry, and Mr. Jansen was persecuted, but without result. But some weeks after he was acquitted he was summoned before a court-martial, and the result was that Mr. Jansen was released from his duties, *not* honourably, and the King granted him a pension of about £20 a-year. Mr. Jansen now asks for employment, and states that he did nothing against military law beyond writing the said article. The public, however, mistrusts his statements; they think it impossible that a whole family should be sacrificed for so miserable a reason. The question is not very clear, and we wait for further information, which will be given by the Second Chamber, whose members are dealing with this matter. A storm of indignation will arise if Mr. Jansen's statements are correct.

The shareholders of the Dutch Trading Company will meet on the 8th of November, in the Amstel Hotel, at Amsterdam, in order to decide whether the company will continue operations for another term of twenty-five years or not. Our money market is very dull. The Bank directors have, contrary to the prevailing opinion, not yet raised the rate of discount, and the minimum is still fixed at 3 per cent. In the market for public securities a feeling of less apprehension, of course, has been apparent; quotations, although not showing any important decline, are, however, in a somewhat depressed condition. The financial position in England and Germany destroys confidence and checks speculation.

Returns of our trade during 1870 have been published, stating that the imports in that year reached the amount of f.654,735,466, against f.575,920,713 in 1869. The exports in 1870 amounted to f.539,366,689, against f.507,290,378. The exports to Great Britain amounted to 152 millions, against 141 millions in 1869; whilst the imports from the United Kingdom were 206 millions, against 159 millions in 1869.

The *Kolnische Zeitung* published some days ago a correspondence from Arnheim. The writer of this singular letter ascertains that rumours are circulating that Prince Bismark has done his best to engage the Dutch Government to join the German league, but that our Government has refused. This he regrets; he thinks the state both of the mother country and the colonies most deplorable, because the supply of money by the squeezing system is stopped, and the English are busy creating a revolution in Java, in order to secure these rich colonies for themselves. He thinks it necessary that a powerful state should assist us in order to frustrate these plans of John Bull. The editor of the *Kolnische Zeitung* makes the comment that he does not believe the ideas of his correspondent are widely spread in Holland.

The departure of the steamer *Prins Hendrik* to Java has been delayed; in consequence of the strike on the Clyde the steamer cannot be ready in due time. The vessel will now sail between the 10th and 15th of November.

A curious story circulates in the Hague. You will remember that some time ago the bones of the officers who died when defending the Citadel of Antwerp were transported, with great solemnity, to Holland. The Belgian Government were most friendly, and, of course, some crosses ought to have been conferred by our King on the Belgian officers. It has, however, transpired that the leading General was a deserter from the Dutch army, and, of course, his Majesty could not confer on him the sign of *Virtus nobilitat.* What a curious blunder of the Belgian Government!

PRODUCE MARKETS.

A healthy tone continues to prevail for most of the leading articles, and a fair amount of business has upon the whole been doing since my last. The indigo sales went off in accordance with the anticipations and at full prices, compared with the late market value. Cotton and Tin have advanced. Sugar has also further improved in value, and enjoys a good demand.

Coffee continues to be well thought of, and more inquiry has manifested itself in the last few days, but no sellers are to be met with of Trading Company's Java at the prices of the late public sale, which would be currently paid. The pale sorts are especially sought after. The Trading Company's October sale has not yet been advertised, but will probably take place on the 25th inst. About 1,000 bags Java, ex 's Gravenhage, changed hands at 42c., and 1,012 bags, ex Nyuerheid, on secret terms, whilst 1,300 bags, ex Henrietta Adriana, were sold at various prices.

Sugar.—The market continues to exhibit a firm appearance, consequent upon the delay experienced in getting supplies of new Beet Sugar, which creates a good demand for Cane Sugar. Sales have been making of Java of current numbers, available for present delivery at f.½ to f.¾ above the currency of the September sale, whilst some transactions have also been concluded in floating Java of the new crop at f.¼ above September. Nothing is being offered for immediate delivery. A sale is mentioned of about 11,000 Mats Syrups afloat, supposedly at f.18½.

Cotton.—The demand has assumed increased animation, and the market has been very buoyant, export buyers and speculators both operate freely. Prices of American advanced about 3c., and of East Indian 2c.

Tea.—Nearly the whole quantity put up in the late public sale has found buyers, and, upon the whole, at fair prices compared with the valuations. The China Tea, ex Windermere, was partly sold at 85c. to 117c., and the Java Tea at 70c. to 270c.

Indigo.—The public sales held here on account of the Netherlands Trading Company and of private firms have, upon the whole, gone off satisfactorily. The whole quantity put up at the same has been disposed of in the following proportions:—very ordinary and hard sorts 40c. to 50c. lower; ordinary middling 20c. to 40c. lower; good and fine middling at par to 20c. higher; superfine and very soft 10c. to 40c. higher than in April last. The biddings have been in general very animated forasmuch as regards the coloury and soft sorts, but the pale and lean qualities moved off slowly. The 519 chests Java brought to the hammer on private account, as well as the 1,041 chests Java and 65 chests Bengal, have all been sold. The prices realised for the Java ranged about in the proportion of those paid for the Indigo offered by

Digitized by Google

the Trading Company, but those for the Bengal have ruled in general rather easier.

TOBACCO.—951 bales Java, headmark. PK/Blitar, have been sold afloat at a price kept secret, besides the following by secret tender: 725 bales Java, headmark J. D. Kunst/Blitar; 385 bales do., headmark Kawi; 397 bales Sumatra, headmark Delhi, L. and L. M.; 387 bales Java, headmark M.; 318 bales do., headmark M/D.; 330 bales do., headmark. Passirian; 282 bales do., headmark Ketjen/B; 33 bales do., headmark KK.; 903 bales do., headmark C/Blitar; 108 bales do., headmark Madjenang; 54 bales do., headmark Djenkiloong; 59 bales do., headmark Temoeloes; 16 bales do., headmark J. V. B./T.

TIN.—Prices have been very irregular. Banca sold for public sales prompt at f.80¼, f.80½, f.81, f.81¼, f.81½, and f.81; Billiton, spot, f.79 to f.80, whilst several lots of this sort sold subsequently afloat at f.80 to 80¼. According to a telegram from Batavia of the 6th inst. the public sale of about 8,000 piculs Billiton Tin, held there on that day, has gone of on an average of f.86.93 per picul.

TORTOISE-SHELL.—A public sale of 19 chests, ex Catharina and Elisabeth and Hollandia, will take place on the 17th inst.

SPICES.—Nutmegs and Mace continue to enjoy some demand at late prices, but hardly anything is offered. Black Pepper is offered for 38c. Cinnamon was sold in public sale, 137 packages at 131c. to 223c., 693 boxes at 58c. to 101c., 188 bags at 51c. to 60c.

RICE remains very quiet. Prices, however, are well supported.

HIDES.—Prices steady. The business done embraces several parcels, ex Coleroon.

SHIPPING.

ARRIVALS.—Oct. 4, at Texel, from Batavia, Zeebloom; 5, at Brouwershaven, from Batavia, Krimpen a/d Lek; at Texel, from Macassar, Batavia; from Batavia, Sumatra; Oct. 6, at Flushing, from Akyab, Sophia; Oct. 7, at Brouwershaven, from Batavia, Dunmore; at Texel, from Padang, Scotland; at Flushing, from Akyab, Conway Castle; Oct. 9, at Brouwershaven, from Rangoon, Maria Rickmers; Oct. 8, at Flushing, from Saigon, Holmstrand; from Akyab, Princess of Wales, Annie Main; at Neuzen, from Akyab, Allerton.

DEPARTURES.—Oct. 5, from Texel, for Batavia, Jan Pieterszoon Koen; 9, from Texel, for Batavia (via Cardiff), Baron van Pallandt van Roosendaal; 10, from Brouwershaven, for Batavia, Cornelis Wernard Edward.

PASSENGERS INWARD.—From Java, per Krimpen a/d Lek, Messrs. H. and J. Engel, Misses A. E. and S. M. Coudrie; per Maria Sarah, Messrs. J. G. Boekholt, F. J. H. van Loon, Radhen Achmat, W. G. S. Lixraaven, Miss Witte.

PASSENGERS OUTWARD.—For Java, per Jan Pieterszoen Koen: Mrs. J. A. C. Burgers-Munts and family, Miss C. Munro. Per Kosmopoliet I.: Mr. H. B. E. C. N. Baermayer van Barlenkhoven and family, Mr. M. Kerrebyn and family, Mr. Bosch and son, Mr. J. H. Verbeek and family, Mr. G. J. Blumberger and family, Mr. C. Wybrandi, Mr. K. F. van Swieten, Mr. L. K. Twik, Mr. J. R. de Caluwe and family, Mrs. Tyndall de Veer-Beth, Misses S. Kortz, M. Kortz, C. Kortz, and A. E. Wybrandi.

Monetary and Commercial.

The following report has been issued to the shareholders of the Chartered Bank of India, which will doubtless be considered very satisfactory. The present management will soon wipe out the old losses and once more resume the payment of dividends:—

The directors being unable on the present occasion to convene a general meeting for the purpose of declaring a dividend, it is considered desirable, as the accounts of the Bank are only published annually, to lay before the shareholders a statement of the progress made during the six months ended 30th June last. After bringing the operations to a point at the above date, the net profits for the half-year amount to £27,012 9s. 2d., a result which cannot but be deemed satisfactory, considering the difficulties in the way of profitable business, arising from the low value of money in the East, and the unremunerative state of the Exchanges. The balance sheet made up to 31st December last exhibited a deficiency of £59,022 9s. 11d., which has been reduced by the above-mentioned profits to £32,010 0s. 9d. The directors are able to report, after a strict re-valuation, that the provision made for bad and doubtful debts at the close of 1870 is in every respect ample; and they have pleasure in adding that since then no bad debt has been incurred.

The directors of the Royal Mail Steam Packet Company have decided to recommend to the shareholders, at the meeting to be held on the 25th instant, a distribution of £4 10s. per share, including dividend and bonus, for the half-year ended 30th June last, free of income-tax.

Subjoined is an account of the quantities of the principal articles of imported merchandise subject to Customs' duties remaining in the bonded warehouses of the United Kingdom on the 30th of September, 1871, compared with the quantities in warehouse on the 30th of September, 1869 and 1870:—

	1869.	1870.	1871.
Coffee (lbs.)	59,549,882	69,002,565	69,496,500
Sugar, refined (cwts.)	45,065	103,580	88,848
Ditto, unrefined (cwts.)	2,825,072	3,433,688	2,652,314
Molasses (cwts.)	331,535	319,772	278,543
Tea (lbs.)	67,416,837	74,116,119	78,908,098
Tobacco (lbs.)	40,951,775	44,359,043	73,992,844

The silver market is quiet, the demand for the Continent having ceased, owing to the rise in the exchanges, caused by the rate of discount being advanced. A large amount of silver is now on hand, but it cannot be sold at the present market rate, which may be quoted at 60⅜d. per oz. standard. Mexican dollars of the old coinage are tolerably firm in price, at 60¼d. per oz., owing to a good demand for China.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¼ to 7¾
25	Bank of Egypt	All	44 to 46
20	Chartered Bank Ind., Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China	All	25½ to 26½
20	City Bank	10	12½ to 13½
100	Colonial Bank	30	52 to 54
500fr.	Comptoir D'Escompte of Paris	All	f.620
£28½	Hong Kong and Shanghai Bank	All	40 to 42 x.d.
28½	Do. Do. new	22½	10 to 11 pm.
100	Imperial Bank	20	22½ to 23½
50	London and County	20	56 to 57
50	London Joint Stock	15	44 to 45
100	London and Westminster	20	65½ to 66½
25	Oriental Bank Corporation	All	44½ to 45½
50	Union of London	15	45 to 46
	Telegraph Companies.		
100	Anglo-Mediterranean	All	158 to 162
10	British Indian Submarine	All	8¾ to 8¾
10	British Indian Extension	All	11½ to 11½
10	British Australian	All	8½ to 8½
10	China Submarine	All	8½ to 8½
10	Falmouth, Malta, and Gibraltar	All	10½ to 10¾
10	Great Northern	All	14½ to 15
10	Do. China and Japan Extension	All	11¾ to 12½
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company	All	34¾ to 35½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	45½ to 46½
	Miscellaneous		
20	British India Tea Company	All	4½ to 5½
20	Brit. and Foreign Marine Insurance Co.	4	6¾ to 6¾ pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	5 to 4½ dis.
50	Colonial Company	20	3 to 1 dis.
10	Credit Foncier of England	All	4¾ to 4¾
10	General Credit and Discount Company	7½	2 to 2½ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	½ to ¾ pm.
98	Japan Loan, 9 per cent.	All	105 to 107
20	London and Prov. Marine Insurance Co.	2	1¾ to 1½ pm.
25	National Discount Company	5	13½ to 14½
2	Ocean Marine Insurance Company	5	14 to 14½ pm.
500fr.	Messageries Maritime of France	All	f.575
50	P. and O. Steam Company	All	50 to 52
50	Do. Do. 1867	10	2 to 1 dis.
100	Royal Mail Steam Company	60	80 to 82
10	Realm Marine Insurance Company	3	½ dis to par
20	Thames and Mersey Marine Insur. Co.	2	5¾ to 5¾ pm.
20	Universal Marine Insurance Company	5	9 to 9½ pm.

ARTICLES OF IMPORT.

TEA.

The market continues steady, the better qualities both of black and brown leaf Congou selling at firm rates. The samples of the *Ajax* and *Priam* are now on the markets.

At auction on the 10th inst. 3,792 packages China were offered without reserve and all sold, only 710 packages being new season's; the bulk consisted of old and second-hand parcels of Congou, a good proportion being red leaf fannings, which sold at 5d. to 7d.; common old black leave sold at 9½d. to 9¾d., ditto red leaf at 9d. to 10d.; 184 half-chests medium new black leaf sold at 1s. 5¼d. to 1s. 5½d.; 524 boxes new season's Foochow Scented Orange Pekoe sold at 1s. 8d. to 1s. 9d. per lb.

At public sale yesterday 979 packages new season's Congou per Elgin, from Shanghai, were offered without reserve and all sold; 433 chests common Shantam Congou sold at 11½d., being fully equal to private contract rates; 546 half-chests and boxes Gunpowder sold at about the valuations, medium at 2s. 2¼d. to 2s. 3d., common kinds 11d. to 1s. 1½d.

SILK.

There is no change to report in the market.

COFFEE.

The market for Ceylon has been characterised by a steady demand, and the offers—which have been fairly extensive—of both Plantation and Native have been disposed of a fully last week's prices. Towards the close holders have exhibited a firmer tone, and supplies are held for higher prices and bought in as follows:—Plantation, greyish, 71s. to 72s.; bold do., 75s.; peaberry, 82s. to 84s. Native has been in good and increasing demand for arrival; early in the week 200 tons good ordinary sold at 62s., but subsequently holders required an advance, and 200 bags have been sold at 63s.; also 250 bags at 65s., guaranteed fine ordinary bold. Of Manila 408 bags have been sold, good to fine ordinary palish at 61s. to 61s. 6d. per cwt.

Against the large landings at this time last year those in the present are very small, showing a discrepancy of 1,770 tons, and, as the deliveries are heavy and 430 tons in excess of 1870, the stock is further importantly reduced, and the relative deficiency increased to 6,300 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 117,731 cwt., against 204,591 cwt. at the corresponding date of 1870; Native 17,960 cwt., against 10,728 cwt. The quantity afloat for the Continent is 5,811 cwt. Plantation, against 2,402 cwt., and 1,225 cwt. Native, against 3,136 cwt. The quantity of Coffee landed in the forty weeks ended Oct. 7, 1871, was, of Ceylon, 31,982 tons, against 31,718 tons during the corresponding period of 1870; of all descriptions, 58,937 tons, against 55,321 tons. The quantity entered for home consumption was, of Ceylon, 8,748 tons, against 8,127 tons; of all descriptions, 15,419 tons, against 14,585 tons.

SUGAR.

There has been a good demand for all descriptions during the week, chiefly for the outports, and sales of good extent have been effected, prices being mostly 3d. dearer than at the close of last week, the

Digitized by Google

advance being obtained for low as well as good descriptions. The following are the details of the business done :—

Penang.—2,400 bags offered by auction were bought in—pasty date sort at 22s. to 23s. ; fine soft brown and low yellow (duty 4s. 9d.) at 29s. to 30s. ; except 300 bags, which were sold—low pasty, 21s. 6d. ; good brown, 28s. ; low yellow, 29s. 6d. Privately, 1,200 baskets common date have been sold at 22s. 6d., and 300 baskets soft coloury at 34s. 6d.

Manila.—In auction 50 tons Taal have been sold at 22s., and 5,500 bags Zebu unclayed at 22s. 9d. Privately, 7,000 bags unclayed Zebu have been sold at 22s. 6d., 6,000 bags good clayed (duty 4s.), at 26s. 3d. For arrival, 150 tons Zebu have been sold at 22s. 6d., and 4,500 bags Ilo Ilo at 23s.

Java, &c.—In auction of 13,430 mats Java syrups of indirect import from Cape Town 6,000 bags sold, low 20s. 6d., washed of better quality 20s. 6d. to 21s., the remainder being bought in at 22s., but since sold, price not reported.

The quantity of Sugar landed in the forty weeks ended Oct. 7, 1871, was, of Penang, 1,356 tons, against 2,277 tons in the corresponding period of 1870 ; of Manila, Java and China, 17,516 tons, against 15,288 tons ; the quantity entered for home consumption was, of Penang, 3,096 tons, against 1,699 tons ; of Manila, Java, and China, 25,097 tons, against 20,499 tons. The quantity exported was, of Penang, 229 tons, against 99 tons ; of Manila, Java, and China, 1,065 tons, against 2,421 tons. The stock on Oct. 7 was, of Penang, 1,007 tons, against 2,809 tons ; of Manila, Java, and China, 19,149 tons, against 28,158 tons.

Cocoa-nut Oil.—The market is without change on the spot, but a slightly firmer tone is observable in the inquiry for floating parcels. At auction of 384 casks Ceylon offered 151 casks sold, good in pipes at £38 to £38 5s., puncheons £38, hogsheads yellowish to good £38 5s. to £38 10s. ; 110 tons have been sold privately since the sale, pipes at £38 5s., hogsheads at £38 10s., further business has been done for arrival, including 150 tons at £37 10s., 100 tons at £38 5s., and 150 tons for shipment up to December at £38 10s. ; in addition, since, sales of 150 tons were effected for arrival at £38 10s., since when £38 15s. has been paid, and £39 is reported to have been refused.

Coir Goods.—At the auctions a good supply of Yarn was offered, but the demand was moderate, and only about one-half sold without competition at previous rates for common as well as the better qualities. Of 351 bales Ceylon Yarn offered only 70 bales sold, medium £33 10s. to £34, fine £41 to £41 15s., very fine £50 to £55, the remainder being bought in at £42 to £47 ; of 114 tons in dholls 60 tons sold, low coarse £23, common £27 to £28, good common to medium £28 15s. to £30 5s., good medium to good £32 to £36. Of Fibre 2,777 ballots (14 tons) middling reddish Ceylon sold at £16 to £16 10s.

Cutch.—Fine Pegu continues in request, and business has been done at 22s. 6d. to 23s. 6d. per cwt.

Hemp.—The market remains firm, and at the public sales 657 bales were bought in, chiefly brown qualities at £42 to £45, barely fair £48 10s. per ton.

Pepper.—Black continues in good request at advancing rates ; at public sale Singapore has sold at 7¼d., Penang, sound at 6¾d. to 6⅞d., sea damaged and repacked at 6⅝d. to 6¾d., sweepings 6½d. to 6⅝d. ; privately Penang has been sold on the spot at 6¾d. to 6⅞d. For arrival 25 tons Singapore, per Earl of Dalhousie, near at hand, have been sold at 7d., 3,160 bags Penang, per Ulva, at 6⅝d., and 300 bags Singapore, per Dorothea, near at hand, at 7⅛d. White: The market is firm, and sales of Singapore have again been effected at 11 5-16d. ; for arrival about 100 tons have been sold, ships and marks declared, at 11d.

Tin.—The market is very firm at last quotations, viz., Straits, on the spot, £135 to £136 ; afloat, £136 ; Banca, £139.

Rice.—The market, until within the past two days has shown great activity, and prices show a further advance ; towards the close a quieter tone has been manifested, but rates are firmly maintained. In auction good middling white Bengal, mark TR, per Iron Cross, has sold at 11s. to 11s. 3d., fair Rangoon, per Istapa, sea damaged at 10s. 3d. for first class, sound at 10s. 7½d. ; privatly, on the spot, fine white Bengal has been sold at 12s. 6d., middling Bengal at 11s. 1½d., 670 tons Rangoon, per Bravo, at 10s. 9d. prompt 6 weeks, 400 tons Rangoon, per Wylo, at 10s. 6d., ex quay, 480 tons Necransie, per Amazon, at 10s. 4½d., landed prompt 3 months, 860 tons Bassein, per D. Reterman, at 10s. 4½d., ex quay. For arrival, the cargo per Hotspur, 800 tons Moulmein, September sailing, at 10s. 4½d., ex ship for London, and the cargo per Riversdale, about 2,000 tons Rangoon, September shipment, has been sold at 10s. 6d. ex ship for London.

Spices.—Nutmegs in good demand, and about 1d. per lb. dearer ; 27 cases Singapore of recent import sold, average 78 nuts to the lb. at 3s. 5d., with one lot at 3s, 6d., 80's at 3s. 4d. to 3s. 5d., ordinary 100 and 124's at 2s., low 160 and 200's at 1s. 8d. and 1s. 5d., also 16 boxes 104's slightly wormy at 3s., 20 cases Penang also sold, 75's at 3s. 6d., 85 to 81's at 3s. 4d., 100's at 3s. 2d., and 19 cases Java, 68's at 3s. 10d. to 3s. 11d., 114's at 3s. Mace : 9 cases middling red Penang of old import sold firmly at 4s. 5d. to 4s. 6d., 3 cases ordinary red Singapore at 4s. 2d.

Shells.—The periodical sales took place on the 10th inst., with the following result :—Mother o'Pearl : A large supply, consisting principally of Bombay, was brought forward, and met less demand ; prices of medium and bold were irregular and occasionally lower, small selling at previous rates. Of 39 cases Manila 6 cases bold sold at £8 15s. Tortoise: A total of 3,363 lbs. of shell and hoof was offered, the former sold readily at an advance of 3s. to 5s. per lb., whilst the supply of hoof was comparatively plentiful, and prices declined 2s. to 3s. ; no East India was offered. Other Shells : 45 baskets 13 bags and 10,000 loose Green Snail partly sold at 3d., small and broken 1½d. each ; 195 cases 230 packages and 41 tons loose Japan Ear bought in at 18s. to 25s., except 5 tons, which sold at 14s. to 15s. ; 21 bags Fancy Cowries sold at 12s. 6d. per cwt., and 12 cases Bull-mouth at 2d. each.

Sago.—Sales can only be effected on easier terms, in auction good small pearl in boxes bought in at 18s. 6d. ; bags sold, ordinary 13s. 6d. to 14s., first-class sea-damaged fair quality at 14s. 6d., one lot sound large 15s., medium 17s. 6d., brown Borneo bought in at 14s.

Tapioca.—Lower prices accepted for Eastern kinds, good Penang sold at 2d. to 2¼d., Singapore at 2d. to 2¼d.

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

The improvement reported last week has been barely maintained, and there is again a pause in demand both for Yarns and Goods. The change of tone appears to be chiefly due to the further advance in the Bank rate on the 7th inst. Producers, however, adhere steadily to the quotations, considering the limited business that has been done, although the feeling at the close is very quiet.

QUOTATIONS.

Grey Shirtings, 38½-39 Yds. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 6d.	7s. 3d.	7s. 9d.	8s. 3d.	8s. 6d.	8s. 9d.	9s. 4½d.	9s. 7½d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 3d.	10s. 3d.	11s. 6d.	11s. 6d.	11s. 0d.	12s. 6d.	7s. 3d.	8s. 3d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 3d.	9s. 6d.	10s 9d.	12s. 7½d.	10s. 9d.	12s. 1½d.	13s. 4½d.	14s. 7½d.

T-Cloths.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	5s. 10½d.	6s. 1½d.	7s. 0d.	7s. 1½d.	8s. 0d.	9s. 0d.	9s. 4½d

	s. d.		s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 1½		—
Maddapollams	3 9		—
Long Cloths	9 4½		—
White Spot Shirtings ... (nominal)	11 7		—
,, Brocade... ... do.	11 10		—
,, Damasks ... do.	20 6		—
Cotton Yarn, Nos. 16-24 China	1 1	to	1 2
Nos. 28-32 do.	1 2	to	1 3
No. 40 do.	1 2½	to	1 3½
No. 40 Mule Twist	1 1½	to	1 3½

METALS.

Iron.—Welsh : Rails, £6 15s. to £7 ; Bars, £6 15s. to £7. Staffordshire Best: Bars, £8 15s. to £9 10s. ; Nail Rods, £8 12s. 6d. to £9 5s. ; Hoops, £9 15s. to £10 5s. ; Sheets, £10 15s. to £11 ; Scotch, Pig No. 1, £3 2s. 6d. to £3 12s. 6d. ; Swedes, Bars, Hammered, £9 17s. 6d. to £10 10s., Swedes, Steel in kegs, ½ and ⅝ in., £14 to £14 15s.

Yellow Metal.—Sheets, 4 by 4 ft., 6¾d. to 7d. ; Sheathing and Rods, 6¾d. to 7¼d. per lb.

Tin.—English Refined, £142. Tin Plates : Charcoal I C, per box, 29s. to 33s. 6d. ; Coke, 26s. to 27s.

Lead.—W.B., £20 5s. ; do., other brands, £18 to £18 2s. 6d. ; Spanish, soft, ex ship, £17 10s. ; Sheet, £18 10s. to £19 ; Shot, kegs, extra, £20 10s. to £21 ; White, do., £25 10s. to £26 ; Red do., £20 10s.

Spelter.—Silesian, £18 5s. to £18 10s. ; English, smelted from ores, £18 10s.

The following is from Messrs. French and Smith's Circular :—Notwithstanding the continued high rate, and consequent tightness of money, Metals maintain well their position. Iron is very firm. Copper firm, but quiet. Tin Plates greatly in demand. Lead and Spelter steady.

Shipping Intelligence.

—o—

ARRIVALS.

Date.	Ship	Captain.	From	At
Oct. 6	Thermopyle	Kemball	Shanghai	London
4	Batavia (Dut. ship)...	Lackrooy	Java, for Amsterdm.	Off Dungeness
5	Maria Rickmers	Joyce	Rangoon	Falmouth
4	Cymbeline.....	—	Singapore	Marseilles [I.W.
5	Dunmore	Robertson	Batavia, for Roterdm.	Off St. Cthrn's Pt
	Scotland.....	Hill.....	Padang, for Amtdam.	Off Falmouth
	Isolina	—	Manila	New York
6	Beami Uamha	McCann	Rangoon	Off Queenstown
6	J. C. Potter	McClure.....	Singapore	Deal
6	Adelphol	—	Ceylon	Falmouth
6	Panic	—	Singapore	Liverpool
5	Norham Castle	—	Do., via Liverpool.	Clyde
4	Zeebloem	Gollards	Batavia	Texel
	Velocity	—	Manila	New York
7	Alice Davies	—	Akyab	Liverpool
5	Sumatra	Buyser	Batavia	Texel
5	Krimpen aan de Lek	List	Do.	Brouwershaven
Sept 24	Francis	Parnet	Colombo	New York
Oct. 7	Dorothea	Hinkman	Singapore	London
8	Elgin (str.)	Hutton	Shanghai, &c., via S.C.	Do.
6	Otto	Haark.....	Bassein	Bremerhaven
11	Priam (str.)	—	Sing., China, &c., S.C.	Off St. Cthrn's Pt
11	Ajax (str.).....	—	Do.	Do. [I.W.
9	Cathrine	Burclai (?).....	Manila (?)	Copenhagen

Digitized by Google

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct. 4	Eliza Annie	Daniels	Singapore	Cardiff
4	Vanguard	Lukes	Penang	Do.
4	Hertha	—	Singapore	Newcastle
6	Cheops (str.)	Hunt	Sing., China, &c., S.C.	London
7	Emblehope (str.)	Joss	Colombo, &c., via S.C.	Do.
7	Caroline Coventry	Ellery	Hong Kong	Do.
7	Carmarthenshire	Watson	Shanghai	Do.
6	Salus	—	Galle	Newcastle
5	Sally	Wood	River Amoor	Cronstadt
Sept16	Loch Lamar	Merryman	Shanghai	Freeport, U.S.
Oct. 8	Rathfern	—	Galle	Liverpool
9	Vier Gebroeders	Ruhaak	Batavia & Sourabaya	London
9	Bestevaer	—	Do.	Shields
9	Hooghly	—	Galle	Do.
4	Minna	Thuren	River Amoor	Cronstadt
3	Auriga	Ronaldson	Singapore	Cardiff
Sept29	Southern Queen	Rickards	Galle	Penarth
Oct. 5	Adria	Large	Do.	Do.
6	County of Argyle	Duncanson	Batavia & Sourabaya	Clyde
9	Columba	—	Shanghai	Newcastle
	Osmo	—	Galle	Do.
	Jan Pieter Zoon Koen	Ouwehand	Batavia	Amsterdam
11	Singapore (str.)	Mitchell	Colmb., &c., via S.C.	London
10	Arabella	McLean	Shanghai	Cardiff
7	Delphin	Lilienthal	River Amoor	Cronstadt

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, and Shanghai: Canton. For Colombo, &c.: Yorkshire.

Sailing Vessels.—For Yokohama and Hiogo: Denbighshire, Lothair, Lorton. For Yokohama: Solent. For Shanghai: Wylo, Titania. For Hong Kong: Osaka, Boyne. For Manila: Catalina. For Batavia, Samarang, and Sourabaya: Luctor et Emergo. For Batavia and Sourabaya: Stella Maris. For Singapore: Havelock, Istapa. For Penang: Vanguard. For Bangkok and Siam: August Friedrick. For Colombo: Teviot, Granville. For Colombo, &c.: Northern Queen, Acacia, Spirit of the North, Chacma.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Diomed (str.), Nestor (str.), Patroclus (str.). For Anjer: Tiber. For Manila: Adolfo, Mathilde. For Singapore: Sumatra, Aleppo, Robert Kerr, La Paix, Nor. For Batavia and Sourabaya: Madone. For Galle: Forfarshire. For Calcutta (via Colombo): Krishna (str.).

At Glasgow.—For Yokohama and Hiogo (via S.C.): Zadkia (str.). For Singapore: Lochleven Castle. For Penang, Singapore, Hong Kong, Foochow, and Shanghai (via London and S.C.): Gordon Castle (str.).

SPOKEN.

Nabob (Amer. barq.), Singapore to Boston, July 24, 22 S., 64 E.
Thames, Colombo to London, Sept. 12, 20 S., 1 W.
Challenger, Singapore to Liverpool, Aug. 19, 16 S., 5 W.
Jason, Prussia to Batavia, Sept. 4, 10 N., 26 W.
Fleur, Batavia to Amsterdam, Aug. 16, 10 S., 12 W.
Elizabeth (barq.), for Saigon, Aug. 11, off Pyramid Island.
Tony (N.G. barq.), Cardiff to Hong Kong, May 25, 4 N., 25 W.
Alert (N.G. barq.), Hamburg to the River Amoor, Aug. 4, in Banca S.
R. J. F. G. (Dut. iron ship), Singapore to London, Sept. 12, 27 N., 36 W.

FREIGHTS AND CHARTERS.

Outward freights to the East by steamers, via S.C., continue to rule low; vessels to load coal for China are still inquired after.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: -- to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £38. For Hong Kong: £33 to £34. To Singapore: £21. To Batavia: £20. For Galle: £16. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. For Hong Kong: 22s. For Colombo, 35s. For Galle, 15s. For Japan, 39s. to 40s. For Singapore, 22s.

The Admiralty have invited tenders for the conveyance of 21 tons stores to Shanghai, and of 99 to Hong Kong.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.: To Yokohama, 45s.; Shanghai, 40s.; Hong Kong or Canton, 35s.; Singapore and Batavia, 25s.

CASUALTIES.

The Hilarion, Barrett, which sailed from London, Sept. 22, for Colombo, whilst getting under way, Oct. 7, in the Downs, slipped her anchor and thirty fathoms of chain, to avoid collision with an Italian brig; after having her losses replaced she sailed from Deal on the 10th inst. for her destination.

The Maria, Agrell, from Shields to Galle, put into Plymouth, Oct. 5, with mainmast sprung.

A telegram from New York, received Oct 7, by Atlantic cable, states that the Ferdinand, from Singapore to New York, had put into St. Thomas, dismasted.

The Ajax (str.), from China to London, broke her screw and was towed by the Priam for a short distance.

MISCELLANEOUS.

At Malta.—Sept. 5, Washi (str.), from London, sailed for Japan after repairing.

At St. Helena.—Sept. 14, Halia, Ramsay, from Colombo, for London.

Off St. Helena.—Sept. 12, Belted Will, from Manila; 14, G. F. Handel, from Zebu, for London.

Off East London.—Aug. 19, China (ship), of Glasgow, from Batavia, for Amsterdam.

At Suez.—Danube, from London, for Japan.

At Mauritius.—Sept. 22, Eve, Merceron, from Saigon.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

Paid-up Capital, £1,500,000.

Reserved Fund, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

Capital, £1,000,000.

Head Office:—Nicholas-lane, Lombard-street, London.

Bankers.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, man.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

Head Office.—14, Rue Bergere, Paris.

Agencies at—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

London Bankers.—The Union Bank of London.

London Agency.—13, Leadenhall-street E.C.

Manager.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent. India, China, &c., upon terms to be ascertained at the Office.

REALM MARINE INSURANCE COMPANY (Limited).

16, CORNHILL, LONDON, E.C.

The BUSINESS of this Company COMMENCED at the above Offices on MONDAY, the 15th May.

By order of the Directors,

P. MAUGHAN, Secretary.

16, Cornhill, London, May 5, 1871.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $3,000,000.

Court of Directors and Head Office in Hong Kong.

London Manager—W. H. Vacher, 24, Lombard-street

Bankers—London and County Bank.

Branches and Agencies

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

The *London and China Express* on Sale.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces, &c.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS NOW OPEN FOR TRAFFIC,** at the following rates for **TWENTY WORDS** :—

From LONDON to SAIGON and COCHIN CHINA	£5 17	0
" " " HONG KONG	7 0	0
" " " SHANGHAI	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY

Point de Galle, 1st May, 1871.

HOLLOWAY'S PILLS

WRONGS MADE RIGHT.—Every day that any bodily suffering is permitted to continue renders it more certain to become chronic or dangerous. Holloway's purifying, cooling, and strengthening Pills are well adapted for any irregularity of the human body, and should be taken when the stomach is disordered, the liver deranged, the kidneys inactive, the bowels torpid, or the brain muddled. With this medicine every invalid can cure himself, and those who are weak and infirm through imperfect digestion may make themselves strong and stout by Holloway's excellent Pills. A few doses of them usually mitigate the most painful symptoms caused by undigested food, from which they thoroughly free the alimentary canal, and completely restore its natural power and action.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.
COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. ROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON, beg to announce the completion of their new warehouses, containing upwards of Forty Thousand Square Feet of floorage.

MOORE and HUNTON have in stock a great variety of DINING ROOM SUITES in mahogany and oak from £15 to £80 each suite.

MOORE and HUNTON have on show upwards of forty DRAWING ROOM SUITES, varying in price from £16 to £100 each suite.

MOORE and HUNTON invite inspection of their stock of BEDROOM FURNITURE in various woods and styles, at prices varying from £5 10s. to £130 per suite.

MOORE and HUNTON have a large selection of LIBRARY, HALL, OFFICE, and other FURNITURE at moderate prices.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERER PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON.
Established upwards of 40 years
FURNITURE MANUFACTURED SPECIALLY FOR HOT CLIMATES.

THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kind to Ports in China, Japan, the Straits Settlements, &c Orders for Furniture, Stores, Books, and Persona Requirements of every description promptly executed either by Overland Route or Clipper Sailing Vessels The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addresse , and remittances made payable, to

THE MANAGER,
CHINA & JAPAN AGENCY
2, COWPER'S COURT, CORNHILL, LONDON, E.C

The Contemporary Review. Theological, Literary, and Social. 2s. 6d. Monthly.

CONTENTS FOR OCTOBER.

1. Benjamin Whichcote. By the Rev. Principal Tulloch.
2. The Fleshly School of Poetry: Mr. D. G. Rosetti By Thomas Maitland.
3. The People in Relation to Political Power and Opinion. By Thomas Wright ("the Journeyman Engineer").
4. What is Matter? By the Hon. Roden Noel.
5. Prospects of the New German Reformation. By the Rev. J. M. Capes.
6. The Burlesque and the Beautiful. By R. H. Horne.
7. "Fraternity." By C. E. Maurice.
8. The Idea of God: its Genesis and Development. By the Rev. A. M. Fairbairn.

NEW BOOKS.

Friends and Acquaintances. By the Author of "Episodes in an Obscure Life." Three Vols., post 8vo.

"This book reveals a rich humanity and fine sympathy with the unfortunate. The sketches are graphic and interesting; in some instances simply masterly." —*Daily Telegraph.*

Fernyhurst Court: an Every-day Story. By the Author of "Stone Edge." Crown 8vo., 6s.

"We are indebted to the author of 'Stone Edge' for another excellent story. Female character in all its types is most truly and vividly exemplified. We cannot call to recollection a book in which women, as distinguished from feminine lay figures, have displayed so distinguished and diversified a part. Our author should win the gratitude of her sex for a series of charming portraits of what hundreds of English ladies are and may be."—*Athenæum.*

Sermons for my Curates. By the late Rev. T. T. LYNCH. Edited by the Rev. SAMUEL COX. Crown 8vo., 9s.

"The world will now find out that a prophet had lifted up his voice in the heart of modern London comparatively disregarded; and that a ministry exercising transcendent influence over a few sympathetic minds, the spiritual work of a great poet and philosopher, the subtle wit, delicate humour, and piercing satire of a gifted man, are things of the past. This volume makes us feel how incalculable is our loss. We accept it reverently; we commend it heartily and tenderly to our readers."—*British Quarterly Review.*

Faust: a Tragedy. By Johanna Woolfgang von Goethe. Translated in the Original Metres by BAYARD TAYLOR. Two Vols., post 8vo., 28s.

"Here for the first time can we really see 'Faust' reproduced in an English dress as near as it is possible for any one to do so. . . . For the future, Mr. Taylor's version will doubtless be the accepted translation of 'Faust' for English readers."—*Westminster Review.*

Shoemakers' Village. By Henry Holbeach. Two Vols., post 8vo , 16s.

"It would be poor and insufficient praise to say of 'Shoemakers' Village' that it is worth perusal. It is worth buying to store up with the classics of fiction, containing, as it does, a fixed and lasting quantity of refined humour, pathos, and fancy."—*Daily News.*

The Ecclesiastical Polity of the New TESTAMENT: a Study for the Present Crisis in the Church of England. By the Rev. G. A. JACOB, D.D., late Head Master of Christ's Hospital. Post 8vo., 16s.

"A remarkably seasonable, reasonable, and withal Scriptural book, eminently adapted to be useful, if men in the English Church interested in Church questions would but read and ponder it."—*British and Foreign Evangelical Review.*

Lilliput Lectures. By the Author of "Lilliput Levee." With Illustrations by Arthur Hughes. Square 8vo., cloth, gilt extra, 5s.

Heroes of Hebrew History. By Samuel Wilberforce, D.D., Bishop of Winchester. Popular Edition. Crown 8vo., 5s.

"A rare intellectual treat."—*Times.*

"All will welcome them as a new treasure."—*Guardian.*

Ginx's Baby: His Birth and Other Misfortunes. People's Edition. Crown 8vo., 2s.

"The most powerful political satire since the time of Swift. . . . We should all read and think about such a book as this when we can get it, which is seldom."—Henry Kingsley in the *Edinburgh Daily Review.*

Episodes in an Obscure Life: A Curate's Experience in the Tower Hamlets. Popular Edition. Crown 8vo., 6s.

Reasons for Returning to the Church OF ENGLAND. By the Rev. J. M. CAPES. Second Edition. Crown 8vo., 5s.

"See that remarkable book, lately published, 'Reasons for Returning to the Church of England,' by a distinguished Roman Catholic."—*Dean Stanley, in the Spectator.*

Walks in Rome. By Augustus J. C. HARE. Second Edition. Two Vols., cr. 8vo., 21s.

"The best handbook of the city and environs of Rome ever published. . . . . Cannot be too much commended."—*Pall Mall Gazette.*

STRAHAN and CO., 56, Ludgate-hill.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

LUCERNE.
HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft , large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FREERES and Co., Proprietors.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES —Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Gaile	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & CO., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & CO
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
okohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Oct. 14, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Oct. 24, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Oct. 28, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Nov. 7, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of Lebeau and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

PENINSULAR AND ORIENTAL COMPANY.—The steamship MIRZAPORE, 3,763 tons, 600-h.p., will be despatched from Southampton on Thursday, 26th Oct., for HONG KONG, via the Suez Canal, taking passengers and cargo for all ports east of Suez touched at by the Company's steamers, except Aden and Bombay.

For further particulars apply at the Company's offices, 122. Leadenhall-street, London, and Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. Starr and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. Starr and Co., Agents 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 15
October 29
Nov. 12
Nov. 26
December 10
December 24
} For { Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 29th Oct., 26th Nov., and 24th Dec. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius. The steamers of the 15th Oct., 12th Nov., and 10th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. Fletcher and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to John Swire and Sons, 19, Billiter-street, London; or to Alfred Holt, 1, India-buildings, Liverpool.

PENANG, SINGAPORE, CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class STEAM and CLIPPER SHIPS:—

Destination.	Ship.	Clas .	Dock.	Last Shipping Day.
Pen., Sing., China, &Jpn.	Teviot, s.s., via S.C. ...	A1 100 A1 20 yr.	SWID	Nov. 3
Shanghai ...	Dartmouth ..	A1 14 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Yoko. and Hiogo ...	Lothair	A1 16 yr.	SWID	With des.
	Ziba	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Boyne.....	AA1	SWID	With des.
Yokohama...	Solent.....	A1 13 yr.	SWID	With des.

For Freight or Passage apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng. Day
Yokohama & Hiogo..	Denbighsh.	A1 15 yr.	483	EID	Oct. 17
Shanghai..	Pak Wan ..	A1 14 yr.	759	EID	Oct. 23

Excellent accommodation for passengers.

For Freight or Passage apply to Norris and Joyner, 60, Cornhill, E.C.

SINGAPORE, HONG KONG SHANGHAI, AND JAPAN.

THE following high-classed SCREW STEAMSHIPS will be despatched as under:—

Steamships (via Suez Canal).

Destinton.	Ships.	Class.	Tns.	Dock.	To sail.
China Ports & Japan .	Messrgrs. Co.'s s.s.	—	—	E.I.D.	Nov. 11
Do.	Do.....	—	—	E.I.D.	Nov. 25
Mrslls. & Mdtrrn. Ports ...	Do.....	—	—	E.I.D.	Nov. 11
Do.	Do.....	—	—	E.I.D.	Nov. 25

Should any of the above steamers be prevented sailing, others will be substituted, and the sailings regularly maintained.

For Freight or Passage apply to Gellatly, Hankey, Sewell, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

MESSAGERIES MARITIMES de FRANCE.—ADEN, MAURITIUS, GALLE, SINGAPORE, SAIGON, BATAVIA, HONG KONG, SHANGHAI, YOKOHAMA, NAGASAKI, HIOGO, &c.—The well-known steamship COPERNIC, one of the Company's fleet, 1,800 tons burden, 1,000-horse power effective, will leave the East India Dock at daybreak on Saturday, the 11th November, for the conveyance and transhipment of passengers, specie, and merchandise into the Company's regular mail steamer AVA, at Marseilles, for the above-mentioned ports. Further particulars by circular.

*** For general information and passage apply at the Offices of the Company, 97, Cannon-street; or to Messrs. Simon and Lightly, No. 123, Fenchurch-street; and for Freight, &c., to Gellatly, Hankey, Sewell, and Co., 8, York-street, Manchester, or 109, Leadenhall-street, London, E.C.

INDIA, CHINA, and JAPAN.—Notice to Passengers—GELLATLY, HANKEY, SEWELL, and Co. despatch at frequent intervals high-classed fast STEAMSHIPS, via the Suez Canal, to BOMBAY, CALCUTTA, CEYLON, MADRAS, SINGAPORE, HONG KONG, SHANGHAI, JAPAN, and other ports. These steamers are well ventilated and have excellent accommodation for passengers.

For plans and particulars apply to Gellatly, Hankey, Sewell, and Co., 109, Leadenhall-street E.C.

To sail on the 23rd of October.

FOR SHANGHAI, the celebrated clipper ship TITANIA, A1 16 Years, 879 tons register; J. DOWDY, Commander; South West India Docks.

For Freight apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail.
Havelock, A1 13yrs.	454	Wright, Bros., & Co.	Oct. 25
Istapa	390	Mills & Milne.....	Oct. 25
Gordon Castle	1,930	Thos. Skinner & Co.	Nov. 15
LIVERPOOL.			
La Paix, 3-3rds.....	478	Mors le Blanch & Co	Oct. —
Nestor, s.s.....	1,414	Alfred Holt.....	Nov. 1
GLASGOW.			
Norham Castle	700	Thos. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 34, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From Liverpool.

Destination.	Ships.	Class.	Dock.	Date.
Singapore ...	La Paix	2-3rds L. 11	Prnce's	With des,
Yoko.& Higo	Penrith	A1	Do....	With des.

From London.

Yoko.&Higo	Lorton.....	A1 14 yr.	L.D.	Wth des

For Freight, &c., apply at 19 to 21, The Albany' Liverpool; or 7, East India-avenue, Leadenhall-street' London.

STEAM from LONDON to COLOMBO, via Suez Canal.—The following full-powered screw STEAMSHIPS will be despatched from the East India Docks as under:—

Name.	Class.	Tons.	Dock.	To sail.
Yorkshire	100 A1	2,273	S.W.I.D.	Oct. 20
Burmah	B I S N.C.	1,625	E.I.D.	Nov. 5
Red Gauntlet...	100 A1	1,450	E.I.D.	Nov. 15
Palermo.....	A1 18 yrs.	1,800	E.I.D.	Nov. 30
Yeddo	A1 18 yrs.	1,800	E.I.D.	Dec. 15
Virago	A1 18 yrs.	1,800	E.I.D.	Dec. 30
Hindoo	A1 18 yrs.	3,000	S.W.I.C.	To follow
Urbino	A1 18 yrs.	1,800	E.I.D.	To follow

For Freight or Passage apply to Gellatly, Hankey, Sewell, and Co., No. 8, York-street, Manchester; or 109, Leadenhall-street, E.C.

Steam from London, via Suez Canal.

FOR PENANG, SINGAPORE, HONG HONG, FOO-CHOW, and SHANGHAI (taking goods at through rates for Java and Japan).—The magnificent new Clyde-built Steamship GORDON CASTLE, 1,930 tons register, 100 A 1, 250-horse power nominal, 1,250-horse power effective, will shortly be at a loading berth in the South West India Docks. This superior steamship, just built under special survey for the China trade, is confidently recommended to intending shippers and passengers.

For Freight or Passage apply to Thomas Skinner and Co., 5, East India-avenue, London, E.C.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 16, 1871.

Digitized by Google

FRENCH MAIL EDITION]

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 425.] LONDON, MONDAY, OCT. 23, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received this day
JAPAN — Yokohama	July 7	Aug. 25	Aug. 29
Yedo			
Osaka and Hiogo	—	—	" 24
Hakodadi			
Nagasaki	—	—	" 21
CHINA — Peking			
Tien-tsin	—	—	" 27
Chefoo			
New-chwang			
Hankow	—	—	" 26
Kin-kiang			
Chin-kiang			
Shanghai	July 14	" 27	Sept. 1
Ningpo			
Foochow	" 14	" 29	" 2
Formosa			
Amoy			
Swatow			
Hong Kong	" 28	Sept. 6	" 8
Canton			
Macao			
PHILIPPINES—			
Manila			
COCHIN-CHINA—			
Saigon	Aug. 4	" 6	" 13
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 12
Samarang			
Sourabaya			
MALACCA STRAITS—			
Singapore	Aug. 11	" 14	" 16
Penang			
CEYLON—Galle	" 25	" 19	" 26
Colombo	—	—	" 24

THE MAILS, &c.

The French mail, bringing above dates, was delivered, *via* Marseilles, this morning, its due date. The next inward mail (P. and O.) is due on the 28th inst., *via* Brindisi, with dates—Yokohama Sept. 5, Shanghai Sept. 9, Hong Kong Sept. 15, Singapore Sept. 23. The extra Pacific mail steamer *Arizona* arrived at San Francisco on the 7th inst., with advices from Yokohama to the 13th September. The regular fortnightly service of the Pacific Mail Company will commence in May next.

The telegraph line to China continues to work satisfactorily; this day's advices from Hong Kong extend to 10.30 A.M., and from Singapore to 11 A.M, the messages occupying—allowing for difference of time—about five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Cambodge*.—From Yokohama: Messrs. Stroof, Unbenhagen. From Shanghai: Messrs. Lemaire, Wicters. From Hong Kong: Messrs. Bouchard, Reilly, Gherardine, Marquez, Carvalho (four), G. J. Helland, Lencan, Moutier, Bourgeois, Barrigny, Mercier, Bertin, Goupillot, Bonbee, Julien. From Saigon: Messrs. Roux, Rion, Roy, Neble, Van der Brock, Les sœurs Claudine and Therese. From Batavia: Messrs. Matheson, Launspach, Meyer, Van Locnen, Steinvelt, Nicaise, Bell, Tippema, Koelofs, M. and Mdme. Vickens, M. and Mdme. Timmerman, M. and Mdme. Flory, Mdme. Veure Viggors, Mdlle. Filet. From Singapore: Messrs. Katz, Gibarta, Orange, Mdme. de Kufasta, Mdme. de la Rua.

PASSENGERS OUTWARD.

Per P. and O. steamer *Simla*, from Southampton, Oct. 14.—To Yokohama: Mr. Herbert Wheeler and one second-class passenger. To Shanghai: Mr. J. Chapman. To Hong Kong: Mr. A. Gair. To Batavia: Mr and Mrs. J. Clark and child. To Singapore: Miss McEwen, Miss Little, Miss Halbert, Mr. G. A. Lind, and one second-class passenger. To Ceylon: Mr. A. Heanley, Mr. J. A. Arneil.

Per P. and O. steamer *Poonah*, from Brindisi, Oct. 24.—To Yokohama: Mr. and Mrs. Godfrey. To Hong Kong: Miss Garrett. To Singapore: Mr. and Mrs. Maclean.

Per P. and O. steamer *Mirzapore*, from Southampton (via S.C.), Oct. 26.—To Hong Kong: Mr. S. A. Heinemann. To Ceylon: Mr. and Mrs. A. M. Fergusson, son and daughter, Capt. C. H. Layard, Miss Blackett.

Per P. and O. steamer *Candia*, from Southampton, Oct. 28.—To Ceylon: Mr. M. Brown.

Per steamer *Diomed*, Capt. Crompton (Holt's line), sailed from Liverpool Oct. 14.—For Penang: Capt. A. R. and Mrs. Ord, Mr. J. Engelhard. For Singapore: Mr. Max Frensberg, Mr. Wm. de la Camp. For Hong Kong: Rev. A. B. and Mrs. Hutchinson and infant, Lieut. Hutton, R.N., Mr. Bobers, Mr. Wm. Gordon, Mr. E. F. Thomas. For Shanghai: Dr. and Mrs. Galt, Rev. A. E. and Mrs. Moule and two children, Miss Johnston, Rev. S. E. Meech, Rev. A. Foster, Rev. J. Macintyre.

Summary of News from the Far East.

JAPAN.

HIOGO AND OSAKA.

The *Hiogo News* says:—The Japanese Government appear to to be in earnest about carrying out the scheme of connecting Tsurunga with the Hiogo and Osaka Railway. We hear on good authority that they have persuaded four of the principal merchants in Kioto to "take an interest" in the undertaking to the handsome figure of 150,000 rios each. If they are proportionately successful with the minor merchants of the sacred city and with the merchant princes of Osaka, they ought to be able to make up a good portion of the $2,200,000 which the line is estimated to cost.

FIFTEEN DAYS LATER, VIA SAN FRANCISCO.

The extra Pacific Mail steamer *Arizona* arrived at San Francisco on the 7th inst., with dates from Yokohama to Sept. 13. The following is the summary of news telegraphed to the New York papers, which must be read with certain allowances:—

The Japanese Government has issued a decree wiping out the position of Daimios. This reduces people who have been rulers for over three hundred years to the position of the common people, and immediately annexes their territories to the Government. There is no longer any aristocracy or religion except through the Mikado.

The Japanese man-of-war *Nitsin* went to Hakodadi, where the Russian vessels should have met the Embassy for St. Petersburg; but after waiting a month she sailed for Yedo. The Russians have annexed the entire Saghalien Islands, and the Embassies have been unable to alter it.

The new coin from the Mint is refused at the Custom-house, except at a heavy discount, which causes great distrust.

The Japanese merchants grieve over the deterioration of silk and the decline in trade, which is caused by the unskilful and careless manner in which the silk is prepared for market. The merchants have asked the Chamber of Commerce to assist them in establishing an inspection house, where all the silk unfit for market will be returned to the interior. The Japanese merchants threaten to burn half the stock of silkworm eggs, and so force the market. Tea is declining. Silk—large settlements have been made at $20 advance.

The decision of the Acting Secretary of State, upholding the Japanese Government in closing Van Reed's Stock-Exchange at Yedo, and asserting that, though lawful in America, yet every nation is the judge of what laws are required to preserve the morals of its people, has created much comment among all classes of foreigners as affecting their Treaty rights with this Government. Five Stock establishments of other nationalities and twenty native establishments are in operation, with the sanction of the Government. An appeal will be made to Washington to uphold the Treaty rights, granting the same facilities to American trade as are accorded to other nationalities.

Coolies are constantly employed on the railroad between Yokohama and Yedo. The first locomotive run over the road—three miles, to Kanagawa—attracted great attention. The road from Osaka to Kobe progresses rapidly, and a new line of sixty miles, costing $2,000,000, running through Kioto to Tsurga, is contemplated.

CHINA.

TIENTSIN.

The Tientsin correspondents of the *North China Herald*, writing under date the 19th and 23rd August, states that the present inundation extends to the south to beyond the Yellow river, and to the north nearly to the Great Wall, with an average breadth of 280 *li* from the sea-coast. The population which is now suffering

Digitized by Google

starvation from this stretch of country being flooded is enormous. On the evening of the 18th a mark was put at the level of the water of the west plain, and next morning the mark was found covered with two-eighths of an inch, thus showing the waters of the adjoining plains still rising, notwithstanding that there had been no rain since daylight of the 15th.

During the last two days the water in the west plain remained very much about the same height; some say it has gone down seven-tenths of an inch, but the direction of the wind would cause such a slight difference. It was expected the whole district would be turned into a lake, till winter brings ice and northerly gales. Rain fell again on the 22nd, but it appears that the Chinese always expect rain on the seventh day of the seventh moon; and last night's was only a shower, so it was hoped the wet season was over. But the harm was done; and the distress among the country people during the winter, from want of fuel no less than from want of food, will be very great. The local authorities and gentry were doing all they could to provide relief, and a society was formed, of which the committee were the Salt Commissioner, the territorial Taoutai, and the leading gentry and merchants. Her Majesty's Consul intends to send round a circular asking his countrymen to subscribe. There was great mortality amongst the inhabitants of the villages in the plains inundated.

Some 270 *li*, from Tientsin, and further in the interior, where no inundations existed, the crops of millet, beans, peas, &c., were looking very promising, and the peasants expected to reap good harvests this year.

SHANGHAI.

Dates from this port are to the 1st Sept. The P. and O. mail of 14th July arrived out on the 27th August, and the following French mail of 21st July was expected on the 2nd Sept. The following is the summary of news from the *North China Herald* of 1st Sept.:—

The strange nature of the Chinese climate, which seems to result in alternate seasons of drought and flood, was perhaps never better exemplified than this season. The oscillation of wet and dry periods between the North and centre of China would seem in fact to be the rule. Looking back for a series of some four years, heavy floods have had to be recalled in Chekeang, Kiangsu or Hunan; while in the North the usual harvests were witheld from the want of a due supply of rain to moisten the parched fields; and inland communication, in the absence of proper roads, became almost impossible, owing to the drying up of the water-courses. For some years back the authorities at Peking and Tientsin have prayed earnestly for rain, while those in the more central provinces have, with fasts, implored the rain-god to spare from excess of favours their crops and houses. This year, the reverse has been the case; the cotton crops, which at one time promised a yield if possible more abundant than last season, seem now to be scarcely up to the average, while a general want of water prevents the due irrigation of the rice fields. All through Chekeang and partially in Kiangsu, fasts have been proclaimed; the angry deity is to be propitiated by an abstinence from wholesome food, and the silly prohibition which consigns to useless waste the greater portion of the central provinces is still further to be forced on a people willing, if permitted, to restore to pasture large districts now useless for the sustenance of human life. Yet, after all, this alternation of excessive extremes seems to be explicable on very simple natural principles. The division between the region of the monsoons and the variable winds of the north temperate zone happens to run through the north of China. Along this division line the warm and moist equatorial winds, which produce the monsoon, meet with the more or less cold or parched winds of the variable zone; the reduction of temperature ensuing loosens the moisture contained in the atmosphere, which falls down in abundant rain. The division line is not, however, invariable; in fact, it is difficult to conceive how it could be so. A slight variation in the climate of Australia, the deflection of an equatorial current in the East India islands, the result of an earthquake or a volcanic eruption—may cause the division line to advance or recede a few degrees. This year the unusual strength of the summer monsoon has caused its prevalence further north than usual, so that the boundary line which usually passes through Chekeang or Kiangse has moved as far north as Shantung and Pechihli. We have, in fact, experienced the usual summer climate of Fohkien or Kwantung, while the border line has advanced some four or six degrees to the north of its usual line. It is of course impossible from merely local experience to calculate on the causes of this unusual strength and consequently northern extension of the monsoon; but a careful study of the climatic influences and physical phenomena of the districts lying near or south of the Equator would probably result in a better knowledge of the hidden causes of the present unusual season. One thing we may, however, learn, even from our limited experience here, and that is that it is no merely local cause which influences such things. The whole world is so bound together—nay, even so correlated with distinct spheres—that the northern extension of the rainy border line of the monsoon, and the consequent unusual floods in the north of China, can only be looked upon as the local effects of causes influencing wide areas, and perhaps extending beyond our globe itself. Seen from such a point of view, how useless are the miserable and petulant appeals to the Rain-deity which, under different forms, are now being offered up in Chekeang and Pechihli. We remember a tale of an old Scottish parson who, when asked to pray for rain, said he was very willing to meet the wishes of his congregetion, but did not think it was much use so long as the wind remained in the present quarter. The Chinese mandarins are in much the same case. If, instead of ordering fasts, these supposed protectors of the people would keep their dykes in order, and lessen the chances of such extremes by encouraging the planting of trees over the now burnt up or deluged plains of North China—they would be acting more practically.

A volunteer parade was held a few nights ago, but did not, unfortunately, go off so well as the fine weather of the past day or two had augured would be the case. There was a fair muster, some hundred and fifty men of all ranks being on the ground; but just at the hour appointed for assembly the wind went round from south to north, and big threatening drops fell. A few minutes only were wasted, and then the resolution of the men was almost unanimously given for carrying out the programme, weather or no. A cessation of hostilities on the part of the clouds encouraged the companies to fall in, when they were marched down to the French Bund and up the Rue du Consulat, with the object, we believe, of drilling on the ground beyond the French Concession. But the rain set in again, with every intention apparently of making a night of it, and after a few manœuvres the force returned home, and was dismissed, thoroughly drenched. The Artillery and Rangers also appeared, but did not join in any movements with the infantry corps, and were dismissed early.

Much has been said lately about Chinese suspiciousness of priests, whether native or foreign, and of the restrictions which they attempt to place upon women going to joss-houses or churches. An illustrative case occurred on Saturday. Some persons observed a woman go to one of the priests' rooms in a joss-house off the Maloo, and gave an alarm which brought together the whole neighbourhood. The delinquents were bound and handed over to the police. Both denied that there was anything wrong in the circumstances; the woman alleging that she was engaged in the innocent but rather hopeless endeavour to collect a debt of $30 from the priest, for which reasons he had gone to his apartment, when the crowd instantly rushed in. The priest said the woman was at the foot of the stair when the crowd gathered in, and in their impetuous entrance forcibly bore her to his room. The husband of the suspect repudiated the allegation sought to be fastened on his spouse; and the mandarin observed that it would have been more advisable if a debt were due that the husband should have collected it. The excitement ran very high, but the bonze was safe in the hands of the police, and was ultimately bailed by the head of the joss-house. He had no sooner got away, however, than he ended the difficulty and his own life by taking opium.

A scheme has been suggested for removing the obstacle to local inter-communication offered by the Soochow Creek, as well as solving the vexed question of Bridge monopoly. This is no less than the diversion of the creek from its present bed to a channel which should skirt Hongkew and debouch on the Wongpoo, below that part of the Foreign Settlements. The scheme is not, of course, without its difficulties, though, we fancy, these are hardly of an engineering character, but the advantages from carrying it out are various and considerable. The matter of cost, which presents itself as the prime consideration, would, it is thought, be met by the value of the land reclaimed, while proprietors of land on the banks of the new channel would be largely benefited, if not wholly repaid for any sacrifice, by the increased value likely to arise from the localisation of much of the traffic from the creek in the native quarter of Hongkew. As this traffic, however, is now mostly carried on at the native city, it might also be necessary to provide a less distant outlet for a portion of it—junkmen would certainly demur to doubling the Hongkew peninsula thus created; but this could be partly met by deepening the Defence Ditch, and keeping it and the Yang-king-pang in a fairly navigable state. The community would, if the change were carried out, be rid of two troublesome facts, the chow-chow water and the bridge, though whether the Taoutai's charter secures the Bridge company against the effects of a scheme so blighting to its monopoly is another question. The convenience of having the settlements one and undivided, territorially as well as municipally, and of uniting more closely the great import wharves with the hongs in the English Settlement, are points upon which it is almost unnecessary to enlarge. We have very little hope of seeing the idea carried out, but have jotted it down as we heard it sketched.

Le Nouvelliste says Li-chan-su, one of the heroes of the late Yangchow affair, has been decapitated at Nganking, by order of the Emperor. We have heard nothing of the matter ourselves, and only quote our contemporary's statement. We have heard, however, on pretty good authority, that Chen-kwo-jui passed through Yangchow a week or two ago, on his way to Peking, instead of remaining under surveillance in Anhwei, as the Imperial edict ordered. But Chinese news in these matters is never very reliable.

We subjoin a copy and rough translation of a sort of epigrammatical prediction which is going about among the Chinese, and

Digitized by Google

attracting some attention. It seems to be obscure enough to leave them rather doubtful as to its meaning, but causes therefore the more excitement.

O'er this land of peace and rest,
Trouble rises like the tide;
And the year sixteen* demands
That we prepare on every side.
Now await the coming years
Of *Lung, Shay*, and stalking *Mat*†
When five nations will convulse
Our flowery land—*Chung Hwa.*

So far as we can make out, the idea seems to be that two political crises are impending in China; one, during this present sixteenth year of the Emperor Tungche, which may be averted by firmness; another, during the years 1880, 1881, 1882, when five nations will attack China. In the latter case we shall be sorry for China.

The barque *Norfolk*, of 264 tons register, with all her equipment, has been sold by auction for Tls. 3,250.

The British ship *Her Majesty*, which sailed from Foochow, tea laden, for London, was caught in the recent typhoon very soon after getting out of the Min, and had to cut away her masts. Thus disabled she was unable to make Foochow again, and has run up to Shanghai to refit.

Our Tientsin correspondent writes that the water in the West Plain has fallen two-tenths of an inch, and in the East Plain five inches. No rain has fallen since the 23rd, nor is there any appearance of a renewed fall. Many human bodies are floating about the East Plain, and it is feared that many of those who have escaped will soon die of starvation. Charity cannot feed the population of a province, unless with far wider and more rapid organisation than the Chinese are capable of. With newspapers to spread the accounts and railways to convey food the sufferers might be saved; as it is thousands will probably die. The *Peking Gazette* contains an edict degrading several mandarins for the neglect which led to the inundations. The Yung-ting river, one of the affluents of the Peiho, is spoken of as the river whose banks have burst. We can well believe that, in a province where drought is more frequent than flood, successive mandarins have for years been pocketing the money which should have gone to repair those, and that when the emergency came they were quite unequal to bear the pressure. Even Li goes through the formality of condemning himself, and the Emperor through the formality of handing him over to the Board of Punishments.

A Hankow correspondent writes that very heavy rains have been falling in that district, accompanied by strong winds, and that considerable damage has been done to the standing cotton. On the 21st it was estimated that the yield would be 10 to 15 per cent., and on the 23rd, 30 to 35 per cent., below average. Evidently the fate of the crops depends very much upon the weather which may have prevailed during the past week.

As the *Kiushiu* was proceeding to sea, she came into collision with the *Kiangse*, striking her on the port paddle-box, and rendering the paddle-wheel completely useless. The *Kiushiu* proceeded on her voyage, but we hear the *Kiangse* had to be towed into port.

HONG KONG.

Our advices from this port extend to the 8th September; the London mail of the 28th July arrived out on the 6th Sept.

The following items are from the *Daily Press*:—

We regret to hear that Mr. Tomlin still continues in a very unsatisfactory state; he has recovered consciousness, but has at present no memory whatever of the past, though he remembers what is going on from hour to hour. It is to be hoped, however, that further quiet will gradually restore his mental equilibrium.

The annual general meeting of the Hong Kong Yacht Club was held at the Hong Kong Club-house. The secretary's report and accounts for the past season were read and passed. The following gentlemen were elected committee for the ensuing season:—Commodore, Commodore Shortt, R.N.; Vice-Commodore, R. F. Hawke, Esq.; J. M. Forbes, Esq., and J. M. Vickers, Esq.; Hon. Secretary and Treasurer, E. Beart, Esq.

We regret to have to record that the damage to the telegraph between this and Shanghai proves more serious than was at first anticipated, and that it must be some little time before communication is re-established. A circular to this effect was sent round by the superintendent yesterday. We understand it is expected that so soon as the damage is known in Shanghai the *Great Northern* will be sent down with the necessary appliances to repair it.

An extraordinary meeting of shareholders of the Indo-Chinese Sugar Company has taken place. The chairman, G. J. Helland, Esq., said that as the matters to be discussed were of a private nature, concerning only the shareholders and directors, the latter considered that the reporters should be excluded. He further stated that it was the intention of the board to publish the proceedings so soon as the matters now pending should be finally settled. A shareholder, J. Greig, Esq., proposed that the reporters should remain, but hold over their notes until the directors saw fit to publish them, but the chairman was not inclined to put that amendment to the meeting. The original proposal having been put, was therefore carried, and we are consequently unable to give a report of the proceedings. The meeting was somewhat thinly attended, probably on account of its taking place on mail-day. As far as we can judge, without knowing anything about it, the offer is probably a good one, as on a report to the effect that the company was to part with the Bienhoa property at a loss of $100,000, the shares sprang from 20 per cent. discount to 9 per cent.

Tenders have been received for the construction of the chancel to the new Hong Kong Cathedral, in which the memorial window to the late Douglas Lapraik will be erected. Owing to some remarks by Chief Justice Smale we believe there was at one time a probability of the window coming back and being erected at the church at Acton.

The steamer *Chieftain*, which has been for some time in Japan on sale, is now advertised by Messrs. Tinley, Richardson, and Co., Yokohama, or the agencies of the Borneo Company in China ports.

The Hong Kong Pier and Godown Company have invited tenders for wood, by which it must be assumed that the capital is subscribed.

THE TYPHOON AT HONG KONG.

The present mail brings us particulars of the typhoon, the news of which was telegraphed last month. The storm broke out on the night of the 2nd September, the weather throughout the day having been very thick, and the water more and more turbulent. At 6.30 the cyclone had fairly taken possession, and its violence increased rapidly, until at about 9.30 or 10 the Praya was flooded. The *Daily Press* says the scene on the bund at this time was one which beggars description. Unlike the typhoon of last year this one occurred at night, and its grandeur was enhanced by the innumerable effects of the darkness.

The steamer *Peiho* was seen to drift rapidly in the direction of Pedder's Wharf (which at this time was indicated only by a more violent seething of the water), and by eleven o'clock she had reached a point nearly opposite the wharf, and at a remarkably short distance from shore, where she managed to pull up. The *China*, a short distance farther west, seems to have held out manfully, her position being scarcely changed, but the *Cleator* drifted down into dangerous proximity. The *Acantha*, a little farther out, had apparently plenty of elbow room; while the *Shaftesbury*, some distance east of these, riding to an extraordinary length of cable, would seem to have escaped danger altogether. The little hulk which has been used as a small-pox convalescent hospital has made a voyage during the night, and has brought up at a not very safe distance from the *John Adam*, having been partially unroofed during her progress. Throughout the early part of the night, especially during the flood-tide, the Praya was deluged, and the smaller craft were piled on top of it with utter disregard to arrangement of any kind.

From Pedder's Wharf westward for several hundred yards the Praya is demolished. The wall is an unshapely heap of granite, huge blocks of which have been carried by the impetuous violence of the sea to distances of twenty and thirty feet from their original locations. But not only have the stones been displaced, but large gaps have been formed, reaching almost to the verandahs of the houses. This is particularly the case between Pedder's wharf and the P. and O. offices. Farther to the west the damage done is great, but the destruction of the Praya less complete than in the central positions. Pedder's Wharf is greatly injured, as indeed are all the prominent stone constructions, while the wooden piers, through which the water has free passage, are unhurt, except as regards the tearing up of the planking, which is easily remedied. Close to Pedder's wharf a large Government lighter came ashore and sank; her gunwales are now flush with the water's edge, and one of her ropes is coiled round the telegraph wire, which is broken further east. Another Government lighter sank in mid-channel, off Messrs. Douglas Lapraik and Co.'s wharf. Opposite this spot are visible the masts of a junk which went down with a valuable Chinchew cargo. The Canton steamer wharf is not extensively injured, though at one time during the night it was in danger of being entirely carried away by a large iron ship which drifted down upon it.

Messrs. Hook's lighter *Advance* lies in a forlorn condition, level with the water. The *Despatch* appears to have sustained no great injury, as she rides at anchor in a safe enough position. The Pacific Mail wharf has been somewhat injured in its planking, but repairs are being promptly executed. The *America* rides at her anchor slightly weather-beaten, and with an insignificant list to starboard, but otherwise as if nothing had happened. Further west the *Atrevida* and *Cornuvia* are both dismasted, the former ashore with stern badly knocked about, and pumps vigorously at work. Still further west the destruction of native boats increases. The misery amongst these boat people must be very great, those even who have been fortunate enough to save their boats, which are their only habitations, having lost a great portion of their property, either accidentally swept or necessarily thrown overboard. Indeed, the whole of the long bay reaching nearly to the Sailors' Home was thronged with Chinamen, some grappling from boats, some diving, for the numberless articles, invaluable to these poor people, which strew the bottom at this particular point. Near the Sailors' Home there is a fine junk with a very seedy bottom, ashore, and fearfully smashed, while just beyond there is another full of water, apparently loaded with some valuable cargo. About this point, but farther out in the harbour, are two

* Supposed to refer to the present age of the Emperor.

† The cyclical names of 1880, 1881, 1882.

Digitized by Google

vessels, the *Joseph Clark* and *Jennie Eastman*, broadside on together, and mutually damaged, while as far as the eye can reach towards Capsingmoon appear the masts and yards of ships which have dragged their anchors, far from their original berths.

Eastward the devastation is less apparent, though there has been enough of it. Close to the military store are two or three sunken junks, presenting a most melancholy appearance. Shops have been unroofed everywhere, but this is trifling compared with the loss of life which has taken place. At Wanchai details are given, two men have been taken dead to the Civil Hospital from East Point, having been smashed between two cargo boats which came together broadside on. Many more have been killed, and unknown numbers injured. Inspector Orley was energetic in saving life at Mc'Donald's pier, and in this he was ably assisted by five Europeans who tendered their service in the good cause. The loss of life appears to have been most serious at West Point, Wanchai, Aberdeen, and Sowkewan. The latter station especially seems to have been the scene of great disaster, exposed as it is to the full force of the northerly wind. Sampans and junks ashore, houses blown down, with scarcely any part standing, lives lost, plunder immense, and all capped by a desperate attack on the police on the part of the plunderers; these are some of the things which are reported from Sowkewan. One constable received a serious wound on the shoulder during the fight, and seventeen of the disorderly ruffians have been arrested. Not content with plunder, these wretches attempted to take the lives of the unfortunate junk people, in protecting whom the police turned on themselves the tide of their violence. We noted a fine brig driven on shore at the back of the native guard house. She was newly bought and newly masted by Messrs. W. B. Spratt and Co. On the beach near the Commissariat a smaller schooner lies high and dry. Four Government lighters are sunk abreast of the dockyard, one of them being ashore. One of them sank about four feet from the American ship *Florella*, and but for the energetic help of Captain Peabody, who hove lines to her crew, many of them would have gone down in the lighter. One of these lighters sank on top of the chains of the barque *Veronica*. One boat in trying to round the corner of Messrs. Wahee, Smith, and Co.'s premises was capsized, and nine of her crew, consisting of twelve persons, were with great difficulty saved by Mr. Smith, who took them in his gig; one old woman and two children were washed away by the sea before the boat could reach them. The brig *Selina Jane* was driven ashore near the Hospital; schooner *Gaviota* is reported sunk at her moorings. Mr. Speechly's steam launch found her way to the bottom, while the new steamer just launched by Messrs. Hook and Son had her stern stove in and was filled with water; her engines not having been placed in her, she floated flush with the water's edge, and was saved. The Praya was terribly cut up, and at the proposed site of the New Pier Company the sea wall was entirely washed away, carrying with it about half the carriage road. The wooden pier at the old "McGregor" house was completely destroyed at the shore end, leaving a mass of ruins to mark its site.

Messrs. Jardine's garden suffered terribly, the trees, bamboos, and shrubs being torn and wrenched in every direction. A corrugated iron building at Mr. Jack's slip was unroofed and rendered useless, while one of the houses in the Bazaar had its front completely driven in. The sugar refinery and distillery suffered but little, the Praya wall at the former being prostrated, while the latter had their godown doors blown in and portion of their cooperage untiled. The destruction of boating in Causeway Bay was very heavy. One large Swatow junk was capsized opposite the residence of the sugar boilers at the refinery, driving the head of her mainmast through the wall of the house. She was full of passengers, who were all rescued and kindly cared for, though the poor fellows had lost their all in the wreck. From the north-eastern corner of the refinery, up the bay past the distillery, the Praya wall, which was a dead lee, is lined with wreck of Pea junks, cargo boats, and other native shipping, in some places three and four deep. The steam-launch *Fizz* was found on her beam ends, but it is believed has sustained no serious injury.

The P. and O. steamers *Madras* and *Ottawa* dragged nearly as far as the P. and O. factory at West Point. The French barque *Arabie* fouled the *Madras*, and the French ship *Nancy* fouled the *Ottawa*, flattening her boats on her side and damaging her stern. The P. and O. Company also lost a lighter with a cargo of coals. It is sad to have to record the loss of the *Nancy's* gallant master, Captain Maugat; she was fouled by a P. and O. steamer, thought to be the *Ottawa*, and having parted her cable and drifted towards Capsingmoon, was running ashore, when the crew managed to get out a rope. By means of this every man got off safely, and even the captain's dog was taken ashore before he left. As he did so, Captain Maugat dropped from the rope, disappeared, and has not since been seen. The *Nancy*, half laden with a valuable cargo for Bombay, is totally lost.

On shore the casualties have of course been fewer, but have still been serious—the only losses of life yet heard of, in addition to those mentioned above as occurring at East Point, being those resulting from the fall of some Chinese houses in Sayingpoon, which killed and badly injured several natives. Matsheds, wherever they existed, exist no longer, except in skeleton. The German Club mat-shed, and that over the Seamen's Church, are destroyed almost entirely, while the bamboos have forced some of the courses of the brickwork of the latter building out of the perpendicular. The mat-shed on Government House is also demolished, and two or three Europeans appeared on the roof 4.30 P.M. on Sunday, looking apparently for damages, and pretending Supplementary Estsmates. If the Surveyor-General was on the look-out there, other officials were not less energetic after the cessation of the storm. The Lieutenant-Governor, the Attorney-General, and the Colonial Secretary were abroad, contemplating the ruin wrought by other hands than theirs. In every part of the town where there were trees there is now plentiful *debris*. Altogether the devastation wrought by the typhoon of September 2, 1871, has not been matched for several years.

COCHIN CHINA.

—o—

SAIGON.

Dates by the present opportunity extend to Sept. 13. The outward mail of Aug. 4 was received on Sept. 6.

We learn from the *Courier* that the question of revenue is at present most urgent, a proposition having been made to create a monopoly of the rice distillery. The colony contains 2,500 distilleries, of which no more than 900 belong to the Annamese, all the others being conducted by Chinese. Therefore to create a monopoly in rice, similar to that in opium, would, it is contended, place the great part of the wealth of the country in the hands of the Chinese. On the other hand, if the cost of the licenses were raised even so high as f.300 it would realise no more than f.750,000, even supposing that it did not reduce the number of distilleries now in work. If the Chinese have offered as much as f.100,000 per mensem for the proposed monopoly it is because they count much less on the products of the up-country distilleries than on the rice *liqueurs* imported from China in large quantities, which are nearly all consumed by the wealthy classes. Some European merchants have suggested that the proposed monopoly should include all kinds of ardent spirits with those distilled from rice, but this, it is contended, would only complicate the question.

The same journal informs us that in order to give Saigon a share of the advantages caused by the extension of the telegraph between Singapore, Hong Kong, &c., a system of inland navigation has been resolved upon to bring the up-country produce more rapidly to the market. A contract, with a subsidy, has been made with Mr. Larrien, by which that gentleman engages to provide, for nine years, a sufficient number of fast steamers, 200 feet long, and 600 tons burden, with accommodation for twenty cabin and 200 deck passengers, to proceed six times monthly to the richest provinces of the West, and other districts. It is not expected, however, that this arrangement can be brought into operation before the end of next year.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to Sept. 16th. The outward mail of Aug. 11th was received on the 14th Sept.

The *Government Gazette* contains the draft of the supply ordinance for 1872, from which we learn that the estimated expenditure is $1,321,105, but in order to cover this, and provide for contingencies, it is proposed to appropriate a sum of $1,327,980.32 for the public service. The estimated expenditure for the present year was $1,294,400.80, but it has been found necessary to introduce a supplementary supply ordinance for $81,605.62, in order to meet certain extra and unforeseen expenditure. We observe with regret that, although Government House no longer affords an excuse for increased expenditure, the expense of administering the Government is constantly and steadily increasing, but the details given are not sufficiently explicit to warrant criticism until the publication of the estimates.

The Legislative Council met on the 11th Sept., but the proceedings were purely formal.

Commercial Report.

(For dates see first page.)

—o—

IMPORTS.

SHANGHAI.—The week had been devoid of interest. The Grey Shirting market had been quiet, but very steady. A moderate business had been done, and, owing to the firmness of holders, a slight advance in value had been obtained. Rather more cheering news from Tientsin had caused a renewal of the trade demand for that quarter. The inquiry had embraced Grey Shirtings, T-Cloths, Drills, and Jeans, and sales of these fabrics had been more readily effected at gradually hardening rates. In Fancy Cottons there was no change to notice; and with the exception of Spanish Stripes and best assorted Long Ells, which had been in better favour, the Woollen market had shown no signs of improvement. Metals.—Iron: The sales of the week amounted to some 8,000 bundles, at Tls. 2.28-2.30, the same range of prices as were ruling at the time of our last report. Although quotations were unaltered, the market was very weak, and a decline would have to be submitted to to induce further business. Lead: Holders showing signs of weakness; L.B. offered at Tls. 4.50. Coals: Very little change to record in anything but Cardiffs, of which some 1,600 tons had changed hands at Tls. 10. Ex godown rates generally were nominally higher.

Digitized by Google

EXPORTS.

TEA.

Foochow.—The principal feature in the business of the week had been the opening of the market for fine Oolongs for America. A moderate business of the week had been done in Congous and other kinds. Congou: A fair amount of business had been transacted, the advance quoted in our last report having been fully maintained. Supplies continued to arrive freely, and the excess in arrivals was 82,000 chests over the arrivals at same date last season. Settlements, 16,550 chests at Tls.4 to 20½; arrivals, 24,180 chests. Current quotations (of which Tls.2.8 must be added for duty, cost at which teas laid down in London calculated at an exchange of 4/4½, and freight £2 10s.): Dust and siftings, Tls.6 to 8½; broken leaf to ordinary, Tls.8¾ to 10¾; fair to good common, Tls.11 to 1/0½; flavory to medium, 1/1¼ to 1/6¼. Souchongs: There is nothing to report; settlements, 2,648 chests at Tls.15 to 29; arrivals, 1,400 chests. Current quotations: Common, 1/0 to 1/2¼; medium to fine, 1/2½ to 1/8; fine, 1/8½. Oolongs: The market was opened on the 26th August, by the sale of two favourite chops, Tong-Lee and Tong-Mow, at Tls.33 to 34. Since when considerable settlements at about proportionate prices had been made amounting to about 20,000 half-chests. Prices compared with last season's opening rates showed an advance of Tls.2 to 5. The quality of this season's tea, however, was much superior. Quotations (at exchange 4/4¼ freight, at £3 per ton): Common to fair, 37 cents gold in bond in New York; good cargo to superior, Tls. 54¾ to 102; choice to choicest, Tls.109 to 118¼. As the chops containing the finer lines had been settled at proportionate prices for all grades, the quotations given are necessarily arbitrary. Scented Teas: 2,648 boxes had been settled during the week at Tls. 17 to 17½ for Caper, and Tls.19 to 20 for Scented Orange Pekoe; arrivals, 1,000 boxes. Flowery Pekoe: Settlements, 100 chests at Tls.24.

Shanghai.—There had been a considerable business done in Black during the week, but prices were quoted fully Tls.1 lower. The demand had been chiefly for medium teas at Tls.19 to 22; low classes were much neglected, and holders were anxious to sell at a considerable concession. Settlements 19,000 chests, stocks 50,000 chests. In Green Teas there had been a very large business, amounting to 45,000 half-chests for the week. The demand for the best chops was very active, and prices were fully maintained for all desirable chops of Fychow, Teenkai and Moyune. Stocks, 32,000 half-chests of all descriptions. Total export to date to Great Britain as compared with that of last season: Black, 9,250,000lbs. in excess; Green, 400,000lbs. in excess.

SILK.

Shanghai.—The market was quiet, and prices were drooping gradually. Settlements, since the departure of the English mail on the 25th August, amounted to about 500 bales, and were chiefly on joint account with Chinese. Red Peacocks, Tls. 500; Ku-kees, Kinjan, Tls. 512½; for better grades, prices nominal. Stock, from 7,500 to 8,000 bales.

NEW YORK MARKET REPORT.—Oct. 7.

TEA.

There is an active demand for Green, but as the supply is about exhausted, transactions are restricted, and prices are very firm; the sales recently have been principally from second hands. Blacks and Japan are in good supply, and as there is very little inquiry for either description, prices are somewhat irregular.

Coffee.—The market for Brazil is strong and buoyant, the advices to hand confirming the previous accounts of diminished crop, moderate shipments, and constantly rising prices. The estimates of the incoming crop of Brazil are reduced from 1,600,000 to 1,250,000 bags to 800,000 to 1,000,000, and remaining of the old crop from 600,000 to 300,000. The market for East India is also very strong, the absence of arrivals and continued scant stock inducing great firmness on the part of holders, who are sellers only at extreme prices, and which may be said to have an upward tendency from day to day, the demand from consumers being now quite good, with considerable purchases from the second-hand lots recently disposed of. Java is reduced in stock to one cargo of 12,476 mats in first hands, though here and in Boston there are some 40,000 to 50,000 mats held in second hands by two or three houses. Of Singapore the stock in the country is 12,000 to 15,000 mats, all in second hands. Prices of East India are 1c. to 2c. per lb. higher, with jobbing sales from dealers' hands at 24½c. for pale Java, 25c. for medium brown, 25½c. for brown, and 26c. to 26½c. for extreme brown; 20c. to 20½c. for pale Singapore, and 21c. to 22c. for brown—all gold. The transactions in large parcels include 1,257 mats Java, per President v. Ryckevorsel; 500 bags (Government) Java, to arrive; 4,867 mats, and 1,050 bags Ceylon, in lots, on private terms; 842 bags Ceylon, a resale, 18c.; 1,000 mats Pale Java, a resale, 25c.—gold; 300 bags Native Ceylon, ex Francis, at 14c. gold (in bond); a resale of 7,300 mats Padang and 7,000 do. Samarang, cargo of the Agnes, to arrive next November, on private terms; and 12,000 mats Java, to arrive per Galilee at the close of the year, on private terms.

Stock in New York, Oct. 2.

		1868.	1869.	1870.	1871.
Java Government	bags	1,411	873	670	—
Java	mats	49,528	38,391	31,760	16,086
Ceylon	bags	100	8,927	9,426	12,402
Manila		907	4,564	400	—

Cordage.—Market without alteration.

Camphor.—China is quoted 15c. gold (in bond), the stock is heavy.

Essential Oils.—Aniseed is quoted $2.85; Cassia, $2 gold (duty paid).

Fire Crackers.—Without change.

Gunny Cloth remains inactive; we quote nominally Native 15½c. to 15¾c., Borneo 17¾c., cash.

Hemp.—The remainder of the Surprise's cargo of Manila, viz., 2,679 bales, has been sold at 13¼c. gold; we also notice the sale of 2,250 bales to arrive, 1,500 per John Temperly, and 750 per L'Imperatrice at 13¼c. gold, 60 days. The market is firm, but the demand at the moment is light, the current rate is 13¼c. to 13½c. gold. Stock of Manila in New York, Oct. 2—10,436 bales in 1868, 10,178 bales in 1869, 7,730 bales in 1870, and 1,130 bales in 1871.

Indigo.—Manila and Madras are in fair jobbing demand, Manila at $1.05 to $1.15, Madras at $1.15 to $1.17½, currency.

Preserved Ginger.—China is quoted $8.50 currency (duty paid).

Rhubarb.—The quotation for China is 50c. to 60c. currency (duty free).

Rice.—There is a fair demand for home use, prices showing no particular change since our last. The sales of Rangoon have been 3,600 bags at $6.75 to $7, currency, and about 1,000 bags in bond at $3.15 to $3.25 gold.

Sugar.—The market is weak, and prices favour buyers, some descriptions having receded one-eighth of a cent. since our last. Holders at this late period of the season offer their stocks rather freely, and though refiners are purchasing to a fair extent, they do not exceed their daily wants, and the advantage has been on their side. No business has been done in East India descriptions.

Spices.—The market for Pepper has been active and somewhat excited, under favourable accounts from abroad, the latest cable advices from Singapore quoting the article "$13.25 per picul, and advancing rapidly." The sales reach about 10,500 bags Sumatra and Singapore, here and to arrive, say 5,500 bags here and 5,000 to arrive here including about 3,000 taken for export, a portion of the above from second hands. The market at the close is firm, at fully 17c. in lots for Sumatra and 18c. for Singapore, with an upward tendency, about 2,000 bags have been re-sold at the quotations named. There has also been another large movement in Nutmegs, by which all expected to arrive in the country, known to be on the way, has been taken up on speculation, say some 2,500 cases, thus concentrating the whole supply here or to come for a long time to come in the hands of one or two houses. We notice from second hands some 400 to 500 cases, in lots, at 97½c. to 100c., closing strong at $1 for Penang. Cloves, too, are higher, the stock having been further concentrated by the purchase of 2,489 bales Zanzibar in Boston, with 1,000 bales or more sold here from second hands—the price is now 11½c., duty paid, and 6½c. in bond, gold. For the other descriptions there is a steady good demand, in a jobbing way, at last quotations, which are well maintained.

Tin.—The market is quiet, but firm, Straits being held at 36¾c. to 37c., and Banca at 41½c. to 42c., gold.

SHANGHAI SILK SHIPPERS.

From 1st June to 31st August, 1871.

	Bales.		Bales
Adamson, Bell, and Co.	676	Lindsay and Head	67
Blain and Co.	60	Maertens, A. H.	78
Barnet and Co.	1,076	Milsom and Tod	1,113
Birley, Worthington, & Co.	635	Nachtrieb, A., and Co.	609
Birt and Co.	77	Pila and Co.	461
Borntraeger and Co.	123	Pustau, W., and Co.	103
Bourjau, Hubener, and Co.	185	Reiss and Co.	1,132
Bovet, Brothers and Co.	164	Robison, J. S.	20
Bower, Hanbury and Co.	1,093	Russell and Co.	312
Brand Brothers, and Co.	753	Sassoon, D., Sons, and Co.	885
Bull, Purdon and Co.	32	Scheibler, Matthaei, and Co.	106
Butterfield and Swire	528	Shaw Brothers and Co.	869
Essex and Co.	1,048	Siemssen and Co.	231
Fogg and Co.	70	Skeggs, C. J. and Co.	3,975
Findlay, Wade, and Co.	120	Textor and Co.	1,675
Gamwell, F. R.	417	Thorne Brothers and Co.	306
Gibb, Livingston, and Co.	869	Turner and Co.	210
Gilman and Co.	1,422	Vaucher Freres	6
Heard, Augustine, and Co.	374	Westall, Brand, and Co.	359
Helbling, J. C. and Co.	244	Wright, Burkill and Co.	261
Hogg Brothers	587	Sundries	2,137
Jardine, Matheson, and Co.	527		
Jarvie, John, and Co.	1,201	Total bales	27,472

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s.	4s. 6d.	4s. 6½d.	4s. 6½d.
Shanghai ,, ,,	5s. 11¼d.	5s. 11¾d.	6s. 0d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 3¾d.	4s. 4½d.	4s. 4½d.
Singapore ,, ,,	4s. 4½d.	4s. 4¾d.	4s. 4¾d.
Manila ,, ,,	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306	221½ to 222
,, Hong Kong	27¼ to 27¾ dis.	—
Bar silver	111.4.0	10 prem.
Mexican dollars	76.0.5	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 57; Old, 60 per cent. prem.
Hong Kong Gas Company, 60 dols. per share.
Hong Kong and Whampoa Dock, 22½ per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 35½ to 36 dols. premium.
Hong Kong Fire Insurance Company, 355 dols. premium.

Digitized by Google

Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 85 premium.
China Fire Insurance Company, 72 dols. premium.
Victoria Fire Insurance Company, 65 dols. premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, $20 dis.
Indo-Chinese Sugar Company, $9 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls. 61 premium.

LATEST TELEGRAMS.

COMMERCIAL.

STRAITS SETTLEMENTS.

(Received Oct. 19.)

Singapore, Oct. 18.—Grey Shirtings, 8¼ lbs., $2.47½; 7lbs., $2.12½; T-Cloths, 6 lbs., $1.65; Mule Twist, 40's, $114; 16-24, $87½; Gambier, $3.27½; Pepper, Black, none; White do., $21; Tin, $34⅝. Exchange on London: Bank bills, six m.s., 4s. 4¼d.

Penang, Oct. 18.—Grey Shirtings, 8¼ lbs., $49 per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $103 per bale; 40's, $111. Tin, $33.80 per picul. Pepper: Black, $14.50; White, $23. Exchange on London: Bank bills, six m.s., 4s. 4¾d.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 25, Contnakyle.

At Shanghai.—From Liverpool, Aug. 28, Menelaus (str.); from Hamburg, Sedan (str.); from London, Lady Louisa (reported by telegram).

At Hong Kong and Canton.—From London, Sept. 7, Athol (str.); from Cardiff, 8, Tyburnia; from Callao, 5, Jeola; from Glasgow, Birdston; from London, Hector (str.), Warrior (str), Rolla (reported by telegram).

At Singapore.—From Liverpool, Sept. 9, Lorner (str.); from Shields, Auguste; from Newcastle, Pandita; from Cardiff, 10, Blackwall; from London, Oct. 14, Odessa (str.); 15, Lord of the Isles; from Liverpool, 8, Commander (str.) (reported by telegram).

At Saigon.—From Cardiff, Aug. 26, Reveil; from Bordeaux, 16, Linga; from Marseilles, 28, Globe.

DEPARTURES.

From Shanghai.—For London, Aug. 26, Avon; 30, Taunton; for New York, 28, Kedron.

From Foochow.—For London, Aug. 26, Rifleman; 29, Sarpedon (str.); for New York, 22, Eme.

From Hong Kong and Canton.—None.

From Singapore.—For London, Sept. 9, Star of the South; 12, Cutwater (via Padang); for Boston, Edith.

REPORTS AND CASUALTIES.

The Taeping, Amoy to New York, was abandoned, Sept. 22, on Lodd Reef; the master and eleven of the crew arrined at Saigon, and another boat with portion of remaiuing crew at Batavia (reported by telegram).

A considerable portion of the cargo of the Cingala, Hong Kong to New York (previously reported totally lost on the coast of Penang), has been saved, and landed at Tibiao (reported by telegram).

The Mexican brig, Swatow to Singapore, is reported totally wrecked outside the latter port, one of the crew only saved. The Colombo is also reported to be lost, all hands saved.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Alves—On the 7th Sept, at Hong Kong, the wife of Mr. A. F. Alves, of a son.
Buttery—On the 21st Oct., at South Kensington Hotel, Queen's-gate-terrace, the wife of John Buttery, Esq., of Glasgow, of a daughter.
Cowan—On the 15th Sept., at Singapore, the wife of Captain David Cowan of a son.
Luce—On the 26th Sept., at Burton-hill, Malmesbury, the wife of William Hollis Luce, Esq., of a daughter.

MARRIAGE.

Baker—At Bellevue, Prinsep's-hill, Singapore, Frances Anne Haward, wife of Robert Baker, Esq., aged 21.
Day—Pettitt.—On the 14th Oct., at St. Mary's Church, Old Eastbourne, by the Rev. George Hamilton, B.A., late Consular Chaplain, China, William G. Day, of Chackmore, near Buckingham, to Eliza, youngest daughter of T. H. Pettitt, Esq., of Bromley, Kent.
Sidgreaves—Young.—On the 19th Oct., at the church of SS. Mary and John, by the Rev. George Sidgreaves, S.J., brother of the bridegroom, assisted by the Rev. James Daly, Thomas Sidgreaves, Esq., Chief Justice of the Straits Settlements, to Barbara, youngest daughter of the late George Young, Esq., of Saverley House, Staffordshire.

DEATHS.

Barcham—On the 14th Oct., at Thurgarton, Norfolk, Capt. Robert Barcham, formerly in Messrs. Dent and Co.'s service, China.
Vogeler—On the 26th Aug., suddenly, at Shanghai, Mr. J. C. L. Vogeler, of H.I.C.M. Customs.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Oct. 19, at London, from Singapore, Earl Dalhousie; from China, Singapore, &c. (via S.C.), Sarpedon (str.), from Shanghai, Forward Ho!; off St. Catherine's Point, I. W., from China (via S.C.), Sea Gull (str.); 14, at Barcelona, from Manila (via S.C.). Buenaventura (str.); 19, at London, from Jai-wan-Foo, Dartmouth; 20, from Ceylon, Peggy; Oct. 19, at Falmouth, from Akyab, Ssringfield; 20, Eulalia, off Dover from Sourabaya, for Rotterdam, Copernicus: 21, at Plymouth, from Maulmain, Aboyne; 23, at London, from Maulmain, Dunkeld; at Deal, from Colombo, Queen of the West; Cotherstone, at Queenstown, from Rangoon, for Liverpool Mooresfoot.

Departures.—From Rotterdam, for Java, Johanna Maria; for Batavia, Maria; Oct. 18, from Cardiff, for Singapore, Eastern Star; Oct 20, from London, for Singapore (via Cardiff), Palm Tree; 21, for Yokohama and Hiogo, Lothair, Denbighshire; from Rotterdam, for Padang, Nieuwland.

Laid on at London.—For Shanghai, Dartmouth; at Liverpool, for Yokohama and Hiogo, Penrith.

Spoken.—Jane Sprott, Padang to New York, July 14, 14 S., 85 E.; Stad Leyden, Batavia to Amsterdam, Sept. 8, 11 N., 22 W.

The following steamers passed the Suez Canal between Oct. 11 and 17:—Washi, from London for Japan; Shiraz, from Liverpool for Java; Achilles, from Liverpool for Singapore, China, &c.; Avon, from China, Singapore, &c., for London.

Miscellaneous.—At Mauritius, Sept. 9, Sir Hugh Rose, O'Brien, sailed for Galle; 17, Ploermel, Saget, from Saigon; 18, Anais, Seguineau, from Saigon; 22, Eve, Merceron, from Saigon; 22, Henri Sempe, Guerin, from Singapore. Advices received from Mauritius, dated Sept. 22, state that the Nimroud, Louther, from Manila to New York, which put in there July 27, leaky, was reloading her original cargo, hemp and sugar.

APPOINTMENTS AT SINGAPORE.

Some of the New Straits appointments have excited a good deal of feeling, not only in the colony, but among Straits men at home. It is difficult to speak gravely of Colonel Anson's manner of filling Mr. Owen's place, and yet it is no laughing matter to see an important judicial office of £1,000 to £1,200 a-year thrown to a youth who is, or was but yesterday, a clerk in the Audit Office. Mr. Cousins appears to have good interest among the local officials who have the temporary disposal of the loaves and fishes in their hands; for he was deputed for a short time, to the great amusement of the public, to do justice in the same Court, when Captain Ord hurriedly left it in 1867. The thing was regarded as a joke, and a bad joke too; but did not last long. On what public ground such an appointment can be defended we are at a loss to discover; for there are many gentlemen in the colony, both at the bar and in the public service, who might have been fairly entrusted with its duties; but of the effect of such an appointment there can be no question. To place utter ignorance, inexperience and incompetency on the Bench is to make a laughing stock of justice and to degrade the judicial office. Since the affair of the temporary judgeship, the public may suspect that the degradation of the Bench is no public injury in the eyes of Colonel Anson and of his secretary, Mr. Birch, whose coarse abuse of the late judge, Mr. Owen, in the Council, is not likely soon to be forgotten; but this would be but one of the many reasons which are making everybody question the unfitness of the hands into which the executive functions have fallen.

It appears from the *Straits Times* that the circulation of a report that Captain Ord had been appointed to succeed Mr. Plunkett as Magistrate at Singapore had elicited strong marks of general disapprobation; and it is gratifying to learn that the rumour was premature at least, if not altogether unfounded. Of Captain Ord personally we have no knowledge, but certainly his public career in the Straits hitherto has not been as satisfactory as his friends could have wished; and it is but fair and just, for the sake of the public, that those features of it which attracted attention at the time should not be lost sight of. When Sir H. Ord went out to assume the Governorship of the Straits Settlements he was accompanied by his brother, a military officer on half-pay; and this brother was at once installed into the vacant Magistracy at Malacca. Captain Ord, it is well known, knew neither law nor any native language; but his want of these qualifications was thought, if ever thought of at all, of no moment by the Secretary of State of the day. The Judgeship of the Singapore Small Debts Court falling vacant on his arrival, Sir Harry appointed to it this same brother. He did not occupy it long, however. His celebrated committal to gaol, for contempt of court, of one of the leading advocates of the Singapore bar was too much even for fraternal feelings, and Captain Ord was sent off in hot haste to his post at Malacca, where there was neither press to report, lawyers to object, nor public opinion to criticise. In an evil hour, however, the wheel of promotion sent Captain Ord to Penang; and he had not been there three months before he was in hot

Digitized by Google

water again. Things had gone to the extent of a petition being got up against him, when Sir H. Ord hurried to Penang to the rescue. Apologies were made, and it was at the same time discovered that Captain Ord's health required a change of climate, and he returned to England. This was about a year and a half ago. Whether Captain Ord has passed the interval in qualifying himself for the duties of an office which require learning, patience, temper, and a high conscientiousness, as well as in recruiting his health, we are unable to say; but we think that Lord Kimberley will consult the public interests and his own high reputation if he waits for some proofs that these qualities have been acquired, and in the meantime place in the Singapore Magistracy some gentleman who has higher claims to public confidence.

We noticed in our last the arrival at Anjer of the *Investigator*, one of the vessels engaged to lay the telegraphic cable between Java and Australia (Port Darwin). We have since heard of her arrival at Batavia on the 18th inst., after laying the small cable across the Straits of Sunda connecting Anjer with Sumatra.

GAS IN YOKOHAMA.

Some months since we noticed the schemes set on foot for lighting Yokohama, Yedo, &c., with gas. Two schemes were before the public, one known as the German project, and one the Japanese; it seems that the promoters of the former got their capital subscribed, drew up their plans, and sent home instructions for the construction of the works. These were intrusted to Messrs. Robert Laidlaw and Sons, gas engineers, Glasgow, by the agents of the company, Messrs. Miller Bros. There is scarcely a part of the globe in which Messrs. Laidlaw have not been called on to fit up gas works, and doubtless these works for Yokohama will prove as successful as their other contracts. The company are starting, without any concession from Government, to light along the railway to Yedo or any other Government property, but when successfully at work there is little doubt but that they will obtain this on fair terms. Sir Harry Parkes on his late visit to Glasgow inspected the plans and particulars of these works, which are now in course of shipment per steamer *Ladkia* for Yokohama.

THE GRAVE OF COLONEL CATHCART.

In our last issue we recorded the discovery of the grave of Colonel the Hon. C. A. Cathcart. We have since been favoured with the following particulars of the life of this gallant officer, which will be read with melancholy interest:—

"Colonel the Hon. Charles Alan Cathcart, the second son of the great Lord, and great-uncle to the present Lord Cathcart, was born in the year 1759, and died at the early age of twenty-nine years. Even at this early age he had distinguished himself as a soldier, as a senator, and as a diplomatist. Joining the army in America in 1776, he was taken prisoner on his return by a French privateer. Subsequently, as Lieutenant-Colonel of the 98th Regiment, and in more important commands in the East Indies, he saw much military service; he was also present during many naval battles with the French. Employed diplomatically, he conducted important negotiations with the French Governor of Bourbon, the Marquis de Souillac. In command of the storming party at Cuddalore Charles Cathcart carried all the French redoubts, capturing eighteen guns; sent to England with despatches, he was, for his services, appointed quartermaster-general in India; the Court of Directors voted him a sword of honour, value 100 guineas. At the general election of 1784 Clackmanshire sent him to Parliament, where he at once established an honourable position. Mr. Pitt, having consulted Charles Cathcart in regard to the French Islands, in 1788, with a view to commercial interests, sent him with full powers on an embassy to China. On the outward voyage he died, on board the *Vestal* frigate, then in the Straits of Sunda. This was on the 10th of June, 1788. He was buried on the adjoining coast of Java. The scene is depicted by the artist of the expedition:—In the back-ground a chief and groups of natives; nearer the shore marines and seamen drawn up on either side; a central group of mourners, gentlemen of the embassy and naval officers—one faints, many weep; the coffin under the white ensign is being landed through the surf, whilst in the offing the distant frigate fires minute guns. To express their grief and record their affection for the deceased officer his companions placed a monument in the Dutch fort of Angiers. The skilful pencil of Romney renders Charles Cathcart's image still familiar—his memory is fresh, and cherished.

"A duteous Briton's grave is hallow'd ground."

LITERATURE.

The September number of the *Phœnix* is better than usual. It opens with a capital paper on the sports and games of Chinese children, by Dr. Porter Smith. The Rev. Mr. Beal contributes an interesting review of "Three Lectures on Buddhism." The editor gives us a couple of scholarly papers; and Mr. Carroll in the conclusion of his "Cure for Jealousy," though he may have

——"as skilful surgeons cut beyond the wound,
Yet makes the *cure* complete."

In plain English, his very clever and conscientious translation of this tale, which was becoming a little tedious, is wound up; and, if read off at a sitting, would, we doubt not, prove amusing. Mr. Alabaster's "Fable from the Siamese" is suggestive, and therefore valuable. Mr. Hodgson and other writers contribute articles which fill up a very readable number; though we must own that we grudge the considerable space devoted to a feeble extract from the *Standard* on "Medical Mission Work in China." "Grandmamma" may feel much honoured by the distinction thus bestowed, but it is quite beneath the dignity of a magazine with such a speciality as the *Phœnix* to come home, and to such an authority as the *Standard*, for information on Chinese affairs.

Spiritualism and Animal Magnetism; by Professor G. G. Terffi, Ph.Dr. London: R. Hardwicke.

This is an exhaustive treatise on the vexed questions of spiritualism and magnetism. The learned author contends that animal magnetism exists beyond doubt, that the sensations of one person may be conveyed to another under certain controlling circumstances, and he thus accounts for what are commonly called apparitions. We are not at liberty here to express any opinion on the subjects thus opened beyond saying that we believe that they have not yet received all the attention they deserve. A brief extract will perhaps prove the attractiveness of the book:—

Magnetism, which pervades the whole universe as life-giving force, serves as a further means to explain phenomena which have often happened and have as often either been discredited or attributed to supernatural agencies. Passionate people, for instance, charged with a great amount of animal magnetism, will be able to influence the sympathetic system of sensitive persons, and will not only affect their fancy, but the perceptive faculties of their brain, to such a degree that they will be seen by them as if present in the body. These visions of absent persons in great danger, struggling with death, or dying, have taken place; such visions of the same person were often seen in different places, by different people. A friend of mine received one day a letter from his sister-in-law in New York, inquiring about the health of his wife, as the writer had seen her dying, in a dream. The letter is still in existence. At the very moment that the sister in New York dreamed this, her sister was, in reality, on the brink of the grave, in London. The wife of an Indian officer saw her husband's apparition in England, whilst he was murdered in India. Most important is the case that happened at Frankfort-on-the-Maine, in the Jewish Hospital, where a servant died one night. The next morning, her sister and niece, both living in different places, the one at a distance of five miles from town, the other in town, appeared at the house of the lady in whose service she was, to inquire after their relation, who had appeared to both of them during the night, whilst she was dying. The superintendent of the hospital, who has recorded this incident, asserts that such cases often occur. Somnambulists, when in a state of catalepsy, have appeared to others. The power of seeing absent persons may be even inherited. People in good health rarely possess it, but many exceptional cases have been recorded.

We have received the twelfth periodical issue of the *Silk Supply Journal*, which continues its efforts towards the improvement and extension of silk culture.

CHINESE "POLITICS."

(NEW YORK TIMES.)

The Chinese are true to their traditions. They have been watching the proceedings of our squadron and the invasion of Korea with profound interest, and they have lately favoured the Celestial world with a highly original account of them. It will be remembered that the late operations under Admiral Rodgers resulted, to put the matter concisely, in the destruction of five Korean forts, with the loss of three men of the attacking force. This has been described to the Chinese public by their official purveyors of news in the following manner:—"Great victory over the Yang Kuay-tz! One thousand foreigners killed! Four foreign ships caught in the river and unable to get out!" This bears a delicious family resemblance to the *Herald's* long-continued treatment of the Ring frauds, and suggests that that paper must have made a study of the ingenious vermillion edicts which are obviously so much after its own heart. Elated, no doubt, by the cheering intelligence of Yang Kuay-tz's discomfiture, the Chinese appear to be getting ready for their periodic crusades against foreigners. Reports are at hand of the likelihood of an outbreak at Canton, and it seems to be true that a Protestant chapel at Fatshan has been destroyed. No foreigners had been actually attacked at last accounts, and perhaps the action promptly taken at Hong Kong may prevent such a misfortune. It is stated that Her British Majesty's steamship *Thistle* was despatched from the latter port to Canton on the 23rd of July, and a considerable number of troops have been collected and held in readiness to operate at short notice if required. The Mandarins seem to have taken steps to allay the excitement; but, of course, it may blaze up afresh, and violence be precipitated by a number of conceivable accidents. The Chinese always have specious pretexts for their behaviour in such cases—"cries," that is to say, not necessarily believed in by the more educated classes

Digitized by Google

but invented to exasperate the multitude. The story this time is that the foreigners have been selling a peculiar drug, which has very deleterious effects on those who take it. This stuff is known as the "Evil-genius Mixture," or "Shan Sin Fan," and has become a universal theme of discussion and alarm. It has become known that a number of secret societies certainly exist, the object of which is to foment discord between the Chinese Government and the foreign Powers. One of their methods of operating has consisted in secretly distributing Shan Sin Fan, and imputing the act to the foreigners. The substance is in the form of powder, and a competent gentleman got hold of some of it the other day and analysed it, when the composition proved to be simply rice-flour, with the addition of a little red colouring matter. In most countries the publication of this fact would be sufficient to destroy the malefic repute of the "Evil-genius Mixture," but not so in China. A true statement of the ingredients would, without question, be promptly subjected to the process applied so refreshingly to the news from Korea, and the "Red Devils" be duly branded with hate and reprobation. There is only one argument that is always and absolutely convincing in dealing with these small-eyed children of Confucius, and for their sakes we hope the mandarins will retain sufficient influence to prevent the foreign Powers from being obliged to use it.

MISCELLANEOUS.

The Rev. Griffith John on China.—This gentleman, who has for the last fifteen years laboured most earnestly in the cause of the London Missionary Society in various parts of China, but chiefly in the neighbourhood of Hankow, on the Yangtze, has just delivered an impressive lecture, in connection with the Congregational Union, at Swansea, on the difficulties with which missionary enterprise is surrounded in the Far East, and on the encouraging results which have nevertheless attended the exertions of the missionaries. In the course of his speech Mr. John said: "In the year 1853 we had not quite 500 pupils in our day schools; we have now about 4,000. Native preachers in 1853, 19; we have now more than 360. Stations and out-stations in 1853, only 26; we have now more than 300. Converts in 1853, 351; we have now between 6,000 and 7,000 communicants. Contributions in 1853, nothing; at present we have about £1,000. Now I think you will agree with me that we are making some progress in China, that the Gospel is not a failure in China. But these figures do not represent the actual amount of work that has been accomplished; for there are hundreds, perhaps thousands, around the various stations who have been influenced to a certain extent by the Gospel. We are saturating the minds of the people with stories of Jesus Christ, and filling the air with the music of the Cross.

Sir Roderick Murchison.—We regret to observe the announcement of the death of this distinguished and venerable philosopher, on the 22nd inst., at an age not far short of eighty years. In the biography published in *The Times* of Sir Roderick's death, his geological investigations are described as constituting his greatest claim on the admiration of his contemporaries. Our appreciation of Sir Roderick was mainly founded on the support he gave to geographical researches as president of the Royal Geographical Society, to which he post he was elected in 1844. Sir Roderick Impey Murchison, Bart., K.C.B., LL.D., D.C.L., F.R.S., &c., was the eldest son of a gentleman of ancient family and noble Highland extraction. The family traced their descent from one Murdo McColman, whose descendants held, under the Mackenzies, Lairds of Kintail, the castellanship of the stronghold of Eilan Dounan. The last who held this post was the great-great-grandfather of the baronet, and nephew of that Colonel Donald Murchison celebrated for defending Kintail and Lochalsh for six years after the battle of Sheriff Muir, against the forces of George the First and Second. In testimony of the loyalty of his ancestors to the ancient Royal family Sir Roderick not long ago erected a monument in Lochalsh.

A private letter, received from Singapore, dated September 7, says:—"Her Majesty's ship *Tamar*, Capt. H. D. Hickley, arrived here on the 2nd from Hong Kong. She brought with her the left wing of the 10th Regiment, under command of Major Lucas, from Japan, which was landed the same day. She also brought with her the right wing of the 75th from Hong Kong, and embarked the left wing from here this morning. Instead of leaving this regiment at Mauritius, as was first intended, she will take the whole to the Cape of Good Hope, and bring back the headquarters of the 32nd and about 400 men to Mauritius, then embark the right wing of the 20th, call at the Cape for the left wing, and take the whole to Queenstown. Letters sent on the 9th of November and December to St. Vincent, Cape Verd, will meet this ship."

Loss of the "Taeping."—We regret to hear of the loss of the clipper *Taeping*, which has frequently held a foremost place in the annual homeward race from China with new season's teas, and on two occasions has taken the prize. The vessel was among the earliest built of the new class of China clippers, and was owned by Mr. Alexander Rodger, of Glasgow.

We learn that the extra P. and O. steamer *Mirzapore*, on the 26th inst., takes out the English expedition to observe the eclipse of December next, including M. Janssen, and Professor Respighi, of Rome.

A telegram received on the 19th at the War-office contradicts a statement made a short time since that the 10th Foot, from Japan, were in a very unsatisfactory condition.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Oct. 17.

Business is about to recommence in earnest, now that the holidays are over, and those officials who were enabled to obtain leave of absence have returned from the seaside, the German Spas, and the Swiss Lakes. The Prince-Chancellor, the Federal Council, and the German Parliament (which was opened yesterday by the Emperor, whose Speech from the Throne you will have received by the telegraph) have enough on their hands, as there are many important measures to come under discussion; for though it is intended to make the session a very short one, to enable the Prussian Chambers to be convoked and pass the Budget before the Christmas holidays, I for one cannot readily understand how the Parliament will find time to dispose of the great accumulation of business before them, as we know how fond members of Parliament—not only in Germany but in other countries as well—are of making long speeches, particularly on subjects about which they know little or nothing, and would act more wisely not to speak at all, and content themselves with giving a silent vote.

One of the most important of these new measures, and one that mostly absorbs public attention, as it will dip into everybody's pocket—man, woman, and child—whether they will or no, is the reform of the currency and the introduction of one uniform system of money for the whole of the Empire of Germany. This subject was specially mentioned in the Emperor's Speech from the Throne yesterday. In one of my former letters—about three months ago—I informed your readers of the different proposals at that time made for the alteration in question. Since then a Congress of political economists, scientific men, and practical bankers was held at Lubeck, where the subject was prominently brought under discussion, and the result was embodied in a set of resolutions, which were forwarded to Prince Bismark, and subsequently published in the German newspapers. This greatly tended to help on the affair, and now it has arrived at such a state of maturity,—having received the sanction of the separate Governments,—that the draft of the Bill to be laid before Parliament has been drawn up and published by the semi-official press, so that there can be no doubt of its being what it purports to be. The principal features of the new system are as follows:—The unit of value, which is to be called the mark, is the third part of the Prussian thaler or the present ten-groschen piece, containing ten groschens (the name is to be retained) of ten pfennigs each. This is a combination of the decimal system with that of the Prussian currency, and therefore all sums in thalers can be readily converted into the new denomination by simply multiplying with three. The coin itself will be made of silver, and be as nearly as possible of the value of a shilling sterling. For all larger payments we are to have a good currency, the coinage of silver dollars has already been stopped, and those now in circulation will by degrees be put out of the way of the public, called in, exchanged for gold, melted down, and sold as silver. The principal and largest gold coin, of which 46½ pieces of fine gold will weigh half a kilogram, will pass for 30 marks (or 10 of the present dollars), and there will also be gold pieces of 20 marks and of 15 marks. They are all to contain nine parts of fine gold and one of alloy. For a certain period, not yet definitively settled, the following silver currency will be permitted to pass at their present nominal value: the thaler, the double thaler, and the smaller pieces of ⅓ and 1-6 thaler; but all the South German coins (florins and kreuzers) will be put out of circulation when the new system is promulgated, which, it is hoped, can be on the 1st of January next—taking it for granted that the Mint can strike off a sufficient quantity of the different coins by that date. These alterations will not cause any fluctuations in the value of the precious metals, either in Germany or elsewhere. The quantity of silver in the Mint, when the order was given for discontinuing the coinage of thalers, is quite large enough to strike off a very considerable number of marks and half marks; whilst the large sums received from France in payment of the first instalments of the war indemnity—great part of which was in French gold coins—will fully suffice for the first requirements of the Germans. The new coins are all to be struck exclusively at Berlin, and will bear the effigy of the Emperor of Germany, which will be a sad blow for some of the lesser States, such as Bavaria, Saxony, Wurtemberg, Hesse, and Baden, who deprive themselves voluntarily of what has always been considered as one of the principal privileges of the Sovereign of an independent State—the right of coining money. But they make this sacrifice of their inherent rights in the interests and for the consolidation and further development of the unity of the German Empire.

In my last letter I mentioned that an election was to take place here for a member of Parliament, in room of Mr. Edgar Ross, resigned, and that within three days of the election no candidate had come forward. This lukewarmness of the upper classes had the effect of rousing the energies of the Social Democrats, who held a meeting and put in nomination one of their leaders. This caused a corresponding reaction among the merchants, and a requisition was sent to Herr G. A. Schon, the senior partner of one of the most eminent houses on the Hamburg Exchange, who allowed himself to be put in nomination. As the elections in Germany are conducted by universal franchise, and as the democrats here are known to be very numerous, it was thought that Herr Schon would not have a chance of success; but we were all joyfully disappointed on learning the result, which was that he polled 6,729 votes, whilst his opponent could only boast of 1,476.

The new temporary Parliament-house at Berlin, which is built in the court of the Royal Porcelain Manufactory in the Wilhelmstrasse, has been constructed in the short space of three months, and was only delivered over to the authorities by the contractor on Friday last. It is built of iron and glass, and the works have been much accelerated by the workmen relieving each other in day and night gangs—the latter enabled to work by an unstinted use of the electric light—without which the building could scarcely have been completed within the time fixed.

At Stockholm a company has been formed for the purpose of trading direct with China, *via* Suez Canal. Their first steamer has just been launched at the Ironworks at Hudikswall; she is 200 feet in length, her tonnage being 1,000 tons, and she is rigged with four masts.

The Directors of the German Nautical Union at Bremen have petitioned the Prince-Chancellor to bring in a Bill prohibiting shipowners from altering the names of their vessels, as in England and the United States; and further compelling them to have the name of the vessel and the port where she is owned painted on the stern in letters at least six inches high.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Glendarrock, str., via S.C.	Singapore and Penang	London.	Sept. 27	...	...	2	...	...	...	438	773070	60000	...	...	620	...	45860	...	...	...	...	3	...	...	...	100	1003	...	...	...	...	26	77	17	240
Do. do.	Hong Kong ...	,,	,, 27	...	...	4	...	...	29	818	731970	56700	...	...	1493	230	130720	...	...	...	...	10	68	...	1000	168	377	130	530	78	12cs.	26	49cs.	19	...
Do. do.	Shanghai	,,	,, 27	9	...	...	...	...	...	1010	3333027	384218	...	...	6932	250	20050	...	...	...	29	44	355	366	...	15	890	...	170	16	...	5	122	49	15
Do. do.	Japan	,,	,, 27	...	...	...	...	...	...	77	...	73400	...	...	3423	...	...	...	...	...	...	...	...	...	...	...	1100	...	...	...	...	...	...	...	185
Cheops, str., via S.C.	Singapore and Penang	,,	Oct. 6	...	...	...	...	...	291	869	940508	46725	38	...	62	230	...	...	...	...	...	...	...	...	...	...	23	...	...	55	250	30	10	14	30
Do. do.	Hong Kong ...	,,	,, 6	...	...	32	...	...	...	291	632650	9050	...	112	3033	20	200000	95	...	...	98	37	190	160	...	...	475	...	...	210	95	8	...	146	344
Do. do.	Shanghai	,,	,, 6	1	...	5	...	40	...	32	3546199	271229	1170	...	7934	20	...	...	...	...	...	...	163	220	...	18	400	...	...	83	...	4	188	72	321
Carmarthenshire.....	Do.	,,	,, 7	343	40	2	100	...	...	444	1893024	900	536	38	2837	...	...	17	...	167	1142	353	1872	959	943	357	22	188	660	398	166	...	50	30	...
Caroline Coventry	Hong Kong ...	,,	,, 7	75	34	17	405	...	...	558	48000	39800	...	125	60	...	56936	...	...	167	1082	837	1078	1463	1306	263	114	1216	120	1132	491	38	749	275	...
Emblehope, str., via S.C. ...	Colombo	,,	,, 7	...	...	...	...	1	198	846	533100	...	...	...	...	...	...	30	...	...	200	4	...	200	...	...	1228	...	...	50	£36	9	19	329	...
Vier Gebroeders	Batavia and Sourabaya	,,	,, 9	73	...	9	4	22	335	1297	48000	28380	...	...	...	...	16010	...	...	60	160	2	964	302	...	50	560	20	...	2757	802	15	136	5	...
Achilles, str., via S.C.	Singapore and Penang	Livrpool	Sept. 29	...	...	...	...	...	...	563	476597	150470	...	50	927	...	12000	...	...	...	...	5	12	116	500	...	400	...	...	...	...	...	86	...	...
Do. do.	Hong Kong ...	,,	,, 29	...	...	2	...	...	...	...	1955535	113376	...	92	9933	...	169720	...	...	...	...	...	12	52	...	...	210	...	...	...	...	...	20	...	10
Do. do.	Shanghai	,,	,, 29	...	...	...	...	...	39	512	4525516	123600	...	...	16754	...	32400	...	...	...	£30	18	18	80	...	...	1300	...	...	30	10cs.	...	3cs.	85	50
Do. do.	Yokohama	,,	,, 29	...	...	...	...	...	2cs.	18	...	...	1197	...	2528	...	...	...	...	...	...	...	...	26	...	...	439	...	...	1cs.	10	...	12cs.	...	2cs.
Emiliano, str, via S.C.	Singapore	,,	,, 30	...	...	...	...	...	90	234	678222	182259	...	...	...	80	17800	...	...	30	...	...	...	...	500	110	15	...	...	...	...	...	...	...	...
Do. do.	Manila	,,	,, 30	71	59	2	...	...	343	1288	343630	1037536	3cs.	1650	1071	164	2800	...	...	20	200	...	...	12	...	270	2146	...	20	1121	58	55	95	...	...
County of Argyle	Java	Glasgow	Oct. 6	...	...	...	...	...	...	5	57033	226574	...	120	...	...	36478	...	...	147	...	...	264	...	...	...	35	...	...	587	...	...	...	...	...
Lochleven Castle	Singapore	,,	,, 10	236	...	...	...	...	...	145	100420	62160	...	203	...	...	21550	...	...	59	...	...	...	40	1350	...	...	...	...	290	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Glendarrock, str., via S.C....	Singapore & Penang	45	...	374	212	...	40	...	...	1cs.	150	...	...	...
Do. do.	Hong Kong	52	...	2552	230	208	...	354	49	2cs.	316	78	...	220
Do. do.	Shanghai ...	...	100	190	64	16	...	169	77	13	60	...	...	...
Do. do.	Japan	...	...	330	294	...	...	...	32	...	...	...	...	...
Cheops, str., via S.C.	Singapore & Penang	186	...	...	887	64	...	255	246	...	292	...	...	...
Do. do.	Hong Kong	267	54	300	65	16	6	80	121	...	275	274	90	80
Do. do.	Shanghai ...	116	...	72	305	...	...	...	74	...	35	...	96	...
Carmarthenshire.....	Do.	62	...	40	42	...	...	50	91	230	...	...	100	...
Caroline Coventry	Hong Kong	175	55	198	110	150	...	8	50	94	718	231	...	3
Emblehope, str., via S.C. ...	Colombo.....	147	88	61	185	57	10	108	...	102	63	...	4cs.	17
Vier Gebroeders	Batavia and Sourabaya	28	34	...	5	57	226	3	148	94	85	...	...	...
Achilles, str., via S.C.	Singapore & Penang	153	...	...	...	75	...	12	...	...	60	...	...	100
Do. do.	Hong Kong	330	...	26	...	...	...	25	...	...	...	...	...	...
Do. do.	Shanghai ...	224	100	6cs.	1cs.	...	...	...	...	16cs.	...	3	...	...
Do. do.	Yokohama...	16	...	2cs.	9cs.	...	...	...	41	26cs.	50cs.	...	...	...
Emiliano, str., via S.C.	Singapore ...	...	...	...	...	...	...	...	...	...	...	80	...	...
Do. do.	Manila	135	49	207	230	2130	45	259	...	...	100	50	...	260
County of Argyle	Java	...	...	53	...	...	...	...	...	...	...	...	...	...
Lochleven Castle.....	Singapore ...	...	...	...	...	...	...	...	...	...	...	138	...	...

ADDITIONAL.—Per GLENDARROCK (str.).—To Singapore and Penang: Stone manufactures, £10; scientific instruments, £50; cottons, £1,044; goods, manufactured, £180; effects, £20; hardware, 5 cases. To Hong Kong: Charcoal kiln pipes, £821; sticks, £10; cement, £12; bricks, £18; ship's rigging, £120; goods, manufactured, 1 case; effects, £37. To Shanghai: Railway materials, £106; soda-water, £7; iron rigging, £500; dogs, £15; cottons, £6,370; effects, £340. To Japan: Carriage, £50; goods, manufactured, £30; cottons, £1,544. To Foochow: Books, £20; boots, £33; hardware, £24; perfumery, £14; mineral waters, £40; coloured cottons, 12,000 yards.

Per CHEOPS (str.).—To Singapore and Penang: Silver coin, 80,000 ounces; steam launch, £180; carriage and materials, £159; goods, manufactured, £24; shot, 2 tons; guns, 2 cases. To Hong Kong: Goods, manufactured, £117; carriage, £30; engravings, £4; telegraph materials, £20; flags, £19; cottons, £1,020. To Shanghai: Cottons, £15,000; sugar, 5 cwt.; india-rubber manufactures, £20; bar silver, 6,400 ounces; effects, £203; photographs and chromos. £100; soda-water, £7; silver coin, 40,000 ounces; slate slab, £6. To Colombo: stationery, £6; boots, £185; earthenware, £35. To Japan: White wine, 100 gallons: stationery, £90; jewellery, £40; hardware, £16; hats, £35; mixed fabrics, £82; woollens, £310; carriage, £120; printed cottons, £95,000.

Per CARMARTHENSHIRE.—Sugar, 53 cwt.; carriage, £90; engravings, £65; matches, £389; goods, manufactured, £160; yellow metal sheathing, £145; rum, 95 gallons; geneva, 344 gallons.

Per CAROLINE COVENTRY.—Iron wire, 7 tons; sugar, 85 cwt.; confectionery, 134 cases; condensed milk, 10 cwt.; grindstones, £15; engine packing, £40; matches, £1,270; corks, £28; goods, manufactured, £430; wire rope, £158; coals and coke, 21 tons; rum, 377 gallons; gunpowder, 35,000 lbs.; fruit, 14 cwt.

Per EMBLEHOPE (str.).—Scientific instruments, £130; tea, 448 lbs.; confectionery, 2 cases; clocks and watches, £42; seeds, £14; engravings, £19; galvanised iron manufactures, £500; bellows, £15.

Per VIER GEBROEDERS.—Cement, £184; goods, manufactured, £191; carriage materials, £29; coals and coke, 81 tons; spelter, 25 tons; shot, 14 tons; billiard, &c., tables, £50.

Per ACHILLES (str.).—To Singapore and Penang: Carriage, £100; rattans, £2; silver thread, £200; cottons, £30; mercury, 1 case. To Hong Kong: Apparel, 4 cases; cloth, 6 cases; buttons, 6 cases; cottons, £80; fruits, 2 cwt. To Shanghai: Apparel, 1 case; tissues, £300; minerals, 2 cases; sealing-wax, 1 case; whisky, 10 cases; bitters, 10 cases; hardware, 2 cases; surgical instruments, £50; provisions, 1 case; woollens, 49 cases; cottons, £500 and 1 case. To Foochow: Zinc sheathing. £6; hardware, £128; glassware, £7; coloured cottons, 26,400 yards. To Japan: Woollens, 9 cases ane £276; cottons, 14 cases; effects, 6 cases; hardware, 2 cases; stationery, 5 cases; drugs, £150; books and pictures, £30. To Java: Plain cottons, 161,164 yards; coloured cottons, 144,152 yards; haberdashery, £72; woollens, £245.

Per EMILIANO (str.).—To Singapore: Cottons. £78. To Manila: Plants, £20; corks, £12; clocks, £22; silk, 1 case; music boxes, 2 cases; linen, 2 cases; feathers, 1 case; hats, 2 cases; bitters, £25; cheese, 100 cases; hams, 15 cases; glassware and drugs, £840, hardware, 13 cases; beer, 1 case; vinegar, 4 cases; fancy goods, 2 cases; yarn, 41 bales; cards, 15 cases; metal goods, 39 cases; salts, 1 cask; albumen, £111; woollens, 3 cases; cottons and woollens, 2 cases; cottons, woollens, and drugs, £2,000; haberdashery, 5 cases; cottons, £426 and 8 cases; tin plates, 1 case; fruits, 26 cases; cambrics, &c., £190. To Java: Plain cottons, 81,600 yards; coloured cottons, 9,000 yards.

Per COUNTY OF ARGYLE.—Silver plate, £180; felt, £170; pig iron, 50 tons; gunpowder, 5,000 lbs.

Per LOCHLEVEN CASTLE.—Cottons, £198.

Per BATAVIA, from Liverpool to Batavia, cleared Sept. 15.—Coals, 488 tons.—Per CRIMEAN (str.), from Liverpool to Alexandria, for overland to Colombo, cleared Sept. 25.—Haberdashery, £215. To Singapore: Haberdashery, £275; biscuits, £4; plated ware, £75; provisions, £20. To Shanghai: Woollens, £460. To Yokohama: Stationery, £29. Per RATHFERN, from Liverpool to Galle, cleared Oct. 6.—Tobacco, 524 lbs.; coal, 1,608 tons. Per DOLBADERN CASTLE, from Liverpool to Galle, cleared Oct. 3.—Tobacco, 120 lbs.; coals, 1,227 tons

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, OCT. 23, 1871.

THE SHAN-SIN-FAN QUESTION AND OUR DANGERS IN CHINA.

Fas est et ab hoste doceri has ever been the motto of *The Times.* The condition of our relations with the Chinese Government has at length awakened the long dormant interest of *The Times* in the Far East. True, the Editor, with the traditional discretion of Printing House-square, does not commit himself to any distinct opinions, but his "own correspondent" in Shanghai does; and his views concur so entirely with those which we have so long expressed in this journal, that we might almost content ourselves with extracts from his letter, instead of offering any present comment of our own. But, instead of this, we think it will be more satisfactory to our readers if we take the writer's admissions—becoming, as we believe we shall, the mere anticipators of the reflections that they will suggest to every thoughtful man practically acquainted with China. The own correspondent of the leading journal says that the tale of the "Genii Powders" (Shan-sin-Fan—we think this must mean *Shang sin fan*, an injury to the heart through food), which has caused so much excitement at Canton and coasting ports, is "somewhat similar in purport, and as malicious "and dangerous as the charges of kidnapping and mutila-"tion which led to the riot last autumn at Tientsin." Of course it is. That is what we have said all along, and therefore we demur to the writer's remark, that "it is rather "strange that a similar excitement should break out this "year, at precisely the same time, in the south." We can see nothing strange in the matter, except that our Government should have utterly failed to require any adequate atonement for the massacre at Tientsin, and then profess to be surprised at its inevitable consequence; but we certainly perceive that the danger, nay, almost the certainty, of the repetition of that outrage, is daily increasing by reason of the apathy of our representatives. As for the mandarins "arresting and executing several men," we know too well what *that* means; it is simply their way of increasing popular hatred against foreigners instead of affording foreigners the protection they are entitled to by treaty. The whole matter centres in the value of our treaties, and the necessity of every article contained in them being insisted on with a high hand until they are revised—when the freedom and privileges of foreigners in China ought to be enlarged. This revision ought to be urged forthwith; indeed, it must be so urged, if we are to prevent butchery like that at Tientsin being repeated on a more extended scale. *The Times* correspondent tells us that from Kwang Tung the excitement spread to the adjoining province of Kwansi, in the capital of which a placard was posted containing "public re-"solutions for the expulsion of the devils and the strict pro-"hibition of proselytism." It is of immense consequence not to allow these insidious publications to pass unchallenged. Our Minister should insist on the publication of a decree in the *Peking Gazette* denying the false and malicious accusation, and threatening punishment for any repetition. Until this is done we cannot believe in the sincerity of the Chinese Government.

THE MONT CENIS TUNNEL SERVICE.

We alluded in our last to the negotiations pending as to the conveyance of our mails through France by the Mont Cenis service. The conveniences promised by the opening of the Mont Cenis Tunnel are such as most deeply concern all who have mercantile and other interests in the East. Merchants being now enabled to send goods between France and Italy without even the danger of transhipment, the opening of the Tunnel becomes a matter of real international importance. All commercial experience shows that the development of trade is in a great measure dependent on the facilities of communication. The interchange of goods between France and Italy would alone be sufficient to warrant the outlay of capital necessary for the construction of so large an undertaking, to say nothing of the important traffic which may be expected from other sources. The saving of time is sufficient to prove an inducement for passengers to adopt the Brindisi route in preference to that by Marseilles. The idea of the Tunnel was originally Italian; the only participation of France in the matter has been the payment of a share in the cost, when, by the cession of Savoy, a portion of the projected Tunnel was found to lie within the new French frontier. Unfortunately the management of railway traffic in Italy leaves much to be desired in the way of speed and punctuality; but it may be fairly hoped that, in view of the great benefit to be reaped by increased attention to these matters, the Italian line may soon be placed on a par with the English and French ones.

THE PACIFIC MAIL STEAMSHIP COMPANY.

We learn that this enterprising Company has determined to make its service fortnightly instead of monthly, as hitherto, and that the new arrangements will come into effect on the 15th of May next. It will be remembered that some time ago attention was drawn to the advisability of the United States Government granting a subsidy to assist this object. Since then, however, and in the absence of any action on the part of the Government, the trade has so far increased that the Company have felt it only due to their clients to take the sole risk of doubling the frequency of their voyages on their own responsibility. We have no apprehension that they will find themselves losers by their enterprise, for, seeing that it is entirely owing to the efficient manner in which the Company have already performed their work that the trade has been so quickly developed, we think that fact gives them a stronger claim on Government than they had before. It is a convincing proof that they are determined to occupy permanently the *route* between San Francisco, Japan, and China, and to do justice to the service, they have already contracted for, and are now building in America, three iron screw steamers of 2,000 tons freight capacity, besides space for passengers, stores, and coal. We are glad to perceive that the Company has adopted the screw principle in lieu of the paddle; and we learn that the engines (400-h.p. nominal) are being constructed by the eminent firm of Messrs. JOHN ELDER and Co., of Glasgow. We are further informed that the Company are about to contract for two more steamers of 4,000 tons and 600-h.p. The service in May next will be commenced with the *America, Great Republic, Japan, China, Colorado,* and *Alaska,* aggregating 24,000 tons. We understand that the directors intend to continue their line from New York to San Francisco, *via* Panama, as heretofore, for goods and passengers. To those who prefer a pleasant sea voyage to the seven days' railway journey, we can assure them that these steamers have first-rate accommodation. In due course Messrs. H. STARR and Co., the London agents, will issue the particulars of freight and passage by the line.

OUR Shanghai correspondent's letter, received by the last mail, affords a remarkable corroboration of the views which we expressed in these columns when first the news of the Korean expedition reached us. We then observed that the Koreans would consider the retreat of the American squadron as a virtual defeat, and we now learn that it is regarded as little less than a failure even in the United States. The mischief has been done, and we can only trust it will not be repeated. As for the hope, which our correspondent indulges, that a joint expedition may be undertaken by England, France, and America, we regret that we cannot encourage it. We are well advised that the American Government have decided

Digitized by Google

not to take any further steps, and our own Government will certainly not interfere in the matter at present. The American failure, like the French, must be allowed to die out.

Mr. Sidgreaves, the new Chief Justice of the Straits Settlements, proceeds by the mail of the 17th prox. We have not heard if it is the intention of our Government to confer the honour of knighthood on Mr. Sidgreaves. We trust that Lord Kimberley will have courage enough to break through a custom in the Straits which has become very inconvenient, and we think Mr. Sidgreaves is sensible enough to support his lordship in this. The judges at Hong Kong have not enjoyed this handle to their names.

We are glad to learn, from the *Colombo Observer*, that Mr. John Stoddart, of the Surveyor-General's Department, Ceylon, has been appointed to commence works with a view to the formation of the Paumben Channel. Borings will be made in two different places to enable Mr. Townsend to calculate the cost of either deepening the present, or cutting a new, channel eastward of Ramisseram. It is thought not unlikely that the new channel may be completed and opened within three years.

We understand that representations have been made to the Foreign-office urging the importance of the fresh agitation against foreigners in China styled the "Shan-Sin-Fan.'

STEAMERS FOR THE FAR EAST.

The number of steamers now building on the Clyde for all parts is estimated at over 200, and to say that all desirable builders are "full" is rather an inadequate statement, for we know of many who positively refuse to take any contract where "time" is insisted on. We suppose the world has never seen such an enterprise as this "shipbuilding on the Clyde," which, be it remembered, has been built up chiefly by clever mechanics who have in their early days served in the yards, and one by one shown some special capacity to become a master, and with that insurmountable and canny perseverance peculiar to the Scotch, have completely eclipsed the Thames, the Mersey, and other rivers. True they have the essential materials of coal and iron close by, but these special advantages would have been useless without the genius to turn out ships and steamers on new and improved principles. In short, they have taken the lead in China clippers, steamers, and marine engines. It is really a grand sight to proceed up the Clyde and witness the crowded yards with the roar and din of fifty thousand workmen. The Far East contributes its share to this enterprise.

Messrs. A. and J. Inglis have on the stocks a screw boat, building under the superintendence of Captain Lewis, for the Shanghai Steam Navigation Company, and intended for the Tientsin trade. She will register about 1,200 tons (builders' measurement), and be fitted with three decks, giving large passenger accommodation, as well as cargo. The engines will be on the compound principle, and of 200-horse power, with a very small consumption of coal. Messrs. Inglis are also making for the Chinese Government two pairs of horizontal engines, one of 80-horse power, and the other 250. These engines have a large quantity of brass in them, and are otherwise first-class. The hulls for these boats are building at the Chinese Arsenal at Foochow. They have also in hand part of the machinery and boilers of one of the large Yantsze steamers, the cylinder being eighty inches diameter and eleven feet stroke. This firm has built for the China trade the *Millet*, *Hupeh*, *Shantung*, and *Moyune*—the latter with a beam engine on the American principle, but admitted, by accounts from China, to be far superior to the American build. Messrs. Henderson, Colbourn, and Co. are building a screw of about 600 tons for the local trade in China and Japan, and Messrs. Napier one for the direct trade of about 3,000 tons, for the line of Messrs. Shaw, Maxton, and Co. Messrs. John Elder and Co. have just completed the *Prins Hendrik* for the direct line between Amsterdam and Java, and they have under contract two more for this line. They are also constructing for the Pacific Mail Company of New York three pairs of engines of 400-horse power, on the new compound principle, the hulls for which are building in New York, and intended to run on the San Francisco and China line. Messrs. Denny and Co., of Dumbarton, have on the stocks two screws of 3,000 tons for the P. and O. Company's service, and Messrs. Caird and Co. have also two, in addition to the *Peshawur*, nearly ready for launching. Messrs. Connell are building for Messrs. R. and J. Craig a screw of about 2,500 tons, for the direct trade between Glasgow and Java. Messrs. Hall, Russell, and Co., of Aberdeen, have just launched a screw boat intended for the China coast service, and they have on the stocks another of similar dimensions. The following steamers have been launched during the week :—

On the 14th inst. there was launched from the building-yard of Messrs. Hall, Russell, and Co., Aberdeen, an iron screw steamer, named the Lotus, of 580 tons register. Length, 175 feet; breadth, 25 feet 2 in.; depth from spar deck, 19 feet 6 in. The Lotus has a spar deck, with all the accommodation for the passengers under it, the sides of the vessel being fitted with large air scuttles. The engines are compound surface-condensing, of 75 nominal horse power, capable of propelling the vessel at a speed of ten and a-half knots, on a consumption of 6¾ cwt. of coal per hour. The Lotus is built to the order of Mr. E. M. De Bussche, for the Japan trade.

The screw steamer Oxfordshire has been successfully launched from the yard of Earle's Shipbuilding and Engineering Company at Hull. She is sister ship to the Yorkshire, launched from the same yard a short time ago, and, like her, is intended for the East India trade. Her dimensions are—length between perpendiculars, 290 feet; breadth, 23 feet; depth of hold 22 feet 3 inches; engines of 200-horse power nominal; and burthen 1,457 tons builders' measurement. She has been built for the special accommodation of passengers for India, and has a deck-house built on her upper deck 122 feet long by 22 feet wide, and fitted to accommodate 24 first-class passengers and 16 second-class passengers. The vessel, which is owned by Messrs. Tindall, will be employed in the direct trade between Colombo and London.

There has been launched from the building yard of the London and Glasgow Engineering and Iron Shipbuilding Company for Messrs. Allan C. Gow and Co., of Glasgow, a screw-steamer of about 2,200 tons register, built to class 100 A, the highest class in Lloyd's books. Her dimensions are:—Length, 330 feet; beam, 34 feet; and total depth, 24 feet 6 inches. The vessel is named the Glenroy. She will be fitted by her builders with compound surface-condensing engines of 250-horse power nominal. The Glenroy is the second vessel built by this company for Messrs. Gow and Co., specially for their East India trade, *via* the Suez Canal.

Monetary and Commercial.

Tenders for £400,000 in bills on India were received on the 18th inst. at the Bank of England. The amounts allotted were—to Calcutta. £300,000; and to Bombay, £100,000. The minimum price was fixed, as before, at 1s. 10½d. on all the Presidencies. Tenders on Calcutta at 1s. 11¼d. will receive 41 per cent, and on Bombay at that price in full. An increased demand for remittances to the East is apparent.

The half-yearly meeting of the Chartered Mercantile Bank of India, London, and China was held on the 17th inst.; Mr. G. G. Nicol in the chair :—

The secretary having read the notice convening the meeting, the proceedings of the thirteenth annual general meeting held on the 18th April last were approved and confirmed. The report and interim statement of accounts for the half-year ending 30th June last were then taken as read. The Chairman explained, that that being the interim meeting only, he had no resolution to propose. The hopes expressed at the last meeting had been to some extent realised, and in consequence the present report was more satisfactory than the last. The improvement, however, was not so great as they could desire, owing to the very unfavourable state of the exchanges. There were many speculations as to the causes of that, but he believed it was mainly due to the excess of exports to the East, consequent on the low value of money in this country. We were now, he believed, on the eve of dearer money, and an improvement in the exchanges might be expected in proportion as the exports to the East fell off. That improvement was already going on, and there was reason to suppose that the current half-year would show better than the last. He was happy to be enabled to assure them that the bank was in a very sound position. No bad debts had been made during the half-year, and there was nothing in the books to justify any apprehension of losses in the current year. A vote of thanks to the chairman and directors concluded the proceedings.

The following is the report and statement of accounts presented at the meeting :—

The Directors now submit to the shareholders the half-yearly statement of accounts to 30th June last, showing a net profit of £43,047 2s. 7d. A dividend of 3 per cent. for the above period, free of income tax, amounting to £22,500, is now declared, leaving a balance of £20,547 2s. 7d. carried forward to next account. The continued adverse state of Eastern exchanges during the whole of the half-year, has again seriously affected the profitable working of the bank; but, under these unfavourable circumstances, it is hoped the result may be considered not unsatisfactory.

Digitized by Google

INTERIM STATEMENT FOR THE HALF-YEAR ENDING 30TH JUNE, 1871.

Dr. LIABILITIES.			
Capital paid up	£750,000	0	0
Current and fixed deposits	3,519,636	7	6
Bills payable, notes in circulation, and other sums due to the public	4,913,403	14	7
Reserve fund	37,068	0	4
Profit and loss account— Net profit for half-year to 30th June, 1871	43,047	2	7
	£9,263,155	5	0

Cr. ASSETS.			
Coin and bullion	£1,761,656	4	9
Cash with bankers and money at call	334,568	15	2
Government securities	968,502	11	5
Landed and house property at head office and branches	225,817	2	5
Bills receivable, in hand and on deposit, loans, and other debts, &c., due to the Corporation	5,972,610	11	3
	£9,263,155	5	0

The *ad interim* meeting of the Oriental Bank was held on the 19th, Mr. James Blyth being in the chair.

Mr. C. J. F. Stuart, the chief manager, having read the advertisement calling the meeting, the chairman explained that the object of the meeting was merely to declare an *ad interim* dividend, and not to pass any resolution or to present accounts. He added his congratulations to the shareholders that they were again in a position to declare a dividend of 6 per cent. for the half-year, or at the rate of 12 per cent. per annum; and bearing in mind the fact that the affairs of India, China, and Australia had not been very favourable for banking operations, he trusted they would agree with the directors that they were fortunate in being able to declare such a dividend. It would be paid on and after the 1st November, free of income-tax. The proceedings terminated with the usual acknowledgment to the chairman and directors.

The report of the Singapore Gas Company for the half-year ended 30th June, to be presented at the meeting on the 24th inst., has been issued :—

The balance-sheet to 30th June states the profits for the half-year to have been £1,597 2s., after writing off the whole of the balance (£896 14s. 11d.) of coal deficiency suspense account, and £5 off office furniture, which, together with £15 15s. 11d., the unappropriated profit of the preceding half-year, makes the available balance £1,612 17s. 11d. Out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income-tax, on the preference capital, and a dividend at the rate of 7 per cent. per annum on the amounts paid up on the original capital, free from income-tax; the balance of £13 7s. 9d. to be carried forward to the profit of the succeeding half-year. The dividend to be payable on November 30 next.

The committee of merchants appointed to confer with the shipowners engaged in the China trade, with a view to a revision of their bills of lading, has now, we are happy to say, re-assembled, and there is every probability of the question being satisfactorily settled in a short time. We are glad to perceive that our contemporary the *China Mail* has taken up the matter, and we can readily believe, with the extracts from current bills of lading which he quotes, that, in the midst of such a hedge of monstrous stipulations, he is unable to perceive where the shipowner's responsibility begins.

Last April we drew attention to the rates demanded for insurance on Tea and Silk from the Far East, and suggested that underwriters should charge a rate more commensurate with the risk run. We are glad to see that a reduction has now been made, to even a greater extent than we recommended. We suggested that the rate for silk should be reduced from 45s. to 35s. We understand that it is now taken at 32s. 6d. by Holt's line of steamers, plying through the Suez Canal.

We regret to learn by private letters that the extensive floods at Tientsin, which resulted in so much loss of life among the natives, were also accompanied by serious damage to the houses and godowns of the European residents, many having four feet of water in them. Query: Will the Insurance offices make good the damage. Business is represented as having been brought to a standstill by this catastrophe, and, as at that season of the year Tientsin is expected to take off a large quantity of piece goods and other staples of import, the effect has exercised a depressing influence here.

The gas works contracted for by Messrs. Miller Bros., of Glasgow (as agents for Messrs. Siber and Brenwald, of Yokohama), have been completed by Messrs. Robert Laidlaw and Son, and are now in course of shipment per steamer *Zadkia*, to leave Glasgow for Yokohama and Hiogo on the 28th inst.

Now that Brindisi is to be permanently used as the mail port for the India and China service, a special telegraphic cable is to be laid between that port and Alexandria, the present means of communication *via* Malta being inadequate. A company will soon be announced with a concession to carry out this work.

A special meeting of the policy-holders of the European Assurance Society will be held on the 24th inst., "to receive a report from the committee on the present position of the society, and to consider the suggestions as to the course to be adopted."

A circular issued by Mr. F. M. Page gives the following details of the export of bullion and specie to the Far East :—To China and Japan, for the month of September, £77,325 ; for the nine months, £1,010,878 ; to the Straits Settlements, Java, and Cochin China, for the month of September, £58,099 ; for the nine months, £728,246.

Bar Silver has slightly increased in value. There has been a fair demand for India, owing to a rise in the exchange, and the Simla has taken £124,000. Quotation 5s. 0¾d. to 5s. 0½d. Mexican Dollars are without change in price, and the Simla has taken £51,790 to China. Quotations, old coinage, 5s. 0¼d., new, 4s. 10¾d.

The amount of bullion by the P. and O. Company's steamer *Simla*, from Southampton on the 14th inst., was—in gold, to Galle, £10,180 ; to Madras, £23,391 ; to Calcutta, £20,000 ; to Singapore, £15,000—in silver, to Gibraltar, £3,400 ; to Bombay, £34,000 ; to Calcutta, £106,500 ; to Singapore, £20,000 ; to Hong Kong, £25,354 ; to Shanghai, £6,440 ; total in gold, £68,571 ; in silver, £195,694.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Oct., 1871, compared with the corresponding periods of the two preceding years :—

HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Oct., 1871, 6,679,376 yards; for the twelve months, 112,477,460 yards; for the twelve months, 1870, 63,756,262 yards; for the twelve months 1869, 40,863,414 yards. Increase for 1871 against 1870, 48,421,198 yards.

COLOURED COTTONS.—Export for the month ended 16th Oct., 1871, 271,676 yards; for the twelve months, 12,049,923 yards; for the twelve months, 1870, 6,437,342 yards ; for the twelve months, 1869, 1,353,575 yards. Increase for 1871 against 1870, 5,612,581 yards.

PRINTED COTTONS.—Export for the month ended 16th Oct., 1871, 162,228 yards ; for the twelve months, 2,586,008 yards; for the twelve months 1870, 2,118,769 yards; for the twelve months, 1869, 889,397 yards. Increase for 1871 against 1870, 467,239 yards.

COTTON YARN.—Export for the month ended 16th Oct., 1871, 989,256 lbs. ; for the twelve months, 10,413,064 lbs. ; for the twelve months 1870, 10,220,425 lbs. ; for the twelve months 1869, 3,914,422 lbs. Increase for 1871 against 1870, 192,639 lbs.

SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Oct., 1871, 25,999,372 yards; for the twelve months, 396,286,608 yards; for the twelve months 1870, 155,195,407 yards; for the twelve months 1869, 212,210,671 yards. Increase for 1871 against 1870, 141,091,201 yards.

COLOURED COTTONS.—Export for the month ended 16th Oct., 1871, 1,320,221 yards; for the twelve months, 9,320,219 yards; for the twelve months 1870, 13,203,154 yards; for the twelve months 1869, 12,640,963 yards. Decrease for 1871 against 1870, 3,882,935 yards.

PRINTED COTTONS.—Export for the month ended 16th Oct., 1871, 1,382,788 yards; for the twelve months, 5,407,282 yards; for the twelve months 1870, 5,767,688 yards; for the twelve months 1869, 3,933,442 yards. Decrease for 1871 against 1870, 360,406 yards.

COTTON YARN.—Export for the month ended 16th Oct., 1871, 72,450, lbs. ; for the twelve months, 542,892 lbs. ; for the twelve months 1870, 665,140 lbs. ; for the twelve months 1869, 335,623 lbs. Decrease for 1871 against 1870, 122,248 lbs.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Oct., 1871, 682,972 yards ; for the twelve months, 44,506,944 yards; for the twelve months 1870, 24,221,023 yards; for the twelve months 1869, 17,140,107 yards. Increase for 1871 against 1870, 20,285,921 yards.

COLOURED COTTONS.—Export for the month ended 16th Oct., 1871, 40,600 yards ; for the twelve months, 2,429,600 yards; for the twelve months 1870, 2,800,060 yards ; for the twelve months 1869, 1,542,402 yards. Decrease for 1871 against 1870, 370,460 yards.

PRINTED COTTONS.—Export for the month ended 16th Oct., 1871, 168,400 yards ; for the twelve months, 1,093,363 yards ; for the twelve months 1870, 1,049,094 yards; for the twelve months 1869, 768,392 yards. Increase for 1871 against 1870, 44,269 yards.

COTTON YARN.—Export for the month ended 16th Oct., 1871, 564,850 lbs. ; for the twelve months, 9,627,685 lbs. ; for the twelve months 1870, 10,810,739 lbs. ; for the twelve months 1869, 5,418,910 lbs. Decrease for 1871 against 1870, 1,183,054 lbs.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Oct., 1871, 4,212,595 yards ; for the twelve months, 67,420,009 yards ; for the twelve months 1870, 75,919,454 yards; for the twelve months 1869, 46,051,107 yards. Decrease for 1871 against 1870, 8,499,445 yards.

COLOURED COTTONS.—Export for the month ended 16th Oct., 1871

Digitized by Google

654,988 yards; for the twelve months, 7,121,341 yards; for the twelve months 1870, 9,686,157 yards; for the twelve months 1869, 4,865,851 yards. Decrease for 1871 against 1870, 2,564,816 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1871, 723,816 yards; for the twelve months, 5,111,265 yards: for the twelve months 1870, 6,233,788 yards; for the twelve months 1869, 3,352,654 yards. Decrease for 1871 against 1870, 1,122,523 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1871, 181,716 lbs.; for the twelve months, 3,242,237 lbs.; for the twelve months 1870, 3,175,921 lbs.; for the twelve months 1869, 1,231,558 lbs. Increase for 1871 against 1870, 66,316 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 16th Oct., 1871, 2,055,972 yards; for the twelve months, 19,732,819 yards; for the twelve months 1870, 14,474,260 yards; for the twelve months 1869, 9,036,236 yards. Increase for 1871 against 1870, 5,258,559 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1871, 1,132,900 yards; for the twelve months, 11,837,085 yards; for the twelve months 1870, 10,235,535 yards; for the twelve months 1869, 6,302,479 yards. Increase for 1871 against 1870, 1,601,550 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1871, 1,273,230 yards; for the twelve months, 11,759,478 yards; for the twelve months 1870, 9,602,992 yards; for the twelve months 1869, 4,303,401 yards. Increase for 1871 against 1870, 2,156,486 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1871, 82,885 lbs.; for the twelve months, 782,288 lbs.; for the twelve months 1870, 353,980 lbs.; for the twelve months 1869, 313,475 lbs. Increase for 1871 against 1870, 428,308 lbs.

MANILA.

Plain Cottons.—Export for the month ended 16th Oct., 1871, 561,221 yards; for the twelve months, 9,939,969 yards; for the twelve months 1870, 20,544,967 yards; for the twelve months 1869, 13,970,698 yards. Decrease for 1871 against 1870, 10,604,998 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1871, 1,280,217 yards; for the twelve months, 8,241,147 yards; for the twelve months 1870, 9,662,177 yards; for the twelve months 1869, 12,353,372 yards. Decrease for 1871 against 1870, 1,421,030 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1871, 42,856 yards; for the twelve months, 529,581 yards; for the twelve months 1870, 1,530,260 yards; for the twelve months 1869, 1,306,918 yards. Decrease for 1871 against 1870, 1,000,679 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1871, 35,240 lbs.; for the twelve months, 497,506 lbs.; for the twelve months 1870, 362,585 lbs.; for the twelve months 1869, 176,585 lbs. Increase for 1871 against 1870, 134,921 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 16th Oct., 1871, 2,547,163 yards; for the twelve months, 26,057,378 yards; for the twelve months 1870, 24,107,827 yards; for the twelve months 1869, 22,036,967 yards. Increase for 1871 against 1870, 1,949,551 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1871, 88,233 yards; for the twelve months, 2,731,339 yards; for the twelve months 1870, 2,544,399 yards; for the twelve months 1869, 1,138,432 yards. Increase for 1871 against 1870, 186,940 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1871, 253,908 yards; for the twelve months, 2,251,189 yards; for the twelve months 1870, 2,113,919 yards; for the twelve months 1869, 3,601,814 yards. Increase for 1871 against 1870, 137,270 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1871, *nil;* for the twelve months, 302,235 lbs.; for the twelve months 1870, 330,075 lbs.; for the twelve months 1869, 417,472 lbs. Decrease for 1871 against 1870, 27,840 lbs.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Shanghai and Singapore to London (via S.C.), per Elgin, str., entered Oct. 9.—From Shanghai: 61 half-chests tea—Drake and Co.; 448 half-chests tea—Springfield and Co.; 2224 boxes tea—Forbes, Forbes, and Co.; 6 boxes tea—J. T. Pratt; 2 packages tea—F. Rodewell; 1 half-chest tea—W. H. Hooton; 30 boxes straw braid—D. Sassoon, Son, and Co.; 10 bales silk—W. H. Aretz; 18 bales silk—Elias and Co.; 30 bales tobacco—Blow and Co.; 5513 chests 3326 half-chests, 612 boxes 916 packages tea, 191 boxes 20 chests rhubarb, 44 packages merchandise, 95 packages gall nuts—Order. From Singapore: 122 cases 18 baskets india-rubber, 1724 slabs tin, 301 baskets 1431 slabs gutta-percha, 351 baskets gutta susa, 31 casks tallow, 310 bales gambier, 1 case cigars, 38 cases gum benjamin, 2 cases tortoise-shell, 1855 bags sago flour, 77 bags cubebs, 295 boxes sticklac, 1658 bags pearl sago, 15 cases gum damar, 3 boxes wine, 2 packages tea, 2 boxes merchandise, 965 bags tapioca, 385 cases gum copal—Order; 6 boxes straw hats—Smith, Wood, and Co.; 12 boxes tea—C. S. Osborn; 50 bags coffee—J. Barber, Son, and Co.; 10 cases gum benjamin—Caldwell and Co.; 3 cases plants—Leonino and Co.

From Singapore to London, per John C. Potter, entered Oct. 9.—432 bags pearl sago—Falkenberg and Co.; 23 hogsheads 3 cases 2 casks shells, 36 bales wool—J. McDonald and Co.; 2 cases 1 bag merchandise—T. F. A. Wendt; 1209 bags sago flour, 1532 bags 950 baskets 7957 bales gambier, 1365 bags tapioca, 43 casks tallow, 552 slabs tin, 63 bags white pepper, 597 baskets gutta-percha, 2583 bags pearl sago, 167 boxes damar daging, 27 bags coffee, 7 baskets india-rubber, 546 bundles canes, 19 bags black pepper, 3242 buffalo hides, 48 cases gum damar, 40 bundles rajah 111 bundles Borneo and 36 bundles chichir canes, 13,755 bundles rattans, 90 packages 20 cases gum copal, 1119 pieces cow hides, 259 bags long pepper—Order.

From Singapore to London, per Dorothea, entered Oct. 9.—14 cases wine—R. Hammon and Co.; 6383 bales gambier, 425 bales tobacco, 442 bags tapioca, 169 baskets gutta-percha, 18 baskets india-rubber, 2723 bags pepper, 4314 bags sago, 960 buffalo hides, 1082 bags sago flour, 69 bundles cassia, 888 bags oil seed, 137 boxes damar, 12,857 bundles rattans, 38 bundles canes, 74 baskets shells, 8882 horns, 28 cases gum copal, 18 packages merchandise—Order.

From Cebu to London, per Capiolani, entered Oct. 9.—1680 bales hemp—Peele, Hubbell, and Co.; 301 bales hemp—Borneo Company; 11,767 bags sugar, 18 tons wood—Order.

From Ilo Ilo to London, per Pactolus, entered Oct. 9.—22,925 bags sugar—Order.

From Singapore to Liverpool, per Panic, entered Oct. 6.—2826 bales 1902 bags gambier, 3696 bundles rattans, 1048 bags sago flour, 199 bags pearl sago, 4946 hides—Order.

From Singapore (via Liverpool) to Glasgow, per Norham Castle, entered Oct. 7.—2815 bags sago flour, 212 cases cutch, 62 bags tapioca, 20 bags pepper, 790 pieces buffalo hides, 48 boxes pearl sago, 5510 pieces sapanwood—A. Glen and Co.; 4 cases merchandise—Martin, Turner and Co.; 182 bales gambier—Martin and Miller; 65 packages tapioca, 75 bags long pepper, 1890 bags gambier, 210 boxes cutch, 165 packages sago—Order. Remainder of cargo landed at Liverpool.

From Shanghai, Hong Kong, Singapore, Penang, &c. (via S.C.), to London, per Priam (str.), entered Oct. 13.—From Shanghai: 1 package merchandise—Christie and Co.; 3 packages merchandise—O. Bullock; 2 packages merchandise—B. Allen; 4 packages merchandise—Frith, Sands, and Co.; 37 packages merchandise—W. Hewett and Co.; 1 package merchandise—L. Crowther and Co.; 4 packages merchandise—H. S. King and Co.; 5 packages merchandise—C. Atkins; 2 packages merchandise—P. Viel; 2 packages merchandise—W. Murray; 1 package merchandise—L. A. Archer; 1 package merchandise—Vale and Co.; 676 half-chests tea—Gledstanes and Co.; 380 half-chests tea—Bailey and Co.; 1159 chests 1836 boxes 1 package tea, 1 package merchandise—L. Reiss, Bros. and Co.; 209 half-chests tea—Brown, Shipley, and Co.; 3 chests tea—C. Donner and Co.; 464 half-chests tea—Forbes, Forbes, and Co.; 1171 half-chests tea, 1 package merchandise—Thorne and Co.; 104 bales silk—C. Shaw and Co.; 7 bales silk, 1 package merchandise—D. Sassoon and Co.; 134 bales silk—Elias and Co.; 21 bales tobacco—Blow and Raecke; 806 boxes gall nuts, 579 bales silk, 28 bales waste silk, 63 packages merchandise, 438 chests 1313 half-chests tea, in transit—Order; 2025 chests 9345 half-chests, 4528 boxes 1832 packages tea—Order. From Singapore: 2 packages merchandise—Smith, Ward, and Co.; 2 packages merchandise—C. Hole; 1 package merchandise—J. Jupp; 2 packages merchandise—Telegraph Construction and Maintenance Company; 4 packages merchandise—Wheatly and Co.; 18 cases oil—W. Jackson; 1 case cigars—A. Dreff; 10 cases plants—Veith and Sons; 11 cases tortoiseshell, 10 boxes isinglass, 10 boxes gum benjamin, 226 slabs tin, 8 baskets gutta-percha, 4 packages merchandise—Order. From Hong Kong: 2 packages merchandise—W. Hewett; 1 package merchandise—H. Rose; 1 package merchandise—W. M. Richards; 1 package merchandise—T. Peacock; 10 packages merchandise—J. Myers; 100 packages merchandise—A. Tesdorpf and Co.; 11 cases 11 bales silk—Fesser, Uhthoff, and Co.; 25 cases camphor—Forbes, Forbes, and Co.; 7883 boxes 30 packages tea, 3 cases ginger, 2 cases 3 packages preserves, 60 boxes oil, 19 boxes silk, 14 cases rhubarb, 406 tubs camphor, 59 packages merchandise—Order. From Penang: 6 cases tea—Blyth, Greene, and Co.; 404 slabs tin—T. and W. Biletta; 11 packages merchandise, 1164 slabs tin, 20 baskets india-rubber—Order; remainder of cargo from Suez.

From Shanghai and Singapore to London (via Suez Canal), per Ajax (str.), entered Oct. 14.—From Shanghai: 1718 chests tea—L. Reiss Bros. and Co.; 4 packages tea—Edwards and Co.; 47 boxes tea, 4 cases merchandise, 1 case cigars, 7 cases beetles—Hull and Co.; 200 chests tea—C. Shaw and Co.; 452 packages tea—Brown, Shipley and Co.; 12 packages merchandise—J. P. Hertz; 1 package merchandise—G. Smith; 22 packages curiosities, &c.—B. Pratt and Co.; 20 bales silk—D. Sassoon and Co.; 33 bales silk—Springfield, Son, and Co.; 90 bales silk—Elias and Co.; 1292 bales silk, 4 cases preserves, 41 packages merchandise, 181 bales waste silk, 5 cases curiosities, 8192 chests 7742 half-chests tea, 15,658 boxes 1904 packages tea—Order; 1418 chests 150 half-chests in transit—Order. From Singapore: 3 packages merchandise—B. de Montigny and Co.; 1 package merchandise—Lafrentz and Co.; 1 package merchandise—P. B. Maxwell; 6 packages merchandise—Wheatley and Co.; 47 packages merchandise—Cardwell and Watson; 1 box curiosities—D. Scott; 6 cases curiosities—H. S. King and Co.; 1 case ginger, 1 package merchandise—Blow and Co.; 1 case mace, 10 cases nutmegs—C. Houghton; 5 cases isinglass, 1 case gum copal—J. Nichols and Co.; 3 cases plants—Veitch and Co.; 2 cases cigars, 1 package merchandise—W. W. Kerr and Co.; 12 cases cigars, 29 cases gum benjamin, 16 cases nutmegs, 1 case mace, 62 cases tortoiseshell, 480 bags tapioca, 2 packages merchandise—Order.

From Shanghai to London, per Undine, entered Oct. 16.—748 chests 227 half-chests 418 boxes tea—L. Reiss, Bros., and Co.; 679 chests tea—Forbes, Forbes, and Co.; 609 chests 300 half-chests tea—Gledstanes and Co.; 577 chests tea—F. Huth; 6439 chests 2587 half-chests 412 boxes 2 packages tea, 74 bales silk, 86 packages merchandise, 590 cases gall nuts, 411 cases cartridges, 1 case ginger—Order.

From Japan to London, per Pegasus, entered Oct. 16.—8 packages tobacco, 71 bales waste silk, 6 boxes tea, 5 boxes merchandise, 11 boxes curiosities—Order.

From Tai-wan-foo to London, per Dartmouth, entered Oct. 19.—19,000 bags sugar—Order.

From Foochow, Shanghai, Hong Kong, Singapore, and Penang, to London (via S.C.), per Sarpedon (str.), entered Oct. 20.—From Foochow: Tea—467 chests 112 boxes—A. Tesdorff and Co.; 882 chests 152 boxes—Forbes and Co.; 6 boxes 2 packages—E. and A. Deacon; 535 chests 4292 half-chests 8735 boxes 7 packages, 2 boxes ginger, 9 packages lychees—Order. From Shanghai: 60 boxes merchandise—

Digitized by Google

Owen, Lewis, and Co.; 3 cases merchandise—J. Meyer; 4 boxes merchandise—H. L. King and Co.; 3 cases merchandise—Beddel, Wheatley, and Co.; 1 case merchandise—Watson and Co.; 1 case merchandise—Effingham and Co.; 5 boxes tea—R. Percival; 47 cases curiosities, 46 bales waste silk, 32 packages merchandise, 11 cases pongees, 30 bales silk, 3463 chests 9191 half-chests 13,643 boxes 512 packages tea—Order. From Hong Kong: 157 bales waste silk—Walne, Smith, and Co.: 1 case silk piece goods—J. Swire and Sons. From Singapore: 32 cases plants, 4 packages merchandise—Order. From Penang: 1860 slabs tin 2 packages merchandise—Order.

From Shanghai to London, per Forward Ho! entered Oct. 20.—168 packages tea—Brandt, Sons, and Co.; 168 packages tea—Forbes, Forbes, and Co.; 412 packages tea—Gledstanes and Co.; 1 package merchandise—Trubner and Co.; 38 cases wine—Malcolm and Co.; 14 cases wine, 16,516 packages tea, 8 packages merchandise, 10 bales waste silk—Order.

From Singapore to London, per Earl Dalhousie, entered Oct. 20.—1828 ps. buffalo hides, 626 bags pepper, 536 bales 750 bags gambier—Chalmers and Co.; 6522 logs sapanwood, 3373 bales 2287 bags 630 baskets gambier, 540 bags tapioca, 1430 bags sago flour, 1979 bags pearl sago, 4394 bags pepper, 577 bags coffee, 264 baskets gutta-percha, 85 cases gum damar, 103 bags tallow seeds, 8 cases gamboge—Order.

ARTICLES OF IMPORT.

TEA.

A steady business has been done out of the new arrivals of black-leaf Congous at fully former rates. The second crop Oopacks, brought by steamers Ajax and Priam, possessing fair strength, and being of the medium class, have commanded the attention of the trade, and have realised full prices. Public sales took place on the 16th and 17th inst., comprising 26,743 packages, the greater portion of which was sold without reserve.

Messrs. Lloyd and Cheshire's Circular says:—The activity continues, and all kinds of medium to fine Tea have been readily taken at full prices. Sales of good medium Monings, per Thermopylæ, show an advance of fully 1d., and all fine parcels are very firmly held. Ping Suey and Teen Kai Greens have been freely offered, and very full prices obtained for the latter. Large public sales "without reserve" continue. The market closes with a good general demand.

Red-leaf Congous: Siftings have been sold in public sale at 4¾d. to 5½d. per lb. Fair to good common are steady at 10½d. to 11½d. per lb. Fair to good Kaisows are firmly supported, in the absence of arrivals, at 1s. 3d. to 1s. 6d. per lb. Fine to finest continue firm at say 1s. 11d. to 2s. 6d. Paklin kinds have been in good demand. Black-leaf kinds: Low qualities continue depressed in value. Fair to good common of old import have found buyers at 9d. to 10½d. per lb., those of this season selling at 11d. to 1s. per lb. Fair kinds out of recent arrivals have been in demand, and have realised 1s. 3d. to 1s. 4d. per lb. Medium to good have also been taken readily at 1s. 5d. to 1s. 9d. per lb. Fine to finest have commanded about former rates. Amoy kinds: the low descriptions are almost unsaleable; fair quality has been steady at 9½d. to 10d. per lb. New make Canton kinds: Fair quality has been taken to some extent at 1s. 2d. per lb.; good to fine are in request. Souchongs are without alteration, in the absence of supplies. Oolongs: Common to good are dull at last quotations, but finest black-leaf descriptions are wanted, and fresh arrivals would command full value. Flowery Pekoes of fine quality have been sold at high prices. Scented Teas: Canton Capers of common quality have been sold in public sale at 8½d. to 10d. per lb. Foochow kinds are unchanged. Canton Orange Pekoes are saleable at former quotations. Foochow kinds are unaltered. Uncoloured Japans are as last advised. Green Teas: The fresh arrivals out of the Priam are realising extreme rates at public sale. Canton Gunpowders are unchanged.

Messrs. Shepard, Harrison, and Rehden report as follows:—There has been a good demand throughout the past fortnight, and a great weight of tea has been disposed of, chiefly of the value between 1s. 5d. to 1s. 10d. per lb., the consumption for some past throughout the country being on "good quality," and this has further interfered with the sale of common kinds, so that prices have been beaten down to an unusually low standard; and they are worth special attention, more so as the discouraging advices to China must have weight, and tend to diminish supplies the latter part of the season. For export buying has been active of medium and extra fine Congou for the Continent, Oolong for New York.

Red leaf kinds at 10½d. to 1s. have ruled firmer; new season's at 1s. 2d. to 1s. 6d. are scarce and inquired for; medium to finest Kaisow dealers are well supplied, and transactions have been limited. Pakling: No change. Tayshan leaf: The late supplies have been taken at full rates. Black leaf: Old season's slow of sale at very low prices; the new Shantan and Oonam kinds are worth 10d. to 11½d.; Hohow district, flavoury kinds 11d. to 11½d.; good to fair at 1s. 1d. to 1s. 3d. is very scarce, but of medium at 1s. 4d. to 1s 6d. liberal supplies have, been offered, and include sweet flavoury Hohows and tarry Oonams; of good medium, some desirable second crop Oopacks, with good leaf and strong in cup, have sold at 1s. 5½d. to 1s. 8d.; fine and finest quality has sold at 1s. 9d. to 2s. 2d. per lb., chiefly Ooanfa and true Pekoe flavoured Ningchows. Extra fine has been taken for shipping at 2s. 6d. to 2s. 9d. per lb. Souchong, is scarce and wanted. Oolong: Extensive orders from New York have led to considerable sales; medium to fine at 1s. 7d. to 1s. 9d. for yellow leaf kind, and 2s. to 2s. 3d. per lb. for finest, Formosa growth; these prices showing 1d. per lb. advance, and the loss of the Taping, from Amoy to New York, has also helped the improvement. Scented Tea: Canton kinds are dearer, no fresh supplies having come forward, and there is margin for still further improvement, looking at the present low range of prices. Foochow Scented Orange Pekoe: There is inquiry for medium, but of fine and finest dealers are well supplied. Green: Arrivals equal 800,000 lbs.; this large quantity, however, is being taken off at extreme rates for th finest lines, but common grades continue at low rates. Quotations ar 3s. 6d. to 3s. 10d. for No. 1 Pingsuey. 2s. 4d. to 2s. 6d. for No. 1 Young Hyson, and 2s. 2d. to 2s. 4d. for No. 1 Imperial. The new Hwuy Chow and Teen Kais have realised extreme rates; No. 1 Gunpowder 3s. 7d to 3s. 9d., No. 2, 2s. 9d., No. 3, 1s. 11d. to 2s.; No. 1 Imperial 2s. 4d to 2s. 5d.; No. 1 Young Hyson 2s. 8d. to 2s. 10d., No. 2, 2s. to 2s. 2d. Japan Leaf: The Thermopylæ brought about 2,500 half-chests of clean common Yokohama leaf; about half have been sold at 8½d. per lb.

On the 19th a public sale was held, comprising 3,496 packages (chiefly boxes) new season's Green, the whole of which was offered without reserve, and sold. A good demand was apparent, and steady rates were obtained, especially for fine qualities. The bulk consisted of Gunpowder, a parcel of very fine Ping Suey brought 3s. 9½d. for No. 1, 3s. 2d. for No. 2, and 2s. 9d. for No. 3; ordinary to good qualities, 1s. 6¾d. to 2s. 7¾d.; Moyune, 1s. 0¾d. to 2s. 7¾d.: Ping Suey Young Hyson No. 1 at 2s. 1d. to 2s. 3½d.; No. 2 at 1s. 4¾d., Imperial 1s. 1½d. to 1s. 2½d.

SILK.

There is little or no change to report in the market; a fair business is doing daily at full prices, Chinas and Cantons being in chief request; deliveries are very good, and the general tone of the market is satisfactory. Deliveries from the 1st to 18th October:—

	1871.	1870.
China	1,779	1,228
Canton	602	235
Japan	665	395
Bengal	224	169
Total ...	3,270	2,027 bales.

COTTON.

The Liverpool market was active until the 17th inst., since when there has been a very quiet feeling, and the tendency of prices has been easier, holders being somewhat anxious to make sales. There is scarcely any inquiry for arrival. Quotations on the spot:—Mid. Orleans, 10d.; Fair Egyptian, 10d.; Fair Dhollerah, 7¾d. to 7½d.; Fair Scinde, 6½d.; Fair Westerns, 7d. To arrive from any American port, new crop, not below good ordinary, October-November shipment, 9 11-16d.; New Orleans, new crop, not below good ordinary, shipment October-November, 9⅛d.: and Dhollera, fair new merchants, sailing July, 7½d.; ditto, August, 7¾d.

In the London market for floating parcels a good steady demand has prevailed, and prices are again slightly higher, although barely reaching ⅛d. per lb. On the spot there has been only a moderate inquiry, at ormer terms.

COFFEE.

A good demand has been shown for Ceylon during the week, and fair supplies offered at the public sales have been taken off at firm rates, and in some instances at a slight advance. The speculative inquiry for Native Ceylon noticed in our last appears to have ceased, and Plantation, especially the more ordinary qualities, is most in demand. The prices realised have been—Plantation: Triage, 56s. to 57s.; small, 65s.: low middling grey and dull, 68s. 6d. to 69s. 6d.; bold do. 71s. 6d. to 73s.; middling, 72s. 6d. to 74s.; bold, 79s. 6d.; peaberry, 83s. 6d. Native, 61s. 6d.; fine ordinary, 63s. to 63s. 6d.; and Manila at 62s. For arrival business has been done in Native Ceylon, but no particulars are reported.

The Dutch Trading Company announce their next public sale for the 25th inst., when 91,200 bags Java, &c., and 5,300 bags Rio will be offered.

SUGAR.

A quieter tone has been exhibited than during last week, and there has been less activity in the demand, but prices are steadily maintained. At auction a larger supply has been brought forward than for some time past; a good portion consisted of grainy qualities, which sold at fully previous rates, the remainder, brown and soft kinds, being chiefly bought in. The following are the particulars of the week's sales:—

Penang.—At auction 300 bags brown (duty 4s.) have been sold at 27s. 6d.; and 549 bags low pasty bought in at 23s.; by private contract 2,000 baskets low and common pasty date have been sold at 22s. 9d. to 24s.; and about 1,400 bags brown (duty 4s.) at 26s.

Manila.—There are no public sales on the spot; afloat the cargo, per Assyrian, 24,000 bags Ilo Ilo unclayed, July sailing, has been sold for the United Kingdom at 19s. 6d. landing weights, floating terms, and privately the landed cargo of 27,150 bags (500 tons) superior sun dried Ilo Ilo, per Fleur de Maurice, has been sold at 28s.; by private contract 7,000 bags good clayed Manila (duty 4s.) have realised 26s. 6d.

Java.—In auction the cargo of 2,678 baskets (all duty 5s. 3d.) per Maxima was all bought in, soft grey to coloury at 34s. to 36s. 6d., low grey and yellow 34s. to 34s. 6d., strong grey to crystallised 35s. to 37s., but 1,600 baskets grainy qualities have since sold for export at 34s. 6d. for grey to 36s. 6d. for fine yellow, equal to 35s. 6d. for about No. 13; of 1,550 bags low syrups from Cape offered 350 bags repacked sold at 20s. 6d., the remainder, washed, being bought in at 21s.

Camphor.—In waiting for the result of the Dutch sale the market here has been very dull, and only few transactions have been effected at the rates quoted in our report of the 9th inst. The Dutch sale referred to, consisting of 9,000 tubs Japan, took place on the 18th., when the whole quantity was disposed of at 70s. per cwt.

China Root.—No change; market very quiet.

Copra.—Market steady, but without supply of Penang.

Colombo Root.—Firm; no offers made.

Cocoa Nut Oil.—The market is still fairly active at last quoted rates; £38 to £38 10s. being still the ruling prices for Ceylon on the spot; 100 tons are reported to have been sold for arrival at £39 per ton.

Coir Goods.—A good supply of Yarn has been offered, but the demand was very moderate, and only about one-half sold slowly at about previous rates; Fibre was also dull of sale; Rope dearer. Of

Digitized by Google

350 bales Ceylon Yarn only about 70 bales sold at £33 10s. to £41 15s. for middling to good, and £50 to £55 per ton for fine; 114 tons ditto in dholls about half sold at £23 to £27 for low to common, and £28 to £36 for good common to good middling. Of Fibre 14 tons common Ceylon at £16 to £16 10s. per ton.

Cutch.—The demand has continued to improve, and a very large business has been transacted, principally on speculative account, and prices have advanced considerably. The private transactions reach nearly 6,000 packages, at 22s. 6d. to 25s. 6d. per cwt. At auction 1,372 cases good Penang sold at 24s. to 24s. 3d.; 419 cases heated Pegu were taken in at 25s. per cwt.

Cubebs.—Unchanged in value or position: 95 bags at auction partly sold at 23s. 6d. to 24s. 6d. per cwt. for fair greyish.

Dragon's-blood.—No transactions.

Ebony.—Fine figured Ceylon is still scarce, and quoted at high rates; no business reported.

Galls.—Prices are quoted firm, but no transactions either in China or Japan have been effected during the fortnight.

Gutta-percha.—The market continues very quiet for the common kinds, and only retail trade has been effected. At public sale, of 8,291 packages offered, a very few were placed upon former terms, viz., middling to fair genuine, 1s. 7½d. to 2s. 0½d.; white, 1s. 2½d. to 1s. 5½d.; reboiled, 1s. 2½d. to 1s. 2¾d.

Gambier.—This import has attracted less attention, partly owing to heavy arrivals, but prices remain steady. At auction 1,532 bales block were partly sold at 17s. 3d. for good, and 16s. 9d. to 17s. for inferior; 279 baskets Cubes sold at 19s. 6d.; 310 bales Rhio pressed Cubes were withdrawn. Privately for arrival 500 tons block have been sold at 16s. 7½d., ex ship.

Gums.—Benjamin: Sumatra seconds and thirds continue quiet; of 111 cases offered at sale a small proportion only sold at 78s. for thirds. 25 cases Siam also offered, and a few only placed at £9 to £11 12s. 6d. Manila Copal: Steady, 588 cases offered, and partly sold at 36s. 6d. to 37s. per cwt. for good hard; large arrivals. Damar: Lower, 245 cases offered, and nearly all retired. Gamboge: Steady, a single case at auction sold at £11 5s.

Hemp.—The market for Manila has exhibited great quietude, and only very small transactions have been entered into at last quoted rates.

Hides.—At the fortnightly sales held on the 19th a large quantity of East India kips was again brought forward, and there being a fair active demand, the greater part sold without any material alteration in prices. Tanned sold at about previous prices; Buffalo were in limited demand, and only partly sold at late rates. Of 2,353 Singapore and Penang Buffalo offered 1,585 sold, heavy 31⅞ lbs. to 40⅝ lbs. at 4⅝d. to 5⅞d., of 2,189 Batavian 600 sold, 27⅞ lbs. at 8d.; also 594 indirect 23⅞ lbs. at 5½d. to 5¾d.; 1,125 Batavian withdrawn.

Horns.—Siam Buffalo continue to be quoted at high prices; 20 tons offered at auction were retired.

India-rubber.—Market unaltered; good kinds still scarce, common neglected; at auction, of 395 packages Assam from Singapore, a few only sold at 1s. 1½d. to 1s. 1¾d. per lb. for foul; and of 119 bags from Calcutta half sold at 1s. 3d. to 1s. 6d for middling foul to fair.

Isinglass.—Market for Penang quiet, and 80 packages at public sale were all retired.

Japan Wax.—Continues in small stock and very firm; at auction 12 cases fair hard saucers realised £4 18s. to £5 per cwt.

Musk.—Market firm, with a little private trade in second-hand goods at full prices. None offered at auction.

Oils.—Anniseed has been firmly held, and a small trade has been done both spot and afloat. Cassia has been rather more inquired for, and firm prices are maintained. Nutmeg dearer; 3 cases at sale brought 9d. to 9½d. per oz. for white. Cinnamon very scarce, and wanted. Citronelle steady; 28 cases at auction sold at 1¾d. for good, with a lot at 1⅞d. Lemon Grass steady, and 3 cases offered sold at 2¾d. per oz. for good.

Pepper.—Black has been firm at rather higher but slightly irregular figures; transactions have not been so extensive as of late. About 1,000 bags Singapore sold at 7d. to 7¾d. for good; a similar quantity Penang up to 6⅞d.; afloat 250 tons Penang distant and July-August shipment, at 6½d. to 6⅝d., and 500 bags Singapore, near at hand, at 7d. to 7½d. Auctions have presented 3,461 bags Singapore and Penang, a large proportion sold—Singapore at 7¼d.; Trang, 7d. to 7⅛d.; West Coast, 6⅞d. to 7d.; Acheen, &c., 6¾d. to 6⅞d. White has continued rapidly further to advance; the stock is now much reduced; some 1,500 bags have changed hands up to 1s. 2d. per lb. for fair Singapore; a small trade has also been done afloat near at hand up to 1s., usual terms; at sale 50 bags were offered, and prices forced up to 1s. 2½d.

Plumbago.—Quiet, except for very fine qualities, which are scarce. The bulk of 1,069 barrels at auction retired.

Rhubarb.—Market for China very steady; of 100 cases at sale, about three-fourths sold, chiefly fine small bright coat and fracture, rather high dried, at 2s. 2d. to 2s. 6d. Large parcels are now landing.

Rattans.—Market firm, but business very limited.

Rice.—The market has been quiet during the week, and but little business has been done, but prices have been steadily maintained. In auction good middling white Bengal has sold at 11s. 6d. to 11s. 9d., Ballam at 10s. 6d.; old crop Rangoon, partly of indirect import—sound at 10s., sea-damaged, first class, at 9s. 6d. to 9s. 9d. The floating cargo per One, 730 tons Necransie, arrived off coast, has been sold at 10s. 4½d., Continental terms; also the cargo per Hermit, 1,200 tons Necransie, at 10s. 4½d. Continental terms.

Spices.—Cassia Lignea, &c.: Quieter, and little doing; holders few, and asking high figures; retail transactions in good 2nd pile at 116s. per cwt. In Buds there is no change: 55 boxes at auction retired at £7 5s. Cloves: Penang are still chiefly held in one hand; 6 cases new at auction sold at 1s. 8½d. to 1s. 8¾d. per lb. for good bright. Amboyna very dull, especially for the ordinary kinds, of which the supply is more than ample; 72 packages at auction partly sold at 3½d. to 6½d. for low small to fair; 80 bags inferior and sea damaged at 3½d. to 3¾d. Cinnamon: A moderate trade is doing at full prices. Chips steady; the low Sassafras kinds do not move at all. Nutmegs firmly maintain their value; 120 cases at auction, mostly sold, 68's to 75's, 3s. 11d. to 3s. 6d.; 78's to 88's, 3s. 6d. to 3s. 3d.; 100's to 114's, 3s. 2d. to 3s.; smaller, 2s. 11d. to 3s.; inferior, part wormy and shrivelled, 1s. 4d. to 2s. Mace continues firm at the late extreme rates; 46 cases at auction about half sold at 3s. 10d. to 4s. 6d. for ordinary mixed with dark to fair reddish.

Sago.—Market steady but quiet; at auction, 400 boxes and 155 bags, except a few bags ordinary to good large, sold at 15s. 6d. to 17s. 6d., were all retired. Flour enquired for, and 15s. 6d. paid, spot.

Sapanwood.—Manila and Siam in good enquiry privately, and a fair business done at previous quotations; no business at auction., Ceylon: Market firm, but business small; 2 tons at public sale retired.

Shells.—No business since the public sales reported in our last.

Sticklac.—Market steady for all good qualities of Siam; 220 boxes offered at auction partly sold at 70s. per cwt. for fair.

Star Anniseeds are rather scarce, and offers would meet a very ready sale; 8 cases at auction retired.

Soy.—In good demand, but short supply; offers would realise good prices.

Tin.—Prices during the last week have been somewhat fluctuating, owing to the operations of speculative dealers; business in Straits has been done at prices ranging from £135 to £137, and the market closes firmly at £136 on the spot and afloat. Banca is quoted £139, Billiton £136 per ton.

Tapioca.—Market steady; at auction 2,119 bags Singapore and Penang were offered, and about half sold at 2d. to 3d. per lb. for middling dull to superior bright; 746 packages Pearl partly sold at 18s. 6d. to 19s. for good medium size; and 186 bags Pearl Bullets were retired. Flour continues quiet.

Turmeric.—Without transactions.

Vermilion.—The market is entirely bare of stock, and importations would be readily placed.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Oct.11	Christina Maria	de Veer	Batavia, for Amtdm.	Off Portland
	Ann Banfield	—	Ceylon	New York
15	Jorawar	—	Rangoon	Liverpool
16	Undine	Scott	Shanghai	London
16	Pegasus	Mackey	Japan	Do.
17	One	Davies	Akyab	Falmouth
17	Mozart	Julicher	Bassein, for Bremen.	Do.
17	Louis de Geer	Daunberg	Rangoon	Do.
	Golden Hind	—	Manila	New York
6	Louise	Lausdoun	Singapore	Boston
17	Johanna & Margaret.	—	Batavia, for Roterdm.	Off Dungeness
	Napoleon III.	Bates	Rangoon	Queenstown
18	Hermit	—	Akyab	Off do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Oct.11	Huydecoper	—	Java	Newcastle
11	Iron Cross	—	Singapore	Do.
12	Wylo	Browne	Shanghai	London
Aug28	Neva	—	China	Callao
Sept. 4	Cecilia	—	Do.	Do.
Oct.10	Lochleven Castle	McDiamied	Singapore	Glasgow
	Cornelis W. Eduard	Zwart	Batavia	Rotterdam
Oct.12	Gem	Pearson	Hong Kong	Cardiff
12	Saeby	Klitgaard	Singapore	Dublin
14	Bilderdyk	Victor	Batavia	Buenos Ayres.
Sept20	Electra	Gorham	Colombo	Rio de Janeiro
Oct.13	Canton (str.)	Jacques	Sing., China, &c., S.C.	London
13	Northern Queen	Manhood	Colombo, &c.	Do.
13	T. C. Clarke	Metcalf	Galle	Do.
13	Johanne Marie	Schult	Cardiff & Hong Kng.	Do.
14	Osaka	Leslie	Hong Kong	Do.
14	Diomed (str.)	—	Shanghai, &c., via S.C.	Liverpool
11	Franz Schubert	—	Singapore	Cardiff
14	Peter Rickmers	Jaburg	Do.	Do.
16	Irene	—	Do.	Shields
13	Mirella	—	Do.	Newcastle
Aug31	Bedfordshire	Taylor	Batavia	Buenos Ayres
Oct.16	Iron Cross	—	Singapore	Shields
	Maria	Tofield	Batavia	Rotterdam
13	Nicoline	Ahlmann	River Amoor	Cronstadt
	India	Kettel	Batavia	Rotterdam
18	Acacia	Henderson	Colombo &c.	London
18	Coleroon	Montgomery	Cardiff and Penang	Do.
17	Pepita	—	Hong Kong	Swansea
17	Sea King	McKenzie	Galle	Shields

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Betn. Oct. 4 and Oct. 10	Gouverneur Gen. Mijer	Clyde	Batavia
	Hai Loong	Aberdeen	Hong Kong
	Sarthe (Fr. tpt.)	Toulon	Saigon
	Norodom (str.)	Bordeaux	Do.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, and Shanghai: Minia (str.). For Colombo, &c.: Yorkshire.

Sailing Vessels.—For Yokohama and Hiogo: Denbighshire, Lothair, Lorton. For Yokohama: Solent. For Shanghai: Titania, Pakwan, Undine. For Hong Kong: Boyne. For Manila: Catalina. For Batavia, Samarang, and Sourabaya: Luctor et Emergo. For

Digitized by Google

Batavia and Sourabaya: Stella Maris. For Singapore: Havelock, Istapa. For Penang: Vanguard. For Bangkok and Siam: August Friedrick. For Bangkok: Pelham. For Colombo: Teviot, Granville. For Colombo, &c.: Spirit of the North, Chacma.

At Liverpool.—For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Nestor (str.), Pactroclus (str.). For Anjer: Tiber. For Manila. Adolfo, Mathilde. For Singapore: Sumatra, Aleppo. Robert Kerr, La Paix, Nor. For Batavia, Samarang, and Sourabaya: Madone. For Galle: Forfarshire For Calcutta (via Colombo): Krishna (str.).

At Glasgow.—For Yokohama and Hiogo (via S.C.): Zadkia (str.). For Singapore: Norham Castle. For Batavia and Sourabaya: County of Elgin. For Penang, Singapore, Hong Kong, Foochow, and Shanghai (via London and S.C.): Gordon Castle (str.). For Colombo, &c. (via London and S.C.): Red Gauntlet (str.). For Colombo, &c.: Huntley Castle.

SPOKEN.

Mindoro (French barq.), Gibraltar to Japan, July 20, 12 S., 105 E.
Dan (Swedish brig), for Batavia.
John Fougt, Singapore to Falmouth, Sept. 16, 21 N., 30 W.
Jason, Rotterdam to Batavia, Sept. 4, 10 N., 26 W. [Passage
Forward-Ho (ship.), Shangi. to Lndn., July 18. 3 S. 12 E., in Pitts
River Eden (barq.), for Singapore, Sept. 14. 4 N., 22 W.
Maria Teresa (Spanish barq.), Manila to Bilbao, Oct. 3, 36 N., 32 W.
Defender (ship), Singapore to London, July 26, 32 S., 31 E.

FREIGHTS AND CHARTERS.

Business is somewhat more brisk in outward freights to the East, and rates for sailing vessels have slightly advanced. Coal freights from the North are unaltered.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: -- to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £38. For Hong Kong: £33 to £34. To Singapore: £21. To Batavia: £20. For Galle: £16. From Newport, Cardiff, or Swansea, per ton—For Shanghai: £1 17s. For Hong Kong: 22s. For Colombo, 35s. For Galle, 15s. For Japan, 39 s. to 40s. For Singapore, 22s.

CASUALTIES.

A telegram received from Saigon, dated Oct. 16, states that the Taeping (clipper), from Amoy to New York, with tea, was abandoned Sept. 22, on Lodd Reef; master and eleven men at Saigon, two officers and thirteen men not yet heard of; H.M.'s gunboat Teazer sent to search for made (? mates) and cargo. Another telegram reports part of crew arrived at Batavia.

Advices from Amsterdam, dated Oct. 16, state that the Christina Maria, de Veer, which arrived there, 15, from Batavia, had chains broken, having encountered heavy gales.

MISCELLANEOUS.

The report that the Jane Sprott, from Padang, had arrived at New York, has received no confirmation.

At Suez.—Oct. 17, Avon (str.), Jarman, from Foochow.

Off Cape de Roca.—Singapore (str.), from London, for Colombo, &c. (via S.C.).

The committee of Lloyds have issued a notice asking for information respecting the Aggie, M'Boyd, which vessel is reported to have sailed from Cardiff for Manila on Dec. 22 last.

NOTICE TO MARINERS.

Sumatra.—West Coast.—Harbour Lights at Benkoelen.—The Netherlands Government has given notice, that two harbour lights, of the sixth order, have been established at Benkoelen, West coast of Sumatra. 1. A fixed white light on Poeloe Tikoes, elevated thirty-nine feet above the level of high water, and in clear weather should be seen from a distance of eight miles. 2. A fixed red light on Point Tapu Padrie, visible between the bearings south to E. by N., elevated fifty-nine feet above high water, and in clear weather should be seen from a distance of three miles.—Hydrographic Office, Admiralty, London, 1871.

EXTRACT from SUPPLEMENT to the "LONDON GAZETTE" of Friday, Oct. 13, 1871.—Monday, October 16, 1871:—

NOTIFICATION.

Foreign Office, Oct. 16, 1871.

The following despatch, announcing the first meeting of the Commissioners appointed under the 12th Article of the Treaty of Washington of May 8, 1871, and enclosing the rules and regulations laid down by the Commissioners for the guidance of claimants in the presentation of their claims, was yesterday received at the Foreign Office from Henry Howard, Esq., Her Majesty's Agent for British Claims, and is, with its enclosures, now published for the information and guidance of British claimants:—

Washington, Oct. 3, 1871.

My Lord,—I have the honour to inform your Lordship that the Commissioners appointed under the 12th Article of the Treaty of Washington of May 8, 1871, held their first meeting at the United States State Department on the 26th ult. After having exchanged the usual civilities, the Commissioners requested Count Corti to preside in future at the meetings of the Commission. Mr. Cox, a clerk in the United States State Department, was offered the post of Secretary to the Commission, but, as he requested time to consider whether he would accept the appointment, Mr. McPherson was named Acting Secretary until Mr. Cox's decision was made known to the Commissioners.

A draft form of rules and regulations for the transaction of the business of the Commission, which had been drawn up by Mr. R. S. Hale, United States agent, and Mr. J. M. Carlisle, Her Majesty's Counsel, was then submitted for the approval of the Commissioners. Several amendments were made in the said rules, and the Commissioners then adjourned until the following day. On the next day the Commission again met at the same place. Mr. Cox signified his acceptance of the post of Secretary to the Commission, and his salary was fixed at three thousand dollars a year. The rules and regulations, as amended, were then read and approved, and ordered to be printed, copy of which I have the honour to enclose herewith

The Commissioners then adjourned until the 14th of November next, so as to allow time for the claimants to print their memorials and comply with the other provisions as laid down in the above-mentioned rules.

I have published further notice to claimants, copy of which I have the honour to inclose, informing them of the date of the first meeting of the Commission, and pointing out to them the necessity of filing their memorials within six months of said date.

The rules of the Commission being of so great a length, I have not thought it right to put Her Majesty's Government to the expense of publishing them in extenso, and have, therefore, as your Lordship will see by referring to the last paragraph of my notice, requested such claimants as may desire copies of said rules to apply to me for them.

May I ask your Lordship to have a notice of a similar kind inserted in the newspapers of Great Britain and Ireland?

I regret that, owing to the delay caused by the printers, I am unable at present to furnish your Lordship with more copies of the rules. Might I suggest that they be printed in the Foreign Office, and claimants residing in Great Britain and Ireland be referred to the Foreign Office for copies thereof?—I have, &c.,

(Signed) HENRY HOWARD.

The Right Hon. the Earl Granville, K.G.

(Inclosure I.)

Rules and regulations adopted by the Commissioners under the 12th Article of the Treaty between the United States and Great Britain, concluded and signed at Washington, on the 8th day of May, A.D. 1871:—

The following are the Articles of the Treaty relating to the Commission:—

Article XII.

The High Contracting Parties agree that all claims on the part of corporations, companies, or private individuals, citizens of the United States, upon the Government of Her Britannic Majesty, arising out of acts committed against the persons or property of citizens of the United States during the period between the 13th of April, 1861, and the 9th of April, 1865, inclusive, not being claims growing out of the acts of the vessels referred to in Article I. of this Treaty, and all claims, with the like exception, on the part of corporations, companies, or private individuals, subjects of Her Britannic Majesty, upon the Government of the United States, arising out of acts committed against the persons or property of subjects of Her Britannic Majesty during the same period, which may have been presented to either Government for its interposition with the other, and which yet remain unsettled, as well as any other such claims which may be presented within the time specified in Article XIV. of this Treaty, shall be referred to three Commissioners, to be appointed in the following manner, that is to say: One Commissioner shall be named by the President of the United States, one by Her Britannic Majesty, and a third by the President of the United States and Her Britannic Majesty conjointly, and in case the third Commissioner shall not have been so named within a period of three months from the date of the exchange of the ratifications of this Treaty, then the third Commissioner shall be named by the representative at Washington of His Majesty the King of Spain. In case of the death, absence, or incapacity of any Commissioner, or in the event of any Commissioner omitting or ceasing to act, the vacancy shall be filled in the manner hereinbefore provided for making the original appointment; the period of three months in case of such substitution being calculated from the date of the happening of the vacancy.

The Commissioners so named shall meet at Washington at the earliest convenient period after they have been respectively named; and shall, before proceeding to any business, make and subscribe a solemn declaration that they will impartially and carefully examine and decide, to the best of their judgment, and according to justice and equity, all such claims as shall be laid before them on the part of the Government of the United States and of Her Britannic Majesty, respectively, and such declaration shall be entered on the record of their proceedings.

Article XIII.

The Commissioners shall then forthwith proceed to the investigation of the claims which shall be presented to them. They shall investigate and decide such claims in such order and such manner as they may think proper, but upon such evidence or information only as shall be furnished by or on behalf of the respective Governments. They shall be bound to receive and consider all written documents or statements which may be presented to them by or on behalf of the respective Governments in support of, or in answer to, any claim, and to hear, if required, one person on each side on behalf of each Government, as counsel or agent for such Government, on each and every separate claim. A majority of the Commissioners shall be sufficient for an award in each case. The award shall be given upon each claim in writing, and shall be signed by the Commissioners assenting to it. It shall be competent for each Government to name one person to attend the Commissioners as its agent, to present and support claims on its behalf, and to answer claims made upon it, and to represent it generally in all matters connected with the investigation and decision thereof.

The High Contracting Parties hereby engage to consider the decision of the Commissioners as absolutely final and conclusive upon each claim decided upon by them, and to give full effect to such decisions, without any objection, evasion, or delay whatsoever.

Article XIV.

Every claim shall be presented to the Commissioners within six months from the day of their first meeting, unless in any case where reasons for delay shall be established to the satisfaction of the Commissioners, and then, in any such case, the period for presenting the claim may be extended by them to any time not exceeding three months longer.

The Commissioners shall be bound to examine and decide upon every claim within two years from the day of their first meeting. It shall be competent for the Commissioners to decide in each case whether any claim has or has not been duly made, preferred, and laid before them, either wholly or to any and what extent, according to the true intent and meaning of this Treaty;

Digitized by Google

Article XV.

All sums of money which may be awarded by the Commissioners on account of any claim shall be paid by the one Government to the other, as the case may be, within twelve months after the date of the final award, without interest and without any deduction, save as specified in Article XVI. of this Treaty.

Article XVI.

The Commissioners shall keep an accurate record and correct minutes or notes of all their proceedings with the dates thereof, and may appoint and employ a secretary and any other necessary officer or officers, to assist them in the transaction of the business which may come before them.

Each Government shall pay its own commissioner and agent or counsel. All other expenses shall be defrayed by the two Governments in equal moieties.

The whole expenses of the Commission, including contingent expenses, shall be defrayed by a rateable deduction on the amount of the sums awarded by the Commissioners; provided always, that such deduction shall not exceed the rate of 5 per cent. on the sums so awarded.

Article XVII.

The High Contracting Parties engage to consider the result of the proceedings of this Commission as a full, perfect and final settlement of all such claims as are mentioned in Article XII. of this Treaty upon either Government; and further engage that every such claim, whether or not the same may have been presented to the notice of, made, preferred, or laid before, the said Commission, shall, from and after the conclusion of the proceedings of the said Commission, be considered and treated as finally settled, barred, and thenceforth inadmissible.

1. In addition to the representation of his claim, and the proofs in support thereof, which shall have been presented to his Government, the claimant shall file in the office of the Commission a statement of his claim, in the form of a memorial, accompanied by twenty printed copies thereof.

In cases where the amount claimed is less than one thousand dollars, the memorials will be printed at the expense of the Commission.

One copy of each memorial will, by the Secretary, be furnished to each Commissioner, and five copies to the agent of each Government.

2. Every memorial shall state the full name of the claimant, the place and time of his birth, and the place or places of his residence between the 13th day of April, 1861, and the 9th day of April, 1865, inclusive. If he be a naturalised citizen or subject of the Government by which his claim is presented, an authenticated copy of the record of his naturalisation shall be appended to the memorial, and he shall state whether he has taken any and what steps towards becoming naturalised in any other country other than that of his birth.

3. If the claim be preferred in behalf of a firm or association of persons other than a corporation or joint-stock company the names of each person interested, both at the date of the claim accrued and at the date of verifying the memorial, must be stated, with the proportions of each person's interest. And all the particulars above required to be given in the case of individual claimants must be stated in respect of each member of such firm or association, unless the same be dispensed with on special order of the Commission. If any transfer of the claim, or any part thereof, has occurred, the nature and mode of such transfer must be stated.

4. The memorial must state the particulars of the claim, the general grounds on which it is founded, and the amount claimed. It shall be verified by the oath or affirmation of the claimant, or, in the case hereinafter provided, of his agent or attorney; or if the claim be by a firm or an incorporate association of persons, then by the oath or affirmation of one of them; or in the case of a corporation or joint-stock company, by the oath or affirmation of the president or other officer. Such oaths or affirmations may be taken, if in the United States or Great Britain, before any officer having authority, according to the laws of the place, to administer oaths or affirmations, and they may be taken in the said countries, or elsewhere, before any Consul or Diplomatic Agent of either Government. The verification may be by the agent or attorney only when verification by the claimant is substantially impracticable, and can only be given at great inconvenience. And in case of verification by agent or attorney, the cause of the failure of the claimant to verify it shall be stated.

Objection to the jurisdiction of the Commission, or to the sufficiency of the case stated in the memorial, may be made in the form of a demurrer, stating, without technical nicety, the substantial ground of the objection. Any new matter, constituting a special ground of defence, may be stated in a plea, which may be the subject of demurrer, and all demurrers may be set for hearing on a ten days' notice.

5. Every claimant shall be allowed two months after the filing of his memorial to complete his proofs; and after the completion of his proofs, and notice thereof given, two months shall be allowed for taking proofs for the defence, with such further extension of time in each case as the Commission on application may grant for cause shown.

After the proofs on the part of the defence shall have been closed, the Commission will, when the claimant shall desire to take rebutting proof, accord a reasonable time for the purpose.

6. All depositions, after the filing of the memorial, shall be taken on notice, specifying the time and place of taking, to be filed in the office of the Commission, with a copy of the interrogatories, or a statement in writing by the counsel of the Government adducing the witness, showing the subject of the particular examination with sufficient precision to be accepted by the counsel of the Government against whom such witness is to be produced, to be signified by his endorsement thereon. Such interrogatories or statement to be filed in the office of the Commission at least fifteen days before the day named for the examination, with one additional day for every 500 miles of distance from Washington to the place where the deposition is to be taken. When depositions are to be taken elsewhere than in North America, thirty days will be allowed.

7. Every deposition taken in the United States shall be taken before some officer authorised to take depositions in cases pending in courts of the United States. Depositions in Great Britain and her possessions may be taken before any person authorised to take depositions, to be used in courts of record, or any Justice of the Peace. Depositions in those countries or elsewhere may be taken before any Consul or Diplomatic Agent of either Government.

In all cases the cross-examination of the witness may be by written interrogatories or orally, in the election of the party cross-examining.

8. The Commissioners may at any time issue a special commission for the taking of testimony, on the application of either party; such testimony to be taken either in written interrogatories or orally, as the Commissioners may order.

The Commissioners may also, on motion of either party, order any claimant or witness to appear personally before them for examination or cross-examination.

9. When any original papers filed in the State Department of the United States or in the archives of the British Legation in Washington cannot be conveniently withdrawn from the files, copies thereof will be received in evidence, when certified by the State Department or by the British Legation, as the case may be.

10. When the time has expired for taking proofs, or the case has been closed on both sides, the proofs will be printed under the direction of the Secretary, and at the expense of the Commission. The argument for the claimant shall be filed within fifteen days after the papers shall have been printed, and the case shall stand for hearing ten days thereafter.

11 The Secretary will prepare, from time to time, lists of cases ready for hearing, either upon demurrer or upon the merits, in the order in which they are entitled to be heard, or in which the counsel for the two Governments shall agree that they shall be heard.

12. All cases will be submitted on printed arguments, which shall contain a statement of the facts proven, and references to the evidence by which they are proven, and, in addition, the counsel for the respective Governments will be heard whenever they desire to argue any cause orally. Arguments of counsel for individual claimants will be received, in print, when submitted by the counsel of either Government, and not otherwise.

13. Claims against the United States and Great Britain, respectively, will be entered in separate dockets kept by the Secretary. The dockets shall contain an abstract of all proceedings, motions, and orders in each case.

14. The Secretary will keep a record of the proceedings of the Commission upon each day of its session, which shall be read at the next meeting, and will then be signed by him and approved by the signature of the preceding Commissioner.

15. The Secretary will keep a notice book, in which entries may be made by the counsel for either Government, and all entries so made shall be notice to the opposing counsel.

16. The Secretary shall provide books of printed forms, in which will be recorded the awards of the Commission, signed by the Commissioners concurring therein. The awards against each Government will be kept in a separate book.

17. A copy of each award, certified by the Secretary of the Commission, will be furnished on request to the party upon whose claim such award shall have been made.

18. The dockets, minutes of proceedings, and records of awards will be kept in duplicate, one of which will be delivered to each Government at the close of the duties of the Commission.

19. The Secretary will have charge of all the books and papers of the Commission, and no papers shall be withdrawn from the files or taken from the office without an order of the Commission.

(Inclosure 2.)

Notice to British Claimants.

With reference to my notice dated July 15, 1871, requesting subjects of Her Britannic Majesty to send to me particulars of claims which they may have upon the United States' Government, arising out of acts committed against their persons or property during the period between the 13th of April, 1861, and the 9th of April, 1865, inclusive, and which yet remain unsettled, I hereby give notice that the Commission appointed under the 12th Article of the Treaty of Washington of May 8, 1871, for the settlement of such claims, held their first meeting on the 26th ult., and that in accordance with Article XIV. of the aforesaid Treaty, every claim must be presented to the Commissioners within six months from that date.

Claimants are accordingly requested to file their memorials at my office, 703, Fifteenth-street, with as little delay as possible.

By order of the Commissioners the said memorials must be in print, and 20 copies thereof furnished for the use of the Commission.

Such claimants as may desire copies of the rules as laid down by the Commissioners for the guidance of claimants in the presentation of their claims can obtain them by application to me,

HENRY HOWARD,
Her Britannic Majesty's Agent
for British Claims.

703, Fifteenth-street, Washington, D.C.,
Oct. 2, 1871.

THE AGRA BANK (Limited).
Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, man.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS NOW OPEN FOR TRAFFIC**, at the following rates for **TWENTY WORDS**:—

From LONDON to SAIGON and COCHIN CHINA	£5	17	0
" " " HONG KONG	7	0	0
" " " SHANGHAI	8	5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

NOTICE.

WE have this day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS at this Port, under the style and firm of THOMSON, VINAY, and CO.

From our experience in the Ceylon trade, we shall be enabled to care satisfactorily for all interests intrusted to our care.

Special arrangements have been made to afford every facility for coaling steamers with despatch at current rates.

A. G. THOMSON.
ED. G. VINAY

Point de Galle, 1st May, 1871.

HOLLOWAY'S PILLS

SPASMS, FLATULENCY, CONSTIPATION.—So many persons suffer from these diseases that a description of them is unnecessary, though the knowledge of the means of cure is invaluable. The recommendation to take Holloway's Pills for the cure of disordered digestion will be repaid with gratitude by all who give them a single trial. No medicine will so safely and speedily restore a deranged stomach or torpid liver to order. No other preparation will so effectually and healthily conduct digestion, so that spasms, flatulency, and other torments of dyspepsia cannot by any possibility arise, or, if present, will soon be cured. The power of these Pills in removing acidity of the stomach, sick headache, biliousness, diarrhœa, dysentery, and debility is wonderful.

Digitized by Google

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

---

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERERS PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON, beg to announce the completion of their new warehouses, containing upwards of Forty Thousand Square Feet of floorage.

MOORE and HUNTON have in stock a great variety of DINING ROOM SUITES in mahogany and oak from £15 to £80 each suite.

MOORE and HUNTON have on show upwards of forty DRAWING ROOM SUITES, varying in price from £16 to £100 each suite.

MOORE and HUNTON invite inspection of their stock of BEDROOM FURNITURE in various woods and styles, at prices varying from £5 10s. to £130 per suite.

MOORE and HUNTON have a large selection of LIBRARY, HALL, OFFICE, and other FURNITURE at moderate prices.

MOORE and HUNTON, CABINET MAKERS and UPHOLSTERER PAUL-STREET and WORSHIP-STREET, FINSBURY-SQUARE, LONDON.

Established upwards of 40 years

FURNITURE MANUFACTURED SPECIALLY FOR HOT CLIMATES.

CAUTION.

STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words "John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each

---

THE VICAR'S DAUGHTER,

BY

GEORGE MACDONALD,

IS COMMENCED IN

THE NEW SERIES OF THE

SUNDAY MAGAZINE,

Which is now reduced from Sevenpence to

SIXPENCE MONTHLY.

The OCTOBER PART is the FIRST of

A NEW SERIES OF

THE SUNDAY MAGAZINE.

Edited by THOMAS GUTHRIE, D.D.

CONTENTS.

1. THE VICAR'S DAUGHTER. By GEORGE MACDONALD, Author "Annals of a Quiet Neighbourhood," "Seaboard Parish," &c. Chaps. I.—V.
2. CHARITY IN LONDON. By THOMAS GUTHRIE, D.D.—I. Sounding the Well.
3. SUNDAY MUSINGS. By GERALD MASSEY.
4. PREMIUMS PAID TO EXPERIENCE: Incidents in my Business Life. By EDWARD GARRETT, Author of "Occupations of a Retired Life." First Paper.
5. THE SEALED BOOK. By CHARLES FRASER-TYTLER.
6. PERFECT PEACE. By G. S. OUTRAM.
7. A DAY WITH CHRIST. By the Rev. SAMUEL COX.
8. MARGARET. By the Author of "Jasmine Leigh" Chaps. I.—IV.
9. THE RESURRECTION OF THE DEAD. By WILLIAM HANNA, D.D.
10. THE WEEPING WILLOW. By the Rev. J. S. MONSELL, LL.D.
11. KEBLE AND HIS HYMNS. By ISABELLA L. BIRD.
12. THE PROVERBS OF THE NEW TESTAMENT. By JOHN S. HOWSON, D.D., Dean of Chester. No. I.
13. THE GLASGOW FOUNDRY BOYS. By Professor ISLAY BURNS.
14. THE EDITOR'S ROOM. LITERARY, INFORMATIONAL, CORRESPONDENCE, &c.

STRAHAN AND CO.,
56, LUDGATE-HILL, LONDON.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces, &c.

CHUBBS' NEW PATENT SAFES,

STEEL PLATED, WITH DIAGONAL BOLTS TO RESIST

WEDGES, DRILLS, AND FIRE.

CHUBBS' PATENT DETECTOR LOCKS

OF ALL SIZES AND FOR EVERY PURPOSE.

STREET DOOR LATCHES WITH SMALL AND NEAT KEYS.

CASH, DEED, PAPER, AND WRITING BOXES

ALL FITTED WITH THE DETECTOR LOCKS.

IRON DOORS FOR STRONG ROOMS.

ILLUSTRATED PRICE LISTS GRATIS AND POST FREE.

CHUBB AND SON,

57, St. Paul's Churchyard, London; 28, Lord-street Liverpool; 68, Cross-street, Manchester; and Wolverhampton.

DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,
CHEMISTS, &c.,
172 NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD'S Magnesia

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMETER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Gaile	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & CO., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & CO
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C.
(Over the JERUSALEM.)

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. — —
ALEXANDRIA. ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Oct. 14, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Oct. 24, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Oct. 28, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Nov. 7, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 15
October 29
Nov. 12
Nov. 26
December 10
December 24
} For Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 29th Oct., 26th Nov., and 24th Dec. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius. The steamers of the 15th Oct., 12th Nov., and 10th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
" Constantinople ... ... "
" Algiers ... ... "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA JAPAN AND CHINA. VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15 h calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and C., Agents 22, Moorgate-street, London

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

PENANG, SINGAPORE, CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class STEAM and CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Pen., Sing., China, &Jpn.	Teviot, s.s., via S.C. ...	A1 100 A1 20 yr.	SWID	Nov. 3
Shanghai ...	Dartmouth ..	A1 14 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Yoko. and Hiogo ...	Ziba	A1 13 yr.	SWID	To follow

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Lahloo	A1 16 yr.	E.I.D.	To follow
Hong Kong .	Boyne.....	AA1	SWID	With des.
Yokohama ...	Solent.....	A1 13 yr.	SWID	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

To follow the "Titania."

FOR SHANGHAI, the well-known clipper FALCON, A1 13 years, 793 tons register; J. L. DUNN, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail.
Havelock, A1 13yrs.	454	Wright, Bros., & Co.	Oct. 25
Istapa	390	Mills & Milne.....	Oct. 25
Gordon Castle	1,930	Thos. Skinner & Co.	Nov. 15
LIVERPOOL.			
La Paix, 3-3rds.....	478	Mors le Blanch & Co	Oct. —
Nestor, s.s.....	1,414	Alfred Holt.....	Nov. 1
Diomed	—	Do.	Nov. —
GLASGOW.			
Norham Castle	700	Thos. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL

Destination.	Ships.	Class.	Dock.	Date.
Singapore ...	La Paix	2-3rds L. 11	Prnce's	With des.
Yoko. & Higo	Penrith	A1	Do....	With des.

From LONDON.

Yoko. & Higo	Lorton.....	A1 14 yr.	L.D.	Nov. 2

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Steam from London, via Suez Canal.

FOR PENANG, SINGAPORE, HONG HONG, FOO-CHOW, and SHANGHAI (taking goods at through rates for Java and Japan).—The magnificent new Clyde-built Steamship GORDON CASTLE, 1,930 tons register, 100 A 1, 250-horse power nominal, 1,250-horse power effective, will shortly be at a loading berth in the South West India Docks. This superior steamship, just built under special survey for the China trade, is confidently recommended to intending shippers and passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,
crossing the bar, and discharging cargo at a wharf.
Goods from the Continent taken at through rates.
"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.
COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. ROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

LUCERNE.
HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 23, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 426.] LONDON, MONDAY, OCT 30, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Oct. 28.
JAPAN — Yokohama	July 21	Sept. 5	Sept. 11*
Yedo			
Osaka and Hiogo	—	—	" 8*
Hakodadi			
Nagasaki	" 21	" 5	" 5*
CHINA — Peking	—	—	" 1
Tien-tsin	—	—	" 3
Chefoo	—	—	" 4
New-chwang	—	—	" 2
Hankow	" 7	Aug. 26	" 5
Kiu-kiang	—	—	" 2
Chin-kiang			
Shanghai	" 21	Sept. 2	" 8
Ningpo	—	—	" 6
Foochow	" 21	" 2	" 9
Formosa			
Amoy	—	—	" 10
Swatow	—	—	" 11
Hong Kong	Aug. 4	" 11	" 14
Canton			
Macao	—	—	" 13
PHILIPPINES— Manila	July 28	" 7	" 11
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	" 7
BORNEO—Labuan			
Sarawak	—	—	Aug. 29
JAVA — Batavia	—	—	Sept. 14
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	Aug. 18	" 17	" 23
Penang	" 25	" 23	" 25
CEYLON—Galle			
Colombo	Sept. 8	Oct. 2	Oct. 2

* *Via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing the above dates from China and the Straits Settlements, was delivered, *via* Brindisi, on Saturday, the 28th inst., its due date. On the same day we received advices from Japan—Yokohama 11th, Nagasaki, 5th Sept.—brought to San Francisco by the extra Pacific mail steamer *Arizona*, also a summary of the news by the following Pacific mail, dated Yokohama Sept. 23. The next inward mail (French), with dates, Shanghai Sept. 16, Hong Kong Sept. 22, Singapore Oct. 1, is due, *via* Marseilles, on Monday next, the 6th Nov., but will probably be delivered on Thursday, the 2nd.

This morning's advices from Shanghai and Hong Kong, by the China Submarine and Red Sea Lines, extend to 10.55, and 9.55. The messages occupy, allowing for difference of time, between six and seven hours in transmission.

List of Passengers.

PASSENGERS INWARD.

Per Pacific mail steamer *America*, from China and Japan, arrived at San Francisco, Oct. 15.—For Chicago: Lieutenant Commander James G. Greene, U.S.N., Capt. G. Blatchley. For Philadelphia: W. K. King, U.S.N. For New York: N. S. Stevens, the Rev. W. Grebbin, G. S. Ogden, U.S.N., G. H. Kearney, U.S.N., E. Ballhenhagen, Mr. Arma. For Boston: Lieut. Thomas M. Gardner, U.S.N., Mrs. Bowdick and child. For Liverpool: Lieut. Hook, J. Bradfield.

By this mail, to Brindisi, per P. and O. steamer *Massilia*, arrived Oct. 24.—From Shanghai: Mr. Scholefield. From Hong Kong: Mr. Lefferts, Captain Templar. From Singapore: Mr. J. Hooper. From Ceylon: Mr. Simpson, Mr. Leckman, Mr. T. Clark.

To Southampton, per P. and O. steamer *Pera*, expected to arrive Nov. 3.—From Yokohama: Mr. T. McIntyre. From Hong Kong: Captain Edmonds, Mrs. Howell and three children, and two second-class passengers. From Penang: Mr. G. R. Main. From Galle: Mr. Dundas, Mrs. Saunders.

To Suez.—From Singapore: Mr. Grunewald. From Galle: Mr. Brukowsky.

To Gibraltar.—From Singapore: Don Ramas and servant, Mr. Macdonald and servant, and six second-class passengers.

By last Bombay mail, to Southampton, per P. and O. steamer *Nyanza*, arrived Oct. 28.—From Hong Kong: Mrs. Jolly.

PASSENGERS OUTWARD.

Per P. and O. steamer *Mirzapore*, from Southampton (via S.C.), Oct. 26.—To Hong Kong: Mr. S. A. Heinemann. To Ceylon: Mr. and Mrs. A. M. Fergusson, son and daughter, Capt. C. H. Layard, Miss Blackett, Mr. J. Howson, Mr. Lockyer Mr. Friswell, Mr. Moseley, Capt. Maclear, Mr. Holiday, Mrs. Lewis, Mr. Davis, the Rev. Mr Abbay, Capt. Tripman, Dr. Thomson.

Per P. and O. steamer *Candia*, from Southampton, Oct. 28.—To Hong Kong: Mr. H Smith, Miss Garrett. To Singapore: Mr. J. Wilson. To Ceylon: Mr. M. Brown.

Per P. and O. steamer *Delta*, from Brindisi, Nov. 7.—To Singapore: Mr. N. Macbicar. To Ceylon: Mr. Sabonadiere.

Per P. and O. steamer *Nyanza*, from Southampton, Nov. 11.—To Hong Kong: Mr. D. B. Robertson. To Ceylon: Mr. and Mrs. Thos Steele and three children, Miss Charsley, Mr. and Mrs. C. E. H. Symons, Miss Carr, Mr. A. Gray.

Per P. and O steamer *Ceylon*, from Brindisi, Nov. 21.—To Hong Kong: Mr. R. von Carlovitz, Mr. Hartman. To Singapore: Mr. and Mrs. T. Lidgreaves, Mr. Cartwright. To Ceylon: Mr. B. Grindrod.

Per French mail steamer *Ava*, from Marseilles, Oct. 29.—To Yokohama: Mr. and Mrs. Brunat, four ladies, and four servants, Mr. and Mrs. G. H. Rappard and servant, Mr. J. Lyons, Mrs. Gorlach. To Shanghai: Mr. Wymhaven, Mr. Moulonay, Mr. and Mrs. Benjamin, Dati, Mr. Sam Benson Spencer. To Hong Kong: Sir R. Graves MacDonnell (Governor of Hong Kong). To Batavia: Mr. Sharp and friend, Mr. Maintz, Mr. Rudolph, Mr. Dornick, Mr. Raaf. To Saigon: Mr. Hale. To Ceylon: Mr. and Mrs. Stanley, Mr. W. Daniell and servant, Mr. Smith, Mrs. Reyen, Mr. Moore.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (P. and O.) mail brings dates to the 5th September, but we have advices *via* San Francisco brought by the extra Pacific mail steamer *Arizona* six days later, viz., to the 11th September. The P. and O. mail, with London dates to the 14th July, arrived out 29th August, and the following French mail of 21st July on the 5th September. The following summary of the news is from the *Japan Mail*:—

On the 23rd August an intense heat, which had been experienced for some time previously, was dissipated by a violent typhoon. On the evening of the day named a terrific gale from the north-east blew across the settlement. Tiles flew in all directions, and the sea, which was running mountains high, swept away the stone coping of the Bund wall, leaving the heavy blocks of granite scattered in all directions. Sea after sea broke over the low wall and washed up to the houses and palings on the other side of the Bund, and, as the wind still increased, so did the sea become the fiercer and the more destructive. Suddenly a lull took place, after which the wind chopped round to south and blew, if not with equal violence, at least strong enough to continue the work of devastation begun from the other quarter of the compass. After a time the wind gradually decreased in strength, the sea falling at the same time, and with a rising barometer the typhoon passed away. The barometer sank and rose during the storm very rapidly; indeed, more so than is usual on similar occasions, and there was a difference of eight-tenths in the space of an hour and a-half during the storm. The effects of the storm were of a most disastrous nature. The Bund and the houses on the Bund were the chief sufferers, and there is scarcely a house which is not injured in one way or other. Messrs. Carroll and Co.'s house is entirely roofed with corrugated iron, and the wind getting beneath that portion shading the verandah, lifted it in three huge masses, and landed one on the roof of the P. and O. Co.'s hong, cutting through roof and ceiling and destroying one side of the roof entirely. The remainder was floated off toward Messrs. Aspinall, Cornes and Co.'s, and one piece, after cutting off a corner of the roof, made its way through a tea-firing godown, while another buried itself some seven or eight inches in a stone wall. This apparently ended the damage effected by the iron roofing, which now lies scattered about the compounds. Of all the houses on the Bund the Club suffered the most. One moment apparently safe, the next saw the roof on the back part of the house slide down bodily, and a third witnessed the conversion of the bar-room into a shower bath. The residents in the Club were in a sorry plight. The ceilings fell in, it was impossible to find clothes, and the consequence was the appearance on the Club steps of a motley crowd, some in mackintoshes and jack boots, others in pajamas, all, however, equally wet. The Bund itself is abso-

Digitized by Google

lutely destroyed; persons waded knee-deep in water, and at every step ran great risk of colliding with submarine rocks, or more correctly speaking, the coping stones of the wall. The granite was washed here and there by the waves, and the seaweed spread in all directions gave to the scene a most wretched appearance. The native town has almost entirely escaped, no signs of storm being visible, except at Ishikawa, which is literally levelled with the ground. This village faces north and south, and being attacked both front and rear, easily succumbed. On the Bluff the principal damage is in the shape of demolished palings, destroyed sheds, walls denuded of plaster, and roofs without tiles, while both north and south camps have scarcely a habitable hut left. Colonel Richards's hut gave way at an early hour, the roof falling on Mrs. Richards, but not injuring her.

The shipping sustained very little injury, the principal sufferers being the P.M.S.S. Co. Their wharf by the naval hospital was swept away, and some of the *debris* was washed on to the Bund, and one large piece blocks up the channel into the creek. Two of the P.M.S.S. Co.'s lighters, one with tea on board, were blown on to the sea-wall at Benten, a water-boat sunk, and three empty coal junks met a similar fate, altogether a list of misfortunes seldom falling to the lot of any one company in a single day. Two pilot schonners were driven ashore at the English Hatoba, and one sunk, the *Barrosa* drifted nearly a mile in shore, while the *Tokei*, *Maru*, and the *Thabor* got adrift, the latter losing her bowsprit and the former colliding with the *Peiho*. The *Osaca* ran ashore at Benten, and a Japanese barque was only saved from coming ashore, and probably taking the *Havoc* with her, by the sudden change of wind. The railway works sustained the tremendous test of the typhoon admirably well. They are entirely uninjured, with the exception of a slight sinking of one of the piers in the Kawasaki bridge over the Rokugo. The water was at one time within a foot of the girders, and the current so strong that it washed away the embankment on the Kawasaki side, destroying all the workshops, &c. The bridge has been constructed of timber, so placed to admit of the use of screw piles for its future support, as the scouring of the river appears to be so great that no wooden piling can be permanently relied on. On the arrival of the screw piles from England they will be at once put down. The damage done is but slight. Both the English and French Hatobas were very much injured, the piles lately driven in being uprooted by the score. The sea-wall built at the mouth of the creek was also partially destroyed. The typhoon was unquestionably one of the most severe—if not actually the most severe—that has been experienced during the last few years. During the storm, the *Fusiyama*, a Japanese steamer intended for a training-ship, blew up. Three men were killed, the engineers and most of the crew being absent at the time of the accident.

The reconstruction of the Government has been entrusted to a commission of fifteen, of which Kido is the president, and Saigo vice-president. Among the members are Okuma, Goto Shojiro, Enoye Bunda, Terashima, and other members of what may be called the advanced liberal party. It is already rumoured that Okubo, the new Minister of Finance, will shortly resign. Sawa has resigned his post as Foreign Minister, and has been replaced by Iwakura. This appointment cannot fail to give satisfaction to the Foreign Ministers. Not, indeed, that Sawa was in any way adverse to foreigners or difficult in his dealings with them; but it may be doubted whether he was able to grasp the difficulties with which the external relations of the empire brought him face to face. Iwakura, on the other hand, while fully apprehending the problems presented by the internal condition of the empire, has more definite views of the exigencies presented by its foreign relations, and will handle these with more vigour and insight. He has been the Mikado's right-hand man since his accession to the executive power, and has largely moulded the present condition and policy of the empire. It will be interesting to watch the next turn of the wheel, and see what special influence is at work in any change or new appointment.

Great excitement has prevailed among the mercantile community on account of the refusal of the Custom-house to accept duties in the form and at the scale in which they have hitherto been paid. Piles of goods are heaped upon the Custom-house quay, detained there because the consignees refuse to admit the claims of the Government, and all the Consuls have made their protests to the Governor against the action of the authorities. The Governor is clearly under strict orders from Yedo, and can only represent matters to head-quarters, where alone they can be set to rights. In connection with this the subjoined has been received from H.M.'s Consul, and is published for the information of British subjects by the authority of H.M.'s Charge d'Affaires:—"For the present, and until an agreement is concluded between the foreign representatives and the Japanese Government as to the rate at which niboos and *kinsatsu* (such as have hitherto been taken in payment of duties at the Custom-house) are to be taken henceforth in payment of duties, the said *satsu* will be taken at the same rate as heretofore, the balance claimed by the Custom-house in each case to be deposited with the Consul, who will give a receipt for the said deposit; and the owner of the goods on which duty has been paid will hand the receipt to the Custom house."

The new coins are now being issued in Kobe and Osaka, and the demand for them among foreigners is so great as to exceed the supply. By some strange oversight, no Government proclamation appears to have been issued throughout Japan regarding the new coinage, consequently the natives do not know that the new coins are the standard of value, nor yet that they have been issued by the proper authorities. Up to this time only 20 sen *(cent)* pieces have been issued, but there is a large demand for the smaller subsidiary coins, which it is to be hoped will soon be supplied. It is very satisfactory to find that the first issue has proved so successful, and that the coins are so much appreciated by foreigners.

The sudden and unexpected death of Mr. Thomas Miller caused a great shock throughout the settlement. Mr. Miller was well known and greatly respected. He was a prominent member of the Masonic fraternity, and discharged his duties in connection with his Lodge with great earnestness and assiduity. The Masons have lost a brother who reflected great credit on their society, and the settlement a member who had won universal regard and esteem.

During the night of the 21st Aug. the German Consulate General at Benten was broken into by burglars, who, having first entered Mr. Zappe's sitting room and appropriated two Japanese swords, made their way into the bedroom where Mr. Zappe was asleep, and stole a gold watch and a large sum of money in English gold, besides other articles. Mr. Zappe addressed an energetic letter to the Governor of Kanagawa demanding that a most rigorous search should be made for the thieves. This resulted in their apprehension, and the restitution of all the stolen property, with the exception of the money.

The American Minister, Mr. De Long, has left for Hakodate. We understand his visit to the north is connected with alleged irregularities, extending over several years, in the U. S. Consulate at Hakodate.

M. Outrey, the French Minister, has obtained leave of absence. Count Turenne, Chargé d' Affairs, with M. De Walewski, Secretary of Legation, remain in charge during the absence of the Minister.

Mr. Hochstetter has been appointed to the post of Chief Geological and Mining Engineer to the Japanese Government. Mr. Hochstetter is well known in England and Europe for his scientific attainments.

A supply of 118 cases of ammunition has arrived by Pacific mail steamer for Admiral Rodgers. It is believed that a renewal of hostilities against Korea is contemplated.

Drs. Hofman and Mueller have arrived, for the purpose of arranging for the erection of a German naval hospital.

Messrs. Dallas and Ring have been awarded the sum of $1,500 each as some compensation for the injuries they received some months ago.

THE SILK TRADE.

The following communication from the Japanese silk merchants has been received by the Chamber of Commerce, and is published for general information:—The Japanese merchants of Yokohama desire to express to the Chamber of Commerce their sincere gratitude for the pamphlet which it lately published, and distributed through the various provinces, calling the attention of silk producers and merchants to the unskilful and carcless manner in which silk was prepared for the market, and suggesting rules for its improvement. Having suffered great losses by the decline of trade, realising only $500 to $550 for silk that we had advanced $700 for, and the first holders of silk also having been subjected to very great expenses by remaining in Yokohama from one hundred to two hundred days, we came to that condition where it was almost impossible for us to continue business. We were lamenting over the deterioration of the silk and the decline of trade, and were trying to devise some remedy for the evil, when your pamphlet most opportunely came to our help. We hope that henceforth our merchants and producers will make every exertion to keep badly wrought silk out of the market, and that trade may again revive and flourish. If it does so, it will be entirely through the concern and influence of the foreign merchants, who have come ten thousand miles across the ocean to establish mercantile houses in Yokohama, and who have set us examples worthy of our highest admiration. The Japanese merchants of Yokohama having consulted together on the best means of promoting our trade, have agreed to the following articles, which they desire to submit in writing to the Chamber of Commerce:—

1. That every bale of silk brought to Yokohama shall be opened and each hank inspected. All silk that is found to be knotty or dirty, or cased or endy, or wrapped in thick paper, or tied by cord, shall be rejected and kept out of the Yokohama market, according to the recommendations of the Chamber of Commerce. This will be for the interests and ease of both parties.

2. That in order to carry out the above system of inspection, and carefully instruct the producers of silk in the way of manufacturing and preparing it for the foreign market, we shall establish branch or local houses in each silk producing district in every province, and thus to reform the old custom, bring the products to their highest perfection, and cause trade to flourish.

3. That in accordance with the usages of foreign countries, silk shall be numbered according to its quality, No. 1, No. 2, No. 3, and shall be accompanied with a muster and chop according to its fineness, rating it 10, 20, &c.

4. As, if each merchant inspects the silk in his own house, and deals with it in his own way, it will be impossible but that the lust of gain should get the better of him, and give rise to fraud,

Digitized by Google

and as it will be exceedingly inconvenient to send back from thence badly manufactured goods, we shall establish in Kanagawa a common inspection house, and place in it an expert, who will carefully inspect all silk brought to Yokohama, and who will promptly return all bad goods, and prevent all such goods from coming into the market.

5. Through the influence of the pamphlet published by the Chamber of Commerce, in its deep anxiety to improve the production of silk, we have every reason to hope for a gradual improvement; the pamphlet was, however, rather late in its publication to meet fully the present season; but by establishing the rule that badly manufactured silk shall not come to Yokohama, we may hope that in the course of three years we may accomplish a complete reformation. We have no doubt that a very great improvement will be effected in even half a year.

6. Lamenting deeply the falling off of our trade, and desirous to use every exertion and to adopt every mode that will render the productions of Japan more flourishing, and enable us to conduct trade on a more liberal scale, and deeply concerned also that the interests of the foreign merchants shall be promoted, we have agreed upon the foregoing articles; and after they shall have received the consideration of the Chamber of Commerce we desire that they may be brought to the notice of our respective officials, and be widely promulgated as our sincere and united action.

LATER INTELLIGENCE PER "AMERICA."

The Pacific mail steamer *America* arrived at San Francisco on the 15th inst., with advices from Yokohama to the 23rd September. The following is the summary of the Japan news telegraphed to the New York journals:—

The following is an edict of the Mikado, read to all the feudal Damios assembled in the palace at Yedo in the presence of the Mikado by the President of the Council of State:—"It appears to me that in the time of reformation, if it is our desire to aid and make our people happy, and to take an honourable position with respect to other nations, we should make the reality correspond to the name, to centralise the Governmental power. I previously ordered the *Haus* (or feudal governments) to send up a report of all their affairs, and appointed the Damios to be *Chihuagis* (or Governors), and prescribed for each his duties. Having for several hundred years been hereditary rulers, some were satisfied merely with the name and neglected these duties. How, then, can the people be made happy or we take an honourable stand among the nations? I deeply lament this state of things, and now abolish the Hans (or Federal territories) and convert them into Kens (or Imperial domains). In performing your duties do away with all useless matters, cleave to retrenchment, and put off all unnecessary expenses and abrogate all troublesome laws. Do you, my servants, carry out this my mind."

The issue of coin by the Mint has placed the Government in an embarrassing position, forcing alterations in values and creating much trouble and loss to foreign merchants. From January next no kinsats (or paper money) will be accepted in payment of duties. An immense amount of counterfeit kinsats have appeared in the market. The Chinese are exporting silver coin by the cart-load, or as fast as the Mint can issue it, according to an agreement with the late Tycoon.

The Hawaiian Government has returned twelve Japanese whose term of service of thirty years as sugar labourers had expired. One hundred and fifty preferred to remain in Hawaii instead of accepting a free passage home.

Telegraphic communication been Hong Kong and Nagasaki had been interfered with, the Chinese having picked up the cable and stolen quite a length of it, causing much inconvenience and expense to repair it. These interruptions threaten to become serious unless promptly stopped.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, 5th Sept., *via* SAN FRANCISCO.

I last wrote on the 1st September, *via* Brindisi, but as this will reach you first, I have embodied the contents of my last letter into this. On the morning of the 27th ult. the Pacific mail steamer *Oregonian* arrived with the English portion of the French mail of the 7th July, the Continental portion reaching here by the British steamer *Rona* yesterday afternoon, which vessel also brought the English mail of 14th July. The U.S. mail was received on the evening of the 30th, but only brought the same dates from London as those received by the *Oregonian*. This morning the French mail of 21st July was delivered, forty-six days out.

The following men-of-war have arrived since the 14th ultimo:—Russian corvette *Almaz*, from Chefoo, on the 19th ultimo; Danish frigate *Tordenskjold*, from Vladiwostock, 23rd idem; and H.B.M.S. *Ocean*, from Taku, on the 31st. The *Almaz* left on the 23rd ultimo for Vladiwostock. Remaining in harbour are the *Alaska* (American), *Ocean* (British), and *Tordenskjold* (Danish).

The North German barque *Engelbert* sailed for London on the 26th of August with the following cargo from this port:—1,029 bales tobacco, 120 cases curiosities, 40 cases merchandise, and 1 case personal effects; having on board other cargo from Hiogo, which I cannot give you particulars of, but I believe it is 1,000 bales tobacco. The British barque *Zohrab*, with part of her cargo engaged, is on the berth for London, and will take tobacco and sundries. Rate of freight £3 per ton of 50 feet.

Saturday last, being the anniversary of the battle of Sedan, the German residents celebrated it by having a pic-nic during the day and lighting a tar barrel and petroleum bonfire in the evening on the top of Innassa, some 1,200 feet above the level of the sea. Unfortunately the day was very wet, but, notwithstanding the drenching rain, they did not alter the programme. Of general news I have again but little to give. The natives have recently been engaged with the "Ancestral Festival," which annually occupies their thoughts to the exclusion of business and everything else, during which time the Custom-house has been closed, namely, for three successive days, viz., 29th, 30th, and 31st ultimo, which would be very inconvenient if strictly enforced, but this fortunately is not the case, as at least a sufficient number of officers can be found on these days to grant permits if invoked by entreaties backed by silver.

The submarine cable between this port and Vladiwostock has been completed, which event was duly proclaimed by the arrival of the *Tordenskjold*, *Africa*, *and Great Northern*, with flags flying. It is reported that the Russian land lines are not completed, and until these are established, communication with Europe cannot be opened.

The new coinage has not yet reached this place. Already grave fears are being entertained that the dual coinage will only partially remedy the continued annoyances foreigners have to contend against at the present time, and that the Government or semi-official money changers will be able to control the market sufficiently to make either a premium or a discount if it suits them to do so.

Freight to London, £3 per ton of 50 cubic feet. Drafts on London, 4s. 7d. per dollar nominal. Nebus 380 to 383 per $100.

The reported export of coal 1st to 31st August, is:—Takasima 1,994 tons; Karatz and other kinds, 6,081 tons; Total, 8,075 tons.

CHINA.

TIENTSIN.

Rain began again to fall on the morning of the 29th August, and continued doing so all day and night. The water on the plains, however, was only very slightly higher. The east and west plains are now like two great lakes, and the wind raises or depresses the water according to the direction from which it blows. It is useless to dwell on the condition of the inhabitants, and on the worse misery which awaits them during the ensuing winter. But the prospect is so frightful that one can hardly touch the subject without referring to it.

HANKOW.

A correspondent writes that incessant rain had been falling, and the water was rising steadily; already it was nearly level with the Bund, and there was every reason to fear that it would come over. News of the inundation at Tientsin has deadened the import market at Hankow, during the fortnight, as the native dealers anticipated it would lead to heavy shipments up the river. Large shipments of tea have been made to Shanghai on native account; prices are Tls. 1 lower for Oonfaa and Seangtam kinds; Oopacks and Liclings have been sold at former rates. The export is now 9,294,000 lbs. in excess of last year.

SHANGHAI.

Dates from this port are to the 8th Sept.; the French mail of 21st July arrived out on the 2nd Sept. The *North China Herald* contains the following summary of the news:—

We have had several thunder-storms and much rain during the week; the thermometer, however, continues high during the intervals by day, though the evenings and nights are much cooler. The inundation continues unabated at Tientsin, and Hankow is threatened with a similar infliction.

The Taoutai has lately put forth two new proclamations—one against lotteries, and another forbidding the country people to kill bullocks used, or useful, for purposes of agriculture. The Taoutai has sentenced a man to be exposed in the cangue at the New North Gate for three months, on account of some part he has taken in the lotteries. Whether he was simply the purchaser of a ticket or whether he had acted as an agent for the sale of tickets we cannot learn.

A rather serious *fracas* occurred on board the American ship *Golden State*. The vessel had cleared, and at high water the crew were ordered to weigh anchor, while a portion of them were also engaged shipping a last lot of tea from a cargo-boat alongside. As the anchor came up the crew of the *Serica* gave their mates on the *Golden State* a parting cheer, and these at once ceased work to respond. The second mate, who was in charge, told the men to continue steadily at work, fearing that if they did not the tide would be lost, and it would be difficult to drop down river. The men, however, refused to go on at once, and insisted on having their cheer out. The mate urged them again, when one of the crew picked up a handspike and struck him with it on the side of the head, slightly fracturing the skull. Another was going to follow up the brutal attack with a carpenter's mal-

Digitized by Google

let, but the carpenter managed to wrest it away. The second mate was obliged to go to his cabin and have his head dressed, and the first mate took charge. The excitement of the men apparently ceased. the work in hand was gone through, and the ship went down stream to below the shipping. About dusk the second mate again came on duty, while the crew were washing down decks. Seeing one of the men passing but one bucket along, while there were several lying unused on the deck, he told them to take two. The man refused to do so, and the officer then took him by the shoulder and turned him towards the empty buckets, repeating his order, when the man suddenly drew a sheath-knife and stabbed him in the pit of the stomach. The mate called to the chief officer and informed him that he had been stabbed, and that his assailant had taken flight over the bows of the ship. The chief officer finding the man hanging on to the chains called to him to come up or he would shoot him; the man, however, jumped into the river instead, but took a line which was thrown out to him, and was hauled on board and put in irons. Several of the men who had taken part in the original disturbance, or who did not wish to go with the ship, jumped into the water after nightfall, and swam to the harbour-master's hulk, and to the *Benicia*, whence they were returned at daylight, one also being picked up while swimming about by the water police. The mate is in hospital, and his case is considered serious, though he will likely recover. The men implicated have been taken into custody, and the *Golden State* has proceeded on her voyage without them.

We have received a copy of a most elaborate table compiled by Messrs. Da Costa and Co. It comprises a return of the imports and re-exports of goods and metals, with the variations of prices and the fluctuations of exchange quotations, during the first quarter of the years 1867 to 1871.

HONG KONG.

The advices extend to the 14th Sept. The London mail, with dates to the 4th August, was received on the 11th Sept.

The reply of the Lieutenant-Governor to the deputation which waited on him in regard to the police of the colony, being so very unsatisfactory, a meeting was held on the 11th Sept. to consider the same, and the following is a report of the proceedings :—

At a meeting of non-official justices of the peace held pursuant to notice at the club.—Present: Hon. P. Ryrie, Esq. (in the chair), Hon. R. Rowett, Esq., E. R. Belilios, Esq., T. G. Linstead, Esq., T. Pyke, Esq., Dr. O'Brien, J. Berwick, Esq, S. D. Sassoon, Esq., G. F. Maclean, Esq, E. Arthur, Esq., S. J. Gower, Esq., W. Wilson, Esq., J. M. Vickers, Esq.

Mr. Ryrie stated that the reply received through the Hon. the Colonial Secretary to the resolutions handed by the deputation to his Excellency the Lieutenant-Governor on the 2nd inst. had been communicated to the meeting and was considered to be of a very unsatisfactory nature, more especially seeing that the murderous attacks and robberies had rather increased than otherwise since the day the deputation waited on his Excellency. A meeting on the 9th inst., at which a resolution had been arrived at, which, in the opinion of some gentlemen who were then unable to attend, and also, after further reflection, of others who were present, failed to convey a correct impression of their views; he had, therefore, thought it best to summon this meeting in order that the subject might receive further consideration.

After some discussion, it was then proposed by Mr. T. G. Linstead, seconded by Mr. E. R. Belilios, and carried with one dissentient :—"That the resolution passed at the meeting of the 9th inst. be annulled."

It was then proposed by Mr. T. Pyke, seconded by Mr. J. Berwick, and carried unanimously :—"That this meeting has received the reply of the Hon. the Colonial Secretary with extreme dissappointment, and that as his Excellency the Lieutenant-Governor declines to appoint a commission to inquire into the state of the police, a public petition praying for a full inquiry be addressed to Her Majesty's Secretary of State for the Colonies and forwarded through his Excellency, a copy being sent to C. Magniac, Esq., M.P., for presentation in the same quarter."

Proposed by Mr. G. F. MacLean, seconded by Mr. E. Arthur, and carried unanimously :—"That his Excellency the Lieutenant-Governor be requested to forward to Her Majesty's Principal Secretary of State for the Colonies copies of all the resolutions passed at this and the first meeting and copies of the correspondence connected therewith."

We (*China Mail*) learn from Macao that the Government have received their new steam-launch from Hong Kong. The launch, by name the *Sergio*, is schooner-rigged, 16 tons measurement, 46 feet in length, 9½ beam, and 5 feet in depth. She has a 6-pounder rifled cannon forward; and her engines are 12 horse-power, she being intended for the pursuit of pirates. In addition to a crew, she will carry an armed force of 25 men, rations and water for all hands, and coal and water for her own use for 24 hours. As a proof of the *Sergio's* fitness for the above service, we may state that she made the run from the premises of the Pier Company, Wanchi, to the Government House, Macao, in 4¾ hours. The *Sergio* was built and engined at the yard of Messrs. J. Inglis and Co., Victoria Foundry, and we are informed that she does great credit to that establishment. We further hear from the Holy City that four vessels—viz., the *Vistula*, *Naples*, *Blanche*, and *Univers*—are expected there to load coolies to Havannah.

His Excellency Major-General Whitfield has been pleased to recognise Rudolph Jensen, Esquire, as Acting Consul for Denmark and also for Sweden and Norway at this port, during the absence of George J. Helland, Esquire, and subject to the pleasure of Her Majesty's Government.

We learn that the hull of the ship *Courier* was sold by Mr. J. M. Armstrong for the sum of $2,900.; the sale altogether realised $4,300.

A service was held on the 12th at the Catholic Church for the repose of the souls of the late Captain Maugat, and of Captains Marchandau and Defoy. The Acting French Consul, M. Chastel, Chancellier, besides a large number of private friends were in attendance. The service was led by the very Rev. Father Raimondi, who made an eloquent address in the French language.

The following account, duly certified, of the average amount of bank notes in circulation in Hong Kong, during the month ending Aug. 31, 1871, is published for general information :—

Banks.	Average amount.	Specie in reserve.
Oriental Corporation...	$521,336	... $175,000
Chartered Mercantile of India, London, and China	500,361	... 200,000
Chartered of India, Australia, and China ...	310,050	... 110,000
Hong Kong and Shanghai	1,524,914	... 700,000
Total	$2,856,661	$1,185,000

THE CHINA-SEA, SAIGON AND STRAITS STEAMSHIP COMPANY, LIMITED.

The following is the report of the Board of Directors to the second ordinary meeting of shareholders to be held at the office of the general agents at Hong Kong, on September 15th :—

The directors have pleasure in laying before you a statement of the working of the Company for the first half of the current year, feeling that the result will be found satisfactory.

The accounts show that the net profits, after paying all disbursements, amount to $7.625.99, and of this the Directors would recommend the following distribution; viz: 10 per cent. of the net profits, or say $762.60 as a bonus to the shareholders who have contributed freight; 20 per cent. of the net profits, or say $1,525.20 to be carried to the Depreciation and Insurance fund; $400 to be devoted to the remuneration of Directors and Auditors, and $5,400 to the payment of a half-yearly dividend of 6 per cent. There will then remain $70.70 to be carried forward to a new account.

At the time the last report was submitted to the shareholders it was intended to change the name of the steamer *Venus*, then recently acquired by the Company, to *Kinkee*; but, upon enquiry among the Chinese, it was found inexpedient to make the alteration, as the *Venus* had already become popular with passengers.

It was in contemplation also at that time to purchase the *Sunfoo*, but the success hitherto had in chartering has induced the directors to continue for the present that method of conducting the business, and they have taken her up for six months, with the option of two months more, and there will be no necessity for the second call of $25 per share, unless it should be found hereafter to be more advisable to buy than to charter.

Mr. Mellish having left the colony, Mr. Blakeman has been appointed in his place as auditor; and this now awaits the confirmation of the shareholders.

George F. Weller, Chairman.

THE LEGISLATIVE COUNCIL.

At the meeting of the Legislative Council, on the 11th September, the Supplementary Estimates Ordinance was read a second time and passed.

The ordinance intended to give power to enrol men in the police force for short periods and under special conditions, and to form an auxiliary force, from which to recruit the permanent force, was next read a second time. A discussion took place as to whether it was intended to increase the aggregate force by the 200 men named in the new ordinance, or simply that the recognised strength would include the auxiliaries and not exceed what was mentioned in previous ordinances. The feeling of the Council was such that the words "not exceeding 200 men" were erased. The ordinance was then passed.

Mr. Rowett begged leave to ask for a further sum of $750 in aid of the Cathedral chancel. The object was to enable the work to begin at once, and unless this sum were given, they would never get on with it. The lowest tender which the trustees saw advisable to accept was $8,500, and the money in hand, including the Government grant, was only $7,000, so that there remained a balance of $1,500 to complete the sum required. The trustees thereupon thought that they would collect a sum of $750 from the community, and ask the Government to give a further sum to the same amount. Then the work could be proceeded with. He hoped the Council would regard the matter in a favourable light, as the work had already been so long delayed. They knew that Mr. Lapraik's memorial window was still to be put up, and the stone laid by the Duke of Edinburgh was still alone. He trusted there would be no more delay.

In reply to Judge Ball, Mr. Rowett said that the trustees asked for the grant only on condition that the community subscribed the other $750.

Mr. Keswick said it was a pity that the public money should

Digitized by Google

be expended in this way, especially after the last grant had been made. The chancel might be an architectural ornament, but it was not necessary to the building, and certainly was not required for convenience as to the space. The stone was at present well shadowed by a tree, and was now a better ornament to the church than it would be if embodied in the building. (A laugh.) He opposed the grant.

On a vote being taken it was found that Mr. Keswick was in a minority of one; and the grant was therefore agreed to.

Mr. Ryrie rose to ask a question in regard to the memo. of the non-official members on the letter sent round, in which the Registrar-General had suggested the establishment of a Chinese Customs Station in Hong Kong.

Mr. Smith begged the hon member's pardon, but the Registrar-General had never suggested the establishment of a Custom-house.

After some confusion, during which more than one member at a time addressed the hon. member, who was still on his legs, the Colonial Secretary deprecated any discussion upon a document meant as a confidential communication, and his Excellency somewhat unceremoniously commenced to read a written reply to the question, the substance of which was that the question was Imperial and Executive, that the law officers of the Crown were of opinion that it was competent for the Chinese to establish Custom stations on their own territory, and that any further representations on the subject should be addressed to the Secretary of State and sent through the Colonial Government.

On the motion that the Appropriation Ordinance for 1872 be read a second time, Mr. Ryrie stated that, as the detailed estimates did not reach members till Friday night, and the days following were Saturday and Monday, he would much desire that the discussion on the items might be posponed for, say—a fortnight.

His Excellency reminded members that the Estimates were rather late, and he hoped they would not require too long time.

The Council was adjourned until Friday, the 22nd, at 2.30 P.M., when they will be taken. The sums, as apportioned, are as follow:—

Civil Departments:—	
Governor...	$740.00
Colonial Secretary	12,316.00
Colonial Treasurer	5,012.00
Auditor-General...	14,087.00
Clerk of Councils	100.00
Surveyor-General	21,670.00
Postmaster-General	34,538.00
Registrar-General	10,878.00
Harbour-master...	27,547.00
Collector of Stamp Revenue	4,078.00
Judicial Departments	11,824.00
Registrar of Companies' Department	192.00
Ecclesiastical Department...	1,134.00
Educational do.	15,774.00
Medical do.	25,196.00
Police Magistrates' Department	7,471.00
Police Department	186,378,10
Gaol Department	44,195.00
Fire Brigade Department...	7,348.00
Charitable allowances	1,256 00
Transport	4,500.00
Works and buildings	87,000.00
Roads streets, and bridges	38,000.00
Miscellaneous services	30,000.00
Military contribution	94,000.00
Total	$685,464.10

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates are to Sept. 23. The English mail of Aug. 11 arrived on Sept. 14, and the French mail, with London letters to Aug. 18, came in on Sept. 17.

The following items are from the *Straits Times*:—

The Legislative Council has disposed of the railway question by a vote in favour of the long line to embrace all the wharves, but stipulates that the Company be formed and ready to commence within six months from the date of granting the concession, that the Government retain sufficient control over the working and maintenance of the line to secure fair terms to the various proprietors along the route, and may at any time take over the works at a fair valuation. A proposal that the Government should construct the railway itself was negatived. These reservations by the Government are necessary and equitable precautions to ensure the proper carrying out of the work. It is hardly probable it will ever take over the line, unless in event of failure on the part of the Company to properly fulfil the conditions imposed.

The question of the Government steamers seems to be constantly recurring; first, Sir Harry Ord called the Executive Council together, for the purpose of expressing its opinion in favour of a steam launch to cost about $15,000, to replace the *Rainbow*, but this was forbidden by the Secretary of State. Next, a similar suggestion was made in the reply to the speech of his Excellency the Administrator on the opening of the Legislative Council, and this has at last taken form in a distinct proposal according to the official minutes. His excellency the Administrator brought forward the question of a small steam-tender for the service of the colony, and asked the Council what description of vessel it is most desirable to have. The consideration of the subject was wisely postponed. We presume the principal use of this vessel would be to effect the relief of the lighthouses, and to make trips to Johore and round the island; but we have one steam launch, the *Mata Mata*, which serves the latter purpose very well, and though nominally a police boat she has done nothing as yet for the suppression of the robberies from native craft in the harbour, and the petty piracies which are the curse of our shores, and is scarcely ever available for any sudden emergency of this sort; and it may be doubted whether an additional steam launch is really needed for the public service. With a little economy in the number of trips made between the Settlements by the *Pluto*, we think she would be found easily able to do all the work for which a Government steamer is actually required.

The only other question of any significance that has arisen during the fortnight is the proposal by the Secretary of State that the colony pay a share of the expense of adapting a Penal Code being prepared in Jamaica to the circumstances of the other Crown Colonies, in which the Council has acquiesced. With the known tendency of the Colonial-office to assimilate the Government of all the Crown Colonies, no doubt the bare mention of such a scheme would find great favour there; but it should be remembered that the criminal classes in Jamaica are mostly negroes and half-caste Creoles, while those of this colony are Asiatics, and that we have the advantage of a most comprehensive Criminal Code prepared in India, especially to deal with their known vices, of which the working has been proved, and which is now in process of adaptation to our local requirements. It would be too bad to throw away the labour bestowed upon this work for the purpose of introducing a code of which we know nothing, and which would be almost certain to fail to meet the wants of this colony, merely in order that all the Crown Colonies may be governed by one common criminal law.

By the steamer *Glenartney* the Hon. William Ramsay Scott proceeds to Europe, by way of China, Japan, and America. He will probably return again in six or seven months; but the proofs he has received on all hands of kindly feeling and estimation bear witness to the honourable part he has taken in the politics of the colony, not less than to his genial influence in the social condition of the community. He was entertained at a farewell dinner by the Singapore Club.

We have noticed, with some surprise, the various changes and appointments in the Civil Service, lately notified to the public in the *Government Gazette*, consequent on the vacancies caused by death or absence, and we are at a loss to understand by what rules promotions and acting appointments are regulated by our Government. We observe in several instances junior officers placed over the heads of senior ones, and, as far as we can judge, with no special qualification to account for it.

PENANG.

Dates extend to the 23rd September, the P. and O. mail, with London dates to the 25th August, arrived out on the 23rd September. The following is from the *Penang Argus*:—This colony has produced a revenue of one million and two hundred and ninety-four dollars during the past year, and now it is to pay the additional sum of eighty-one thousand and six hundred and five dollars and sixty-two cents for the said year. The money has been spent and what there is to show for it is a matter that does not admit of doubt, because nothing can be shown. We have been bled to no purpose. Our expenditure has been such that if we continue to spend money at the rate we are now doing we shall very soon overrun the constable. It is true that we have purchased an expensive steamer, but the money for that purpose was voted the year before last, and we have had merely the pleasure of paying this year some $11,000 extra for bringing the vessel out, surveying her, and making alterations in her, to suit the taste of our marine authorities and make her fit for service; we have also had a flying visit paid us by the King of Siam, and the visit was not the only thing that was paid—there was a little bill of ten thousand dollars also, the cost of the entertainment of his Majesty. Still it cannot be said that the result of the years' expenditure has been such as to gratify the people of the colony. A pension list of scores of thousands of dollars; a complicated system of Government capitally calculated to do the least amount of good for the greatest amount of money; which cannot rule a population of something less than a third of a million in number at a less cost than upwards of twelve hundred thousand dollars per annum; and which cannot protect its subjects from the attacks of pirates and plunderers, form a picture neither pleasant nor comfortable to contemplate. In the Colonial List for 1868 we find it authoritatively stated that the proportion of taxation to population in the Straits Settlements is greater than in any other part of the world. We pay more per head than any Continental (European) nation, treble what they pay in India, and such a rate, which if any Government was to ask for in Australia, the reply would be its downfall.

The Minute of his Excellency the Adminstrator conveys this alarming truth—that having spent over a million of dollars upon

Digitized by Google

Government—that Government cannot be carried on unless there is a disbursement of over twenty thousand dollars extra for "Establishments;" more than three thousand for pensions; two thousand for police, fourteen thousand for our "Marine Department;" a lump sum of $23,000 odd put down as "Miscellaneous," and a nice little bill of $501,788.22 cents—our readers will be careful as to the number of cents—is to be applied next year in payment of "establishments, salaries, allowances, and office contingencies," thus making the total his Excellency the Administrator asks for as the revenue of 1872 the insignificant amount of one million three hundred and twenty-seven thousand nine hundred and eighty dollars and thirty-two cents.

Where is the money to come from?

We have often heard it said that the Government clerks in Penang have very little to do! We hitherto believed the statement to be incorrect. But lately the store of Messrs. Tye Sin Tat and Co. has been made the rendezvous for these young men, during their office hours, and their visits extend over several hours. Either they must have nothing to do and are not required at their office, or are simpy "skulking" when the head of the department is away. *Verb sap!*

A general meeting of the inhabitants of Penang was held at the room of the Chamber of Commerce on Wednesday, the 13th September, to take into consideration a letter received from the Government regarding the proposed wharf. The meeting was well attended. The following resolutions were passed:—

"That this meeting do approve of the proceedings of the committee hitherto regarding the Penang wharf scheme, and that the following gentlemen be requested to act as promoters of a joint-stock company to be called the 'Penang Wharf Company (Limited),' and to make preliminary application to Government for powers to proceed with the scheme in terms of Act XXII. of 1863:—Messrs. Walter Scott, John Allan, A. J. Gunn, M. A. Anthony, A. Hasche, A. Gentle, G. P. Tolson, Vapoo M. Noordin, Lee Pee Chuan, Oh Yean Heng.

"That subscriptions be invited from the public generally to the extent in the meantime of $1,000, to defray such preliminary expenses as may be incurred by the promoters, such amount to become a first charge on the capital of the company when formed."

A report is current that his Excellency the Administrator proposes to leave the colony in October, but we do not believe it.

A great bribery case, which had for some days caused intense excitement among the Chinese, was heard at the Police-court on the 9th Sept., upon the sworn information of Lim Cheng Keat and Khoo Kay Chan, who charged Lim Cheam, a well-known merchant in Penang, with wilful and corrupt perjury. The perjury was alleged to have been committed before the Chief Justice at Penang, on the 18th November last, on the hearing of the petition of Yeap Cheah Neo, Khoo Kay Chan, Khoo Siew Jeong Neoh, and Lim Cheng Keat, for probate of the will of Oli Yeo Neo, deceased. Mr. B. Rodyk appeared for the prosecution, and Messrs. I. S. Bond and R. C. Woods, barristers-at-law, for the defence. After a lengthened investigation the magistrate was of opinion that the prosecution had failed to make out a *prima facie* case against the defendant, and dismissed the summons.

Commercial Report.

(*For dates see first page.*)

—o—

IMPORTS.

Yokohama.—The intervention of a native holiday had interrupted business to some extent. Comparatively few transactions had taken place in Grey Shirtings, and these at a considerable reduction on last quotations. Cotton Yarn had of late been in better demand, with a good inquiry for Nos. 28-32 at improved values. Woollens were attracting somewhat more attention, and sales to fair extent had been effected of Black Orleans, Cloths, Blankets, &c. Black Velvets continued in demand, and prices had further advanced. Quotations were as follows:—GE Grey Shirtings, 7 lbs., $2.15 to 2.20 per piece; 8¼ to 8½ lbs., $2.50 to 2.57½; 9 to 9¾ lbs., $2.82½ to 2.87. GE White Shirtings, 56 to 60-reed, $2.65 to 2.85; 64 to 72-reed, $2.90 to 3.05. T-Cloths, 6 to 7 lbs., $1.70 to 2. Velvets, Black, $8 to 9.25 Cotton Yarn, Nos. 16 to 24, $38 to 38.50; Nos. 28 to 32, $42 to 43; Nos. 38 to 42, $40 to 41. Woollens and Mixtures: Alpaca, 42 yards, $7.40 to 7.85. Camlets S and BBB, $13.50 to 14.50; SS., $12 to 13; SSS., $9 to 10. Cloth, Medium and Broad, $1 to 1.75 per yard; Lastings, $10.25 to 11.25 per piece; Long Ells, Assorted, $6 to6. 50; Orleans and Lustres, Plain, $3.75 to 4.25; Figured, $4.50 to 5. Metals: Lead, $5.50 to 6 per picul; Iron—Nail Rod, $2.60 to 3.20; Bars, $3.50 to 4.

Hankow.—Immediately after the departure of last English mail news of the inundations at Tientsin was received, and the dealers, anticipating heavy shipments in this direction, at once withdrew all offers. Their fears of the latter had hardly been realised, but news from the country was unsatisfactory, and heavy rain having fallen almost daily, the market had been without the slightest animation, and the business of the fortnight had been very small. Grey Shirtings: Dealers had shown no inclination to make offers, and little had been done. Quotations—Tls. 1.67 to 1.72 for 7 lbs., Tls. 1.86 to 1.95 for 8¼ lbs., and Tls. 2.35 to 2.55 for 9¾ lbs., but all rather nominal. White Shirtings: Slight inquiry for medium counts at a mace decline on last rates quoted. T-Cloths: Neglected; small sales at a concession of 5 candareens on all weights, and difficult to effect. Drills: Chinese importers eager sellers, and prices tended downwards; best English cloth worth Tls. 3.10 to 3.13. Jeans: No business. Fancy Cottons meet with little attention at rather weaker rates. Woollens and Worsteds: With strong Yorkshire advices, holders were not pressing their goods, but dealers found no difficulty in supplying their wants from Chinese who bought before the recent advance, and sales from foreign hands had been on the smallest scale. Quotations for Camlets, Lastings, Spanish Stripes are all nearly nominal, and large stocks of the latter still held by Chinese. Orleans and Lustres: Natives had ample supplies for present requirements, and quotations for Figures and Crapes were nominal.

Shanghai.—Piece Goods.—Grey Shirtings: A quiet but steady demand for 8¼ lbs. goods had prevailed, but holders, generally, had been unwilling sellers at the offers made them, and, although a fair quantity had been quitted by importers at from 1c. to 2c. per piece advance on last quotations, the business had been considerably restricted by the firmness they had shown. The market closed strong, Tls. 1.94 to 1.95 being demanded for Dewhurst's Red Pheasant chop and for chops of equal quality Dewhurst's Eagles were worth Tls. 1.96 to 1.98, but importers holding for Tls. 1.98 to 2.00. For 7 lbs. a fair inquiry existed, and a moderate business had been done, but former quotations were barely maintained. Heavy cloths in no favour, and rates nominal. White Shirtings: A parcel of 6,000 pieces of the very best chop, 64 Rs. at Tls. 2.15 per piece, and 1,500 pieces good ordinary, same count, at Tls 2.05 were about the only transactions recorded since last mail. T-Cloths: Mexican qualities somewhat difficult to move, but common had met with ready sale at advancing rates. 15 x 15 counts, 7 lbs., sold at Tls. 1.38 to 1.45, and 16 x 16 reeds held for Tls. 1.47 to 1.50; 6 lbs. of similar counts worth Tls. 1.19 to 1.28 and saleable; market dull at close. Drills: Orders from Szechuen and the North had imparted renewed vigour to the market, and extensive purchases of English and Dutch, at from Tls. 2.98 to 3.10 for the former, and Tls. 2.90 to 3.05 for the latter, had been made. Closing quotations:—Tls. 3.02 to 3.12 and Tls. 2.93 to 3.10 per piece, respectively. American had received no attention. Jeans: In better request, and concession by sellers of 3 to 5 cands. had led to the settlement of about 15,000 pieces, chiefly English; ruling rates, Tls. 2.26 to 2.30. Dutch of finest quality saleable at Tls. 2.40. American, although exceedingly light in stock, find no market, Sheetings: Supplies still taken off as fast as they arrive, but lower prices ruled. Fresh arrivals of American difficult to place, owing to high rates demanded. Fancy Cottons: Turkey Red Cloths wanted for Japan, and 3 lbs. favourite chop sold at Tls. 2.00 to 2.05. Trifling sales of assorted Chintzes, White and Dyed Spotted Shirtings, Brocades, and Velvets reported at about former rates, but in the other descriptions no movement had taken place. Woollens: The market had been very quiet, and the sales effected had been on the most limited scale. Best Long Ells and Spanish Stripes maintained their position, but a decline in the value of almost every other article has to be noted. Figured Orleans in particular had exhibited weakness, and the value cannot be quoted over Tls. 3.60 to 3.90, enquiry lifeless, and clearances far from satisfactory. Camlets: About 1.500 pieces changed hands, at a fall of 1m. 0c. to 1m. 5c. A well selected parcel of C.P.H., quitted at Tls. 13.60. Long Ells: H.H. Scarlet, could not be bought under Tls. 5.95 to 6.00, and a sale of C.P.H. Scarlet at Tls. 5.90. A good assortment of the latter chop placed Tls. 5.50. Common qualities unsaleable. Spanish Stripes, excepting very best, which had maintained former values, were easier, and in retail demand only. Crape Lastings: A large speculative purchase of 2,000 pieces, at Tls. 6.25 reported. It was being retailed—one case at a time—at Tls. 3.60. Crape Lustres: no buyers; Lastings in a similar position. Metals.—Iron: Holders had been obliged to make a concession in favour of buyers, and prices had fallen fully 5 candareens per picul, market weak and likely to go lower. Lead: Without enquiry. Sellers of L.B. at Tls. 4.50. Coal of all descriptions in request, and higher rates obtained. Anthracite Coal sold at Tls. 13 per ton from godown. Stocks decreasing, and but few arrivals.

Hong Kong.—There was a general feeling of steadiness in the market, but not much business doing. The typhoon on the 2nd Sept., and the distraction from business caused by the occurrence of the Dragon festival soon afterwards, had considerably diminished the transactions which might otherwise have been expected to take place. Cotton Yarn had remained in a state of complete stagnation until a few days before the close, during which a few inquiries of a tentative nature had been made, but only a very small business had resulted. Quotations for last mail unchanged, showing that the upward movement in Manchester had not been responded to in any degree on this side. Grey Shirtings also unaltered in price, but there was a much firmer feeling among importers, who were daily showing less disposition to part with their stocks at prices below the cost of replacement. White Shirtings: Small business at former prices. T-Cloths: Market quieter, and prices weaker in consequence of heavy supplies near at hand; 6 lbs. still saleable at $1.60 to 1.62½ for immediate delivery, but for arrival about 5c. lower; 7lbs. showed a decline of about 2½c., $1.85 being the best rate obtainable. Mexican 6 lbs. quite unsaleable and quotations nominal; 7 lbs. weakened by large supplies, and a decline of 2½c. to 5c. quoted on the finer makes; 8 lbs. 36 in. also declined about 5c., supply being in excess of demand. Grey Twills: English continued in favour at about previous rates for 14 lbs., and a slight decline in 15 lbs. In Dutch and American little or nothing doing. Jeans also very dull. Dyed and Fancy Cottons: A little done in Dyed Spots at late advance. Chintzes, Gentian, Twills, and Handkerchiefs had also attracted attention at former prices. Damasks and Turkey Red Cambrics neglected. Nothing done in Velvet or Velveteens. Medium Cloths in moderate inquiry at previous prices. Spanish Stripes unaltered, demand very moderate. Long Ells: Market declined 30c. from the quotation for last English mail, and sales amount to 800 pieces. Camlets steadily maintained their value, sales not extensive, demand principally for Scarlet. Lastings unchanged in price, nothing doing. Metals: Nail Rod Iron slightly firmer, but good assortments of Nos. 1 to 6 not saleable over $2.55 per picul. Bar Iron in fair request. Hoops and Round Rods neglected. Nothing doing in Steel, Tin Plates, or Iron Wire. A decline of $3 to 5 per picul noticeable in Quicksilver.

Digitized by Google

Yellow Metal fairly saleable at $20 per picul, with the probability of an advance. Lead a shade firmer, but quotations unaltered. A sale of French reported at $5.60 per picul. Quotations:—Yarn, Nos. 16 to 24, $108 to 123 per bale; Nos. 28 to 32, $117.50 to 125; Nos. 38 to 42, $125 to 130. Grey Shirtings, 7 lbs., $2.15 to 2.17½; 8.4 lbs., $2.45 to 2.50; 9 to 10 lbs., $2.85 to 3.40. White Shirtings, 54 to 56 reed, $2 to 2.15; 58 to 60-reed, $2.15 to 2.20; 64 to 66-reed, $2.55 to 2.70; 68 to 72-reed, $2.85 to 3.15; finer qualities, $3.65. Grey Twills: English, 14 to 15 lbs., $3.70 to 4 per piece; American, 15 lbs., $4.10 to 4.20; Dutch, 13½ to 14½ lbs., $3.70 to 3.80; Jeans, 8 lbs., $2.80 to 2.90. Long Ells, H Scarlet, $7.90 to 8; HH, $8 to 8.10; H Assorted, $6.80 to 7; HH, $7 to 7.20. Camlets, SSS Assorted, $15 to 15.50; SS, $17 to 17.50; S, $18 to 18.50; Dutch, $22 to 23.

FOOCHOW.—Sales have been:—Grey Shirtings, 8¼ lbs., 500 pieces, at $2.70 per piece. T-Cloths, 7lb., 500 pieces, at $2.05 per piece.

MANILA.—White Shirtings: Demand quiet, and rates nominally unaltered. Sales only 1,458 pieces. Grey Shirtings: Light weights had been in some request during the fortnight, but prices were offering extremely low—6 lbs. at $2.25; 6½ lbs. $2.43¾; 7 lbs. $2.62½; 7½ lbs. $2.93¾; 8¼ lbs. $3.12½. Long Cloths: Inquiry dull; 7½ lbs. at $2.81½; 8 lbs. $3.18¾; 8½ lbs. $3.18¾ to 3.25; 9 lbs. $3.37½. T-Cloths: Very quiet, and values low. The only sale noted was 100 pieces 6 lbs. at $2.12 per piece. Twist: Grey in little demand; No. 40s at $135 to 140 per 400 lbs.; White of good quality in moderate inquiry; No. 40s at $145 to 150 per 400 lbs.

SINGAPORE.—We are indebted to Messrs Boustead's Circular for the following:—Manchester Goods generally have been in limited inquiry during the fortnight. With continued favourable advices from Manchester holders have become firmer and are asking an advance; 39-inch Grey Shirtings: Moderate inquiry for 8¼ lbs., with sales at improving prices, transactions reported at $2.50 to 2.55, but at the close offered at $2.52½; 7 lbs. quiet, last sale reported $2.15, but held for more; 6 lbs. limited demand at $1.80 to 1.85. 45 inch: 8 lbs. without inquiry, quoted nominally $2.40; 9 lbs. cleared from first hands and saleable at $2.82½ to 2.85; other weights neglected. 36-inch Grey Supers: Fair enquiry for No. 1 at $1.97½ to 2.00, stocks small; No. 2 in limited inquiry at $2.05 to 2.07½; No. 3 very dull and nominal at $2.17½. 36-inch White Shirtings: Fair demand for fine, but business checked by advance asked by holders; medium and low, dull. 45-inch: Only a trifling demand, transactions limited, 64 reed quoted at $3.47½. 36 inch White Spots in no request. 45-inch White Cambrics: Inquiry almost confined to 15/16s, for which there is strong demand at $28¾; low and medium qualities without improvement. White Madapollams nominal at $19. 32-inch Grey T-Cloth: Sales of 5 lbs. at $1.35, 6 lbs. at $1.65, and 7 lbs. at $1.82½, and market about cleared of these weights, for which there is an excellent demand; lighter weights dull and stocks ample, 4 lbs. $10.5 to 1.07½, 4½ lbs. $1.15 to 1.17½. 32-inch Grey Madapollams: Some inquiry for 2¾ lbs., but no stock; 3 lbs. in small demand at $18 to 18½. 32-inch Turkey Red Cambrics: all weights dull; 2½ lbs. $2 to 2.02½, 2¾ lbs. $2.07½ to 2.10; 3 lbs. $2.20 to 2.25. 42-inch Turkey Red Mulls: Demand subsided, 1¾ lbs. quoted $28, 2 lbs. $30 to 31. Grey Yarn: Business very limited in all counts. Quotations:—$114 for 40s, $107 for 30s, and $92½ to 95 for 18/24s, but holders will not sell at these prices. Coloured Yarns: Turkey Red, Glasgow dye, 12 lb. inquired for at $135 to 137½; 10 lb. quiet at $127½ to 130; Imperial Red dull and not saleable over $67 to 68; Dark Green, moderate sale at $78 to 79. Woollens held for higher prices, which checks business. A sale of 28 lb. assorted Camlets reported at $14¾. A small transaction reported in 12 lb. Scarlet Long Ells at $7½. Scarlet Bombazettes, nothing doing. Lastings quite out of demand. Metals: Iron in fair request; $2.75 offered and refused for a good assortment of Govan flat bar, to arrive. Nail-rods placed at $2.42½, and latterly a small lot at $2.50; in other kinds no sales reported, and prices unaltered. Yellow Metal in moderate demand, supplies being at hand, holders not so firm, and selling at $20½. Small inquiry for Copper Sheathing at $23 to 23½. Zinc Sheathing saleable at $8½ to 9. Pig Lead inquired for, 2,000 piculs L B sold at $5.35 nett cash.

PENANG.—The market had been inactive, and transactions in all classes of imports had been very limited.

EXPORTS.

TEA.

YOKOHAMA.—A fairly active business had been done in this market, notwithstanding very unfavourable advices from America, and settlements, consisting principally of medium to fine leaf, but including all grades, amounted to about 7,000 piculs for the California and American markets. Prices had been slightly easier, and at the close a still further tendency downwards was apparent, except for finest and choice grades, which were scarce and commanded full rates. Supplies had come in freely, and having kept pace with settlements, stocks were little changed and consisted chiefly of common and good medium Teas. The last P.M.S.S. Co.'s steamer took 266,408lbs. for New York, and 62,275lbs. for San Francisco; there had been no further export, except per Inverary 320,449lbs. The Flying Spur and Fiery Cross were still loading, and the Black Prince, 750 tons, had been laid on for New York; the Gaucho, and Arizona were loading for San Francisco. Quotations:—Good common, $23 to 25 per picul; medium, $26 to 30: good medium, $31 to 33; fine, $35 to 40; finest, $42 to 50; choice, $52 upwards.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s Report:—Since the 19th August a small business has been transacted here; settlements amounting to 5,209 chests, 4,760 half-chests. Only third crop leaf has been offering, and though better than last year, possessing more flavour in cup and better appearance in leaf, we think the prices paid, say from 1s. 1d. to 1s. 3d. laid down in London, much beyond the value of the Tea in the present state of the home market. Arrivals from the country have come in steadily, the bulk of the Tea being, as is usual at this time of the year, immediately forwarded to Shanghai. The large increase in our export over that of last season's is still maintained, but the quantity of Tea now to arrive must be considerably smaller than at same time then. Particulars of settlements: 3,783 chests, 4,760 half-chests at 1s. 1d. to 1s. 3d. per lb.; 1,426 chests at 11d. to 11½d. Shipments to Shanghai for the fortnight are 31,000 packages, making a total to date of 188,500 packages against 218,000 last year.

KIUKIANG.—Black: Three chops had been settled at about former rates, and about fifty chops had been shipped to Shanghai on native account. Quotations were—Ningchows, Tls. 18 to Tls. 19; Hohows, Tls. 17 to Tls. 18 nominal. Green: The Teamen have at last been induced to show musters, and two chops had been settled at about Tls. 36, but this was hardly sufficient to establish market rates, Teamen generally preferring to send their produce to the Shanghai market for sale, to which place twenty-six chops had been forwarded.

SHANGHAI.—Messrs. Drysdale, Ringer, and Co. report as follows:—Black Tea: Settlements since the issue of our last report are 9,000 chests and 14,000 half-chests less than during the previous fortnight; buyers have not been so numerous, and in the absence of active competition, holders have been compelled to accept lower rates. The larger part of the fortnight's business has again been in fair to medium kinds, costing say Tls. 19 to Tls. 21, some of which show good value. Fair to good Hohows have also been in some request at Tls. 17 to Tls. 19, whilst common Shun-tams have been neglected, holders asking Tls. 14 to Tls. 14.5 for Teas pence per lb. inferior, to the first crop of this class, advised by telegrams, as sold at 10¾d. Supplies have not come forward so freely, but have been somewhat in excess of the quantity taken, thus increasing the stock to about 55,000 chests, of which, it is estimated, 20,000 chests are Shun-tam packed. Export is nearly 12 million pounds in excess, and stock about 40,000 chests less than at same date last year. Prices:—Shun-tams have been taken to a limited extent at Tls. 14.0.0 to 14.5.0, common to fair Hohows at Tls 16.0.0 to 19.0.0, fair to medium Oopacks and Ningchows at Tls. 19.0.0 to 21.0.0, whilst Tls. 22.0.0 to 24.0.0 has been paid for some of better quality. Oonfas, common to fair have changed hands at Tls. 18.0.0 to 19.0.0 per picul. These rates show a decline of Tl. 0.5.0 to 1.0.0 per picul on common, and fully Tl. 1.0.0 per picul on better grades. Quotations:—Hohows, common to fair, 10¾d. to 1s. 2d.; Oonams, common to fair, 10½d. to 1s.; Oopacks, common to fair, 1s. 0½d. to 1s. 2½d.; do., fair to medium, 1s. 3½d. to 1s. 4½d.; Oonfas, common to fair, 1s. 0½d. to 1s. 2d.; Ningchows, fair to medium, 1s. 0½d. to 1s. 2d.; do., medium to good medium, 1s. 2½d. to 1s. 3¾d. Green Teas: We have to report a very large business, settlements amounting to 58,000 half-chests and 13,000 boxes. Finest maintain their high range of value and have been readily taken; demand has not been so active for medium to fine kinds, and we quote them Tls. 1.0.0 to 2.0.0 lower. Stock is reduced to 26,000 half-chests and 17,000 boxes. Pingsueys have ranged from Tls. 25.5.0 to 53.5.0; Fychows Tls. 30.5.0 to 36.0.0; Teenkais and Moyunes Tls. 38.0.0 to 49.5.0 per picul for chop of fair proportion.

FOOCHOW.—Congou: The better class of Teas, on which the demand had principally run, showed an advance of about Tl. 1 per picul, while the prices for all other kinds had been fully maintained. Arrivals from the country continued on a par with settlements. Arrivals 41,130 chests, and settlements 33,293 chests, at Tls. 4 to 21½. Quotations:—Dust and siftings, Tls. 4 to 8; broken leaf to ordinary, Tls. 8½ to 12; fair to good common, Tls. 12½ to 15; flavoury to medium, Tls. 16½ to 24½. Souchong: A considerable business had taken place at previous rates. Arrivals 3,400 chests, and settlements 6,349 chests, at Tls. 15 to 29. Oolong: Since the opening of the market on the 26th August transactions had been on a moderate scale, and Teamen had shown more disposition to meet buyers.

AMOY.—Only about 6,600 half-chests of Oolongs had been settled, as demand had been light and buyers had been holding off for lower prices. Rates paid during the fortnight show no special change though the commoner grades were quoted at the close, rather easier. The fourth-crop Teas were arriving, and bid fair to be of good quality. The Taeping and the Stanley had sailed for New York, leaving the Star of China (full) and Ching Too on the berth.

CANTON.—Enquiry had been very much restricted for Scented Teas owing to adverse advices from London, but notwithstanding this, Teamen had made but slight concessions in late sales, being aware of and turning to their advantage the fact of their being at present four vessels on the berth for England. Greens had been moderately taken for the Continent.

SILK.

YOKOHAMA.—An exceedingly large business had been done in this staple since the 19th August, and settlements amounted to fully 1,600 bales, of which Hanks as usual formed the bulk. Prices for Hank sorts up to the 26th August showed no change, but since then a decline of fully $30 per picul had been established, whilst Oshu kinds were very firm at last quotations; Hamatskis being about $10 per picul higher, a large parcel having been purchased at $700 per picul. Silkworms' Eggs: Total arrivals up to date amounted to about 1,250,000 cards, of which 100,000 cards had been settled, buyers showing no anxiety to operate at the rates asked; prices without change. Silk quotations (including all charges in Yokohama and London, and 3 per cent. loss in weight, exchange 4s. 6¼d.):—Hanks, Mybash and Sinchu, best, 27s. 6d. to 28s. 6d.; medium, 24s. 6d. to 26s.; inferior, 20s. to 23s. 9d. Oshu, best, 29s. 6d. to 31s. 3d.; medium, 26s. 9d. to 28s. 3d.; inferior, 24s. 3d. to 25s. 9d. Coshu, best, 27s. 6d.

SHANGHAI.—The following is from Messrs. C. J. Skeggs & Co.'s circular:—We have had a large and unexpected business during the last fortnight, the Chinese anxious to reduce their stocks held out inducements to foreigners to ship on joint account (which was readily accepted by many), at about last English mail's rates, for all Silk except chops, on which there has been a decline of Tls. 10 to 20 per picul. Settlements amount to about 3,000 bales, a large proportion of which is on native account and consists principally of chop's and the better classes of Tsatlee. The following are a few of the prices paid:—Koo-fong-sing and Chooping for No. 3 only, 29s. 10d.; Yakee No. 3 with usual assortment, 29s. 4d. to 29s. 7d.; Dragon, 29s. 4d. to 29s. 7d.; Cock and Worm, 29s. 1d.; Incense, 28s. 1d. to 28s. 4d.; Blue Flag,

Digitized by Google

26s. 6d. to 26s. 9d.; Golden Lion No. 1 and 2, 27s. 6d. and 26s. 6d.; Kukee Chin Jan, 26s. 3d. to 26s. 6d.; Blue Elephant, 26s. 3d.; Red Peacock, 26s. 0d. to 26s. 3d.; Medium 4 to 4½ Tsatlee, 24s. 11d. to 25s. 6d.; Common and 5 Tsatlee, 24s. 2d. to 24s. 8d.; Ordinary Gnanling Kahing, 25s. 3d. to 25s. 9d.; Thrown, 25s. 3d. to 25s. 9d. At the close the market is much firmer and dealers are now unwilling to sell unless at an advance of Tls. 5 to 10 on the above quotations.

STRAITS PRODUCE.

SINGAPORE.—Tin had gradually advanced and was firmly held for $34.75, though no sales had been made over $34.50; supplies had been small and there was a good demand. Gambier very scarce and wanted. Contracts at $3.05 to $3.07½, but dealers asking more. Black Pepper nominally worth $11.50 to $11.75 per picul, none being procurable. White Pepper: Small arrivals and sales at $17.50 to $18 per picul. Pearl Sago firm at $2.95 per picul, being in fair demand. Sago Flour: sales of Singapore at $2.52½ to $2.55, of Borneo at $2.57½ to $2.60, and of Sarawak at $2.60. Tapioca in request, Flake $4 to $4.12½, and Pearl $3.80 to $4. Coffee: a sale of 200 piculs Bontyne at $14½ per picul. Bally worth $12.75 for unpicked; stocks cleared of all descriptions. Buffalo Hides advanced, best descriptions worth $10¾ to $11 per picul. Cow Hides: Sales at $16½ per picul. Gutta Percha: Sales of first quality at $72½ to $75 per picul.

PENANG.—A fair business had been transacted, more especially in Tin and Pepper. Tin had advanced to $33.60 per picul. Black Pepper had been in small request at $11.80 to 12.25, and White found ready buyers at $19 to 19¼.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Aug. 31, 1871	—	50513348	23294866	—	7272847	81081061	26210
Corresponding period last season	10826	38545906	15634194	—	4073399	58264325	

Shipments Since:

Aug. 24 per Avon	From Shanghai	...	841,910*	
— 26 ... Rifleman	... Foochow	...	539,876*	
— 29 ... Taunton	... Shanghai	...	981,571*	
— 30 ... Caller Ou	... Do.	...	902,102*	
— 30 ... Sarpedon (str.)	... Foochow	...	595,355*	
... Ambassador	... Canton	...	971,916*	
— 31 ... Cutty Sark	... Shanghai	...	1,315,069*	
... Hong Kong (str.)	... Do.	...	201,153*	
Sept. 1 ... Ellora (str.)	... Do., &c.	...	—	2,371
— 2 ... Ariel	... Do.	...	1,221,530	
— 3 ... Maiden Queen	... Foochow	...	1,067,660	
— 4 ... Melbrek	... Do.	...	1,085,307	
— 8 ... Cambodge (str.)	... Shanghai, &c.	...	—	387

* Included in above total.

TO THE CONTINENT.

							Bales.
From June 1 to Aug. 31, 1871	...	...	...	...	...	2021734	5758
Corresponding period last season	...	...	...	...	...	62657	8131

Shipments Since:

Aug. 18 per Araby Maid	From Canton	...	11,200*	
Sept. 1 ... Ellora (str.)	... Shanghai, &c.	...	—	1,120
— 8 ... Camboge (str.)	.. Do.	...	21,440	1,250

* Included in above total.

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1871	...	...	...	...	...	11343581	1017
Corresponding period last season	...	...	...	...	...	8757997	719

Shipments Since:

Aug 22 per China (str.)	From Yokohama	...	328,683	14*
— 31 ... Hammonia (str.)	... Shanghai	...	481,662*	
Sept. 1 ... Ellora (str.)	... Do.	...	—	12
— 2 ... Costa Rica (str.)	... Do.	...	469,302	23
— 4 ... Golden State	... Do.	...	929,714	
— 4 ... Pons Ælii	... Do.	...	401,448	
— 6 ... Stanley	... Amoy	...	341,000	
— 8 ... Taeping	... Do.	...	832,116	

* Included in above total.

TO AUSTRALIA.

From June 1 to Aug. 31, 1871	...	...	...	...	...	8,498,379 lbs
Corresponding period last year	...	...	...	...	...	5,788,463

Shipments Since:

Aug. 30 per Laughing Wave	From Foochow	...	50,200*
— 31 ... Oscar Mooyer	... Do.	...	394,600*
Sept. 2 ... Jane Woodburn	... Do.	...	371,900
... Marie	... Do.	...	242,200
— 6 ... Delta	... Do.	...	273,600

* Included in above total.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844	51,022,600	...*	1862 to 1863	121,273,580	72,887
1845 to 1846	57,334,200	18,600	1863 to 1864	117,463,586	46,603
1850 to 1851	63,972,000	22,144	1864 to 1865	121,236,870	32,313
1853 to 1854	77,327,800	61,283	1865 to 1866	118,333,042	62,890
1855 to 1856	92,240,300	50,481	1866 to 1867	118,423,290	50,052
1857 to 1858	76,990,255	68,315	1867 to 1868	116,890,430	57,449
1858 to 1859	65,789,792	83,184	1868 to 1869	142,789,804	70 917
1859 to 1860	85,560,452	64,169	1869 to 1870	139,740,193	63,807
1860 to 1861	90,066,160	70,644	1870 to 1871	131,969,850	51,329
1861 to 1862	109,854,040	79,199			

* Including the Continent

Telegrams announce the departure of the steamer *Enterprise* from Shanghai to Tientsin with her London cargo, and it may be assumed from this that business was in a fair state of activity.

A meeting of the joint committee, which was recently appointed to take into consideration the framing of bills of lading for the Far East, will be held to-morrow, when it is hoped some definite arrangement may be arrived at.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5¾d.	4s. 6¼d.	4s. 6½d.
Shanghai ,, ,, ...	5s. 11½d.	6s. 0d.	6s. 0½d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 3¾d.	4s. 4d.	4s. 4¼d.
Singapore ,, ,, ...	4s. 4½d.	4s. 4¾d.	4s. 5d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	307½	221½
,, Hong Kong	27½ to 28 dis.	—
Bar silver	111.5.0	10 prem.
Mexican dollars	76.6.0	2 prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 62; Old, 62 per cent. prem.
Hong Kong Gas Company, 62 dols. per share.
Hong Kong and Whampoa Dock, 22 per cent. discount.
China Traders' Insurance, 2,400 dols. to 2,500 dols. premium.
Hotel shares, 61 per cent. discount.
Hong Kong and Macao Steamboat Company, 34 dols. premium.
Hong Kong Fire Insurance Company, 365 dols. premium.
Union Insurance Company, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 80 to Tls. 85 premium.
China Fire Insurance Company, 75 dols. premium.
Victoria Fire Insurance Company, 73 to 75 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par ex div.
China and Straits Steam Navigation Company, $50 dis.
Indo-Chinese Sugar Company, $10 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls. 77 premium.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

ALVES—On the 7th Sept., at Hong Kong, the wife of Mr. A. F. Alves, of a son.
BADE—On the 1st Sept., at Shanghai, Mrs. C. Emil Bade of a daughter.
BEIT—On the 27th Oct., at 8, Park-village west, Regent's-park, N.W., the wife of John Beit, Esq., of a son.
BUTTERY—On the 21st Oct., at South Kensington Hotel, Queen's-gate-terrace, the wife of John Buttery, Esq., of Glasgow, of a daughter.
COWAN—On the 15th Sept., at Singapore, the wife of Capt. David Cowan, formerly of Java, of a son.
PATTERSON—On the 2nd Sept., at Shanghai, the wife of Captain Patterson, of a daughter.
ROBERTSON—On the 30th Aug., at Foochow, Mrs. H. G. Robertson, of a son.
SAMPSON—On the 10th Sept., at Hong Kong, Mrs. A. F. Sampson, of a son.
TENNENT—On the 26th Oct., at Woodbury, Upper Norwood, Surrey, Lady Emerson Tennent, of a daughter.

MARRIAGES.

ANTON—TULLOCH—On the 21st Oct., at St John's Cathedral, Hong Kong, by the Rev. Hayward Kidd, Colonial Chaplain, James Ross Anton, Esq., of Hong Kong, eldest son of James Anton, Esq., of Abingdon-street, Westminster, and Fitzroy-villas, Twickenham, to Jane Stewart, elder daughter of James S. Tulloch, Esq., M.D., 1, Pembridge-place, Bayswater. (By telegram.)
GODDARD—WILSON.—On the 5th Sept., at Yokohama, John Goddard to Isabel, widow of the late George Saxby Wilson.
HEATON—SMALLBONE.—On the 23rd Oct., at St. John's Cathedral, Hong Kong, by the Rev Hayward Kidd, assisted by the Rev. Charles Talbot Omit, Alexander McGlashan Heaton, Esq., of Hong Kong, only son of George Henderson Heaton, Esq., late of Hong Kong to Ada Elizabeth Fanny, eldest daughter of William James Smallbone, of Croydon, Surrey. (By telegram.)
JACKSON—PATRIDGE.—On the 25th Oct., at the parish church, Erith, Alfred James Jackson, of Wroxham, Norfolk, to Sarah, youngest daughter of David Patridge, Esq., late of Woolwich Dockyard.
LLOYD—CROWE.—On the 18th Oct., at the parish church, Epsom, by the Rev. T. M. Echalaz, M.A., rector of Appleby, Leicestershire, and Honorary Canon of Peterborough, uncle of the bridegroom, assisted by the Rev. B. Bradney Bockett, vicar of Epsom, Captain Albert Lloyd, H.M.'s 100th (Prince of Wales Canadian) Regiment, third son of the late Richard Harman Lloyd, Esq., of Tooting, Surrey, and 60, Lombard-street, to Emily, fourth daughter of Alexander Crowe, Esq., of Woodcote Grove, Epsom, and Brunswick-square, Brighton.
SIDGREAVES—YOUNG.—On the 19th Oct., at the church of SS. Mary and John, by the Rev. George Sidgreaves, S.J., brother of the bridegroom, assisted by the Rev. James Daly, Thomas Sidgreaves, Esq., Chief Justice of the Straits Settlements, to Barbara, youngest daughter of the late George Young, Esq., of Saverley House, Staffordshire.
SYMONS—OWEN.—On the 21st Oct., at Sandymount, Dublin, by the Rev. B. C. Davidson, C.E., Hood Symons, of Colombo, Ceylon, son of Major-gen. Symons, to Mary Underhill, eldest daughter of James H. Owen, Esq.
WETHERELL—PEIRCE.—On the 25th Oct., at St. John's, Upper Holloway, by the Rev. Walter Abbott, vicar, William J. E. Wetherell, Esq., Imperial Customs, China, to Alice Louise, eldest daughter of the late J. W. Peirce, Esq., of Jamaica, W.I. No cards.

DEATHS.

BAKER—On the 11th Sept., at Singapore, Frances Annie Haward, wife of Robert Baker, Esq., aged 21.
CRAWFORD—On the 10th Sept., at Hong Kong, Roy Ringan, infant son of D. R Crawford, aged 11½ months.
MILLER—On the 21st Aug., at Yokohama, Thomas Wilson Miller, Esq., aged 38.
OLIVER—On the 1st Sept., at Whampoa, John Robert Oliver, M.D., aged 50.

THE steamer Sarpedon, which arrived in the Thames last week from Hong Kong, with time-expired men and convalescent troops from China and Japan, disembarked her detachment at Gravesend on the 21st inst. The troops brought home belong to the 1st battalion of the 10th Regiment, 75th Regiment, and the Army Hospital Corps, the whole of whom embarked at Hong Kong on the 31st August, the Sarpedon sailing on the following day. During the voyage one soldier of the 1st battalion of the 10th Regiment died on board.

A TELEGRAM has been received at the Admiralty from Suez, dated October 22, stating that the Iron Duke had passed through the Suez Canal without impediment, and would sail again on the 26th for the China station.

(*For Mail Shipping and Latest Telegrams see p. 775.*)

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, OCT. 30, 1871.

THE FRENCH COLONY OF SAIGON.

WE cannot read the latest advices from Saigon without congratulating our French friends on the evident zeal and singleness of purpose with which they are addressing themselves to the task of developing their colony in Cochin China, a country of vast extent and great resources, in which they may justly claim to be the pioneers of civilisation, commerce, and progress. Our readers will not fail to remember that, at the time of the distressing war between France and Germany, we animadverted in severe terms on the injudicious and narrow-minded policy which led to the temporary expulsion of peaceful and honourable German merchants from the remote port they had done so much to render prosperous, and in which their interests were so closely bound up. We would fain hope that, in future wars (as, we suppose, war must be an intermittent fever as long as the world goes round) the representatives of the hostile nationalities in the Far East might be exempted from the sufferings involved in the disputes of their respective Courts at home. Petty triumphs like the expulsion of the Germans from Saigon not only show a mean and paltry spirit, but, as the event has proved, they absolutely react to the disadvantage of the party that indulges in them. At the time when the Franco-German war broke out, Saigon was prosperous—her trade increasing, her relations with her Annamese neighbours daily extending, and her revenue giving signs of rapidly-approaching prosperity. Now she is perplexed, her revenue in disorder, and her trade embarrassed. To remedy this state of things two new measures have been taken into consideration, and one of them has already been adopted. This is the contract for the erection of inland steamers to make voyages six times a month to the richest of the outlying districts, supplying the natives with the productions of Western manufacturers, and bringing back produce in return. This is a truly noble idea, and we are so impatient for its success that we cannot disguise our regret that the necessary preparations are announced as being likely to require more than a year before they can be brought into working order. Surely the traffic might be commenced on a small scale by way of making a beginning, long before that time, if ordinary energy were used. Until this is done the trade of the port cannot advance, and the revenue consequently languishes. What seems to us to be still worse is that the paramount necessity of raising the revenue to "solvency pitch" has given rise to a scheme, which, with every disposition to allow our French neighbours to "know their own business best," we cannot but regard as part of a retrograde and suicidal policy. It is proposed to create a monopoly of the Arrack distilled from rice, of which such large quantities are now taken in Saigon as to employ no less than 2,500 stills. Of these, however, the vast majority are owned by Chinese; only 900 out of the 2,500 being conducted by the Annamese. It is, therefore, contended, as it appears to us, with justice, that to farm out such a manufacture as this would be to hand over the whole trade to the Chinese, and, in fact, to make Saigon a colony dependent for its revenue on Chinese enterprise instead of Annamese industry. It is quite beneath the dignity of France to entertain any such hand to mouth scheme; and, without venturing to dictate any method of raising the revenue, more in accordance with the views of modern political economists, we may be permitted to suggest that what is required might be obtained by the imposition of an Excise duty. This method would not have the damaging effect of a monopoly; when it had served its purpose, it could easily be laid aside; and its incidence would not press heavily on any part of the community.

ADVICES have been received in London by the present mail, announcing that the long line of railway from the town of Singapore to New Harbour, and embracing all the wharves, has, after six months' deliberation, been agreed to by the Legislative Council, in preference to the short line which was to terminate at the Tanjong Pagar Company's premises.

THE PORT OF BRINDISI.

The Times has published a letter from a correspondent, who signs himself "An Italian," which, in the midst of a great deal of common sense, contains not a little bombast. The object of the writer appears to be to promote the improvement of the port of Brindisi, so as to keep pace with the opening of the Mont Cenis Tunnel, and the requirements of a place which may be easily be made the key of the East, so far as passenger traffic is concerned. But, in order to do justice to Brindisi and Italy, it is necessary that something more than mere vapid boasting should be employed in favour of new enterprise in a city, which the Italians have ever neglected, and which they do not seem, even now, to have public spirit enough to develop. It is idle for the Italians to tell us that,—

Owing to a combination of vicissitudes almost miraculous, the world has come back to conditions almost analogous to those of the Roman Empire in its most glorious period, and that Brindisi must occupy in the Mediterranean that position which ancient Brundusium had attained in the best days of the Cæsars. From France, from Switzerland, from Germany and Austria, as well as from England and the whole North of Europe, the longest lines of railway communication converge upon Brindisi. If from Calais or from Hamburg a man seeks the shortest way to the Mediterranean or the Adriatic, he may certainly go across to Marseilles or Trieste; but if from those same ports he wishes to approach the Levant or the coasts of North Africa with the shortest possible sea voyage, he must take any train that will convey him to the Alps, cross those mountains above Turin or Verona, and hence travel along the Peninsula all the way to Brindisi;

unless they are prepared to carry these enterprises out. And we know that the management of Italian railways has contrasted so unfavourably with that of their neighbours the French, owing to neglect, that nothing but a system of wholesale reform can ever be hoped to satisfy the public, or to allure capitalists

The whole Peninsula and the whole of adjacent Europe are, therefore, open through Brindisi to the Oriental traffic; and, for instance, between London and Calcutta, the most expeditious as well as pleasantest route is that which, from Calais and through Paris and Macon, goes across the Great Alpine Tunnel down to Turin, Bologna, and so on to Brindisi. Now, what have the Italians, or their Government, or their railway companies done hitherto during these last eleven years to render the port of Brindisi available for maritime or commercial purposes? They have done some little dredging work, and they have constructed some little piers and jetties by the aid of which small steamers can come up to their moorings and land their passengers without the aid of tugs and boats such as are still used in the less civilised harbours of Genoa, Leghorn, or Naples. But vessels at all available for the Eastern trade, as, for instance, the steamers of the Peninsular and Oriental line, are still unable to approach, and must land their passengers, mails, and merchandise by the primitive contrivance of small boats. All the works of docks, dry docks, and graving docks, warehouses, storehouses, workshops, and other establishments necessary for repairing or refitting vessels, are either in the most deplorably backward state or have not even been commenced. Add to this that at Brindisi, as at all other Italian ports, such onerous and still more vexatious harbour duties are exacted that the Peninsular and Oriental Company alone, for instance, is mulcted to the amount of £2,500 yearly.

The writer proceeds:—

If we inquire with whom lies the blame of the remissness of the Italians in profiting by the advantages of their geographical position, we shall be answered—first, that the finances of the country are in a deplorable state; secondly, that the Italian Government is a convert to the ideas of the *laissez-faire* school, and thinks that everything connected with trade and industry should be left to private enterprise; thirdly, that while native enterprise in Italy is still dormant owing to want of intelligence, of a proper spirit of association, and, finally, of capital, foreign enterprise has been so often disappointed, and, not to mince words, swindled by Italian bad faith, that capital has become extremely shy of the peninsula, and is not to be had except on the most exorbitant charges and upon the most substantial securities.

This is plain speaking without doubt; and the cause is almost sufficient to justify the writer's tone. "There is no doubt" (as he says) that—

Commerce must and will take care of its own interests; but it will do so in its own way and at its own convenience. It knocks at the gates of Italy, at Brindisi, for a free and commodious passage; but if it finds the gates closed, if Italy will do nothing to meet its advances, it will have to turn away and seek other channels, go back to Marseilles o

Digitized by Google

Trieste, till such time as by the Euphrates Valley or some other line new communications are thrown open between East and West.

With all the Italian railway companies, and especially with the southern lines, the prosperity of the port of Brindisi is a first condition of existence. What hope can there be for a line which from Ancona runs along the coast through such backward districts as those of Teramo, Chieti, Trani, Bari, &c., unless it has an emporium at its end at Brindisi, that will make it the great highway of the world? It would seem as if the *Società delle Strade Ferrate Meridionali* alone ought to be equal to any expense necessary for the accomplishment of the Brindisi harbour, and as if it could confidently look for a very ample return for every penny invested in it.

There is great truth in all this, but we must confess that we think it hardly prudent or in good taste to wind up an appeal to English capital with such a vain and egotistical peroration as the following. The writer seems wholly unconscious that the reason why Brindisi has been neglected till now has been the impracticable nature of the Italians; and that such arrogant iterations of the "greatness" of his country, and such vapid boastings (as if the world were made for Italy, and not Italy for the world) as the following are only likely to frighten away the capital it is "An Italian's" object to attract:—

That long-neglected port of Brindisi is a link in a great chain the two extremities of which stretch from the furthest East to the extreme West and North. That trade of the Levant which was in the Middle Ages an Italian monopoly, and which the genius of the Italians themselves, the Genoese Columbus, the Florentine Vespucci, and the Venetian Cabots, diverted to the Atlantic to the profits of other nations, comes back to them now, thanks to the enterprise of those very nations which have so long stood in the light of the Italians, and taken the lead out of their hands. The canal across the Isthmus of Suez is a work which seems chiefly intended for the benefit of the Italians, and Italian railways are in the main the result of Transalpine enterprise.

THE REV. GRIFFITH JOHN ON CHINA.

This gentleman, who has for many years—we believe about fifteen—laboured as a missionary of the London Missionary Society in China, chiefly in the neighbourhood of Hankow, on the Yangtsze, gave a lecture at Swansea (briefly noticed in our last issue) in connection with the Congregational Union.

Mr. John said:—In the first place, you should have some idea of the difficulties with which we have to contend in our efforts to evangelise China. There is the language itself, one of the most difficult to acquire, standing at the threshold, and nothing can be done until it is mastered. Then there is the terrible pride of the Chinese. You must live amongst them to have anything like an idea of it. One of the principal reasons why the Chinaman rejects the Gospel is this pride. The Gospel does not come from China, and therefore it cannot be true; or, if it is true, it is some small insignificant truth pertaining to us as barbarians. Then look at the conservatism of the Chinese. The conservatism of England, as compared with that of China, is radicalism itself. It seems to me that the Chinese have their heads turned in the wrong direction; they look backward instead of forward; every eye is upon the dead past; and in order to make progress they must have their heads turned round. They would drive every one of us into the sea to-morrow if they could. Why? Because they are afraid of these new things that we are introducing—our steamers, railways, and telegraphs—which they think will tend to upset everything, and deprive the Confucians, including scholars and mandarins, of their influence, and almost of their bread and cheese. Confucius is the great saint of China, and a very worthy and great man he was, and for a heathen a very good man. But though a man, they worship him as if he were God, and they commit all his works to memory. A Chinese scholar is more thoroughly versed in the books of Confucius than we are in the Bible by a long way. It is estimated that there are a million of people who could reproduce the whole from begining to end. Then their faith in the completeness of his teaching shuts their eyes against all other teachings. You have no idea how they quote Confucius against every doctrine that we advance. Then I might mention also the weakness of the religious instinct in the Chinese. A Chinaman goes about his religion in a very different way from what we do in this country. He thinks very little about his soul, but infinitely more of his body—infinitely more of a bowl of rice than of his eternal salvation. He is a thorough man of business, and never more so than in his religious exercises. He gives so much towards religion, and he expects to get so much in return, and if he does not he is very wrath with his God, and sometimes vents that wrath in not very polite terms.

Another difficulty with which we have to contend—and that is the opium traffic and the immoral lives of many of the foreigners in China. I do not speak of Englishmen alone, but foreigners in general. The conduct of Great Britain in reference to the opium trade is one of the most disgraceful things that can possibly be imagined. You know that our first war with China was brought about by the desire of one of the emperors to put an end to this trade. At the close of the last war, however, the Government was induced to legalise the traffic, and now opium smoking has become a general thing all over the empire, and they are indebted to us for that. When I went to China fifteen years ago the opium dens were all in the back streets and narrow lanes; but now you find them in the principal streets, and they are more common than the rice shops, and there is no disgrace connected with the practice as in former times. Just think of it. The Chinese pay for this miserable dirt, as they call it, to foreign lands £15,000,000 sterling per annum—that is, within £1,500,000 of the total sum they receive for all the teas and silks they export to every part of the world. I believe that the Chinese were a happier people before they saw the white man from the west than they are now. This is one of the great obstacles we have to encounter. As for the morality of our fellow-countrymen, there are some excellent men among the merchants of China, some princely, noble, generous men, as fine specimens of men as can be found anywhere in the world; but there is a great deal of wrong among the foreigners. What we want to see is the influence of Christianity upon these foreign merchants. Oh, that God would make every merchant abroad a missionary in his character and conduct!

Now let me mention the work that has been done in the face of these difficulties. In the first place, we have given in that most difficult language a glorious version of the blessed Bible. I have read that version very carefully, and I believe it gives to the Chinese as clear a view of Divine truth as your version gives to you. In the second place, we have created a Christian literature in the country. We have published about 700 different works. We have given them translations of some of our most popular works, and also original productions, in which I believe a great deal more than in those translations. We have also given them many scientific works which are of great value. In addition to this, the missionaries have conveyed a vast amount of information to the outer world. All our Chinese dictionaries have been composed by missionaries, and all the grammars; and now my friend Dr. Legge is translating the classics of the Chinese into English, and he is thereby shortening the labour of missionaries in learning the language by two years. Another thing: we have not only given books to the Chinese, but we have preached the Gospel largely in their country. During the last ten years we have preached the Gospel and distributed the Word of God in seventeen out of the eighteen provinces. About three years ago I went myself to some of the most distant parts of China, and made a tour of nearly 3,000 miles in company with my friend Mr. Wylie. We called at nearly all the cities and towns on the way, and we returned without having created any disturbance, or having been molested in any degree.

In the year 1853 we had not quite 500 pupils in our day-schools; we have now about 4,000. Native preachers in 1853, 19; we have now more than 360. Stations and out-stations in 1853, only 26; we have now more than 300. Converts in 1853, 351; we have now between 6,000 and 7,000 communicants. Contributions in 1853, nothing; at present we have about £1,000. Now, I think you will agree with me hat we are making some progress in China—that the Gospel is not a failure in China. But these figures do not represent the actual amount of work that has been accomplished, for there are hundreds, perhaps thousands, around the various stations who have been influenced to a certain extent by the Gospel. We are saturating the minds of the people with stories of Jesus Christ, and filling the air with the music of the Cross. Then there is another important point. We are not able to say that we have many scholars, but I am glad to be able to tell you that some of our most zealous and efficient agents are some of the best scholars in the land. When I left Hankow last year we had a church there numbering more than two hundred, and among them were fifty women and thirty whole families. There were also eight or nine B.A.'s in the Confucian school, one M.A., and several undergraduates. Still, I do protest against gauging a spiritual work like ours by the number of converts. Depend upon it, we are doing our work; the Word is being sowed, and as truly as success now appears in Madagascar it will appear in China and in India. Madagascar is great, but China is greater; and you must be brought to feel that in order to pray as you ought to pray for China, and act as you ought to act towards China.

The population of Madagascar is, I suppose, between 4,000,000 and 5,000,000; but banish China from existence, and scatter the population over the globe, and every third man you met would be a Chinaman, and every third house you entered a Chinese house. The world is looking on, and the question is asked, "Can the Gospel change the Hindoos and the Chinese?" I believe it can. I want you to believe it can, and I want you to show it by contributing according to your ability, and by sending us genuine men to carry on this great work. Don't suppose that any sort of a man will do for a missionary, and especially for China and India. No, we must have your very best men, men with a great deal of humanity in them. Confucius said, "You cannot carve on rotten wood," and I believe you can never make missionaries of rotten wood. We want men of the very highest stamp, men who have something of the manifoldness of humanity, men who will make the natives feel that they are more men than Englishmen, Welshmen, or Americans. We want inspired men. No one honours this precious Book more than I do; but I think it would be almost useless for you to send that Book without the inspired man. But let us have the inspired Book and the inspired man to go along with it, and we shall conquer the world. There is one thing more we want. We want educated men. Let us have men of the very finest feelings and of thorough education, so that when they come in contact with heathens they shall feel that they are truly gentlemen. I would have every missionary be a Hamilton in metaphysics, a John Stuart Mill in political economy; I would have him know as much of protoplasm as Huxley, and as much about monkeys as Darwin. But still he must have a thorough theological training. This is an age in which men are brought face to face with the deepest questions of religious thought, and it is impossible for an inquisitive man to pass through this crisis without having his mind in doubt; but let the doubts go in the college, and not in the pulpit; in the college, and not in the missionary field. We have every respect for honest doubt, but I do know, by profoundest experience, that a man must believe in God and in the eternal realities of the eternal world, otherwise he cannot teach. I am going back to China, and that is the strongest proof I can give you that I believe in my work. I know the difficulties, but I really do believe in my deepest heart that it is God's work, that China is to become Christ's, and that I have something to do with it. I do not believe in my power, but I believe in what Christ has said, "If ye have faith it shall be," and, believing this, I shall go back to China and feel that I can face the difficulties and say, "Who art thou, great mountain? Before Zerubbabel thou shalt be made a plain."

Digitized by Google

LATEST TELEGRAMS.

RIOTS AT SINGAPORE.

Singapore, Oct. 25.—Rioting is in progress among the Chinese residents here causing a stoppage of business.

COMMERCIAL.

CHINA.

(Received Oct. 25.)

Shanghai, Oct. 24.—Grey Shirtings, Tls. 1.9.7. Silk: Tsatlee, No. 3, Tls. 590; No. 4, Tls. 550. Freights (ship), 60s. Exchange on London—Bank bills, six months, 6s.

Hong Kong, Oct. 24.—Grey Shirtings, $2.50. Exchange on London—Bank bills, six months, 4s. 4⅜d..

STRAITS SETTLEMENTS.

(Received Oct. 26.)

Singapore, Oct. 25.—Grey Shirtings, 8¼ lbs., $2.47½; 7lbs., $2.12½; T-Cloths, 6 lbs., $1.65; Mule Twist, 40's, $114; 16-24, $87½; Gambier, $3.27½; Pepper, Black, none; White do., $22; Tin, $34⅝. Exchange on London: Bank bills, six m.s., 4s. 5d.

Penang, Oct. 25.—Grey Shirtings, 8¼ lbs., $49] per corge; T-Cloths, 6 lbs., $32.50 per corge; Mule Twist, 30's, $103 per bale; 40's, $111. Tin, $34 per picul. Pepper: Black, $14.50; White, $27. Exchange on London: Bank bills, six m.s., 4s. 5d.

Shipping Intelligence.

ARRIVALS.

At Yokohama.—From London, Aug. 25, Devana; 28, Ilione; 29 Una (str.); from Liverpool, Sept. 8, Prince Alfred; from Cardiff Aug. 28, Mikado; from Shields, Sept. 8, Peter Joynson; from Rotterdam, Aug. 28, Argo.

At Shanghai.—From London, Ailsa, Glengyle (str.) (reported by telegram).

At Hong Kong and Canton.—From London, Sept. 12, Brockham; from Cardiff, 8, Peter; 10, Channel Queen; 11, Macaulay; 12, Tony; from Liverpool, Alexandre Lavellery; from London, Oct. 27, Lord of the Isles (str.), Albay (str.); from Boston, Oct. 11, Orpheus (reported by telegram).

At Manila.—From Glasgow, Sept. 2, Dagnpan (str.); 10, Sinbad; from Cadiz, 4, Salvadora.

At Singapore.—From Liverpool, Ulysses (str.) (reported by telegram).

At Penang.—None.

DEPARTURES.

From Yokohama.—For Callao, Sept. 7, Foreningen; for New York, Aug. 19, Inverary.

From Nagasaki.—For London, 26, Engelbert.

From Shanghai.—For London, Aug. 31, Caller Ou; Sept. 2, Cutty Sark; 4, Ariel,; for New York, 5, Golden State.

From Foochow.—For London, Aug. 30, Sarpedon (str.); Sept. 3, Maiden Queen; 4, Melbrek.

From Hong Kong and Canton.—For London, Sept. 1, Sarpedon (str.); 11, Menelaus (str.).

From Manila.—For Liverpool, Aug. 24, Gipsy (via Ilo Ilo and Cebu); Sept. 9, Erie; for Channel, Aug. 12, Ogir; for New York, Sept. 8, City of Agra; for Boston, 20, Sooloo; 8, Volunteer.

From Singapore.—For London, Sept. 20, Menelaus (str.); for New York (via Penang), 18, Enoch Train.

From Penang.—For London, Sept. 10, Sarpedon (str.)

VESSELS LOADING.

At Yokohama.—For New York, Flying Spur, Fiery Cross, Black Prince.

At Nagasaki.—For London, Zohrab.

At Shanghai.—For London, Avona (full), Derwent (full), Fort Regent, Guinevere (full), Seatoller, Amoor (full); for New York, City of Aberdeen, Endeavour, Midnight, N. B. Palmer (full), Serica (full), Tonbridge, Willy Rickmers.

At Foochow.—For London, Hong Kong (str.), Glensannox (str.), Thyatira, Holmsdale; for New York, Benefactor, Ketso, Yangtsze.

At Hong Kong and Canton.—For London, Otter Cape (full), Veronica (full), Burdwan, Chanticleer; for New York, A. L. Banfield, Brunette, Feiga, St. Pauli.

At Manila.—For London, Estreha; for Spain, Chica; for Havana. Dona Feliciana; for New York, Clytie, Nestor, Asa Eldridge, Sea Flower; for Boston, Galatea, Lochnagar, Mariano, Bunker Hill.

At Cebu,—For Liverpool, Mic-Mac, Sarah Nicholson.

At Ilo Ilo.—For Liverpool, Elise; for Falmouth, Lake Constance; for Channel, Banda.

At Singapore.—For London, Africa (str.); for Liverpool, Mountain Laurel; for Glasgow, Archos, Blenheim; for Havre, Albertina; for Marseilles, Amitie, St. Roche; for New York, Adolph, Mary Nelson; for Boston, Escort.

At Penang.—For London, Peri.

FREIGHTS AND CHARTERS.

At Yokohama.—To New York, £3 per ton of 40 feet.

At Nagasaki.—For London £3.

At Shanghai.—The rate to London is £3 per ton of 50 feet, and to New York £3 to £3 10s. per ton of forty feet.

At Hong Kong and Canton.—To London, £2 15s. to £3 per ton of 50 feet; to New York, £2 17s. 6d per ton of 40 feet.

At Foochow.—To London, £3 per ton of forty feet (str.); to New York £2 17s. 6d. per ton of 40 feet.

At Manila.—Very little cargo is offering; the rate for Liverpool is £3 for Sugar; £3 15s. for Hemp; for New York, $10 for Sugar; $10.75 for Hemp.

At Singapore.—To London per steamer, £2 10s. to £2 15s. deadweight; £3 10s. to £3 15s. light cargo; from Burmah to Channel, £3 15s. per ton.

At Penang.—To London, £3 to £3 15s. per ton.

REPORTS AND CASUALTIES.

HONG KONG.

The Helen Black, Hong Kong to Foochow, has been lost (reported by telegram). The Tony, Cardiff to Hong Kong, reports, on Sept. 11 passed Colombo, abandoned, with a heavy list to the starboard side, mainmast and foremast gone, in lat. 20.52 N., and lon. 104.41 E.; it was very squally weather or would have towed her in; southerly winds were driving her towards Hong Kong.

MANILA.

The Pudsay Dawson, Java to San Francisco, has put into Manila leaky and otherwise damaged, having struck on a reef in Palawan Passsage (reported by telegram).

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 29	Hadda	Hamburg	Manila
,, 31	Mohely	Singapore	Marseilles
,, —	Fances	Hamburg	Hong Kong
,, —	Ellida	Newcastle	Batavia
,, —	Prince Waldemar	Hamburg	Hong Kong
Sept. 1	Ernest	Singapore	Boston
,, —	Utinia	Aden	Batavia
,, —	Louise	Amsterdam	Batavia
,, 2	Corea	London	Hong Kong
,, —	Ferdinand Louis	Amsterdam	Samarang
,, —	Ellen Brown	Cardiff	Hong Kong
,, —	Delia	Cadiz	Manila
,, —	Singapore	Amsterdam	Hong Kong
,, —	Herald	Batavia	Boston
,, 4	Aracan	Shanghai	London
,, —	Australie	Batavia	Amsterdam
,, —	Douglas Castle	Singapore	Boston
,, —	Sir Henry Parker	Hong Kong	New York
,, 5	Clommell	Greenock	Order
,, —	Charlest Jeanne	Boulogne	Saigon
,, 6	Fred Warren	Shields	Hong Kong
,, —	Sourabaya Packet	Amsterdam	Batavia
,, 8	William Ketson	Foochow	London
,, 9	John Tempaén	Manila	London
,, —	Cleta	London	Shanghai
,, 11	Competitor	New York	Order
,, —	Frederic	London	Batavia
,, —	Noach II.	Batavia	Rotterdam
,, —	Cornelia	Do.	Amsterdam
,, —	Orient	Do.	New York
Oct. 5	Cutty Sark	—	London
,, 9	Lauderdale	—	Do.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Oct. 25, at Liverpool, from Ilo Ilo Joachim Christian; 27, off Falmouth, from Rangoon, for Hamburg Lucerne; 28, at London, from Penang, Ulva; 15, at Boston, from Ilo Ilo, Endymion.

Departures.—Sept. 16, From Callao, for Hong Kong, Pacific; Oct 24, from the Clyde, for Java, via Amsterdam, Prins Hendrick (str.); 26, from Cardiff, for Singapore, Don Quixote; 26, from Sunderland, for Galle, Duncairn; 27, from Newcastle, for Singapore, Woolloomooloo; 25, from Callao, for Hong Kong, Ville de Granade; 27, from Liverpool, for Singapore, Nor.

Casualties.—The Yorkshire (str.), from London to Colombo (via S.C.), returned to Gravesend Oct. 27, with damage to machinery. But left on the 28th inst., for her destination after repairing. Advices from New York, dated Oct. 14, state that the Ferdinand, Meyer, from Singapore to New York, which put into St. Thomas's Sept. 30, in distress, would discharge her cargo (gambier, black pepper, &c.), for repairs. A telegram has been received announcing the total wreck of the Sindbad, from the Clyde to Manila and Ilo Ilo, not far from the last-named place.

Laid On at London.—For Hong Kong, Forward Ho!; for Batavia and Sourabaya, Wistaria; for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Teviot (str.); for Hong Kong, Belted Will; for Colombo, &c., Cotopasci; for Galle (via Cardiff), Lady Hincks.

The Government Eclipse expedition, under the charge of Mr. Lockyer, left Southampton on the 26th inst. in the *Mirzapore*. Owing to the courtesy of the P. and O. Company everything—even to the smallest Leyden jars—was shipped safely, although the instruments, weighing four tons, all of them costly and delicate, only arrived at Southampton during the morning. The following gentlemen compose the expedition:—Messrs. Lockyer, Friswell, Moseley, Holiday, Lewes, and Davis, Captain M'Lean, Captain Tupman, Rev. W. Abbay, Dr. Thomson, and Professor Respighi.

Digitized by Google

Monetary and Commercial.

In the report of the Royal Mail Steam Packet Company for the half-year ending the 30th June last the directors allude to the favourable results of the operations in that period, the "working account" showing a considerable decrease in the expenditure, and at the same time a very important increase in the receipts, as the "surplus" exceeds that for the first six months of 1870 by £38,559 5s. 7d. The balance in favour of the company on the "repair and renewal account" is £26,055 9s. 1d. The "insurance account" shows a balance of £230,173 13s. 9d., there having been no cause for outlay during the past six months. A dividend is recommended of £2 15s. per share, and a bonus of £1 15s. per share from the insurance account, making together £4 10s. Since the last meeting the directors have entered into an arrangement with Her Majesty's Government to convey a mail between St. Thomas and San Juan (Porto Rico) twice instead of once a month in connection with each of the company's Transatlantic packets. At the half yearly meeting of the company, held on the 25th, the chairman, in moving the adoption of the report, said that his prediction last year that the current year would prove as profitable as 1870 had been verified, and he believed at the close of the year that it would prove more favourable. There had been a reduction in the working expenditure. The company's property had suffered very little injury from the severe hurricane at St. Thomas's. The report was adopted.

At the meeting, on the 24th inst., of the Singapore Gas Company (Limited), the dividends announced in the report were declared, viz., at the rate of 7½ per cent. per annum, less income-tax, on the preference capital, and at the rate of 7 per cent. per annum, free of income-tax, on the original capital.

In moving the adoption of the report, the chairman, Mr. Stephenson, congratulated the shareholders upon the improved position of the company and the increased dividend payable. The accounts, he said, were very satisfactory, showing a decrease of £242 in the expenditure for coal, while at the same time the receipts for gas rental exhibited an increase of £78. The proceedings—which were brief—were brought to a close after votes of thanks to the chairman and directors, to Mr. Wells and the local committee at Singapore, and to Mr. King, the secretary, had been proposed, and unanimously carried.

The annual meeting of the Upper Assam Tea Company (Limited) will be held on the 31st inst., "for the purpose of adjournment *sine die*, pending important negotiations in the interest of the Company."

A meeting of the policy-holders in the European Assurance Society was held on the 24th inst. to receive the report of the committee appointed in July last. Negotiations for the transfer of the liabilities of the European to the New York Life Assurance Company had been in progress, and a proposed arrangement to this effect had been prepared, the terms of which were now submitted to the meeting and recommended for approval. In the course of the discussion it was incidentally stated that the deficiency of the European amounted to about a million sterling. On the part of the directors, it was stated that, although the offer under consideration was a good one, the board had received one from another office which was better. It was ultimately resolved that the subject be referred back for the joint decision of the directors and the committee, and the meeting was adjourned for a week.

The amount of bullion by the P. and O. Company's steamer *Candia*, which left Southampton on the 28th inst., was:—in gold—to Galle, £11,000; to Calcutta, £10,000; to Madras, £9,459; to Alexandria, £10,000. In silver—to Shanghai, £17,470; to Bombay, £54,950. Total in gold, £40,459; in silver, £72,420.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Hong Kong, Canton, Macao, Singapore, &c., to London (via S.C.), per Seagull (str.), entered Oct. 23.—From Hong Kong: 250 packages merchandise, 13 packages curiosities, 10 cases gamboge, 76 cases tobacco, 2 cases cigars, 150 casks soy, 20 bales silk, 193 bales cottons, 2 boxes cigars, 8300 boxes 1 case 3956 packages tea—Order; 15 boxes tea, &c.—W. P. Swinton; 81 packages tea—Laurence and Co.; 101 boxes 51 half-chests tea—Bremmer and Co.; 1 package tea—C. W. Murray; 7 packages tea—H. S. King and Co.; 3 packages merchandise—J. Tait; 8 packages merchandise—W. B. McKean; 8 packages merchandise—W. Hewett and Co.; 2 packages merchandise—Grimmare and Co. From Canton: 190 boxes rhubarb, 212 packages merchandise, 266 bales silk, 2 boxes lychees, 226 boxes silks, 148 bales cocoons, 20 cases paper, 1 box preserves, 18,101 boxes 825 chests tea, 1 box ink—Order; 2 boxes merchandise—J. J. Rayment; 2300 boxes tea—D. Sassoon and Co. From Macao: 50 bales silk, 9249 boxes tea—Order. From Singapore: 761 baskets 5087 slabs gutta-percha, 19 cases gamboge, 2 cases beads, 539 slabs tin, 21 boxes 89 packages shells, 1 case merchandise, 29 baskets india-rubber, 4 boxes tea, 73 bundles cow hides, 242 bags seed—Order; 4 packages tea—E. Harris; remainder of cargo from Galle, Colombo, and Malta.

From Ilo Ilo to Liverpool, per Joachim Christian, entered Oct. 25.—26,995 bags sugar—Order; 47 packages curios to remain on board for exportation.

From Manila to London, per Belted Will, entered Oct. 27.—3145 bales hemp, 3365 sacks coffee, 11,947 bags sugar—Baring Bros. and Co.; 1 case cigars Brennen and Laycock; 4 cases preserves—Smith, Wood, and Co.; 1500 bags sugar, 400 bales hemp—Drake, Kleinworts and Co.; 2 boxes tea—Master; 7 cases merchandise, 27 cases cigars, 58 packages hides—Order.

ARTICLES OF EXPORT.

METALS.

Iron.—Welsh: Rails, £7 5s. Bars, £7. Staffordshire Best: Bars, £8 15s. to £9 10s.; Nail Rods, £8 12s. 6d. to £9 5s.; Hoops, £9 15s. to £10 5s.; Sheets, £10 15s. to £11; Scotch, Pig No. 1, £3 2s. 6d. to £3 12s. 6d.; Swedes, Bars, Hammered, £9 17s. 6d. to £10 10s., Swedes, Steel in kegs, ½ and ⅝ in., £14 to £14 15s.

Yellow Metal.—Sheets, 4 by 4 ft., 6¾d. to 7d.; Sheathing and Rods, 6¾d. to 7¼d. per lb.

Tin.—English Refined, £142. Tin Plates: Charcoal I C, per box, 29s. to 33s. 6d.; Coke, 26s. to 27s.

Lead.—W.B., £20 5s.; do., other brands, £18 to £18 2s. 6d.; Spanish, soft, ex ship, £17 10s.; Sheet, £18 15s. to £19; Shot, kegs, extra, £20 10s. to £21; White, do., £25 10s. to £26; Red do., £20 10s.

ARTICLES OF IMPORT.

TEA.

The market shows but little alteration. Prices for medium kinds have been firmly maintained, but the finer grades have been in somewhat less inquiry, and have gone off at a slight decline on the rates quoted in our report of the 23rd inst.

At public sale, early in the week, 5,417 boxes and 78 half-chests new season's Pingsuey Green, per Ajax, were offered without reserve, on account of the importers, and all sold. Fine to finest No. 1 Gunpowder realised 3s. 6½d. to 3s. 10½d.; good to fine No. 2 Gunpowder, 2s. 10d. to 2s. 11½d.; good and fine No. 1 Imperial, 1s. 8½d. to 2s. 1d.; middling to good No. 1 Young Hyson, 2s. 0¾d. to 2s. 4½d. per lb.

On the 24th inst. 4,923 packages China, offered without reserve, were all sold. 1,900 packages Congou sold, chiefly old import, at 10d. to 11½d., new season's Moning in boxes at 1s. 5½d. to 1s. 6½d. 640 boxes new season's Foochow Scented Orange Pekoe sold at 1s. 7½d. In addition, 1,996 packages new season's Green, per Priam and Sarpedon, were sold, and for several breaks of fine qualities lower prices were accepted. Moyune Gunpowder No 1 sold at 3s. 7d., No. 2 at 2s. 8d., Young Hyson No. 1 at 2s. 9d½. to 2s. 9¾d., No. 2 at 1s. 1¾d. to 1s. 2d., Imperial No. 1 at 2s. 3½d. to 2s. 3½d., No. 2 at 11½d.; Ping Suey Gunpowder No. 1 at 3s. 4½d. to 3s. 5d., No. 2 at 2s. 2d., No. 3 at 1s. 11½d. to 1s. 11¾d.; Imperial No. 1 at 1s. 8d., Young Hyson No. 1 at 1s. 8d. to 1s. 8d½. per lb.

On the 26th 1,569 half-chests and 108 small boxes new season's Moyune Green, per Sarpedon, were offered without reserve, and all sold. Compared with the previous sales this week fine and finest qualities brought full prices, but medium and common lines sold irregularly, and frequently below valuations. Moyune Gunpowder No. 1 sold at 3s. 3d. to 3s. 9½d., No. 2 at 2s. 5d. to 3s. 2¾d., Young Hyson No. 1 at 2s. 0½d. to 2s. 11½d., Hyson No. 1 at 1s. 7¾d. to 2s., Imperial No. 1 at 1s. 8½d. to 2s. 1d. 1,028 chests and 687 half-chests new season's Moning Congou were also offered without reserve, and sold at steady rates at 1s. 4½d. to 1s. 6d. per lb.

SILK.

The periodical public sales took place on the 25th inst. The quantity printed was about 2,000 bales Bengal, 3,200 bales China, 800 bales Japan, and 1,200 bales Canton, with sundry parcels Thrown Silk. The whole was allowed to pass rapidly with even less than the usual small extent of bidding, except the Thrown Silk, which was chiefly printed to be sold "without reserve." The general market is quiet, but firm. All good medium China Silk is scarce and in good demand. Japan continues neglected, but Canton Silk is in full consumption. Deliveries continue good.

COFFEE.

Large quantities of Ceylon have been brought forward at the public sales during the week, but a good demand has been shown and a large business done both in plantation and native at an advance of 1s. to 2s. upon last quoted prices. The favourable result of the Dutch sale has tended to strengthen the market. The prices paid have been—Plantation tringe 59s. to 65s., small grey 65s. 6d. to 66s. 6d., low middling grey and mixed 70s. to 72s. 6d., bold do. 72s. 6d. to 76s. 6d., small coloury 67s. to 70s., middling 73s. 6d. to 78s. 6d., good middling 80s. to 82s. 6d., peaberry 83s. to 85s.; Native Ceylon small 57s. 6d., ordinary 63s., good ordinary greenish 64s. to 64s. 6d., good bold pale 66s.; privately a good demand has prevailed to-day, and business of some extent has been effected in Ceylon and other East India both on the spot and for arrival at very full rates, but particulars are not reported.

The Dutch Trading Company's October public sale was held at Rotterdam on the 25th inst., when 92,100 bags Java, &c., sold at 1¾c. to 2½c. above the valuations, or about 2⅓c. to 3c. above the previous auction a month ago, good ordinary quality realising 40½c. to 41c., against 37½c. to 38c. in September. The following are the details of the sale:—

Digitized by Google

LYING AT ROTTERDAM.

	Bags.	Valued at. Cents.	Result. Cents.
No. 1	871	42½	44½
3	879	40½	42
4	508	41	43¾
9	1,951	39	41½
10	2,518	38½	40¼
11	2,657	38½	40¼
21	5,663	38½	40½
22	4,652	38½	40½
24	1,795	38	39¾
25	2,636	38½	40¼
LYING AT AMSTERDAM.			
6	2,887	39½	41
9	1,311	38½	40¾
11	2,223	38½	40¾
18	927	39½	41¾
19	1,254	38½	40¼
21	1,210	39	42

SUGAR.

A good demand prevails for brown qualities, and at auction supplies of some extent have been readily disposed of at dearer rates; the market for other qualities is unaltered. The following is a record of the business done during the week :—

Penang.—In auction 1,540 bag sold—chiefly fine soft coloury (duty 5s. 8d.) at 34s., good (duty 5s. 3d.) at 33s. to 33s. 6d., middling yellow (duty 4s. 9d.) at 31s. 6d.; 692 baskets low to common, brown date sort (duty 4s.), were bought in at 22s. 6d. to 24s., except 102 baskets, which sold at 22s. 6d. to 23s. Of the portion bought in 450 baskets were subsequently sold by private contract at 22s. 6d. to 24s.; also 600 bags good quality at 29s., and 1,200 bags low pasty at 22s 6d. to 22s. 9d.

Manila.—There has been more demand for this description, and firm rates have been paid. At public sale 14,000 bags low clayed (duty 4s.) have been sold at 23s. 6d., and 5,000 bags at 25s. 6d. to 26s. 6d.; privately 6,300 bags common clayed (duty 4s.) have been sold at 24s. 6d., 6,000 bags good do. 26s. 6d., and 30,000 bags common brown (duty 4s.) at 23s. 6d. to 24s. The floating cargo per Lake Constance, about 28,000 bags Ilo Ilo unclayed September sailing, has been sold at 19s. 6d., floating conditions.

Java.—In auction 717 bags low Java syrups sold, sound 21s. to 21s. 6d., washed 20s. 6d. to 21s.

Cocoa Nut Oil.—At auction Ceylon has met more demand and of 360 casks offered 151 casks, chiefly pipes, sold, very good to fine at £38 15s. to £39, hogsheads £38 15s., puncheons £38 10s. Floating sales are reported 50 tons at £38 15s., and 50 tons at £39.

Cutch.—800 boxes fine Pegue, of the marks GW and SM have been sold at 25s.; 770 boxes good Pegue Fish mark were bought in, sound at 25s. 6d., first class sea-damaged 25s., second class 24s. 6d., and third class at 24s.

Galls.—Of 300 boxes China offered 120 boxes sold rather dearer at 52s. 6d. to 53s. 6d., chiefly 53s.

Hemp.—The market is firm, but little business has been done during the week; at auction only 213 bales sea-damaged Manila were offered and sold, first-class of fair quality at £48 5s. to £48 10s., mixed £44 15s. per ton.

Pepper.—The market is firm, with business doing at very full rates.

Rice.—The market has been steady; White Bengal is firm and has been sold at 11s. 6d., good at 12s. 3d., and fine at 13s.; new Rangon has realised 10s. 6d. full prompt and Moulmein 10s. 1½d., ex ship. Afloat the following sales are reported:—Tho cargo, per Florentine, 1,365 tons Necransie late July sailing at 10s. 3d. Continental terms E contract; the floating cargo, per Amelia Ross, 540 tons, Moulmein June sailing, at 10s. 6d. for the Continent; the cargo, per Echo, 525 tons Rangoon, June sailing, at 10s. 9d. Continental terms; and the Aboyne, 620 tons Moulmein at 10s. 5¼d., Continental terms, damages at valuation.

Tin.—Last week's quotations for Straits and Banca are maintained; deliveries are good, and the market is firm.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Oct. 19	Earl Dalhousie	Cary	Singapore	London
19	Sarpedon	Butler	Hg. Kg., &c., via S.C.	Do.
19	Forward Ho!	Hossack	Shanghai	Do.
16	Seagull (str.)	Pike	China, &c., via S.C.	Off St. Cthrn's.P
14	Buenaventura (str.)	Larinaga	Manila, via S.C.	Barcelona
19	Dartmouth	Elsden	Tai-wan Foo	London
20	Peggy	Moller	Colombo	Do.
19	Springfield	Dwight	Akyab	Falmouth
20	Eulalia	Westerlund	Do.	Do.
20	Copernicus	Pill	Sourabaya for Rotdm	Off Dover
21	Aboyne	Stevens	Maulmain	Plymouth
23	Dunkeld	Follett	Singapore	London
23	Queen of the West	Joslin	Colombo	Do.
23	Cotherstone	Paterson	Do.	Do.
22	Stad Leyden	Hissinck	Batavia, for Amtdm	Texel
22	Star of Brunswick	—	Rangoon	Liverpool
20	John Fought	Erikson	Singapore	Cuxhaven
20	Waterloo	Abrahamsz	Batavia	Texel
24	Mooresfort	Cowley	Rangoon	Liverpool
22	Norge	Olsen	Do.	Brouwershaven
22	Yeddo	Dubosc	Akyab	Havre
	Samuel G. Glover	—	Manila	New York
22	Imperator Alexdr. II.	Dahlberg	Rangoon	Cuxhaven
21	Encarnacion	Cardoqui	Manila	Cadiz
26	Belted Will	—	Do.	Deal

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Maria	Schofield	Batavia	Rotterdam
	Johanna Maria	—	Java	Do.
Oct. 18	Eastern Star	Simpson	Singapore	Cardiff
20	Palm Tree	Capper	Do., via Cardiff	London
21	Lothair	Peacock	Yokohama and Hiogo	Do.
21	Denbighshire	Griffiths	Do.	Do.
	Nieuwland	Ruhaak	Padang	Rotterdam
	Gertrude	Dewar	Hong Kong	Liverpool
24	Maria	Agrell	Galle	Plymouth*
24	Yorkshire (str.)	Kennedy	Colombo, &c.	London
24	Titania	Dowdy	Shanghai	Do.
	Maria Diederika	van Linden	Batavia	Amsterdam
	Pasaroeang	—	Do.	Do.
22	Xanthus (str.)	Denecker	Singapore	Cairnryan
	Marian Adolphina	—	Batavia	Amsterdam
	General de Steurs	Viersma	Singapore	Rotterdam
24	La Paix	—	Do.	Liverpool
24	Elizabeth and Ann	—	Do.	Newcastle

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Between Oct. 18—24	Hong Kong	China, &c.	London
	Iron Duke (frigate)	Plymouth	China
	Petersburg	London	Colombo, &c.
	Emblehope	Do.	Do.
	Glendarrock	Do.	Sing., China, &
	Menelaus	China	London

LOADING.

At London.—Steamers via Suez Canal.—For Colombo, &c.: Minia, Niger.

Sailing Vessels.—For Yokohama and Hiogo: Lorton. For Yokohama: Solent. For Shanghai: Pakwan, Undine, Dartmouth. For Hong Kong: Boyne. For Manila: Catalina. For Batavia, Samarang, and Sourabaya: Luctor et Emergo. For Batavia and Sourabaya: Stella Maris. For Singapore: Havelock, Istapa. For Penang: Vanguard. For Bangkok and Siam: August Friedrick. For Bangkok: Pelham. For Colombo: Teviot, Granville. For Colombo, &c.: Spirit of the North, Chacma.

At Liverpool.—For Yokohama and Hiogo: Penrith. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Nestor (str.), Pactroclus (str.). For Anjer: Tiber. For Manila: Adolfo, Mathilde. For Singapore: Sumatra, Aleppo, Robert Kerr, Nor. For Batavia, Samarang, and Sourabaya: Madone. For Galle: Forfarshire. For Calcutta (via Colombo): Krishna (str.). For Colombo, &c. (via S.C.): Kangaroo (str.).

At Glasgow.—For Yokohama and Hiogo (via S.C.): Zadkia (str.). For Singapore: Norham Castle. For Batavia and Sourabaya: County of Elgin. For Penang, Singapore, Hong Kong, Foochow, and Shanghai (via London and S.C.): Gordon Castle (str.). For Colombo, &c. (via London and S.C.): Red Gauntlet (str.). For Colombo, &c.: Huntley Castle.

SPOKEN.

Rotterdam (Dutch), Batavia to Rotterdam, Aug. 22, 35 S., 20 E.
River Eden, Liverpool to Singapore, Sept. 17, 2 N., 22 W.
Marten Van Rossem, Holland to Batavia, Sept. 14, 30 N., 26 W.
Helena, Rotterdam to Samarang, 13 S., 30 W.
Alfred, Hamburg to Batavia, 32 days out, 9 N., 24 W.
Cama (German brig), Hong Kong to Hamburg, Aug. 20, 35 S., 25 E.
Thames (barque), Ceylon to London, Sept. 15, 16 S., 5 W.
Joachim Christian (Ger. barq.), Manila to Liverpool, Aug. 25, 35 S., 19 E.
Venus (Ger. brig), Batavia to Hamburg, Sept. 16, 17 S., 5 W.
County of Bute (ship.), Samarang to Rotterdam, Sept. 17, 19 S., 3 W.
Tiafe (?), (barq.), Colombo to London, Sept. 10, 43 days out, 34 S., 16 E.
Blackadder (ship), Penang to London, Sept. 24, 20 S., 2 W.
Prima Donna (barq.), Phillipine Isles to Falmouth, Aug. 5, 19 S., 81 E
Oberon (str.), Shanghai to London, Sept. 22, 29 S., 13 E.
Mogola (barq.), Shields to Galle, Sept. 21, 6 S., 28 W.
Auburn (barq.), Sunderland to Colombo, Sept. 21, 6 S., 28 W.
Generaal de Sluers, Rotterdam to Singapore, Oct. 20, off Dungeness.
Jason (Dutch ship), Rotterdam to Batavia, Sept. 18, 13 S., 32 W.
Nieuwland, Rotterdam to Padang, Oct. 18, 49 N., 6 W.
Dublin (ship), Canton to London, Sept. 10, 27 S., 5 E.
Amaranth (barq.), China to Monte Video, Sept. 5, 35 S., 20 E.

FREIGHTS AND CHARTERS.

Current rates of freight are firmly maintained, and there is more business offering for sailing vessels. Coal freights for the East hav advanced.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—To Tientain: £18 10s. For Shanghai: £42. For Hong Kong: £35 10s. To Singapore: £22 10s. To Batavia: £20. For Galle: £16. From Newport, Cardiff, or Swansea, per ton—To Yokohama, 39s. to 40s. To Tientsin, 15s. For Shanghai: £2 2s. 6d. For Hong Kong: 34s. For Colombo, 17s. For Galle, 17s. For Japan, 39s. to 40s. For Singapore, 22s.

CASUALTIES.

The Minister Fransen van der Putte, Bouwmeester, from Batavia to

Digitized by Google

Rotterdam, put into St. Helena, Sept. 22, and reported having experienced a succession of gales from Aug. 24, in lat. 34 S., lon. 31 E., to Sept. 6, in lat. 35 S., lon. 25 E., during which her decks were swept, bulwarks, sails, and two boats carried away, cabin filled, and rudder damaged; on Sept. 3 she was on her beam ends for fourteen hours, and threw sixty tons of coffee overboard. A survey had been held and the vessel recommended to unship to repair rudder, to caulk topsides and deck, &c.

The Canton (barq.), Dennecken, from Hamburg to Hong Kong, put into Table Bay, Sept. 16, for repairs, having been struck by a heavy sea, which carried away her bulwarks and stanchions.

The Aldebarron (Dutch ship), Meyboom, from Batavia to New York, put into Simon's Bay, Sept. 8, leaky, having experienced heavy weather; she was discharging for further survey.

The Yokohama (Amer. barq.), from New York to Batavia, put into Table Bay, Sept. 9, having been struck by a heavy sea, Aug. 28, which carried away bulwarks and wounded six of the crew.

Advices from Port Elizabeth, dated Sept. 15, state the Roska, from Penang to London, which put into Algoa Bay, July 26, leaky, was sold Sept. 6, as she then lay at anchor, realising £508.

MISCELLANEOUS.

At St. Helena.—Sept 16, China, McKinnon, from Batavia, and sailed for Amsterdam; Gerard Pieter Servatius, de Jorde, from Batavia, and sailed 17 for Amsterdam; 17, Jane Sprott, Sprott, from Padang, and sailed 20 for New York; 19, Albyn's Isle, Houston, from Nagasaki; Thomas Bell, Williamson, from Manila, and both sailed for London; 20, Elisa, Verutia, from Manila, and sailed for Cadiz; Vier Gebroeders, van der Zee, from Macassar, and sailed for Amsterdam; Maitland, Reid, from Foochow, and sailed for London; George Treat, Ginn, from Ilo Ilo, and sailed 21 for Boston; 21, Mary Blundell, Fisher, from Zebu, and sailed 22 for London; 22, Ymuiden, Zeylstra, from Batavia, and sailed 23 for Amsterdam; 26, Alcestes, Richards, from Sarawak, and sailed for London; 28, Maria, Mendezona, from Manila, and sailed for London.

Off St. Helena.—Sept. 21, Caldera, from Colombo.

At Table Bay.—Sept. 7, Life Brigade, Kirby, from Colombo, and sailed, 12, for New York.

The Aggie M., of Glasgow (Off. No. 50,869), Boyd, which sailed from Cardiff on the 22nd December last, with coals for Manila, has been posted by the committee of Lloyd's as a missing vessel, not having since been heard of.

At Mauritius.—Sept. 9, Sir Hugh Rose, O'Brien, sailed for Galle; 18, Anais, Seguineau, from Saigon; 22, Eve, Merceron, from Saigon; 22, Henri Sempe, Guerin, from Singapore.

Advices received from Mauritius, dated Sept. 22, state that the Nimroud, Louther, from Manila to New York, which put in there July 27, leaky, was reloading her original cargo, hemp and sugar.

The New Dutch East Indian Steam Line.—The new screw-steamship, the Prinz Hendrik, 3,000 tons, the second of a fleet of steamers building on the Clyde for the Stoomvaart Nederland Company of Holland, left Glasgow on the 24th inst. for Niew Diep. She sails thence for Java on the 10th proximo, via the Suez Canal, and, in conjunction with the Prince Van Orange, and other steamers, will keep up regular steam communication between Holland and Java.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS NOW OPEN FOR TRAFFIC**, at the following rates for **TWENTY WORDS**:—

From **LONDON** to **SAIGON** and **COCHIN CHINA**	£5 17	0
" " " **HONG KONG**	7 0	0
" " " **SHANGHAI**	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

Digitized by Google

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-á-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two Threadneedle-street, London, 1871.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness Excellent economica stock for Soups, Sauces, &c.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

HOLLOWAY'S PILLS.

FLUTTERING OF THE HEART is a symptom of irregular action, and imperatively calls for instant attention. The disorderly beats of this primary organ may be a temporary inconvenience, or the certain prelude to ulterior mischief. These purifying Pills address themselves directly to the cause of palpitation, dispel flatulency, and regulate all derangements of the nerves and circulation, besides acting as general tonics and invigorators of the system. The feeble and infirm who are subject to flushings, faintness, and hysterical affections will derive permanent benefit from a course of Holloway's Pills, which reduce every vital action to order, not even excepting the brain, and its many sensorial offshoots. Perfect reliance may be placed upon these Pills as a family medicine.

THE LONDON & CHINA EXPRESS.

THE SUBSCRIPTION to this JOURNAL for fifty-two numbers is £3 3s. per Annum including Export Cargoes and Postage. Vol. XIII was commenced on the 6th January, 1871. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additions line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 60 Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	
Batavia	HOUGHTON & Co.
Samarang	JACOBSON, VAN DEN BERG & Co
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao, & Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foo-Chow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Tien-tsin	JAMES HENDERSON
Nagasaki—Japan	PIGNATEL & Co.
Yokohama ,,	GODFREY A. TALLERMAN.
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S COURT, CORNHILL. Over the Jerusalem.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Strait Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore: or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

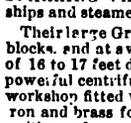
SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.



OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. =
ALEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Oct. 14, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Oct. 24, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Oct. 28, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Nov. 7, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 15 October 29 Nov. 12 Nov. 26 December 10 December 24	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon. Hong Kong, Shanghai, and Yokohama.

The steamers of the 29th Oct., 26th Nov., and 24th Dec. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius. The steamers of the 15th Oct., 12th Nov., and 10th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA en route), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	from England.
Japan	in 38	,, ,,
China	in 44	,, ,,
New Zealand	in 42	,, ,,
Australia	in 47	,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

ROYAL MAIL ROUTE, *viâ* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

STEAM TO CHINA, via SUEZ CANAL.—STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

PENANG, SINGAPORE, CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class STEAM and CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Pen., Sing., China, &Jpn.	Teviot, s.s., via S.C. ...	A1 100 A1 20 yr.	SWID	Nov. 7
Hong Kong.	Forward Ho	A1 17 yr.	SWID	With des.
Shanghai ...	Dartmouth..	A1 14 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Yokohama...	Ziba	A1 13 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Lahloo	A1 16 yr.	E.I.D.	To follow
Hong Kong.	Boyne...	AA1	SWID	With des.
Hong Kong.	Wm. Fruing	A1 13 yr.	W.I.D.	To follow
Yokohama..	Solent.....	A1 13 yr.	SWID	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

With despatch.

FOR SHANGHAI, the well-known clipper FALCON, A1 13 years, 793 tons register; J. L. DUNN, Commander; South West India Docks. Has excel. accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With quick despatch.

FOR SHANGHAI, the splendid clipper ship, OBERON, A 1, 16 years, 1,023 tons register; W. H. BURGOYNE, Commander; South West India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. To sail on the 18th November.

FOR HONG KONG, the well-known Clipper, BELTED WILL, A1, 14 Years, 812 Tons Register; PETER THOMPSON, Commander; South West India Docks.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to JAVA, JAPAN, &c., at through rates, at shippers' risk.—Last shipping day 23rd November, unless previously full.—The splendid full powered screw steamer HONG KONG, 100 A1 (highest class at Lloyd's), 1,221 tons register, 200-horse power nominal, W. SYMINGTON, Commander, South West India Docks. This magnificent steamer built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade, having made the passage from London to Hong Kong in 47 days, and Shanghai in 56 days, including all stoppages. Has splendid accommodation for passengers.

For freight or passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER 60, Cornhill, E.C.

Steam from London, via Suez Canal.

FOR PENANG, SINGAPORE, HONG HONG, FOO-CHOW, and SHANGHAI (taking goods at through rates for Java and Japan).—The magnificent new Clyde-built Steamship GORDON CASTLE, 1,930 tons register, 100 A 1, 250-horse power nominal, 1,250-horse power effective, will shortly be at a loading berth in the South West India Docks. This superior steamship, just built under special survey for the China trade, is confidently recommended to intending shippers and passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Havelock, A1 13yrs.	454	Wright, Bros., & Co.	Nov. 1
Istapa	390	Mills & Milne.....	Nov. 5
Gordon Castle	1,930	Thos. Skinner & Co.	Nov. 15
LIVERPOOL.			
Nestor, s.s.....	1,414	Alfred Holt.....	Nov. 1
GLASGOW.			
Norham Castle	700	Thos. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yoko.& Higo	Penrith	A1	Prnce's	With des.

From LONDON.

Yoko.&Higo	Lorton.....	A1 14 yr.	L.D.	Nov. 2

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

FOR THE CITY OF BANGKOK, SIAM.

Direct from the Thames.

SMITH, SON, and COLE continue to despatch a first-class vessel punctually on the following dates:—

Oct. 31, Jan. 31, April 30, July 31,

crossing the bar, and discharging cargo at a wharf.

Goods from the Continent taken at through rates.

"August Friedrick" now loading in the West India Docks.

For further particulars apply at 12, George-yard, Lombard-street.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Oct. 30, 1871.

Digitized by Google

FRENCH MAIL EDITION.]

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 427.] LONDON, MONDAY, NOV. 6, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 1.
JAPAN — Yokohama	July 21	Sept. 5	Sept. 11*
Yedo			
Osaka and Hiogo	—	—	„ 8*
Hakodadi			
Nagasaki	„ 21	„ 5	„ 5*
CHINA — Peking	—	—	„ 7
Tien-tsin	—	—	„ 10
Chefoo	—	—	„ 11
New-chwang	—	—	„ 9
Hankow	„ 7	Aug. 26	„ 12
Kiu-kiang	—	—	„ 9
Chin-kiang			
Shanghai	„ 28	Sept. 12	„ 16
Ningpo	—	—	„ 13
Foochow	„ 28	„ 11	„ 16
Formosa			
Amoy	—	—	„ 17
Swatow	—	—	„ 18
Hong Kong	Aug. 11	„ 21	„ 22
Canton			
Macao	—	—	„ 20
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	„ 18	„ 20	„ 26
SIAM — Bangkok	—	—	„ 14
BORNEO—Labuan			
Sarawak			
JAVA — Batavia			
Samarang			
Sourabaya			
MALACCA STRAITS— Singapore	„ 25	„ 25	„ 30
Penang			
CEYLON—Galle			
Colombo			

* *Via* San Francisco.

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on Wednesday, the 1st inst., five days in advance of its due date. The next inward mail (P. and O.), with dates Shanghai Sept. 23, Hong Kong Sept. 29, Singapore Oct. 7, is due, *via* Brindisi, on Saturday next, the 11th inst. The advices per Pacific mail steamer *America*, dated Yokohama Sept. 23, will be delivered in the course of the present week.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Peiho*, arrived at Marseilles Oct. 30.—From Yokohama: Tokaska (Japanese officer). From Shanghai: Mr. and Mrs. Hanbury. From Hong Kong: The Hon. S. Pauncefote, Messrs. de Souza Alvin, Gomez, Lancelot. From Saigon: Mdmé. Lombard. From Batavia: Mr. Breton. From Singapore: Messrs. Casas Navieras, Levy Kenlenghein, Bool, Baker, Kakebuke, Van Fruyt, Pouligner, Semor, Hoftland, M. and Mdme. Van Coevorden. From Galle: Messrs. Smith, Elphinstone, Cameron, Crastour, Mdlle. Bonpillere.

PASSENGERS OUTWARD.

Per P. and O. steamer *Candia*, from Southampton, Oct. 28.—To Yokohama: Mr. A. Benjamin, Mr. T. Senior, Mr. J. L. Trotter, Mr. J. Bryan. To Shanghai: Mr. L. W. Looker. To Hong Kong: Mr. H. Smith. To Singapore: Mr. J. Wilson and one second-class passenger. To Ceylon: Mr. M. Brown, Mr. Aitken, and one second-class passenger.

Per P. and O. steamer *Delta*, from Brindisi, Nov. 7.—To Shanghai: Mr. J. Brown. To Hong Kong: Miss Garrett. To Singapore: Mr. Macvicar.

Per P. and O. steamer *Simla*, from Brindisi, Nov. 14.—To Shanghai (via Bombay): Mr. W. H. Carter, Mr. W. Brand.

Per P. and O. steamer *Nyanza*, from Southampton, Nov. 11.—To Hong Kong: Mr. D. B. Robertson, Miss Macredy, Mr. W. Wood. To Ceylon: Mr. and Mrs. Thos. Steele and three children, Miss Charsley, Miss Carr, Mr. A. Gray.

Per P. and O. steamer *Ceylon*, from Brindisi, Nov. 21.—To Hong Kong: Baron von Carlovitz, Mr. Hartman. To Singapore: Mr. and Mrs. T. Sidgreaves, Mr. Cartwright. To Ceylon: Mr. Barton Grindrod, Mr. and Mrs. C. E. H. Symons, Mr. H. Steele, Mr. Underwood, Mr. and Mrs. W. D. Schultze, Mr. Sabonadiere.

Per P. and O. steamer *Pera*, from Southampton, Nov. 25.—To Shanghai: Mr. H. G. Howlett. To Singapore: Mr. Gottlieb. To Ceylon: Mr. and Mrs. A. Mainwaring, Mr. Lewis Gordon, Mr. Norman Grieve.

Per P. and O. steamer *Malta*, from Brindisi, Dec. 5.—To Singapore: Mr. R. Padday. To Penang: Mr. W. C. S. Padday. To Ceylon: Mr. and Mrs. G. Somers, Mr. J. Buchanan.

Per French mail steamer *Ava*, from Marseilles, Oct. 29.—To Yokohama: Mr. and Mrs. Brunat, four ladies, and four servants, Mr. and Mrs. G. H. Rappard and servant, Mr. J. Lyons, Mrs. Gorlach. To Shanghai: Mr. Wymhaven, Mr. Moulonay, Mr. and Mrs. Benjamin Dati, Mr. Sam Benson Spencer. To Hong Kong: Sir R. Graves MacDonnell (Governor of Hong Kong). To Batavia: Mr. Sharp and friend, Mr. Maintz, Mr. Rudolph, Mr. Dornick, Mr. Raaf. To Saigon: Mr. Hale. To Ceylon: Mr. and Mrs. Stanley, Mr. W. Daniell and servant, Mr. Smith, Mrs. Reyen, Mr. Moore.

Per steamer *Nestor* (Holt's Line), from Liverpool, Nov. 1.—For Singapore: Mr. C. F. Bray, Mr. W. H. Bray, Acting Assistant-Surgeon Powell, R.N. For Hong Kong: Mr. Joseph Turner, Dr. H. Kundi, Mr. S. Blair. For Shanghai: Mr. Charles M. C. Gerrow.

Summary of News from the Far East.

JAPAN.

Our advices from the Japan ports by this mail are of no later dates than those brought by the Pacific mail steamer *Arizona*, and published in our last issue.

CHINA.

SHANGHAI.

The London mail of July 28 arrived out on Sept. 12. Dates now extend to the 15th Sept.:—

The following items are from the *North China Herald*:—

At the Supreme Court a rule was heard in regard to a sum of about Tls. 10,000 in the hands of the Court, which is claimed by the trustee on the bankrupt estate of William Hargreaves, and the trustees under the bankrupt's marriage settlement. A motion was made by the trustee on the estate to have the amount handed over to him, on behalf of the creditors, and an order had been made by the Court calling on the settlement trustees to show cause why the motion should not be acceded to. Mr. Robinson appeared for the estate, and Messrs. Rennie and Harwood for the trustees under the marriage settlement. Mr. Rennie opened the case, and claimed that £2,048 of the sum in Court, proceeds of furniture, should be held for the marriage settlement trustees, inasmuch as the original investment of £2,048 had been so settled, and it had by no subsequent dealing become alienated from that settlement. Mr. Hargreaves was examined, and Mr. Rennie having submitted his case, reserving the privilege of replying, Counsel for the trustee under the bankruptcy contended that the original fund was destroyed, and that if any settlement existed it was created since 1865, and therefore void, under the 91st section of the Bankruptcy Act of 1869. Judgment was reserved.

In addition to the new coinage just issued from the new Mint at Osaka we understand that a $5 gold piece is in course of preparation, and the smaller silver pieces are wanted. Japanese enterprise has had a fresh development in the direction of paper mills, several of which are expected from America. Hitherto the Japanese have been able to produce very good paper, but only in small sheets.

Tientsin letters to the 9th say that the water on the east and west plains had, during the past six days, fallen two and a-half to three inches. The river water still flowed into the plains, the gaps not having been filled up, nor does it seem likely that this will be done until the river becomes much lower, which will be the case about the end of October. Sailing boats and canoes are the order of the day. Steps were being taken for the distribution of the 80,000 piculs of rice placed at the disposal of Li-hung-chang. The weather continued hot both day and night, and sickness was pretty general amongst the natives. A flock of wild geese were heading south on Sept. 1; last year the first flock going in the same direction was seen on Sept. 24, very shortly after which cool weather set in.

Digitized by Google

The foundation has been laid of the new church at Ningpo. It is to be built on the river bank, nearly in the middle of the foreign settlement; it is to cost $2,000, and is to accommodate about fifty people—fully as many as are ever likely to occupy it. Our correspondent thinks it a pity that the liberality shown by the residents in subscribing to this new building is not extended to the roads and jetties. An attempt was made lately to raise a subscription of $1 per month from the foreign residents, to keep these at least clean; but it somehow fell through, and they have reverted to their normal condition of dirt and disrepair.

A singular action was tried at the Civil Summary Court on the 8th September. Captain Harley, of the ship *Harmon*, sued Mr. C. Ball, his chief mate, for detaining the vessel at Foochow while a dispute about 100 poles, more or less, was being settled between the ship and the shipper. The demurrage incurred by this loss of time amounted to $80, and the captain deposed that he included the sum of £18 as a reasonable estimate of the expenses and loss for the two days' detention. The defendant said he had only agreed to pay the actual expenses of the ship, about £3 a day, and the judge finally awarded £4 a day with costs. We are quite at a loss to understand the principle on which this action was brought, and still more so as to the law by which it was decided. So far as we are at present informed, the whole affair seems to be a libel against the common sense of the captain and the intelligence of the judge. There is no sort of proof before us that the mate behaved otherwise than as a faithful servant, and if he did so the proceedings against him savour of persecution.

The *North China Herald* has devoted a supplement to the reproduction of Baron von Richtofen's very interesting letter on the provinces of Chekiang and Nganhwei. Extending as it does to more than thirty columns, and every sentence bristling with information, it would be quite idle for us to attempt any abridgment or condensation of the Baron's paper in such limits as are at our disposal. We must, therefore, content ourselves for the present with commending it to the perusal of our friends, and thanking Baron von Richtofen for a very valuable and welcome contribution to our knowledge of the Far East.

THE JOURNEY INLAND OF THE REV. J. MAHOOD.

The Rev. J. Mahood has published an interesting account of his experience of the Shan-sin-fan placards and their effects in the neighbourhood of Foochow, which we summarise.

Some time ago inflammatory placards, containing the vilest calumnies against foreigners, were circulated in Foochow, to excite the people against us. The first victim to the malice of the enemy was an unfortunate seaman who happened to sit by a well in one of the villages in the suburbs of the city. He was accused by the people of poisoning the water, and was afterwards beaten. After this the people seemed to be satisfied when they had shown their contempt for the foreign barbarian, and things seemed to be quiet again. Believing this I resolved to visit the city of Kucheng, where we have one of our most important stations and where heretofore we have had no disturbances. On the 29th of August I started from Foochow, and proceeded safely on my journey until twelve o'clock the second day, when I was attacked by a number of villagers, who threatened me with death if I did not leave the place immediately. After passing a night of great anxiety, we proceeded on our journey, passed over some very high mountains, and at four o'clock in the afternoon we met a man from Kucheng, who told us that our chapel had been pulled down the night before. This information rather startled me. I stood and paused for a moment to think what was best to be done. At last, when I thought that I was in the path of duty, and believing that in the Providence of God I should be protected, I determined to go and see the Christians and try to cheer them in their trials. As it was getting dark when we were drawing near Kucheng, I thought it better to stop at a small inn for the night, and enter the city in daylight.

When we approached the city, all things seemed to be quiet; and I was permitted to visit both our own chapel and that of the American Episcopal Methodists, without molestation. Having transacted some mission business, and witnessed the ruins of the chapels, I committed the people to the care of God and started for Angtong. Here I was surrounded by a mob which continued to increase; and having armed themselves with all sorts of knives and weapons, they placed a guard round the house, so that I could not make my escape. I resolved several times to make a rush throught their midst and try to escape, but the Christians gathered around me and entreated me not to do so, as the people had determined to kill me if I ventured out in the dark. I took their advice and remained in the house all night. The chair in which I rode was smashed by the mob during the night, to show their ill-feeling towards me. After having passed through the dangers that surrounded the party, I arrived at Chuikan, where some thousands of people assembled around me and tried to throw me into the river, but fortunately we got safely into the boat and kept a little distance from shore. The soldiers who came to guard me, when they saw me surrounded by a mob cursing and using all sorts of vile language, compelled me to give them most of the money I had with me, and when I was in the greatest danger they fled from me and left me to do the best I could. When the news reached Amoy of the disturbances in Canton arising out of the reported spread of poisonous pills there, the people in this place manifested in the first instance very little feeling on the subject. An intense excitement burst throughout the town, placards were freely posted in all the prominent thoroughfares describing the pills, and referring to the proclamations as their authority.

The rumours spread like lightning from Amoy to Chin-chew, a large prefectural city north of this. Placards of the most offensive character were posted, in which it was stated distinctly that foreigners were the prime movers in all this atrocious scheme for the wholesale destruction of the people, and of course that the Christians were the natural allies and agents in the distribution of the pills. One of these placards, contrary to the usual practice, was actually printed, and the name and residence of the publisher ostentatiously affixed. The rumours spread also to Changchow, another prefectural city, thirty-five miles west of Amoy. The district magistrate of the city puts out a proclamation, stating that he had received a letter from one of the mandarins in Amoy on the subject of these poisonous medicines. He warns the people against the bad men that are spreading them abroad, and tells them to strictly guard their wells, as the most infamous designs are afloat to injure and destroy the people living within his district. Of course the excitement at once rose to fever heat. Two days after this another proclamation was put out by him, saying that he had seized a man who is one of a party of four, who have come to the city for the special purpose of distributing their poisons. This man has confessed that he got his medicines from foreigners in Macao, with express orders to poison the wells throughout the whole country. That he and the other three had done so and would have proceeded on throughout the empire had they not been seized by the authorities. A few days after this, the mandarin issues a proclamation stating what all the city knows by this time, that he has executed the criminal, and offers a reward to any person or persons that will seize and bring before him the other three. Amid all the excitement, and throughout this epidimic of placards in which foreigners are freely charged with the most abominable schemes for the destruction of life, not a single step, so far as I can ascertain, has been taken by the authorities to refute or repress the slanders that have been circulated far and wide. The Western Governments will be incurring a grave responsibility if this state of things is allowed to go on unchecked.

HONG KONG.

Dates extend to the 22nd Sept. The London mail of Aug. 11 arrived out Sept. 21.

On the departure of Mr. Attorney-General Pauncefote for England on leave of absence, the *Daily Press* has the following:—

There appears to be no doubt that it is the intention of the Government to appoint Judge Ball Acting Attorney-General, as mentioned in this paper on Wednesday. We protest in the most unqualified terms against this appointment—on principle; in regard to Mr. Ball individually, and in reference to existing circumstances in the colony. On principle, because it is is contrary to all precedent for any one to hold briefs after he has been appointed to the Bench; in regard to Mr. Ball individually, because it is well known that that gentleman's health is such as often to interfere with the performance of his present duties; in reference to existing circumstances, because it is generally understood that we may shortly look for the arrival of another barrister, and there can be no valid reason against the appointment being given to Mr. Hayllar, whose experience and talents quite qualify him for the post. In order, however, that this might be done, it would be necessary that the Hon. Julian Pauncefote, the retiring Attorney-General, should stay a short time longer in the colony. What can be the reason of the present haste in that gentleman's departure we are at a loss to conceive, as we cannot help thinking he must be anxious to explain his conduct in reference to several matters of great public importance before going away, and must greatly regret leaving the Abdool Moosa case, in which he prosecuted as Attorney-General, while he held a brief in a civil suit closely connected with it in his private capacity, in the unsatisfactory light in which it at present stands. Upon this and some other matters of the same kind we are precluded from commenting at the moment: but there will be enough to say by-and-bye.

With respect, however, to the appointment of Judge Ball as Acting Attorney-General, it is in every way undesirable and unjustifiable. If nothing else could be done, surely a licence could be given to one or more of the solicitors to practice at the bar. The Chief Justice, it is understood, objects to members of the profession practising in the two capacities; but surely it is a very far less evil—if evil at all—that a gentleman should practice as barrister and solicitor than as judge and advocate.

The general half-yearly meeting of the Chamber was held on Sept. 12 at the City Hall, the Hon. Mr. Ryrie in the chair. The chairman congratulated the Chamber on the success of their memorial on gambling. As to the very important question of Customs' cruisers, he had done all he could in the matter, and could only say that the Chamber must go into the thing thoroughly and entirely by themselves, as there was no prospect of assistance from the Government. He had been in this colony under four Governors, and four Lieut.-Governors, and certainly

Digitized by Google

whatever faults they may have had with regard to the internal matters of the colony up to the present time, when anything outside the colony interfered with commerce, they had always exerted themselves in the matter, and Sir Richard MacDonnell had especially done so. Now, however, it appeared that the Government's hands were tied by strict instructions that such matters were in all cases to be referred to the Secretary of State. Therefore the Chamber must be the more energetic, and see if they could not relieve the colony from its present state of blockade.

In reply to a question from Mr. Pyke, the chairman repeated energetically that he had asked no information from the Government regarding Custom-houses, but that was the reply which he received. Well, what was he to do? Had the letter been marked private or confidential, he would not have referred to it. But on demanding the letter, in order to discover what its real meaning was, he was told that it could not be produced, as it was a "privileged communication," so of course he was shut up. A resolution was then proposed by Mr. Khan, to the effect that the incoming committee be requested to memorialise the home authorities with regard to the blockade of this port by Customs' cruisers. This was seconded by Mr. Sassoon, and carried unanimously.

Mr. Ryrie then asked for opinions as to the bi-weekly telegraph arrangement. It would cost about $60 a year more to each subscriber. The sense of the meeting appeared to be that it was undesirable to begin them at present, as enough was already being spent on the wire between Reuters and the commercial telegrams. Some dissatisfaction was expressed as to the completeness of the information forwarded, but there was only a general conversation on the subject which shortly dropped, and the meeting proceeded to the election of a committee, when the following gentlemen were returned:—Messrs. Pyke, Kahn, Buxey, Melchers, Sassoon, Arthur, Hitchcock, Lowcock, and Hon. P. Ryrie. The proceedings closed with the re-election of Mr. Ryrie as chairman, and the election of Mr. Kahn as vice chairman.

By the steamer *Peiho*, from Manila, the first and second mates of the *Cingala*, bound to New York with teas from Whampoa, which was reported lost, have arrived. The vessel was lost on the Palawan Reef; all hands, however, have been saved. The following is the chief mate's version of the loss:—Left Hong Kong 28th July, and experienced N.E. winds for two days, steering S.E. by S. to clear the Macclesfield Bank; afterwards experienced heavy S.W. winds veering to S.; thought to make the Mindon Straits, wind still holding from the southward and S.S.W. Thursday, Aug. 10.—The ship, while under topgallantsails, jib, and staysails, grounded on the Betro Seco Reef, off the Island of Poutod, west one quarter from Tabio. Used all means and made every exertion to get the ship off, but to no purpose. Nothing appeared to avail, the mate of the ship left and went to San Jose to procure assistance, and the steamer *Lolo* came, bringing the Surveyor for Lloyds, Mr. Ker, and the captain of the *Lady Constance*, who held a survey on the ship, and finding her bilged, saw no other course but to save all that could be, and leave her. This was accordingly done, the crew remaining fourteen days with the vessel, taking out what cargo they could get at, and then stripping the vessel of everything, sent the goods to Tabio. The crew and first and second mates then left her, as by this time she was flooded at high tide; the steamer *Lolo* not being able to render any more assistance, returned to Tabio, and took in her the officers and crew; no lives were lost.

Mr. N. B. Dennys, the acting secretary of the Hong Kong Pier and Godown Company, issues a notice that the first call of $25 per share has been made.

We understand that Mr. Douglas, the able jail superintendent, has been made a justice of the peace, and that the appointment will appear in the *Gazette*.

SIAM.

—o—

BANGKOK.

We are indebted to the *Weekly Advertiser* for the following:—

Business is unusually dull. The steam rice mills must be working to a very great disadvantage. The price of paddy and rice in Bangkok is remarkably high. The serviceable Siamese ships are most of them absent on their usual annual trip to China; a few more are still in port, and if they expect to make a favourable monsoon going and coming, must soon leave. On Sept. 6th there were only two foreign vessels in port; Sept. 6th, 1868, there were thirteen foreign vessels in port; Sept. 6th, 1869, there were twenty-seven; Sept. 6th, 1870, there were thirty-three foreign vessels loading. This comparative statement of the amount of foreign vessels in the port of Bangkok for the past four years places the business transactions of this year in a most unfavourable light.

It is whispered about in certain circles that the Siamese Government is making preparations, and expects soon to send to Batavia a brass elephant, and quite a quantity of decorations for distribution to the people of Java who participated in the reception of his Siamese Majesty during the late royal visit. The brass elephant is to be put up at one of the places of public resort, to serve as a reminder of his Majesty's visit. It is likewise whispered that the Siamese steam brig of war, the *Enemy Chaser*, Captain E. C Walrond to be despatched to Batavia for this purpose.

Captain T. S. Andrews, an American, reports that while his vessel, the *Dolphin*, loaded with fire-wood, from the East Coast, was passing up the short cut Paklat creek, nearly through, his vessel was boarded by un-uniformed natives, armed with clubs, who took possession of the *Dolphin*, and attempted to take her back through the creek, but, owing to the strong flood tide, that was impossible. After bringing the *Dolphin* through the creek, they anchored her in the river. Captain Andrews has reported the case to the United States' Consul.

The steamer *Rangoon* will soon commence to run regularly between Bangkok and Singapore, and a new steamer of about 700 tons burthen, in process of construction on the Clyde, to be called the *Tanah Merah*, is designed for the same line.

The Malay Prince, Tungkoo Mahomed Araffin, we learn, will leave Bangkok in the Siamese steamer *Chow Phya*, on her return trip to Singapore. So far as we can learn, the Siamese Government rendered him no assistance in his efforts to secure full and adequate compensation from the Sultan of Tringanu for the performance of his duties as the Envoy of that Sultan and bearer of the Sultan's despatches and presents to Her Majesty the Queen of England and his Royal Highness the Prince of Wales. It is whispered about that his Excellency, one who has been an Ambassador to European Powers, thought that when the Sultan of Tringanu paid $1.700 that was sufficient, and that the Sultan's Envoy had no right to demand more!

So poor Prince Tungkoo Mahomed Araffin leaves Siam in disgust. As the prince is a subject of the Netherlands East India Government, it remains to be seen if they will use their good offices to secure him an equitable remuneration for his original outlay in fulfilment of his duties as the Sultan's Envoy, and the subsequent losses and expenses necessary to receive that equitable remuneration.

We learn, from a reliable source, that this Malay prince is a son of her Highness Princess Salaman, and the grandson of Puduca Sri Sultan Gundansah, of Munko Munka, Benoolen, Sumatra.

Dr. Campbell, who has been Consular Physician of Bangkok since 1857, being about to resign his office, was entertained at a dinner at the Consulate on the 28th Aug., Mr. T. G. Knox, H.B.M.'s Consul-General, in the chair. Dr. William Campbell, a cousin of the retiring physician, will succeed to the appointment.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 30th Sept. The London mail of 25th Aug. arrived out on the 25th Sept.

The following items are from the *Daily Times*:—

On examining the "amended scale of police establishment and salaries" we find the following alterations as compared with the present staff:—

Annual increase of expenditure, $27,603. Total numerical increase of the Police force in the Straits, 36 men, divided as follows:—Singapore, 7 constables; Penang, 1 assistant superintendent, 19 corporals, 7 constables; Malacca, 2 corporals.

In Singapore an inspector-general on $4,800 per annum, replaces a commissioner at $5,454. Inspectors' pay to be from $720 per annum to 1,500, in lieu of from $180 to 1,200. Sergeant-majors' and sergeants' pay to be from $180 per annum to 540, in lieu of $144 to 240, and one sergeant-major and three sergeants to be European. Corporal's pay, five Europeans at $420; 36 natives at $120, instead of 41 at $108. Constables' pay from $72 to 96, instead of from $66 to 84.

In Penang and Province Wellesley, two superintendents at $2,400 and 2,880 replaces the deputy commissioners at $1,636.44 to 2,400, and an assistant superintendent at $1,800 is added. Inspectors' pay from $600 to 1,200, in lieu of $240 to 900. European sergeant-major $540, European sergeant $480; native sergeants from $180 to 460, and corporals at $120, in lieu of sergeants and punghulus varying from $60 to 190.92. Constables' pay from $60 to 84, instead of from $54.48 to 70.92

In Malacca, one superintendent at $2 100 instead of a deputy commissioner at $1 636 44. Inspectors' pay $840 and 1.200, in lieu of $654.60 and 840. Sergeants from $180 to 360, instead of from $108 to 180 Corporals all at $120, instead of from $81 to 96. Constables from $60 to 84, instead of from $60 to 78.

The division of classes remains nearly as before, as well as the numbers in each. The principal increase of pay is to inspectors, sergeants, and corporals, and it is proposed to appoint a very small number of Europeans in these classes.

A robbery was committed on the night of the 28th September of bank-notes, to the amount of $3.000, from a desk in the office of Messrs. Burjorjee, Khodadad, and Co., in Commercial-square. The numbers of the notes are not known.

We learn that his Majesty the King of Siam has fixed the 15th of December as the date of his departure from Bangkok on his visit to Calcutta. His Majesty's visit to Singapore has evidently instilled into the minds of his nobles a desire for some of the material comforts of civilised life; and the pleasant drives they enjoyed here have induced them to patronise our carriage-builders and horse-dealers pretty extensively. The *Chow Phya* takes, we hear, a number of horses by the present trip.

Digitized by Google

Commercial Report.

(*For dates see first page.*)

—o—

IMPORTS.

SHANGHAI.—There had been a lifeless market for piece goods generally during the week, but lately the northern advices of a gradual subsidence of the floods, and the arrival at Tientsin of the inland traders in numbers, together with telegraphic advices of stronger markets at home, had tended to increase the confidence of importers, who were very firm for the extreme rates quoted in our last report. This refers more especially to all classes of Grey Cottons. The same cannot be said of Woollens, which, with the exception of Camlets of favourite class and good assortment, had been very difficult to move. Grey Shirtings, 8¼ lbs. Dewhurst's Eagles, had touched Tls. 2 for ordinary delivery, and Red Pheasants had been sold to a speculator at Tls. 1.95 per piece. The advance in the other and more ordinary chops was not so marked, but they were more firmly held for corresponding values; 7 lbs. had been in better request at higher rates, but heavy goods continued neglected. White Shirtings: Lower prices were offered, but sellers as a rule refused to accept them, and hence almost no business had taken place. Small inquiry for 56 reed and 60 reed and 64 reed at Tls. 1.78 to 1.83, Tls. 1.87 to 1.93, and Tls. 1.97 to 2.03 per piece respectively. T-Cloths: Demand for lower counts of 6 and 7 lbs. makes had continued unabated, but business had been restricted owing to the enhanced ideas of sellers. Sales to a small extent of Mexican quality of both weights at about last quotations had been effected, and a few 8lb. goods had changed hands at a slight decline. Drills: English and Dutch were again dearer and firmly held for a still further rise. The fine to finest makes seemed scarce and continued in demand at improving prices. Tls. 3.15 offered and refused for a parcel of best 15lb. English fabric—to arrive by an early steamer. American Drills: A private sale of some 500 bales—sea-damaged—at an average rate of about Tls. 3.25 indicated a much better feeling in the market for this description. Jeans saleable at last quotations. Sheetings: Quieter market and prices favoured purchasers. Fancy Cottons: Of Turkey-Red Shirtings small lots had found buyers at about last mail rates, and Scarlet Chintzes had been wanted, but the prices offered generally had been too low to induce settlements. Assorted Chintzes in trifling request at last quotations. In other Fancies, with the exception of white Spotted Shirtings, which were in very light stock, there was no noticeable alteration. Woollens: As above intimated, Camlets were the only woollen textile that had maintained their position, Tls. 13.60 to 14.00 per piece being the current values for fair to best quality and assortments. Sales of other woollen imports trifling, and quotations in all cases more or less nominal. Metals.—Iron: Nailrods showed a further fall of 5 candareens, and at this reduction buyers were holding off for a further concession; only 4,000 bdls. disposed of during the week, at Tls. 2.20 to 2.75 per picul. Bar Iron of inferior quality taken to the extent of 75 tons, at Tls. 1.90 per picul. Lead is inquired for, and buyers at Tls. 4.50 for L.B. Coal: All descriptions in good inquiry; stocks small, and arrivals few; Cardiff, from godown, firm at Tls. 11 per ton.

SAIGON.—There had been little change in the market during the month; Grey Shirtings 8¼ lbs., were quoted $2.52½; 7 lbs., $2.15 to 2.20; T-Cloths 7 lbs. $1.85, 6 lbs. $1.70, 5 lbs. $1.40; Irish Linens No. 150, $1.72; No. 120, $1.65.

BATAVIA.—There had been little or no change in the market, which, continued to exhibit a depressed tone in the face of heavy arrivals. Cambrics: 45-inch by 12 yards; demand for fine qualities subsided; quotation f.4.40 to f.4.50 per piece, medium commanding f.4.30 to f.4.35, and ordinary f.4.20 to f.4.25, one month credit; fair quality, No 30s. f.3.25 to f.3.50; 36s, f.3.50 to f.3.75 per piece. Shirtings: White, 40 yards 45-inch, moved off slowly at f.10 to f.10¾; 41-inch not sought after, and quoted f.8¾ to f.8⅞; 35-36-inch 64-66 reeds f.8 per piece, all one month credit. Grey: 38½ yards not in much demand; 39-inch 7lb., f.6¼; 8¼lb., f.7¾ to f.8¾; 45-inch 8lb., f.7½; all one month credit. Maddapollams: 24 yards; Dutch lower; 33-34-inch White, f.4.50 to f.4.65; 40-41-inch, f.5.90 to f.6.10; with but slight demand. 34-35-inch Grey placed at f.5 to f.5.15; 43-44 inch at f.6 to f.6¼, credit. English Grey 3lb., f.2.75 to f.2.80. White Ship, f.2.75, credit, demand being but slight.

EXPORTS.

—o—

TEA.

SHANGHAI.—There had been a large business transacted in Black, and the market was very firm for any Teas above very common quality. Common Shongtams taken at Tls. 14 and common to fair Ningchows at Tls. 18¾ to 21½. Settlements, &c., 20,000 chests, stock 38,000 chests. In Green also there had been much activity, and all finest chops were eagerly taken for America. Buying for England had also been more considerable, and a striking decline in the value of Pingsueys had induced operations in them for that market. Settlements, 20,000 ½-chests; stock, 23,000 ½-chests. Export to Great Britian to date, as compared with that of last season, showed an excess of 12,400,000 lbs. Black, and 800,000 lbs. Green Tea.

FOOCHOW.—Generally there was no new feature to notice in this market for the past week. The nature of home advices had not favoured large transactions at the ruling scale of prices. Congou: No alteration in the tael price, and though the stock was heavy, natives showed no disposition to accept lower rates. The bulk of the week's settlements had consisted of fair common to low flavoury. Total arrivals for the season 491,060 chests, against 409,850 chests at the same date last year. Settlements during the week 11,271 chests, at Tls. 4 to 21. Arrivals, 15,410 chests. Souchong: Settlements during the week 1,663 chests, at Tls. 15 to 25. Quotations unaltered. Arrivals, 600 chests. Oolongs: The weakness noticed in the last report had resulted in a small business at slightly easier rates. Total arrivals to date 156,800 half-chests, against 117,500 half-chests at the same date last season. Arrived during the week 7,660 half-chests; settled 4,630 half-chests, at Tls. 19¾ to 27¾. Scented Teas: Settlements during the week 2,440 boxes, at Tls. 17 to 19. Flowery Pekoe: Settled 564 chests, at Tls. 24 to 36.

SILK.

SHANGHAI.—The market was quiet, about 150 bales having been settled since the departure of the English mail. Prices firm and unchanged; No 3 Tsatlee, Tls. 570 to 580; Red Peacock, Tls. 507 to 510. Arrivals from country were becoming very small, and the unsold stock was estimated at 5,000 bales.

Shipping Intelligence.

—o—

ARRIVALS.

At HONG KONG and CANTON.—From London, Sept. 18, Corea; from Liverpool, 21, Lorne (str.); from Cardiff, 18, Onrust; from Hamburg, 19, Frances; from London, Oct. 29, Odessa (str.); from Liverpool, Commander (reported by telegram Nov. 1).

At SINGAPORE.—From Cardiff, Sept. 23, Margaretha; from London, 24, Glengyle (str.); from Southampton, 25, Australia (str.); from Liverpool, 29, Warrior (str.); from London Nov. 1, Coningsburg (reported by telegram).

DEPARTURES.

From SHANGHAI.—For London, Sept. 7, Daylight, Menelaus (str.); for New York, 12, Serica.

From HONG KONG and CANTON.—For New York, Sept. 21, L. Banfield (cleared); for London, Burdwan (reported by telegram of Nov. 1).

From SINGAPORE.—For Liverpool, Sept. 26, Mountain Laurel; for Marseilles, St. Roche; for Boston, Escort; for Glasgow, Sept. 26, Blenheim; for London, Hong Kong (str.).

CASUALTIES.

The Jeanne Alice, Hong Kong to Saigon, has been condemned at the former port (reported by telegram).

The Black Watch has put into Singapore with loss of sails and spars, (by telegram Nov. 1).

LATEST TELEGRAMS.

—o—

THE WRECK OF THE "RANGOON."

BOMBAY, Nov. 3.—The Peninsular and Oriental Company's steamer *Behar* left here for Galle at midnight yesterday, to take on the *Rangoon's* passengers and the saved portion of the mails to Australia.

GALLE, Nov. 2.—The divers were unsuccessful at the wreck of the *Rangoon* to-day on account of the current. There is little hope of recovering anything of value. The cargo from China was not on board. The mails saved are thirteen bags from India.

THE RIOTS AT SINGAPORE.

SINGAPORE, Nov. 1.—The riots among the Chinese here have been suppressed.

COMMERCIAL.

—o—

CHINA.

(RECEIVED Nov. 3.)

HONG KONG, Nov. 2.—Grey Shirtings, 6½ catties, 8¼ lbs., $2.50.; Cotton Yarn, 16-24, $115. Tea, total export China and Japan from commencement of season, 104,000,000 lbs. Exchange on London—Bank bills, six m. s., 4s. 4⅝d.

SHANGHAI, Nov. 2.—Grey Shirtings, 6½ catties, 8¼ lbs. Tls. 1.9.6 Silk: No. 3 Tsatlee, Tls. 590; No. 4, Tls. 530 to 550; total export, China and Japan to England, from commencement of season, 37,000 bales. Exchange on London—Bank bills, six m. s., 6s. 0½d.

JAVA.

(RECEIVED Nov. 1.)

BATAVIA, Oct. 28.—The 115,000 piculs Coffee sold by public auction for Government account at Padang this month, on an average of f.41½ per picul, have been wholly secured for shipment to America; and probably a large portion of the 25,000 piculs Java, sold by the Government here to-day, at an average of f.41.27 per picul, equal to 45c. per half-kilo., delivered in Holland, will also be forwarded to the United States. Export from Padang from Jan. 1 to Aug. 31, to Holland, 44,185 piculs; to Java, 3,311 piculs; to America, 73,454 piculs.

STRAITS SETTLEMENTS.

(RECEIVED Nov. 2.)

SINGAPORE, Nov. 1.—Grey Shirtings, 8¼ lbs., $2.47½; 7lbs., $2.12½; T-Cloths, 6 lbs., $1.65; Mule Twist, 40's, $115; 16-24, $87½; Gambier, $3.27½; Pepper, $14 (nominal); White do., $33; Tin, $34½. Exchange on London: Bank bills, six m.s., 4s. 5d.

PENANG, Nov. 1.—Grey Shirtings, 8¼ lbs., $48 per corge; T-Cloths, 6 lbs., $162 per piece; Mule Twist, 30's, $102 per bale; 40's, $110. Tin, $33¾ per picul. Pepper: Black, $14.50; White, $26. Exchange on London: Bank bills, six m.s., 4s. 5d.

Digitized by Google

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Nov. 2, at Scilly, from Akyab, Milford; at Queenstown, from Akyab, Mallondale; 3, at Liverpool from Manila, Buenaventura (str.) (via S.C.).; Oct. 3, at Deal, from Hong Kong, Norman Court; at Falmouth, from Batavia, Admiral van Wassenaer.

DEPARTURES.—Nov. 1, from Cardiff, for Hong Kong, India; for Shanghai, Elizabeth Dougall; 2, from London, for Bangkok and Siam, August Friedrick; from Liverpool, for Singapore, Sumatra; 3, from Liverpool, for Singapore, Nor; for Ilo Ilo, Conference; 2, from Cardiff, for Hong Kong, Johanna Maria; from Sunderland, for Shanghai, aragon; Oct. 30, from Cronstadt, for the Amoor, Colibri.

LAID ON.—At London, for Yokohama and Hiogo, Thracian; for Colombo, &c. (via S. C.), Burmah (str.): for Rangoon and Colombo (via S. C.), Commissariat (str.); at Liverpool, for Yokohama and Hiogo, Oceana; at London, for Batavia and Sourabaya, Thomas Blythe; at Liverpool, for Manila (via Suez and Singapore), Buena Ventura (str.).

SPOKEN.—Catharina Elizabeth, Amsterdam to Macassar, Oct. 27, off the Owers; Acacia, London to Colombo, Oct. 29, 48 N., 9 W.; Sliedrecht (?), for Macassar, Sept. 28, 10 N., 25 W.

CASUALTIES.—The Wallace (N. G. brig), Mitchell, from Shields to Singapore, has put back from off the Humber, with loss of anchor and chain. A telegram from Greenock, dated Nov. 2, states that the Zadkia (str.), from the Clyde to Yokohama and Hiogo, was aground at three quarters flood off Dumbarton, but with the assistance of tugs has been got off.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

KARBERG—On the 20th Sept., at Hong Kong, Mrs. P. Karberg, of a daughter.
MARTEN—On the 1st Nov., at Tarrabang House, St. Germain's-place, Blackheath, the wife of W. T. Marten, Esq., of a son.
RALTENBACH—On the 23rd Oct., the wife of G. Raltenbach, Esq., of Paris, of a son.
ROBERTSON—On the 26th Sept., at Osborne House, Singapore, Mrs. Robertson, of a son.
TIDMAN—On the 1st Nov., at Mentone, the wife of P. F. Tidman, Esq., of a son.
WILD—On the 26th Oct., at Foo-chow-Foo, the wife of Charles Augustus Wild, of a daughter.

MARRIAGES.

GODDARD—WILSON.—On the 5th Sept., at Her Britannic Majesty's Consulate Yokohama, Japan, John Goddard to Isabel, widow of the late George Saxby Wilson. No cards.
WRIGHT—SHOLL.—On the 16th Sept., at Christ's Church, Canton, by the Venerable Archdeacon Gray, M.A., William Trezevant Wright, Esq., Commander of H.I.C.M. gun-vessel *Feiloong*, to Mary Dewstoe, eldest daughter of James Sholl, 40, Great Coram-street, Russell-square, London.

DEATHS.

DE HOYOS—On the 30th Aug., at Macao, Don Francisco de Hoyos, of Cadiz, Spain
GILL—On the 9th Sept., at the Chaplaincy, Shanghai, Annie Kate, infant daughter of Henry Scott Gill, Esq.
SEARE—On the 30th Oct., at Grove-road, Surbiton, Edith Marian, infant daughter of B. Powell and Victoria Seare, aged four months and a-half
LEAF—On the 1st Nov., at his residence, Woodlands, Clapham-park, in the fiftieth year of his age, William Ladler Leaf, Esq., of Old Change, London.

IT is with the greatest satisfaction we learn that Bishop MACDOUGALL has been appointed to the Canonory in Ely Cathedral, vacant by the death of the late Archdeacon YORKE. Among Colonial Bishops, Dr. MACDOUGALL has been highly distinguished, and we feel sure that all our readers who have been in a position to appreciate the results of his labours in Borneo will join with us in congratulating him upon this recognition of his services. It only remains for us to express the hope that his health, shattered by long years of hard work in the Far East, may soon be restored.

TRIAL OF THE P. AND O. STEAMSHIP "PEKIN."—The preliminary trial of the screw steamship Pekin, just completed by Messrs. Caird and Co. for the P. and O. Company, came off on the Clyde. The Pekin is of 3,750 tons gross measurement, 400 feet over all; 42 feet beam, and 36 depth. Her engines are of 600 nominal horse power, and her fuel-space 1,000 tons. The arrangements for passengers consist of the great saloon, the state-rooms, and the bath-rooms, and of the latter there are twelve constructed of marble. One hundred and eighty first-class passengers are provided for, besides fifty-six second-class.

LAUNCH OF A P. AND O. STEAMER.—On the 30th ult. Messrs. Caird and Co., Greenock, launched a large screw steamship, named the Peshawur, of 3,750 tons, for the Peninsular and Oriental Steam Navigation Company, and intended for the Indian passenger and mail service. This is the fifth steamer built on the Clyde this year for the same company. The Peshawur has been fully described in a recent issue of this journal.

THE following appointments to the China Station are notified from the Admiralty:—*Commanders*—N. Osborn, to the Elk, when recommissioned; J. B. Barnett, to the Hornet, when recommissioned. *Lieutenant*—Eustace D. Maude to Ocean (additional for disposal); *Staff-Surgeon*—George B. Hill to Ocean (additional for disposal); *Acting Assistant Surgeon*—Scudamore H. Powell to Iron Duke.

A LARGE and interesting collection of fine specimens of Japanese lacquer, porcelain, bronzes, embroideries, ivory carvings, &c., is now on view at Messrs. Christie, Manson, and Wood's great rooms, in King-street, St. James's, and will be sold to-morrow, and following days. This important sale will afford a rare opportunity to purchasers of Japanese art manufactures.

THE GOVERNORS' REPORTS FROM CEYLON, STRAITS, LABUAN, AND HONG KONG.

We have received the "Reports showing the Present State of Her Majesty's Colonial Possessions," issued in the form of a Blue-book, and comprising the statistical returns of Ceylon, the Straits Settlements, Hong Kong, and Labuan, for 1869. We note with great satisfaction the improved system by which dependencies comparatively adjacent, or at least involved in common interests, are classified and collected into groups in these volumes, instead of being jumbled together, East and West, without any regard to order, as they used to be. At the same time we feel bound to repeat our old complaint of the unaccountable loss of time in compiling and publishing these returns. In our remarks on this point in our last issue we erroneously assumed that the papers were only just published; we find they were presented just at the closing of Parliament.

CEYLON.

Sir Hercules Robinson reports that the revenue for 1869 was £946,494, and the expenditure £881,373, showing a surplus of £65,121. The revenue of the colony, which in the previous year suffered greatly from the depression of trade and from the effects of a drought of unusual severity, by which the early rice harvest was almost entirely lost, recovered with the revival of trade, and under the influence of favourable seasons; the revenue in 1869 showing an increase over that of 1868 of £21,229. The expenditure for 1869, on the other hand, shows a decrease of £93,577 from that of 1868 by reasons of reductions in public works and stores of no less than £97,197, which was effected in consequence of instructions from Her Majesty's Government that a surplus cash balance of £50,000 should be created to meet emergencies. There is a reduction of expenditure also under the head of Establishments, amounting to £5,482, owing mainly to the transfer of the telegraph department to the Indian Government. The results of the year have thus been to show that a somewhat larger economy was practised than was necessary to carry into effect the wishes of Her Majesty's Government, though, in addition to the ordinary expenditure of 1869, there was a further expenditure on Public Works of £79,431 charged against the balances of former years and surplus funds.

The assets of the Colony on Dec. 31, 1869, amounted to £522,732, and the liabilities to £383,219, showing a balance in favour of the Government of £139,513. Omitting some questionable items, the actual cash balance of the Colony available for appropriation on Dec. 31, 1869, amounted to £84,367.

The public debt of the colony consists of a loan of £700,000 raised on debentures at 6 per cent., between 1863 and 1867, for the construction of the railway from Kandy to Colombo. The successful working of the railway has rendered unnecessary the export duties imposed to provide for the interest and redemption of this loan. The sum at credit of the sinking fund at the close of 1869 was £228,300, and it was found that the profits of the railway alone were more than sufficient to meet the interest of the debentures and provide for the gradual extinction of the debt. The export duties were therefore abolished from the beginning of 1870; the receipts of the railway merged into the general revenue of the island, and that revenue has been charged with an annual payment of £58,000 for fourteen years, a payment which it is calculated will provide for the redemption of the debentures as they arrive at maturity. By this arrangement, besides the relief to the planting interest, the colonial revenue has been benefited by the accession of the net profits of the railway, which for 1870 were estimated at over £60,000, after meeting the £58,000 required for the sinking fund.

The value of goods imported in 1869, exclusive of specie, was £3,407,094, showing an increase of £3,106, as compared with 1868. There was a decrease of £142,141 on the exports, which amounted in 1869 to £3,331,921. Adding to these the specie imported and exported, the total value stands thus:—

	1868.	1869.
Imports ...	£4,403,177	£4,635,023
Exports ...	£3,786,721	£3,631,065

The total value of Ceylon produce exported in 1869 amounted to £2,989,876. The apparent excess in the value of imports over that of island produce is accounted for by the system of valuation adopted by the Customs Department. Imports and exports are both taken at their value in the market in Ceylon, the latter representing little more than the cost of production. If the exports were valued at their selling price in the markets for which they are destined, the excess would no doubt appear on the other side.

The revenue derived from imports and exports in 1869 was £291,061, showing an increase of £9,002 compared with the previous year. The increase on imports was £13,288, of which £5,428 was on cotton manufactures. On exports there was a decrease of £4,286. The tonnage of the year, both inwards and outwards, also shows a small decrease.

The total expenditure on public works in 1869 was £269,853, showing a decrease of £56,172 from 1868. Of new roads the most important was that between Badulla and Batticalao, forty-eight miles of which have been completed, the expense up to the end of last year being £38,449. Three bridges were completed last year, and three more were very greatly advanced. Among the principal public buildings completed during the year may be mentioned four hospitals, four court-houses, post and telegraph-offices, in Kandy; and a powder magazine and police barracks in Colombo, where progress was also made with additions to the jail,

Digitized by Google

which, when completed, will contain 800 convicts. The total expenditure on irrigation works in 1869 was £13,727.

From the report of the Surveyor-General it appears that 4,420 lots, containing 28,831 acres of Crown land, were disposed of for £48,249, or at the rate of £1 13s. 5d., exclusive of survey fees; 1,818 lots, containing 6,991 acres, were settled on certificates, free grants, &c. The largest sales have taken place in the western provinces. The triangulation of the island made considerable progress.

The receipts of the railway amounted to £180,965; the working expenses to £72,500, leaving a profit of 6 per cent. on the capital cost of £1,800,000.

Eighteen ordinances were enacted in the session of 1869, the principal being to provide an uniform mode of oaths, to discourage the illicit sale of wine or spirits, to repeal export duties, to improve the Post-office, to permit the introduction of traction engines, to prevent the wanton destruction of elephants, to erect a lighthouse on the Great Basses Rocks, to enlarge the Welikade Prison, to consolidate the Customs Acts, to establish tolls, to regulate the possession of firearms, and to provide contingent charges.

The public health was exceptionally good during 1869. There was no remarkable prevalence of disease in any of the rural districts.

The number of schools supported by Government was 120. The returns of the different missionary bodies show an increase of 165 in the number of schools supported by them, and of 7,194 in the number of their pupils. At the end of the year there were 497 schools of all denominations, educating 20,243 pupils. Some approximation to a spirit of individual interest in popular education has at length begun to germinate in the resuscitation of the Kandy Industrial School (aided), the foundation of two scholarships by a former pupil, the establishment of a girls' school by Mr. C. D. Soysa, and the single-handed efforts of the Rev. Mr. Lenanyeke to support seven schools in his parish.

HONG KONG.

Lieutenant-Governor Whitfield reports that the revenue for the year was £192,464, showing an apparent decrease of £43,810, as compared with 1868. In reality, however, there has been some increase, as credit was erroneously taken in 1868 for the sum of £55,659, arising from the play-house licences. The expenditure, amounting to £192,309, was much less than that of the preceding year; but this, as in the case of revenue, has arisen from exceptional causes, viz., the remittance, in 1868, of the then arrears of the military contribution, and the closing of the Mint in 1869.

The expenditure on public works amounted to £39,958. Of this £17,093 were spent on the Pokfoohun water-works, which yet remain unfinished, and may be expected to draw largely on the resources of the colony in 1870 and 1871, though, when completed, there will be no reason to regret the outlay.

The Mint has been effectually closed by the sale of the plant to the Japanese Government for $60,000. The buildings have been disposed of for $65,000; and thus the Colony has realised a total of $125,000 as the result of an outlay but three years previously of close on half a million.

As compared with 1859, the population would appear to have increased from 86,941 to 121,979 by the census of 1869; but the accuracy of the earlier calculations have been much questioned, and it is believed that the population has been pretty much the same for some years, viz. Europeans and Americans 4,889; Indians and others of mixed blood 2,810; and Chinese 114,280.

The number of emigrants would appear to have increased 9,408 over the previous year; but this is not from the colony, it is simply owing to the enterprise of the Pacific Steam Company, which has made Hong Kong the entrepot of passenger traffic from China to the United States.

The port being free, no reliable information can be obtained in reference to imports and exports. That the trade of the colony has greatly increased is apparent from the excess over 1868 of 45 British ships and 135 foreign vessels, exclusive of Chinese.

The grants of land during the year were trifling—only six lots at a yearly rental of £280, and one farm lot at Kowloong at a rental of £1. The outlay of nearly $200,000 in this locality is a source of disappointment, but the establishment of some docks affords some ground for hope that Kowloong may yet become of some monetary value.

The number of prisoners committed to gaol has been steadily reduced from 6,246 in 1865 to 3,059 in 1869, an improved state of things which is attributable to Sir Richard Graves MacDonnell's system of deportation.

It is much to be regretted that want of funds has prevented the erection of a new hospital or the improvement of the old one, notwithstanding the representations of the Colonial Surgeon and the necessities of the Europeans who are driven to claim medical relief.

The reports of the police, the schools, and the Post-office have lost all their interest, in consequence of the long time that has elapsed before their publication; and the same remark applies to the colonial surgeon's otherwise valuable report on the sanitary condition of Hong Kong.

We may mention, however, that Capt. W. M. Deane, Superintendent of Police, has not been able to resist the temptation to repeat his old arguments against Mr. A. J. Johnston, in reference to a letter from the latter gentleman which appeared in the *London and China Express* of the 8th July, 1869. The gallant Superintendent's powers of reasoning seem slower than even the other departments' power of compilation, and, as the subject he has endeavoured to revive was fully discussed and disposed of at the time, our readers would not excuse our bestowing more than a passing notice on Capt. Deane's experiment in political galvanism.

LABUAN.

Governor Pope Hennessy reports the revenue as steadily increasing, and the chief sources of it as secured until the end of 1873. The expenditure was well within the revenue, notwithstanding the additional cost of an armed police force as a substitute for troops. The local force will cost the Government of Labuan less than £3,000, instead of the expense of the two companies of Ceylon Rifles, which is estimated at £12,000 a-year. The general health of the population was remarkably good in 1869, though the troops suffered from a fatal disease called "beri-beri," or "the bad sickness of Ceylon." The inhabitants are, as usual, contented and peaceable, and their trade extends every year.

STRAITS SETTLEMENTS, SINGAPORE.

Governor Sir Harry Ord regrets the delay in forwarding the Blue-book, which he attributes to changes in the Colonial Secretary's department. The increase of revenue over that of 1868 was a little over $11,000, and, of expenditure, $43,000. The actual revenue was within $7,000 of what it was estimated at, which on $1,200,000 is but little more than half per cent. The expenditure was about 10 per cent. less than was estimated.

The Government was authorised to borrow a sum not exceeding $200,000 from the unappropriated deposits in the Supreme Court; but, the current revenue being found amply sufficient for the requirements of the colony, the privilege was not availed of.

There was an excess of expenditure in public works, chiefly owing to the building of the Government House. Considerable sums which had been set apart for other works, which could not be carried out, caused a saving of about $18,000 on the estimates.

Nineteen ordinances were passed during the year, chiefly relating to the preservation of peace and the suppression of dangerous societies.

The abolition of the Mint at Hong Kong having caused inconvenience from the scarcity of small silver and copper coin, a supply was obtained from the Indian Government.

The exports from Singapore rose from $26,670,989 in 1868, to $26,982,200 in 1869; from Penang from $9,629,475 to $11,372,923; and from Malacca from $1,693,392 to $2,228,199. The imports also rose in Singapore from $31,579,926 to $31,961,941; in Penang from $8,259,038 to $9,472,240; and in Malacca from $2,280,744 to $2,552,041. Thus the total increase on the imports of the Settlements was about 10 per cent., and of the exports upwards of 31 per cent. These results show the trade of Penang to be expanding more rapidly than that of Singapore. The trade of Malacca, always progressive, took this year a sudden and very large rise, owing to the extension of cultivation in the Settlement itself, whilst at Penang the favourable result is more due to the development of the trade with Sumatra and other neighbouring ports. The increase on shipping was hardly in proportion with the augmentation of trade, being greatest at Penang, where it was about 42 per cent. on ships entered, and 66 on ships cleared. At Singapore and Malacca it averaged 5 per cent.

PENANG.

Lieutenant-Governor Anson reports that the revenue showed an increase over that of 1868 of $9,869; at the same time the expenditure was less by $17,619. The most important consideration apparent from this result is that a considerable increase took place in the revenue of the Post-office, while, at the same time, its expenditure was decreased.

No works of importance were executed by the Government, but the town water-works were completed by the municipal commissioners at an expense of about $26,000; and considerable improvements were made in the drains and streets, and a new bridge commenced across the Pranjin river.

Although the exports compare favourably with those of 1868, they are less than those of 1867 by $1,743,448. The amount of shipping compares favourably with that of the preceding year, twenty-two more vessels having entered inwards, and the apparent falling off in the number of vessels cleared outwards being satisfactorily accounted for by an increased tonnage of no less than 84,455 tons.

The treaty made with Siam, by which an exchange of land was effected with the Rajah of Keddah, caused a slight reduction in the area of Province Wellesley. The land obtained from the Rajah is, however, more advantageously situated than that surrendered, and was already in demand.

The daily average of sick in the Government hospitals was greater than in the previous year; but the number of deaths proportionally less.

There were no symptoms of disquiet among the Chinese societies during the year.

MALACCA.

Lieutenant-Governor Shaw reports the revenue for 1869 as $123,626, being an increase of $14,716 on that of 1868. The expenditure amounted to $124,429, being a decrease of $23,257 on the previous year, owing to the reduction of expenditure in the public works, convict departments, &c.

Digitized by Google

The area of the territory of Malacca is 421,000 acres, or nearly 660 square miles. The coast line is forty-two miles in length, while in breadth the Settlement varies from four to twenty-four miles. It is estimated that 101,600 acres are under cultivation. The land is divided into Crown land, private property land held by prescriptive rights, and land held by commutation deeds or leases. A great prejudice exists among the natives against taking out leases or grants, as they have an idea that they would be signing away their property, while, on the other hand, if they hold land on the prevalent system of paying one-tenth of the value of the produce, the land will still be theirs when the English give up Malacca—an idea of which it is impossible to disabuse them.

The military establishment consists of one European officer and 125 Madras native infantry. Considering that Malacca is surrounded by barbarous native States, the Lieutenant-Governor thinks this force too small. The cost of the detachment, irrespective of rations, was £2,311.

The value of the imports for 1869 was $2,552,041, showing an increase of $271,299 over the imports for 1868. The exports for 1869 were $2,228,199, being an increase of $534.807.

According to a rough estimate, the population of this Settlement was 67,267 souls, exclusive of military and transmarine convicts. The white population (many of whom have mixed blood) was returned at 1,445 males and 1,203 females, but these are included in the above total. Of the native or coloured races the great preponderance is with the Malays; the Chinese are next (many of whom are semi-Malayan). Third in importance are the Tamils, or the "Klings," also many of whom are native born. The remainder of the population are a few Bugis, Arabs, and wild forest men known as Mantres, Jacoon, Orang Hutans, with a sprinkling of islanders from the surrounding islands.

The schools in Malacca are chiefly elementary, but they are not well conducted, the Malay teachers being too pliant, and the people being devoid of ambition, and utterly apathetic to all but sensual pleasures.

There are three prisons in Malacca; and a police force of 202 men, nearly all Malays or natives of India. They are entered for three years, and their pay is too small to be any inducement to enter the service. There being only two officers to 200 men is a drawback to their efficiency, but it is believed that, if called upon to act they would do their duty, if led by European officers.

MISSIONARIES IN CHINA.

(THE TIMES.)

England has been called a great Asiatic Power, and though this statement should not be allowed to absolve us from our obligations in the State-system of Europe, its substantial truth cannot be impeached. Our Imperial rule in India, no less than the immense commerce we carry on with all the nations of the East, makes it inevitable that we should have a decided and energetic foreign policy in Asia. There, other nations may afford to commit errors in judgment, for they incur no greater risk than the imperilling of some personal interests, or, at the worst, the injury of a limited trade. If France embarks upon a quarrel with Cochin China, or undertakes to punish the insolence of the Court of Peking, the worst of failures is of slight significance to a Power the interests of which are essentially European. Even the Americans when they invade the Korea can afford to retreat after a doubtful contest, without endangering any American possession or seriously disturbing the commercial relations of America. But with us the question is much more complicated, and our relations with China in particular offer peculiar difficulties which it will task the abilities of our diplomacy to steer us through with safety. The Chinese trade is so important an element in our national wealth that we cannot permit a semi-barbarous Government to oppress and coerce it, in violation of solemn covenants and treaties. Nor can we leave without hope of protection or redress the Englishmen who on the faith of those covenants and treaties have trusted their lives and property to the guardianship of the Chinese Government. Yet, in China it seems all but impossible to fix responsibility anywhere. When a popular outbreak occurs like that which lately appalled the European population of Tientsin, the Chinese Government is always ready to plead that the rising was local, that the Imperial forces were unequal to the task of maintaining order, and that reparation in the shape of execution done upon some ignoble rioters will be promptly tendered. If we are not contented with such apologies, which can always be concocted and repeated any number of times, we seem to have no resort but war, and war with China is a pre-eminently unsatisfactory operation. We have literally nothing to gain by it, for we want neither spoil nor territory, nor that cheap sort of glory which is to be won by beating ill-armed and ill-disciplined Mongols. Success has proved already more than once to be utterly barren, with the dubious exception of the advantages obtained for our commerce by the Treaty of Tientsin. But if success be barren, failure, even for a moment, would be, we can plainly see, fruitful in ruin. The blow to our commerce, terrible as that would be, must be accounted the least peril. The greatest, perhaps, would have to be looked for on the side of India. In the present temper of certain classes of our Indian fellow-subjects a disaster to our arms in the East might be the signal for an insurrection as formidable as that of 1857.

The satisfaction demanded by the European Powers for the outrages at Tientsin having induced the Chinese Government to send Chung How to Europe, it becomes important for us to see if our foreign policy towards China has been in any way based on unsound principles. Should there be any errors pointed out by experience in our past course, the present is a favourable opportunity for rectifying them. Although disturbances threatening the foreign residents have been growing lately to an alarming head in Southern China, the Chinese Government has hitherto kept them under some control; but the Ministers and officials have, at the same time, indulged in warning predictions, which are not very different from threats. It may be that the authorities at Peking are sincerely desirous to keep their town mobs from flying at the throats of the Europeans, but some day or other they may no longer care to keep the peace, or they may find the populace grow too strong for them. This is the danger that is really to be feared, and even if we could place implicit trust in the loyalty of the Chinese Government, it would be sufficiently serious. The animosity of the populace to the "foreigners" is all the more perilous because it is founded upon unreasoning superstitions, and is inaccessible to common sense. Unfortunately, the missionaries who represent in China the various sects of European Christianity have been more remarkable for zeal than discretion in their dealings with the people; and, still more unfortunately, the Powers which have obtained a footing in China by treaty have identified themselves more or less with these well-intentioned, but irritating, efforts at proselytism, and have involved the political relations of the Western Powers with the Chinese Empire in the loathing with which the Chinese regard the religion of the foreigner. France in this respect has erred most seriously, and has also suffered most severely. The Roman Catholic missions in China were not only under the direct protection of the French Government, as are the Protestant missions under our own, but the pretensions of the priests were fostered by France with an amount of irritating interference which we can well believe was found intolerable both by the local authorities and by the Government at Peking. The history of the massacre at Tientsin, as well as the record of former prosecutions of Roman Catholic missionaries in China, shows that the catastrophe in nearly every case has arisen out of political intrigues. In these we know Roman Catholic missions have been always ready to engage, and France has never been unwilling to help them or profit by them. We need only mention the French championship of the rights of the Latin Church at the Holy Sepulchre, which became one of the causes or pretexts of the Crimean War. Nor even now, after the terrible lesson of Tientsin, can we be sure that the French missionaries will cease to meddle, or the French Government to protect the meddlers.

Our own line of policy is very clear. The Protestant missionaries in China do not interfere with the people so persistently and annoyingly as those of the Catholic Church, but they sometimes make themselves troublesome enough to the authorities, and, unfortunately, a clause in the Treaty gives us a protectorate over them, which seems to make us as a nation responsible for their actions. By insisting on the retention of this clause, which not only galls the Chinese, but gives the French an excuse for extorting a more mischievous extent of privilege, we place ourselves in the position of the protectors and encouragers of proselytism—a position we do not attempt to assume in India, where we are not sojourners, but rulers. Supposing, however, the clause protecting the missionaries as such to be erased from the Treaty, we should still have the right to guard their lives and property as those of British subjects, and it is hardly fair to ask the Chinese for more than this. We are of opinion, therefore, that this clause of the Treaty should be abandoned, and, though concessions are of little avail to conciliate the unreasoning animosities of Asiatics, we should place ourselves in a better position for demanding redress in case of future outrages by doing full justice now. It would, however, be absolutely essential to obtain the co-operation of France in this matter, for unless the French Government ceases to extend special favour to the missions at the same time that we do, we shall gain little or nothing in the way of security or a clear conscience. If the Roman Catholic missions pursue their meddlesome intrigues, riots which the Chinese Government now predict or threaten will break out, and a Chinese mob, once roused, will not trouble itself to make a distinction between Catholics and Protestants, between missionaries and merchants. The restraint which is placed by the Peking Ministry on the populace in the ports is likely only to whet the rage of the mob, and in the meantime the Chinese armaments are growing to gigantic proportions. At any time it may suit the Government to let go the reins and loose the people on the foreigners; or Prince Kung's powers of coercion may fail. We do not wish to take an alarmist tone, but we should warn the country that our relations with China may at any moment bring us to the verge of war. The difficulties may be evaded by a skilful policy, but it would be rash to assume that a resort to a ruder arbitrament may not be forced upon us.

The following letter on the subject has been published in *The Times*, which upsets the arguments of the leader most completely:—

Sir,—Allow me to point out a misapprehension on the subject of the Chinese Treaty.

There is no clause in that Treaty protecting the missionaries as such. They are simply entitled to the same protection as all other foreigners, and in their protest against the late Chinese Circular on Missions they strongly object to being separated from the rest of the foreign community and placed under special restrictions. The misapprehension has arisen from the fact that there is a clause which provides that toleration shall be extended towards natives who may profess or teach Christianity. The clause reads thus:—"The doctrine of Jesus (Protestant) and the doctrine of the Lord of Heaven (Roman Catholic) teach the practice of virtue and the treatment of others as ourselves; henceforth all teachers and professors of it shall be protected." That this does not refer to foreign teachers is plain, because if this clause were cancelled they would have the same protection as before—namely, that enjoyed by all foreigners; but in so far as it applies to Chinese Christians it is to be hoped that Great Britain will never act so ignoble a part as to withdraw this testimony in favour of religious toleration.—Yours, &c.,

AN OLD RESIDENT IN CHINA.

Mr. H. N. Lay has also addressed a letter to *The Times*, of which we only give a summary, reserving comment for a future opportunity. Mr. Lay says:—That we are on the verge of difficulties with China appears to be now admitted on all hands. That we shall ultimately overcome those difficulties may also be conf

Digitized by Google

dently affirmed; but the cost of our success must necessarily depend upon the course that we may be advised to adopt at the present juncture. The first thing, obviously, is to ascertain, if possible, our true position. What are the difficulties? Why have our treaties become a dead letter? I unhesitatingly say that the real cause of existing dissatisfaction is not in any way the result of the clauses contained in the Russian, American, French, or British treaties concerning the protection of religion and the ministers of the various denominations. This could, I think, be clearly shown by a consideration of the history of those clauses. In addition to which, I am in a position to state, as to the clause respecting missionaries, inserted in our treaty of 1858, that the attitude of the Chinese Government was one of indifference, and whereas objection was raised to other clauses, this particular clause was accepted without demur. To those unfamiliar with the relationship existing between the populace and the Manchu dynasty the part we took in connection with the Taeping rebellion is calculated to produce the most erroneous impression. The policy of providing ourselves with some guarantee that the assistance given would not in the end be turned to our own disadvantage seems not to have occurred to us. We furnished officers, supplied arms, lent troops, and, in return, satisfied ourselves with mere promises, which we now well know have never been fulfilled.

It is to be feared that nothing short of a massacre upon a gigantic scale will open the eyes of those to whom the direction of our affairs in China is intrusted. Their sole engrossing thought appears to have been the propping up of the Manchu dynasty. Treaty rights have been suffered to stand in abeyance, the most important provisions to be relinquished. But, while thus indifferent to our own interests, we have been studious in teaching the Chinese the art of war, liberal in our loan of British subjects for Chinese military and naval service, and have, it is difficult to say to what extent, supplied them with all the armaments and munitions of war.

The Blue-books of 1863 and 1864 reveal the mode in which the Chinese requited our services. Notwithstanding what we there read, an Order in Council was passed in July, 1864, constituting ourselves afresh the supporters of the Government against the people. The Tientsin Massacre has filled Europe with disgust, but that Order in Council still stands. We have fawned upon a dynasty as hostile to ourselves as to its own subjects, and we have taken up the sword against the people. Without our interference the people might have redressed their grievances, inaugurated a more liberal policy, and been induced to regard us with favour. All who have travelled in China have no doubt about the fact that the people themselves are well disposed.

"THE TIMES" AND THE MISSIONARY QUESTION IN CHINA.

(To the Editor of *The London and China Telegraph.*)

SIR,—You have doubtless read the article in *The Times* of the 31st ult., in which the writer recommends that England should abandon that article of the Treaty of Tientsin which stipulates for the toleration of Christianity in China, and should seek to obtain the co-operation of France in the matter. I own I was astounded at seeing such a proposal made by the chief organ of public opinion in this country, and I could not refrain from addressing a letter to the editor upon the subject, of which I enclose you a copy that you may publish if you think fit. It was refused admittance into the columns of *The Times*.—I am, &c.,

M. N.

To the Editor of *The Times*.

SIR,—In the leading article in your issue of yesterday, in which you advocate the erasure of the 8th Article of the Treaty of Tientsin, you have in fact advocated the formal abandonment of the clause that stipulates for the protection of Chinese Christians by the Chinese authorities.

That Article is thus worded:—"The Christian religion, as professed by Protestants or Roman Catholics, inculcates the practice of virtue, and teaches man to do as he would be done by. Persons teaching it or professing it, therefore, shall alike be entitled to the protection of the Chinese authorities, nor shall any such, peaceably pursuing their calling, and not offending against the laws be persecuted or interfered with."

Now our missionaries, being British subjects, are, *ipso facto*, exterritorialised, and are, therefore, safe from any legal persecution on the part of the Chinese authorities; but not so the native converts, for whose benefit accordingly it would seem that this Article was humanely framed. If, however, the step you recommended were taken, a persecution of native Christians would probably be the result, whilst our Minister and Consuls would, at the same time, be deprived of the power of effective remonstrance on this behalf which the Article in question now confers.

Such a renunciation, moreover, following on the Tientsin Massacre, would, I fear, encourage the mandarins and *literati* to instigate other atrocious acts of a similar kind, with a view of still further restricting our privileges, and would thus precipitate the catastrophe you are anxious to avert. War with China, depend upon it, will be best avoided by an unflinching maintenance, not by a weak surrender, of our Treaty rights.

There is, I believe, no case on record of Protestant missionaries interfering politically in any way between the Chinese people and their rulers, but, unhappily, there is little doubt that Roman Catholic priests have done so, and that the French Government has, most ill-advisedly, supported them in this interference, and so endangered the safety of all foreigners in China. Effective steps, however, might I think be taken by the other Christian Powers, whose interests are thus jeopardised, to induce France to forego this protection, without any formal withdrawal of that Toleration Clause which is contained not only in the English and French, but in the Prussian and American, and, I believe also, in the Russian, Austrian, Italian, Spanish and Belgian Treaties.—I am, &c.,

Nov. 1, 1871. M. N.

LITERATURE.

So Very Human; a Tale of the Present Day. By Alfred Bate Richards. London: Chapman and Hall.

It is nothing less than a great achievement, and a great public benefit to boot, to strike out a new path in fiction—not only to think independently, but to express original thought in a new style—and all this we think has undoubtedly been accomplished by the author of the novel before us. Its pages are alternately pathetic, playful, earnest, sarcastic, and amusing. They are never dull, and they always command the sympathy of the reader Freshness, vigour, and originality—a distrust of the wise saws, and modern instances of the high priests of modern politics, social science, and philosophy—and a confidence arising from the consciousness of power, are the main characteristics of the book. The chief object which the author appears to have proposed to himself is to move our laughter, our scorn, or our indignation, as the case requires, against quacks and pretenders of every description, and by holding these up to contempt and stripping them of the sham respect which obtains so much of the blind adulation of the world, to excite our sympathy for the ignorant, the destitute, and, the unfortunate, and to show how "very human" these despised creatures are after all.

This is a noble design, and it is thoroughly carried out. Colonel Richards's reflections on men and things, as the scenes he has imagined pass before him, will commend his book to those who admire short terse essay writing of the best kind; and ordinary novel readers will find their attention riveted by a very interesting story, and their sympathies engaged by some perfectly original characters—some of the most prominent of which they will have little difficulty in identifying among public men. The perusal of *So Very Human* will, in fact, be something like a waking dream of a visit "home" to our friends absent in the Far East, and, as such, we recommend them to put it on their library list.

The Coolie; his Rights and Wrongs. By the Author of "Ginx's Baby." London: Strahan and Co.

The author of this very interesting volume, it is no secret, is Mr. Jenkins, a barrister. In the opening pages he tells us how he was one day called on at his offices by two gentlemen representing the "Aborigines Protection" and the "Anti-Slavery" Societies, and asked if he would go to Demerara and attend a Commission to be held there on the coolie system. In a week he was on board the steamer steaming out of Southampton Waters. The author's description of the manners and customs in the West Indies is well told, more especially as he seems to have been ill at ease in the sweltering atmosphere of the sugar estates. There is an inward chuckle always at the miseries of a man transported from London life to such a climate as the swamp of Demerara, with its mosquitoes, alligators, burning sun, and Sangaree drinks.

Nothing, however, is more conclusive in the reading of this book than that the unfortunate Chinese coolie much more than the Hindoo is not understood, and the laws made for his protection on the English scale simply make confusion worse confounded. The planters should instruct their agents in China to send with every cargo of coolies an Englishman who has been for some years in China and understands the peculiarities of a Chinaman. One such man (of course of known quiet and respectable character) would do more in straightening out the difficulties which the coolie finds on landing, and which he rebels against in passion and ignorance than all the managers and magistrates in Demerara. More regard should be practised as to the head men with each ship. There should be at least five Chinese of education, amenable to reason, and capable of exercising an influence on the ignorant masses. These men should be suitably treated on the estates, and facilities given for lecturing, teaching, &c., on Sundays, or other spare time, when the coolies are not at work. Most heartily do we endorse the author's statement that the contract should be looked on "as that of the ancient patriarchal times, like that of Abraham and his servants." No legal adjustments can be happy unless there is combined a spirit of generosity and kindliness.

The following extract of the examination of a coolie will convey an idea of the condition of the Chinese coolie:—

In my own country I was a schoolmaster. I was well taught. I heard that people were going to Demerary, and I was asked to go. Agent told me that it was a nice place—many of my countrymen were going; over there they had plenty of work to do—plenty of money—would get rich; food was found at first, and a doctor if we were sick, and good wages. I was told the work was garden work; I thought that meant like our gardening in China. I did not think it was like the hard work in sugar fields here. I was told, if I came, I could soon get good pay as schoolmaster, and I hired as schoolmaster. There were others like me who came in the ship. There was a doctor, some schoolmasters, some tailors, and other people who were not labourers in the fields, and who all thought they were going to work at their own trades. When we got to Georgetown we were taken out of the ship and sent to a sugar estate. At first they gave us food and rooms in houses; the rooms were dirty and not nice. Then they told us to work in the fields; we did not like it, but we had to do it. If we did not work we were brought before a magistrate and fined or sent to prison. It was very hard for us. Some

Digitized by Google

became sick. We could not earn enough to buy food from week to week. We had part of our bounty, but that was soon done. Some had given so much money to friends in China, and the manager wished us to pay it back, and took it from our wages. We could not bear it any longer, so we struck and came to Georgetown. We went to the attorney—he told us we were wrong and must go back. The police took us to carry us to the steamer, and several jumped into the water. They were taken out, and we went to Mr. —. He spoke kindly to us and sent us home, and after that they did not take our money every week. It was always very hard work. Several of my friends hung themselves because they were starving. When I was free I came up here; I want to go back to my own country.

The author has been painstaking, unbiassed, and conscientious, and with so difficult a task—holding as he did a brief for the coolies—it does him infinite credit. To any one interested in the question, and what resident in India or China is not, it is a most valuable book. We shall conclude with the following extracts:—

The number of immigrant depositors in the British Guiana Bank in June, 1870, was 1,817, their deposits amounted to $138,425, over $70 a head. The very large amount of silver, and even gold, worn on the persons of the coolie men and women is of course not calculable; but it is enough to convey an idea of a wide distribution of wealth. Much of this, no doubt, is the mere product of the indenture money, and not very much of it the result of regular earnings, as the rate of wages given by the Commissioners indicates. From papers submitted by the Immigration agent-general the Commissioners gather that in twelve ships which sailed with returning Indian immigrants between the 15th November, 1834, and the 11th November, 1869, 2,828 immigrants took away with them money acquired in the colony to the amount of $453,369, or £94,452. To the above estimate must be added 421 passengers, who embarked by the *Ganges* for Calcutta on the 10th September, 1870, carrying with them through official channels $47,438. This convoy we had an opportunity of inspecting before they set sail. There was one man, aged thirty-nine, with his wife and three children, all born in the colony, who took back $1,100 of his own, and $200 in the name of his wife. Another, with wife and two children, took $1,000.

The author, in his concluding remarks, says:—

Taking a fair review of the whole system it is one which, spite of its disabilities, its difficulties, its present evils, is full of promise, and in my belief can be made, with care and skill and honest endeavour, not only an organisation of labour as successful as any hitherto attempted, but one leading to almost colossal benefits.

Mercantile Tables Showing the Cost Value of all Principal Staples of Indian Produce on the Basis of First Cost. By Alex. Kalch. London: Effingham Wilson.

This is one of those valuable commercial manuals for which Mr. Effingham Wilson has a speciality. The present tables appear to have been compiled with great care, and they show at a glance the cost price of all kinds of Indian produce, laid down in London, inclusive of freight, insurance, exchange, and all other incidental charges. Besides this, the cost of the principal Indian staples consumed in China are calculated in the same way; and the result is a little volume which will be found of great service in the offices of China and Indian merchants, both abroad and at home.

The Battle of Sik-a-wei. Shanghai: *Evening Courier* Office.

This little *brochure* is an undisguised imitation of the kind of squib which was initiated in London by the notorious "Battle of Dorking," and which has since been "hunted to death" by every kind of would-be satirist at home and abroad. We must confess that

"We have no stomach for these kickshaws."

We are old-fashioned enough to think that grave matters should be discussed in a grave manner, if they are to be expected to exercise any serious influence. Chili and Chutnee and Chow-chow, without any curry, are condiments that very soon pall on the taste when they are required to be swallowed by the spoonful (as Mrs. Squeers administered the brimstone and treacle at Dotheboys Hall) and followed by a tap on the head with the spoon. The "moral" of such writing seems to us to be capable of being summed up in "three words."

Macmillan presents us this month with such an excellent number that we should be tempted to break our rule and give the reader a foretaste of it by a few extracts, if our space did not interpose with a stern veto. The "Week in the West," referring as it does to Chicago, is painfully interesting at the present time. "Khismet" is a paper which will be read with interest by all who know anything of the Far East. Mr. Bryce contributes a valuable paper on "American Experience in the Relief of the Poor," and Mr. Hamilton a pleasant one on "Fifty Years' Residence in Ireland." "The Autumn Manœuvres" is a clever attempt to make the best of a bad business, and winds up a very readable number with much spirit.

Commercial Policy of France, and the Treaty with England of 1860.

At the present time, when the financial embarrassments in France, and the stagnation of manufactuers in England, have excited an equal desire on both sides the Channel for some practical review of the Cobden Treaty of Commerce, the Cobden Club have rendered good service by causing the present brief statistical summary of the trade of the last ten years to be published in a succinct and convincing form. The following brief extract will give a very good idea of the force of the arguments which the Cobden Club are now employing to protect a system, which, nine years ago, it was thought impossible to assail.

It is generally assumed that the commercial advantages which have incontestably been gained by the economic reforms of the last ten years, have been attained at the expense of fiscal resources. This is the reverse of the truth. The falling off in the custom-house receipts is in France a most imperfect test of the effects of commercial policy upon revenue; for there, as is well known, some of the largest branches of indirect taxation—viz., the taxes on the greater part of the spirits, salt, and sugar consumed in the country, and the proceeds of the sale of tobacco—are all included under other divisions of the revenue, and must be added to the custom-house receipts, in order to establish a real comparison with former periods. In other words, the proceeds of the service of the "indirect contributions" must be added to those of the "service" of the customs. If this course is taken, the result is found to be as follows:—

Total Receipts of Both Services in 1859 *and* 1868.

	1859. Million francs.	1868. Million francs.
Customs	228,455,000 ...	144,564,000
Indirect Taxes	485,676,000 ...	620,225,000
Total	714,131,000	764,789,000

From this comparison it appears that the French revenue from these combined sources has been increased by 50,000,000 francs, or £2,000,000, since 1860.

The policy of attempting to increase revenue by the imposition of new charges on the raw materials of industry, and upon manufactures, is condemned by the experience of every country under economical conditions similar to those of France. No tax can be at once protective and fiscal; it can only succeed in one direction in proportion as it fails in the other. And even if, by a careful equalisation of the taxes upon raw materials and upon their manufactured products, the protective element were to be removed, all such charges would constitute a direct burden upon French industry, which would have the double effect of restricting competition at home, by keeping small capitalists out of the field, and crippling the French export trade, thus cutting at the root of the industrial life of the country, and drying up one of the most important sources of national wealth and financial prosperity.

The example of the United States of America is sometimes adduced in evidence of the financial success which may attend such a policy. Such an appeal can only be made by those who are profoundly ignorant of the effects of that policy, effects so disastrous and oppressive that nothing but the vast territorial resources of the country could have enabled them to support. Let the pamphlet before us speak for itself:—

There has been a great decline in shipping, not only as regards foreign trade, but also in the coasting trade, of which the Americans have the monopoly, and in fishing tonnage. In the trade with Great Britain the entries were, in 1860, 924 American and 613 Foreign vessels; in 1869, 365 American and 1,394 Foreign. Mr. Wells states that in 1860 15,000 men were employed, in New York city alone, in building and repairing marine steam engines; and that in 1870 fewer than 700 found employment in this, which was one of the best paid and paying branches of American industry, and in which American artisans formerly excelled. This has happened, he says, in the face of a rise of wages in the same branch of English industry since 1863-4, by about 15 per cent., notwithstanding which, owing to improved machinery and better knowledge, the cost of construction has declined. From this Mr. Wells draws the inferences that within the last ten years the result of Protection in the United States has been to decrease the purchasing power of wages, diminish consumption, prevent exports, and increase the cost of the manufactured product; whilst in Great Britain wages have been increased, cost decreased, consumption increased, and exports largely augmented.

China's Place in Philology; an Attempt to Show that the Languages of Europe and Asia have a Common Origin. By Joseph Edkins, B.A., of the London Missionary Society, Peking. London, Trubner and Co.

This is a very valuable contribution to philological research, and must have been the result of much patient labour, combined with great natural love for the subject. Mr. Edkins is, as our readers know, a veteran missionary, who commenced the study of the Chinese language under the auspices of the London Missionary Society in 1847, and was soon after induced to devote whatever leisure he could command after the discharge of the special work in which he has since so nobly distinguished himself to the study and comparison of the laws of connection between the various dialects of China. From this beginning, the scope of Mr. Edkins's investigations expanded into the inquiries of which the volume before us is the epitome and result. It is a work which will commend itself to every student of the Chinese language, and which we can also recommend to those merely scientific inquirers who seek to lay open the germs and roots of philological principles. Mr. Edkins's frank acknowledgment of the obligations which he owes to the recent work of M. Stanislas Julien (already favourably noticed in these columns) is a proof of Mr. Edkins's desire to take no credit for any discovery that he has not made himself, besides being a graceful act of encouragement to a young and promising student from a veteran and accomplished scholar.

Art is simply admirable this month. The three principal illustrations are reproductions of the paintings of the Jeweller of St. Petersburg, and the Mystic Marriage, and a Sculptured Altarpiece at Fiesole. There is, moreover, a pleasing little group of vases of Messrs. Copeland's manufacture; and the literature which accompanies the illustrations is pleasantly written.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.
The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 6, 1871.

"THE TIMES" ON OUR CHINA POLICY.

ALL readers of *The Times* must have noticed that, from time to time, strangely tentative articles—articles whose tone is not only not in accordance with its previous policy, but apparently in direct opposition to the policy of the party with which it is acting for the time being—crop up in the "leading journal" in a very amazing and significant manner. All the world knows now what this means; but, although so easily seen through, these portents should not be disregarded by prudent persons whose interests are involved in the question under discussion. They resemble the cloud which foretells the coming storm; and, though that cloud may appear to be "no bigger than a man's hand," it must not be forgotten that, when that hand has a pen in it, and is directed by the Thunderer, the cloud gathers till it bursts—sometimes without injury, but seldom without effect. It is for this reason that we urge upon our readers the necessity of their putting out of sight for a time the facts that they are thoroughly acquainted with China, and that the writer in *The Times* (whose article we give in another column) knows little about that country; and that, remembering the great harm that may be done to English *prestige* by such an article published in such an organ, they should unite to disprove the allegations of its writer before the policy it advocates becomes the watchword of the Foreign Office, as (if precedent goes for anything in Printing House-square) it is pretty sure to be soon. Of course our friends will see that nothing could be more uncandid than the argument of *The Times*, even if it were not based upon entirely false premises. We, as a Protestant country, have nothing whatever in common with Roman Catholic France, in connection with China, except that the missionaries of both countries preach the Gospel of our Saviour in different ways. Protestant missionaries enjoy no sort of privilege, by treaty or otherwise, over the rest of their countrymen. They have no political immunity, and when they travel outside the Treaty Ports they have to apply for passports, like all other classes of foreigners. The writer in *The Times* must be badly posted up indeed in Chinese affairs if he seriously means to convey that the massacre of Tientsin was caused by political intrigue on the part of the unfortunate priests and sisters. Everybody who cares to know anything about the matter knows perfectly well that that brutal and shameless (and, we lament to add, unatoned) outrage was solely caused by the mandarins—first, by setting on a part of the rabble by appeals to their superstition; and, secondly, by withholding the troops under their command from the protection of the victims. As for the statement that the people of China, as a body, are exasperated against the missionaries, it is marvellous to us how such an assertion can be hazarded, even in *The Times*, in the face of such statistics of progress as were afforded in the Rev. Mr. JOHN'S address at Swansea, which we published in our last issue. Why, the fact is apparent that Christianity is growing in favour with the people every year, and that it is only the *literati*, who foresee their power crumbling under its influence, who are now making a last and desperate attempt to banish it by placing our missionaries at the mercy of a clique of hired assassins, and undertaking not to resent any injury inflicted on them!

If we have not forgotten how to read, mark, and learn, this is the gist and pith of the unfeeling, unpatriotic, unChristian, and (we must add) scandalous article in *The Times*. As for the special pleading of the writer as to expediency, it is of so flimsy a character that it may be dispersed by a few questions. Have any of those Chinese who were converts at the time of the massacre repudiated the doctrines by which they were convinced? Are not, on the contrary, vast numbers of the poor creatures, who are now suffering unheard-of hardships by reason of the floods, blessing the fact that missionaries are to be found in the land, not from religious persuasion, but from that admiration and gratitude which benevolence alone can elicit from the most prejudiced and savage? We deny, however, and unequivocally, that the Chinese population are, generally speaking, either prejudiced or savage. We feel assured that the Chinese are more anxious for the acquisition of truth in the abstract than any other nation under the sun; but the lower orders have been so cowed and "put upon" by the *literati* and mandarins that they have been taught by severe experience to be, as SHAKESPEARE says,—

"Ever strong upon the stronger side;"

and they are now waiting to assure themselves which is the stronger—the anti-foreign cabal at Peking, or the Governments of the Far West. It remains with our Foreign Minister to vindicate his claim to succeed with the dignity due to his country to the office so lately and worthily held by Lord PALMERSTON and Lord STANLEY. But we fear—we fear—and it is for that reason that we lose no time in drawing our readers' attention to the insidious article which we have degraded the invention of GUTTENBURGH by copying,—though our fault in that respect is not so unpardonable as that of our leviathan contemporary of Blackfriars.

JAPAN.

THE news by the last mail from Yokohama is a strange mixture of promise and disappointment, though on the whole encouraging. It is, as it were, the seething of a great nation fermenting in the action of civilisation, yet continually checked by the leaven of that kind of prejudice which is miscalled experience. As signs of progress we cannot but hail the establishment of the new Mint with great satisfaction; the issue of the new coinage has been so warmly appreciated that the demand has already far exceeded the supply. But the issue of coin by the Mint has placed the Government in a false position, forcing alterations in values, and causing much trouble and loss to foreign merchants. From January next no *kinsats*, or paper money, will be accepted in payment of duties. The pressure on the new Mint may therefore be easily conceived. The silk manufacturers have addressed a very becoming letter to the Chamber of Commerce; and, if they only act up to its tenor, it is not unlikely that the Japanese silk trade, lately so much depressed through adulteration and bad workmanship, may in time recover itself. The truth that Japanese silk has been shut out of the English market by reason of chicanery and adulteration seems to have forced itself at length on the attention of the manufacturers, and, if they are in earnest in the remedies they propose, it is possible they may regain the position they presumed upon until they lost it. The movement set on foot, to this end, is at least promising. Not less promising is the last edict of the MIKADO, in which he abolishes the Hans, or Federal territories, and converts them into Kens, or Imperial domains, in consequence of the continual neglect of their responsibilities by the Daimios, whom he has now superseded. In the face of these promising signs of progress, we regret to learn that the Yokohama Custom-house has paralysed trade for a time by refusing to accept duties in the form, and on the scale, in which they were formerly levied. "Piles of goods," we are informed, "are heaped on the Custom-house quay, detained "there because their consignees refuse to admit the claims of "the Government; and all the Consuls have made their "protests to the Governors against the action of the autho-"rities." Any such check as this, of course, is almost equivalent to a frustration, and more than an equivalent to a delay, of the introduction of those principles of commercial progress to which England owes her greatness, and her de-

Digitized by Google

pendencies their prosperity. On the whole, we see hope largely predominating over fear in the prospect of our future relations with Japan, as revealed by the last mail; and, if the advantages we have gained were pursued, and the disabilities under which we labour were represented in their true light, and with a view to their removal, we doubt not that the activity into which our trade with Japan would suddenly be brought would be startling, even in these days of unexpected and surprising commercial progress in the Far East.

ANOTHER, and yet another, victim to the complacency of the Admiralty and the Colonial-office! The loss of the *Malabar* and her valuable cargo, and the wrecking of Lord ELGIN, in 1859, were not sufficient warning. Perhaps if Lord ELGIN had been drowned the result might have been different. Surely now the harbour of Galle will be made safe without further delay. The P. and O. Co.'s steamer *Rangoon*, just lost, was a noble steamer of 2,000 tons, only ten years old, and on her last voyage had made the run to King George's Sound six days in advance of her time. She was therefore giving great satisfaction, and her loss is much to be regretted, independent of the hole it will make in the company's dividends. We believe she stood in the company's books at £75,000. The following is a copy of the telegram received announcing the loss:—

"GALLE, NOV. 1.

"The steamer *Rangoon*, leaving for Australia at six this evening, struck a rock in clearing the harbour. She sank six hours afterwards. The passengers and crew were saved, and the mails partly."

Great surprise has been expressed at LLOYD'S and throughout the city at the peculiar character of this loss, and it is not readily understood what combination of circumstances can have led to so serious a catastrophe. The Cadda rock upon which the ship struck is not a mile from the harbour of Point de Galle, and its position is perfectly well known to every tyro in seamanship in these waters. Among the conjectures hazarded it seems most probable that the *Rangoon*, while under charge of a pilot, in order to avoid a sailing ship entering the harbour, may have veered out of her true course, and so run upon the rock.

IN another column we publish a complete list of the claimants who were paid indemnification as British subjects —or on behalf of clients who claimed to be such—for losses sustained by the burning of Canton in 1856, and other acts arising out of the war known as the *Arrow* war. The total sum so paid to the present time amounts to $2,305,613, and a balance still remains in the hands of our Government of $483,786, making a total equivalent to two million taels, or about £650,000 sterling recovered from the Chinese Government. The perusal of this list will afford some amusement to those who were on the spot at the time of the war. In most of the cases no doubt there was lost property to represent the sums claimed, but in many it can be seen that "personal inconvenience" or some such commodity, must have represented the only property lost. Many claims were disallowed as frivolous, and some good stories could be told of how these were made up. The total amount of claims sent in amounted to $3,471,845.

THE introduction of the new ordinance for the employment of traction engines in Singapore is so ill-timed and so unreasonable as to excite general astonishment among late residents in the Straits. Every one who knows anything about Singapore knows perfectly well that neither the roads nor the bridges of that settlement are constructed to bear the weight of a 12-ton traction engine, and that the introduction of such vehicles can only lead to the damage, if not the temporary stoppage, of the principal thoroughfares, and a great increase in the expenses of the Public Works department. These facts are so well known that it is amazing that the project of employing traction engines at all should ever have been entertained, and especially that it should have been introduced at a time when the Legislative Council has disposed of the railway question by a vote in favour of the long line to include all the wharves, instead of the original proposition to run only to Tanjong Pagar.

THE Postmaster General has not yet completed the negotiations for the New Mail Service through France and the Mont Cenis Tunnel.

THE *résumé* which we give in the present number of the Rev. Mr. MAHOOD'S experiences of the Shan-sin-fan intrigues must convince everyone that the time has at length arrived when the great question of missionary protection in the Far East must be definitely settled and set at rest. It would be unfair alike towards the missionaries, towards the cause of revealed religion, and towards the *prestige* of our country, to allow the present state of things in China to continue; and we hope that such a pressure will be brought to bear on the Foreign Office as will induce Lord GRANVILLE to frame such an *ultimatum* as will guarantee the safety of our missionaries and countrymen generally in the quiet performance of their duties, without the annoyance and danger to which they are now subjected by the placards and other sinister influences of the Mandarins.

THE P. and O. Company intend to despatch their new-steamer *Pekin* on the 24th inst. to Hong Kong and Shanghai through the Suez Canal. The *Pekin* is nearly 4,000 tons, and will be a fine opportunity for passengers and cargo for Ceylon, Straits and China. The company also intend to put two steamers on the coast between Hong Kong, Amoy, and Foochow, in addition to the present service to Shanghai.

OUR friends in Ceylon will be gratified to learn that the affairs of their colony, which have so long been regarded as possessing no interest for general readers in this country, have at length attracted so much of the attention of *The Times* as to induce that journal to re-publish the statistics of coffee cultivation, &c., which recently appeared in the columns of the *Ceylon Observer*.

THE *Gazette* contains a notification that Vice-Admiral Sir H. KELLETT, K.C.B., now Naval Commander-in-Chief in China, has been placed upon the retired list. Our readers are aware that Sir H. KELLETT'S successor, Rear-Admiral SHADWELL, C.B., is now on his way to China.

IT is semi-officially announced that Sir HERCULES ROBINSON will shortly succeed Lord BELMORE as Governor of New South Wales.

MR. SECRETARY SEWARD AT GOA.

The Fredonia *Censor* publishes an interesting letter from Miss Olive Risley Seward, giving an account of an excursion of Mr. Seward's party, in the spring of this year, to Goa, "the first effective European settlement in India, and always the capital of the Portuguese Indian Empire." After briefly, but feelingly, noticing the monuments of the pioneers of religion in this district Miss Seward proceeds:—

We visited the public institutions. The military force consists of two battalions of artillery and two of infantry, maintained at the cost of $200,000. All being natives, always loyal, they are quite enough for a territory only forty-eight miles square, with a population of 400,000. The military academy trains 150 cadets through a seven years' course. The garrison barracks and hospital are excellent. We looked into the Finance Department. The revenue is $600,000. The salaries are low, and there is no complaint of taxes. The College of Science and Medicine is conducted by eleven professors, several of whom are natives of Goa, and is well attended. There are four newspapers, three of which are conducted by natives, and all in the Portuguese language. One-third of the population is Roman Catholic, the rest are Hindoo, Mahrattas, and Mahomedans. The good order and perfect cleanliness which pervade the little city explains the curious fact that it supplies the foreign residents of all India with their best household servants.

We fancy that our Indian friends in Madras, Calcutta, and the Punjab will scarcely endorse the last statement. The following description is nearer to fact:—

We thought of the arrival of armed fleets from Lisbon in the now quiet bay; of the building and fortification of a great city; of native armies gathered in siege around it; of the brave and chivalrous defenders who defeated and dispersed them; of the expedition of squadrons for the conquest of Aden and Ormuz in the Arabian Sea, of Malacca, the key of the Sea of China, and of the Moluccas in the Archipelago, and of their triumphant return laden with spoils; of the homeward despatch of argosies loaded with spices, pearls, and diamonds; of the coming in of the humble Jesuit missionaries, their fortunes and their fate, sometimes received with affection and gratitude, and often meeting the martyr's crown; of the baptism of whole tribes, provinces, and nations; of their subsequent relapse into their primitive idol worship; of the enterprise of the colonists on land and sea, extending the fame and sway of Portugal, always brilliant, but ending in defeat and overthrow at last when they came into collision with European rivals equally ambitious and stronger than themselves. This, which is the story of Goa, is also the history of Portuguese colonisation. Of the vast empire which Portugal established in both hemispheres on the track of the great discoverer there remains now only this little province of Goa in India, the already decaying city of Macao in China, and the yet barbarian colonies of St. Paul de Loando and Mozambique in Africa.

Digitized by Google

THE CANTON CLAIMS.

No.		Claim allowed.	Interest allowed.	Total.
1	R. H. Camajee & Co.	$33,715.30	$7,221.52	$40,936 82
2	Birley & Co.	33,974.55	7,277.05	41,251.60
3	W. H. Wardley & Co.	55,771.50	11,945.79	67,717.29
4	A. Deacon	3,967.07	849 72	4,816.79
5	Blenkin, Rawson, & Co.	39,236.11	8,404.04	47,640.15
6	Eduljee, Framjee, & Sons	642 00	137.50	779.50
7	S. Short	409.50	87 71	497.21
8	P. F. Cama & Co.	16,000.00	3,427.06	19,427.06
9	Cowasjee, Pallanjee, & Co.	482.00	103.24	585.24
10	D. N. Mody & Co.	22,435.50	4,805.49	27,240.99
11	R. McGregor & Co.	23,680.96	5,072.24	28,753.20
12	The Mercantile B. of India	10.125.64	2,168.81	12,294 45
13	Arthur Smith	1,810 00	387.68	2,197.68
14	Mohammedbhoy Dossabhoy	2,400.00	514.06	2,914.06
15	Ahmedbhoy Ramtoola	850 00	182.06	1,032.06
16	Amerodeen Jafferbhoy	5,425.00	1,161.98	6,586.98
17	Vully Mohamed Alloobhoy	550.00	117.80	667.80
18	P. & D. N. Camajee & Co.	12,950.00	2,773.78	15,723.78
19	Abdoolally, Ebrahim, & Co.	5,705,00	1,221.96	6,926.96
20	Canton Library	10,000.00	2 141.92	12,141.92
21	G. L. Agabeg	5,000.00	1,070.96	6,070.96
22	Gifford & Co.	4,200.00	899.60	5,099.60
23	A Wilkinson & Co.	5,106.13	1,093.68	6,199 81
24	Samuel Mackenzie	29,003.13	6,212.22	35,215.35
25	Holliday, Wise, & Co.	4,286.33	918.15	5,204.48
26	Reiss & Co.	2 554.98	547.26	3,102.24
27	D. W. Mackenzie & Co.	9,678.78	2,072.04	11,750.82
28	Agra & United Service Bk.	22,632.27	4,847.62	27,479.89
29	Solomon Ebrahim	300.00	64.24	364.24
30	Li Seen Sang	890.00	190.62	1,080.62
31	Bateson, Butt, & Co.	1,896 00	406.10	2,302.10
32	Moul & Co.	6,726 84	1,440.76	8,167.60
33	Y. J. Murrow	53,404.00	14,953.12	68,357.12
34	Nowrojee & Co.	800.00	171 36	971.36
35	Muncherjee Pestonjee Setna	2,000.00	428.38	2,428.38
36	Commercial Bank of India	4,501.00	964 72	5,465.72
37	Henry Rutter	5,504.50	1,178.47	6,682.97
38	Chalmers & Co.	5,720.00	1,225.18	6,945.18
39	Dr. Dickson	4,067.00	871.10	4,938.10
40	R. Tyers	—	—	—
41	Dr. Hobson	3,276.50	701.79	3,978 29
42	The Wesleyan Mission	2,031.50	435.13	2,466,63
43	Jamsetjee Eduljee	—	—	—
44	The Canton Rooms	15,000.00	3,212.88	18,212.88
45	Church Society	15,207.00	3,257.20	18,464.20
46	Queen's Factory Gardens	10,000.00	2,817.53	12,817.53
47	Public Gardens	10,000.00	2,817.53	12,817.53
48	Murray & Co.	10,995.08	2,355 06	13,350.14
49	Oriental Bank Corporation	57,000.00	12,208.96	69 208.96
50	John Scarth	800.00	171.36	971.36
51	Framjee Nowrojee	522.50	111.91	634.41
52	S. P. Johannes	1,175.00	251.66	1,426.66
53	J. Trubshaw	715.81	153.32	869.13
54	B. J. Hardaimah	—	—	—
55	S. A. Seth	5,631.00	1,206.12	6,837.12
56	W. W. Dale	42,500.00	9,103.16	51,603 16
57	The Post-office	650.00	139.22	789.22
58	John Coleman	1,500.00	321.28	1,821.28
59	A. J. Campbell	1,390.00	297.72	1,687.72
60	G. Marshall	1,200.00	257.02	1,457.02
61	Gibb, Livingston, & Co.	13,718.14	2,938.30	16,656.44
62	Adam Scott & Co.	8,491.00	1,818.70	10,309.70
63	Jamsetjee Pestonjee	400.00	85 68	485.68
64	R. Ruttonjee & Co.	3,935.00	842.84	4,777.84
65	Lindsay & Co.	12,313.34	2,637.40	14,950.74
66	Elias & Co.	—	—	—
67	H. B. Lemann	1,000.00	214.18	1,214.18
68	Canton Billiard Room	1,030.00	220.62	1,250.62
69	John Silverlock	536.28	114 80	651.08
70	John Darling	919.58	196.93	1,116 51
71	G. Urmson	3,000.00	642 58	3,642.58
72	Canton Fire Brigade	4,650.00	996.00	5,646.00
73	Russell & Co., for English Constituent	500.00	107.14	607.14
74	Dent & Co.	238,427.82	51,069.34	289,497.16
74A	Dent & Co.	2,794.00	598.56	3,392.56
75	R. H. Chambers	335 00	71.74	406.74
76	W. M. Norton	250.00	74 96	324.96
77	O. Cleverley	5,889.00	1,261.36	7,150.36
78	Lyall, Still, & Co.	3,412.20	730.82	4,143.02
79	F. B. and B. D. Metta & Co.	3,583.30	767.51	4,350.81
80	R. S. R. Fussell	300.00	64.24	364.24
81	A. Rodger	457.00	97.88	554.88
82	F. Ede	500.00	107.08	607.08
83	John Cardno	3,500.00	749.66	4,249.66
84	B. C. Bhabha	2,194.00	469.94	2,663.94
85	M. Fisher	7,260.00	1,555.02	8,815.02
86	G. de St. Croix	2,323.00	497.56	2,820.56
87	Graham's Estate	—	—	—
88	W. Tarrant	—	—	—
89	Amerally Abdoolally	1,800.00	385.54	2,185.54
90	Jardine, Matheson, & Co.	294,967.71	63,179.61	358,147.32
90A	Jardine, Matheson, & Co.	9,600.00	2,056.24	11,656.24
91	Habibhoy Ebrahim, Sons, and Co.	8,092.01	1,615.09	9,707.10
92	Fletcher & Co.	7,829.98	1,677.12	9,507.10
93	Gilman & Co.	8,929.00	1,912.52	10,841.52
94	W. Allanson	3,000.00	642.58	3,642.58
95	D. W. Bottlewallah	1,800.00	385.54	2,185.54
96	Ahmed Hajee Esaac	1,000.00	214.18	1,214.18
97	S. Compton	—	—	—
98	Hadji Abdool Nathan	1,719.14	368.22	2,087.36
99	A. Fincham	396.00	84.80	480.80
100	D. Sassoon, Sons, & Co.	7,300.00	1,563.60	8.863.60
101	Her Majesty's Consulate	59,235.00	13,872.35	73,107.35
102	Allarakia Adam	1,410.00	302.00	1,712.00
103	William Dent	29,069.00	6,226.34	35,295.34
104	B. Kenny	2,854.00	611.30	3,465.30
105	Turner & Co.	64,481.81	13,811,47	78,293.28
106	F. Blackhead & Co.	—	—	—
107	Li Kip bee	—	—	—
108	Canton Bowling Alley	6,600.00	1,413.66	8,013.66
109	D. Punjeebhoy	32,596.00	6,981.78	39,577.78
110	Richard Deacon	220.00	47.32	267,32
111	Cassambhoy Nathabhoy	3,000.00	642.57	3,642.57
112	C. S. Lungrana	7,875.00	1,686.76	9,561.76
113	T. T. Walker	—	—	—
114	Rev. J. H. Gray, M.A.	2,339.00	500.98	2.839,98
115	J. B. Johnson	2,360.00	505.48	2,865.48
116	A. H. How	1,000.00	214.18	1,214.18
117	H. D. Margesson	240.00	51.40	291.40
118	C. R. Taylor	—	—	—
119	J. C. Piccope	500.00	107.08	607.08
120	Steamer *Queen*	43,508.00	11,925.19	55,433.19
121	R. H. Baldwin	1,000.00	214.18	1,214.18
122	T. K. Ashton	1,080.00	231.32	1,311.32
123	A. L. Agabeg	5,800.00	1,242.30	7,042.30
124	R. H. Park	747.40	158.80	906.20
125	D. J. Barradas	1,636.00	350.40	1,986.40
126	W. Walkinshaw	1,500.00	321.28	1,821.28
127	E. A. Still	1,289.00	276.08	1,565.08
128	Francis Porter	1,400.00	299.86	1,699.86
129	Hadjee Mahmoud and M. M. Hossine	1,300.00	278.44	1,578,44
130	Antonio Xavier	908.82	194.54	1,102.86
131	John Butt	584.00	125,08	709,08
132	Henry Davis	199.00	42.62	241.62
133	Thomas Smith	310.00	66.40	376.40
134	J. C. Couper	146,231.42	31,321.59	177,553.01
135	Gow & Co.	5,313.00	1,137.10	6,450.10
136	A. W. Grosvenor	9,130.08	1,955.56	11,085.64
137	George Brice	1,022.00	218.90	1,240.90
138	J. B. Taylor	—	—	—
139	Alladinbhoy Habibhoy	765.00	163.84	928.84
139A	Seamen's Bethel	7,000.00	1,680.00	8,680.00
140	R. Jardine	3,000.00	642.56	3,642.56
141	T. L. Larkin	1,000.00	214.18	1,214.18
142	E. Whittall	2,500.00	535.46	3,035.46
143	G. V. M. Fisher	2,000.00	428.38	2,428.38
144	J. Whittall	4,000.00	856.76	4,856,76
145	Mrs. Couper	3,000.00	642.58	3,642.58
146	H. Schaeffer	6,274.00	1,768,41	8,042.41
147	J. des A. Vander Hoeven	19,182.00	5,406.70	24,588.70
148	Cama & Co.	7,150.00	2,574.00	9,724.00
149	Ameroodin Jafferbhoy	11,100.00	3,996.00	15,096.00
150	Cassumbhoy Nathabhoy	7,900.00	2,844.00	10,744.00
151	Allarandinbhoy Habibhoy	5,810.00	2,091.60	7,901.60
152	Dhurumsey Poonjabhoy	6,375.00	2,295.00	8,670.00
153	Vully Mohamed	3,700.00	1,332.00	5,032.00
154	Kessowjee Sewjee	1,950.00	702.00	2,652.00
155	Mrs. O. Cleverly	30,000.00	7,622.47	37,622.47
156	Mrs. Couper	6,000.00	1,687.23	7,687.23
157	Maxn. Fischer	9,128.00	2,571.85	11,699.85
158	McGregor & Co.	8,400.00	2,366.18	10,766.18
159	Dr. Kenny	12,000.00	3,381.04	15,381.04
160	Dr. Dickson	12,000.00	3,381.04	15,381.04
161	Lyall, Still, & Co.	3,094.80	725.70	3,820.50
162	B. A. Pereira	475.00	133,83	608.83
163	J. A. Tinaway	1,000.00	Nil.	1,000.00
164	Mrs. O. Cleverly	Additional	831.78	831.78
	Totals	$1,907,689.81	$430,600.62	$2,338.290.43
	Brought down Total	—	—	$2,338,290.43
165	Claim of Wm. Pustau, admitted and paid by the Treasury in London	$38,088.60	$15,709.04	53,797.64
	Total amount of Claims admitted	$1,945,778.41	$446,309.66	$2,392,088.07
	Less unpaid			86,474.23
				*$2,305,613.84

* The difference between this sum and the amount of Tls.2,000,000 has been paid into Her Majesty's Exchequer, viz.:—

Tls 2,000.000 at $717 to $1,000	$2,789,400.27
Paid as above to claimants	2,305,613.84
Difference paid at various times into the Exchequer	$483,786.43

This difference paid into the Exchequer consists of:—

Unclaimed Awards, with Interest	$13,366.88
Her Majesty's Consulate Claim, ditto	73,107.35
Balance in favour of Chinese Government after payment of Claims	397,312.20
	$483,786.43

Digitized by Google

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 1.

Our First Chamber has dealt with the Indian Budget for 1872 in a hurry. On the evening of Monday, the 30th ult., the Ministerial answer to the Section report was published and distributed amongst the members of the Chamber, and twelve hours later the debate was opened. It lasted only four hours, and the Budget was passed. I need not state that the discussion of the matter was not very profound, and if we were entertained with some striking arguments they were only a repetition of the common griefs of the Opposition. It was, of course, under the circumstances, a very easy task for the Minister to defend his Budget. The conclusion of the short debate was that thirty-one "ayes" were recorded against two "noes"—Messrs. Hartsen and Rahnsen. It will be ratified at once by the King, so that it will probably be forwarded by next mail, and will arrive in Java before Jan. 1. The Lords have taken recess.

I have, from an authentic source, the important news that our Government has concluded a new treaty with the British Government with regard to Sumatra. I am told that the English Government has shown the utmost liberality, in order to overcome the objections which induced the members of the Second Chamber to outvote the former treaty, which was laid before them; and there is no doubt but that the new treaty will be carried.

Mr. J. J. van Angelbeek has addressed the members of the Second Chamber requesting their intervention in his miserable dispute with the Indian Judicial authority. He declares that as soon as his case is settled he will send in his resignation.

The Government has replied to some section reports of the Second Chamber about our Budgets, and they acknowledge that the Budget of war is not what it ought to be. The original intention was that Bills for the reorganisation of the army and the system of fortresses should be laid before the members, together with the Budget. But circumstances—impossible to foresee—prevented this. The Ministry, however, is of opinion that the Budget can be altered in such a way that the opinion of the Chamber about the reorganisation of the army need not be prejudiced. I think that this is the finishing stroke for poor Mr. Engelvaart, who has as Minister cut a most miserable figure. The general opinion is that his Budget will be rejected by an overwhelming majority, the more so because the Minister seems disinclined to act in accordance with the wishes of the Chamber and the majority of the ministers; that the organisation of the army should be fixed by law. There is one other point of some interest in the Ministerial replies. Mr. van Bosse, the Minister of the Colonial Department, has again showed his wavering and undetermined character. The M.P.s asked:—"What will you do with the favourable balances of the Indian budgets of former years?" And the Minister replied, "that if the construction of the railways for Java was secured by law and, if necessary, the State will raise a loan for this purpose, he had no objection to spend these favourable balances for the redemption-fund or other extraordinary expenses of the mother-country. This is a step backward." The Minister only recently stated that this money ought to be spent on behalf of Java. And I think that, even if the construction of railways is guaranteed, there is yet more to be done for the Colony. The general tone of the reply is very acute; and there are indeed some signs of an approaching thunderstorm. Conservative papers are preaching day after day that Mr. van de Putte has a definitive plan to overthrow the Cabinet.

The papers only furnish very scanty news about the journey of the Queen in Italy. We learn, however, that she has visited the Pope, and this, of course, is heard with great pleasure by our Ultramontanes, whilst the fact that she has visited Princess Bonaparte brought down some philippics from the German papers. Thus, I read in a *Mainzer Journal* and in the Berlin *Spenerche Zeitung* that our Queen is still the warmest counseller of Napoleon. They remember her well-known letter, which was found in the Tuileries, and they even find fault with her Majesty because during the war she was most careful for the French wounded. They state that some time ago she had an *entrevue* with Prince "Plon-Plon," since when she is convinced that the French Empire will be restored, and that united Germany must fall. These papers assert that when the German Emperor visited Friedrichshaven our Queen showed the greatest feeling against Germany. When her brother, King Karl, drank to the health of the Emperor Wilhelm, she coughed so persistently that nobody could hear one word of the toast. This caused some *bisbilles* between brother and sister, and our Queen will never again visit Stuttgart. I need not add that I give these rumours just as I find them. I do not attach much credence to them, but it is nevertheless a fact worth mentioning, that these *on dits* find their way to a Berlin paper of high standing.

I hear that a good many of the shareholders of the Netherlands Trading Company, who have the right to attend to the general meeting to be held next month, are averse to the maintenance of the company, unless they are assured that she will act in the future as she acts now, namely, as the agent of the State. They have no confidence in the private undertakings of the company, which, I must agree, have turned out in many instances bad for the profit and loss account. The Opposition, however, are in a minority, and there is not the least likelihood that the company will not be continued for another term of twenty-five years. Rumours are current that Mr. G. L. Baud will be replaced as president-commissary by Dr. A. Vrolik, ex-Minister of the Financial department.

At the Bourse prices have generally maintained a steady aspect, and, excepting where governed by special influences, the movements traceable are undeserving of any particular attention. Speculators are restricting their operations in a material degree. Money is in full supply, and, being obtainable at easy rates, checks any adverse change of consequence.

The steamer *Prins Hendrik*, of the company "Nederland," arrived to day at Nieuwe Diep from Glasgow. Within a fortnight she will sail for Java with a great many passengers.

The disturbances at the Hague, about which the Conservative papers made so much noise, are over, and order is entirely restored.

H.M.'s steamer *Java* started some days ago from Nieuwe Diep for Shields. She will load there some Armstrong guns, and proceed to Java.

Mr. E. H. Baron Rengers van Warmenhuysen is appointed Royal commissary of South Holland, *ad interim*.

PRODUCE MARKETS.

The favourable anticipations entertained of the Coffee sale of the Netherlands Trading Company on the 25th ult. have not only been fully borne out by the result, but they were even considerably exceeded. In other articles of produce there has been upon the whole but a moderate business doing, mostly at former prices.

COFFEE.—The large competition of buyers, attracted by the last public sale, has caused prices to rule much higher than even the most sanguine anticipations had led us to expect. The article has continued to exhibit a firm appearance, and some demand prevails at the prices of the sale. Stock on warrants, 226,374 bags; total stock, 644,200 b.; floating, 156,800 b.

SUGAR continues to exhibit a strong appearance. Parcels available for immediate delivery are in brisk demand, but they are seldom to be met with. Floating shipments of Java are also but little on offer, and even at f.½ advance over September it is difficult to buy. The Trading Company's November sale has been announced to be held on the 23rd prox., and to consist of about 39,500 bags Java, stored in our different ports. This day were sold 20,000 piculs Java, new crop No. 9/14 and 18/19 at f.½ to f.¾ above September prices.

TEA.—Firm, but scarcely anything doing.

SPICES without any alteration. Sales have been closed at Amsterdam of 20 chests Nutmegs and 10 chests Mace, ex Zeebloem, at prices not named. Stock on warrants:—Nutmegs, 2,570 casks; Mace, 330 casks; Cloves, 2,612 casks; Cinnamon, 18 packages. Deliveries in October, 1871, 169 casks Nutmegs, 76 casks Mace, 170 casks Cloves.

RICE firm, without transactions.

TIN.—A quiet tone continues to prevail, but prices are well supported. Banca has found buyers at f.81¼ for public sales' prompt, and ex the coming spring sale at f.80½ to ¾. Sales have also been closed of Billiton on the spot at f.80½ to ¾; Billiton afloat, distant arrival, is held for f.81 Stock on warrants (Banca) 27,600 slabs. Stocks in second hands (Banca) 90,917 slabs, (Billiton) 756 slabs. New stock unsold with the Trading Company, 21,942 slabs.

HIDES.—About 1,000 Macassar Cows, weighing on an average 6¼ to 6½ kilo., ex 4 Gebroders, were disposed of here at a price not named.

INDIGO.—The general aspect of our market for this article remains unaltered. The scantiness of stocks checks business, but prices keep firm. 42 chests Java ex Zeebloem changed hands at full market prices.

SHIPPING.

ARRIVALS.—Oct. 28, at Brouwershaven, from Akyab, Hermit; 29, at Brouwershaven, from Batavia, Tonia; at Texel, from Padang, Henriette Elizabeth Susanna; 30, at Zierikzee, from Hong Kong, Emmanuel Boutcher.

DEPARTURES.—Oct. 29, from Texel, for Batavia, Hosea Rich; 30, from Zierikzee, for Hong Kong, Hollander.

Monetary and Commercial.

The tenders for £400,000 in bills on India were received on the 1st inst. at the Bank of England. The amounts allotted were:—To Calcutta, £250,000; to Madras, £50,000; and to Bombay, £100,000. The minimum price was fixed, as before, at 1s. 10½d. on all the Presidencies. Tenders on Calcutta and Madras at 1s. 11⅜d. will receive about 64 per cent., and on Bombay at 1s. 11⅛d. in full. These results show an increased inquiry for the means of remittance in the East.

The Anglo-India Tea Company (Limited) invite applications for a second issue of 1,000 shares of £10 each. The company is in active operation, and the business, it is stated, is daily increasing.

The directors of the Hong Kong and China Gas Company (Limited) have issued warrants for the payment of an interim dividend for six months ending June 30 last at the rate of ten per cent. per annum.

Messrs. Forbes, Forbes, and Co. have commenced their appointment as London agents for the Chinese Insurance Company (Limited), to settle claims and to underwrite to China, &c.

ARTICLES OF EXPORT.

WOOLLEN GOODS.

Our report from Leeds states that the prices of Camlets have advanced, but there is no change in other Woollens, the following rates being the lowest which would be accepted.

Quotations:—Spanish Stripes, 62-in., 19 yards, Elephant Chop, 3s. 4½d. per yard for Scarlet; Long Ells, 30/31-in., 24 yards, Lion Chop, 32s. 3d. per piece; Camlets, Best SS, 58 yards, Elephant Chop, 80s. per piece; Lastings, 31 in., 30-31 yards, Lion Chop, 68s. 6d. per piece for Gentian; Brocades, 29 yards, Half Moon Chop, 25s. 6d. per piece for Scarlet.

MANCHESTER GOODS.

The market has assumed a firmer tone since the 27th ult., and sale to some extent have been made. Buyers show more disposition to place orders on a free scale, but the advance asked by producers for both Yarns and Goods serves to limit transactions. The market closes very firm and steady; spinners and manufacturers holding for advanced rates.

Digitized by Google

ARTICLES OF IMPORT.

TEA.

A fair amount of business has been done, the cargoes of the Sarpedon, Sea Gull, and Forward Ho having afforded a fair assortment of Teas from the various ports. The extreme prices lately current for good medium blackish leaf Congous have been hardly maintained; fine Teas have also sold rather lower, but in all other descriptions there is but little variation in prices to quote.

Red-leaf Congous: Siftings and broken-leaf kinds show no alteration, the demand being still limited. Fair to good common have been in steady demand at previous prices. Fair to good Kaisow kinds show no change. Fine to finest remain firm at former prices. Pak Lin kinds have been steady without change in prices. Black-leaf kinds: Low qualities show no improvement. Fair common of old import have been sold from 9d. to 10d. per lb. Good common, new season's, at about 11d. to 1s. Fair to good medium kinds have been readily saleable, although at a slight decline on the previous extreme rates. Fine have sold rather lower, the demand being quiet. Finest command full prices. Amoy kinds: Low quality has sold at public sale from 5d. to 6d. per lb. Fair to good show no change. New make Canton kinds fair have sold from 1s. 1½d. to 1s. 2d. per lb.; good to fine from 1s. 3d. to 1s. 7d. per lb. Oolongs: Finest Formosa kinds have realised very full prices. Other kinds show no alteration in quotations. In Souchongs fine to finest have been saleable at full prices. Fair to good have not been so readily saleable. Flowery Pekoes show no material change. Scented Teas: Canton Capers—fair qualities have slightly improved in price; good to fine have been sold to some extent at an advance of 1d. to 2d. per lb. Foochow kinds show no change. Orange Pekoes: Canton kinds remain as before. Foochow kinds: Fair to good have sold from 1s. 6½d. to 1s. 7½d. at public sale, showing ½d. to 1d. per lb. decline. Uncoloured Japans: Common kinds are neglected; good to fine in fair demand. Green Teas: The principal business continues to be done at public sales without reserve, the large quantity per Ajax, Priam, and Sarpedon, having been mostly sold in this way. Prices on the whole have been well maintained, but the common and medium kinds have sold irregularly at the various auctions. Canton kinds show no change.

Deliveries have been extraordinary large during the past month (17,175,000 lbs.), making the total:—

	1871.	1870.
Home consumption for London from 1st Jan. to 31st Oct. ...	74,524,000	68,265,000
Export do. do. ...	33,400,000	24,000,000
Sent coastwise do. ...	29,900,000	35,100,000
Total	137,824,000	127,365,000

SILK.

The market has been quiet, especially so during the last few days, there being very little disposition to buy, one of the chief causes being the adverse rate of the French exchanges, which for the time stops Continental orders; as importers are firm holders, however, prices remain steady, and quotations of Chinas are without alteration. In Cantons there has been a fair business, some of the recent arrivals of fine Tsatlees having been readily taken at good prices, but finest Loong Kongs, owing to the abundance offering, are weaker. Japan Silks, as also Bengals, are suffering from over weight of stocks, and prices, particularly of the latter, are quite nominal, and where sales are made, very irregular. The deliveries for the month of October were very good, and accounts from all manufacturing districts report almost unprecedented activity.

Messrs. Durant and Co.'s Circular says:—We have to report another month of moderately current business in Silk, with continued good deliveries, although not quite equal to the previous month, and without any quotable change in prices, although the arrivals have again been large and our stocks again show an increase. In China Silk there is less change than in any other class, the arrivals being comparatively moderate, the scarcity of good medium Silk causing a continual demand, and thus giving general firmness to all. In Japan Silk the movements are fitful and spasmodic; every now and then we have a sort of spurt, the comparatively low prices from time to time inducing the idea that it must enter more largely into consumption, and were it not that the stock is so large, and so comparatively small a portion of this season's Silk has come forward, the deliveries are really good. In Canton Silk consumption goes on as well as could be wished, but the arrivals have been very large.

DELIVERIES.

	October. 1870. Bales.	October. 1871. Bales.	1st January to 31st October. 1870. Bales.	1st January to 31st October. 1871. Bales.
China	2,145 ...	3,108 ...	28,229 ...	29,116
Canton	423 ...	935 ...	6,164 ...	10,913
Japan	543 ...	975 ...	6,297 ...	7,336

COFFEE.

For some days following our report of last week the market for Ceylon remained buoyant, and, notwithstanding a heavy supply brought to auction, prices, both of Plantation and Native, were firmly sustained at the late advance. Within the past few days, however, there has been less animation, and the public sales, which have consisted for the most part of Plantation, have gone off without spirit and with a drooping tendency; the latest prices paid have been:—Plantation, triage and ordinary, 56s. to 64s.; small grey to coloury, 65s. to 69s. 6d.; low middling grey, 69s. to 71s.; bold do. 72s. to 75s. 6d.; middling, 73s. to 76s.; good middling to fine middling bold, 78s. to 83s. 6d.; peaberry, 83s. to 84s. 6d.; low good ordinary Native Ceylon 63s. 6d. to 64s. Private sales are reported of 300 bags bold Native, old import, at 65s. 6d., 200 casks Plantation and 1,000 bags Native (the latter to arrive) on private terms, also floating sales of 2,000 bags Native Ceylon at 65s., and 100 bags brownish Java at 72s. 6d. per cwt.

SUGAR.

The demand has been active throughout the week, and the improved rates established at date of our last report have been well sustained The business done, however, has not been extensive, having been restricted by the attitude of holders, who look forward to a further advance, and in many instances refuse to quit their stocks at present prices. The following are the details of the business done during the week:—

Penang.—No transactions.

Manila.—In auctions 2,100 bags low brown (duty 4s.) have been sold at 23s. 6d., 5,000 bags clayed at 26s. 6d., 120 tons taal unclayed at 22s., and afloat 6,000 bags Zebu unclayed, June sailing, at 23s., landed terms for London; privately 6,950 bags clayed (duty 4s) have been taken at 25s. to 26s., and 11,000 bags clayed (duty 4s. 9d.) at 27s.

Java.—By private contract 8,000 bags syrups have been quitted, price not reported, supposed at about 22s.

The landings for the week are 1,000 tons less than in 1870, but although the deliveries for home use include 830 tons Manila and 570 tons Beet, the total shows a decrease of 580 tons, while exports are 130 tons more. These movements slightly increase the deficiency in the stock to 28,700 tons. Stock, Oct. 21, 62,705 tons, against 90,942 tons. Oct. 28, 59,337 tons, against 88,073 tons. The quantity of Sugar landed in the forty-three weeks ended Oct. 28, 1871, was, of Penang, 1,422 tons, against 2,747 tons in the corresponding period of 1870; of Manila, Java and China, 18,037 tons, against 17,056 tons; the quantity entered for home consumption was, of Penang, 3,320 tons, against 1,861 tons; of Manila, Java, and China, 27,311 tons, against 21,963 tons. The quantity exported was, of Penang, 289 tons, against 99 tons; of Manila, Java, and China, 1,138 tons, against 2,882 tons. The stock on Oct. 28 was, of Penang, 789 tons, against 3,111 tons; of Manila, Java, and China, 17,383 tons, against 28,001 tons.

China Silk Piece Goods.—The public sales were held on the 1st inst. There was a fair demand, and the following prices were obtained for Pongee Handkerchiefs,—24s. to 26s. for plain white, 27s. 6d. to 28s. for plain crimson, 24s. 6d. to 26s. 6d. for figured white, 27s. for twilled white, and 29s. for figured crimson, all of good silky quality, in all 1,320 pieces were sold out of 1,800 offered. The only other China goods in the sales were 300 Crape Shawls of light weights, which brought fair prices, and 240 pieces Shantung Pongees, which brought 22s. 6d. for sound, the quality silky, but mixed.

Camphor.—The nominal quotation for China is 70s., but there is little doing; an offer at auction of 25 cases refined but indifferently prepared and part stained, ex Priam, was withdrawn at £5 12s. per cwt., with £4 4s. bid.

Cardamoms.—Scarce and advanced; Ceylon, of which there is no supply, are in request.

China Grass.—The market is firm, but very quiet; there are buyers at £55 for fine quality, but holders ask a higher figure.

China Root.—No demand; 50 bags offered, and bought in at 23s.

Cocoa-nut Oil.—There is less demand for Ceylon, but prices show no alteration, the current quotation being still £38 10s. to £39. At auction, of 151 casks offered, 32 casks yellow and yellowish sold at £38 10s., the remainder being withdrawn or bought in at £39, dull £38 per ton.

Copra.—Penang still absent from the market.

Colombo Root.—Firm and scarce; no transactions.

Cubebs.—At the last auction, when 326 bags were offered (chiefly without reserve), prices declined, the first sale going at 23s., but the latter ones at 21s. 6d. to 22s. 6d. per cwt., part sifted quality, the rest grey stalky and ordinary.

Cutch.—A fair business has been done, though the active speculative demand existing a fortnight since has quite subsided. About 3,000 boxes fine Pegu sold privately at 24s. 6d. to 25s. per cwt.; at auction 2,340 boxes Pegu were partly sold at 24s. to 25s., and 700 bags Penang at 24s. per cwt.

Dragon's-blood.—Market steady; good quality scarce.

Ebony.—Fine figured Ceylon is still scarce, and quoted at high rates; no business reported. Of 63 logs (22 tons) Ceylon offered, 12 logs (5 tons) sold at £13 17s. 6d.

Gambier.—Market firm, and an advance has been paid for arrival. At auction 950 baskets cubes partly sold at 21s. For arrival about 500 tons at 16s. 7½d. up to 17s. with all faults, ex ship; there are still buyers at 17s., and on the spot 17s. 3d. has been paid.

Galls.—*China:* The market has been firm, and offers of 300 cases per Priam, mostly sold at 52s. 6d. for fair rather dusty, and 53s. to 53s. 6d. for good, being a slight advance. About 1,000 cases recently arrived per Undine and Elgin have not yet been placed on the market, but a good proportion of these are believed to have been disposed of afloat. *Japan:* No supply.

Gutta-percha.—Market continues very quiet for common qualities, and sales have been made from offers of 942 packages and 16 tons at public sale at lower prices, viz., good middling, 1s. 9d. to 2s.; white fair, 1s. 2d.; common, 11½d. to 1s. 0½d. per lb.

Gums.—*Benjamin:* Sumatra has sold lower, being in large supply. In sale half of 171 cases sold—fine 2nds £9 10s.; fair £8 2s. 6d. to £8 7s. 6d.; middling brownish £7 5s. to £7 15s.; ordinary T. T. and Co. 3rd bought in at 70s. 79 cases Siam sold steadily, bold almond £22 5s. to £23 10s.; rather smaller clean block £20 to £20 10s.; small tear rather foul £11 15s. to £12; and mixed with siftings £10 to £10 7s. 6d.; siftings £8 15. *Copal:* Firmer; 697 cases all sold, a few superior selected 43s. to 44s. 6d.; good scraped hard 37s. to 37s. 6d.; partly scraped 32s. 6d. to 34s.; block 33s. to 34s.; soft yellow drossy block 22s. 6d.; inferior 18s. *Gamboge:* Higher and enquired for; half of 24 cases sold at £12 to £12 5s. for mixed drossy sorts. *Damar:* Quite neglected, and 228 cases Batavia bought in at 62s. 6d.

Hemp.—The market is steady, but without any great activity; 1,000 bales sold privately; good roping £49, mixed £44 to £45; 250 bales sold in auction at firm prices. Mixed roping £44 to £45, fine to superior brown £48 to £44, fair £49.

Hides.—At the fortnightly sales held on the 2nd, Singapore and

Digitized by Google

Penang met a limited demand at late rates, whilst Cow brought an occasional advance. Batavian were neglected, and a large supply offered was all bought in. *Buffalo:* Of 9,707 Singapore and Penang 5,536 sold, first light 11⅞ to 13¾ lb. at 6¼d. to 7¼d., second light 12¾ to 14¼ lbs. at 5d. to 5¼d., heavy 25¾ to 40 lbs. at 4¾d. to 5⅛d.; 1,140 Java withdrawn, except 104 which sold, thirds 4d., wet 5¾d. Of 6,149 Batavian 570 sold, first light 13¼ to 14 lbs. at 8¼d. to 8¾d., second heavy 23 lbs. at 5d. Of other descriptions, 13,590 *Singapore and Penang* sold, dry light 6½ to 7½ lbs. at 10¼d. to 12d., heavy 8⅜ to 10 lb. at 8¾d. to 9¼d., extra 12⅝ to 17½ lbs. at 9d. to 9½d., thirds 6½ to 7½ lbs. at 7¼d. to 8d., small 4 to 4¾ lbs at 10¼d. to 11½d.; Calf 2¾ to 3¼ lbs. at 8¾d. to 10¼d, fourths 5½d. to 6d., brined light 7¾ lbs. at 11½d., heavy 10½ lbs. at 9½d., extra 13⅛ to 14¾ lbs. at 10¼d.

Horns.—At the last sales a slight advance was realised; 48,980 (67 tons) Siam *Buffalo* partly sold, 859 to 688 horns at 38s. to 40s. 6d., 12,155 (7 tons) Ceylon *Deer* sold, 1,762 horns to a ton at 68s. 6d. per cwt.

India-rubber.—Good qualities still scarce, and common neglected; at auction 26 packages good Batavian realised 2s. to 2s. 0¾d.; 68 packages inferior being retired.

Isinglass.—There is a steady demand for fine Penang, which is scarce; common kinds are neglected.

Japan Wax.—A fortnight since, in consequence of smallness of stock, prices for fine saucers advanced to 105s., which figure was refused for 115 cases of fine quality, but imports of small lots from Holland cause the market to be flatter, and fine is offering at 100s., without finding buyers at that price.

Musk.—Market for China firm; 37 caddies sold in auction—fine, 32s. 6d. to 34s. 6d.; rough bally, 16s. 6d. to 17s.; wet pickings, 28s. to 23s. 6d.

Oils.—*Aniseed* has been firmly held at 10s. 6d., and a small trade has been done at 10s. 9d. *Cassia* has been more inquired for, and firmer prices maintained, 4s. 6d. being paid. *Nutmeg*, steady. *Cinnamon:* Very scarce, and wanted. *Citronelle*, steady: 53 cases at auction sold at 1¾d. for good, with a few lots at 1⅝d. *Lemon Grass*, steady: 31 cases offered, sold at 2¾d. to 2⅞d. per oz. for good.

Pepper.—*Black* is decidedly quieter, and sales have only been to a small extent for immediate wants, and stock increases. Afloat only small sales of Penang at 6⅝d. to 6¾d.; spot sales (about 1,800 bags) at 6⅝d. to 6 15 16d.; Singapore 7⅛d., a few lots 7⅜d. In sale 4,800 bags, chiefly withdrawn; 773 bags Siam sold at 7⅛d. to 7¼d. for middling brownish. *White* last week was sold privately at 1s. 4d., and in auction half of 794 bags were disposed of at fourteen days' prompt, less interest, which terms were strongly opposed; Singapore 1s. 3¼d. to 1s. 3¾d.; Penang 1s. 2¾d. to 1s. 3¼d. Subsequently 1,108 bags were offered, and half sold at 1s. 1¾d. to 1s. 2¼d. (part without reserve), and 300 bags afloat at 1s. to 1s. 1½d.

Plumbago.—There is little disposition to buy, and the small parcels sold have been at prices in favour of the buyer. In auction, 533 barrels Ceylon offered, and partly sold—fair lump, 22s.; chips, 14s. to 15s.; dust 5s. to 8s. 3d. per cwt.

Rattans.—Market firm with good demand, but supply short

Rhubarb.—Of 390 cases China (mostly new arrivals) offered, about two-thirds was disposed of at lower rates, being all rather wormy. Selected bold, 3s. 5d. to 4s. 7d.; medium and small good fracture, 2s. 2d. to 2s. 7d.; middling, 1s. 4d. to 1s. 11d.; high dried fair colour, 1s. to 1s. 1d.; inferior, 5d. to 8d.

Rice.—The market is without alteration, a fair business having been done during the week at steady rates. White Bengal has been sold—ordinary at 10s. 6d., middling to good middling at 11s. 9d., good at 12s., Madras at 10s. 6d. to 11s., Moulmein at 10s. 3d. (ex quay), Rangoon at 10s. 7½d. Two floating cargoes have been sold as follows:—The Eulalia, 740 tons Neeransie, arrived off coast, at 10s. 4½d., for the Continent, E contract. The Afstenjernon, 730 tons Neeransie, near at hand, also at 10s. 4½d., Continental terms.

Spices.—*Cassia Lignea:* Without change; at auction 13 cases genuine broken bought in at 105s. per cwt.; first continues to realise 125s. in small lots, and seconds are daily exported at 117s per cwt.; good average quality, unworked, sells readily at 113s., being a considerable advance. *Vera:* In the absence of transactions we have nothing to report. *Cloves:* 30 cases in public sale realised 1s. 8d. to 1s. 8½d. per lb. *Cinnamon:* Ceylon quiet, but steady; in auction half of 100 bales were sold, good thirds, 2s. 7d. to 2s. 8d; fourths, 2s. 4d. to 2s. 5d. Of Chips, 1,310 bags nearly all sold steadily, very good to very fine 7d. to 9¼d; middling, 4¼d. to 4½d.; common, 2¾d. to 3¾d.; inferior, 1¾d. to 2½d. *Mace* commands extreme rates, and 5 cases Java were withdrawn in sale at 4s. 6d.; 2 cases common Penang realised 4s. *Nutmegs* have brought about 1d. advance; 67 cases sold—69's, 3s. 9d. to 3s. 10s.; 72's, 3s. 7d. to 3s. 8d.; 85's, 3s. 4d. to 3s. 5d.; 86's to 90's, 3s. 2d.; 119's to 124's, 3s.; 141's, 2s. 10d.

Soy.—*China* has realised a slight advance, 150 casks in public sale being quitted at 2s. 1d. to 2s. 2d. per gallon. *Japan:* No transactions.

Sago.—Market firm. In sale, 968 bags partly sold—fine large, 17s. 6d. to 18s. 6d.; fine small, 15s. 6d. to 16s. *Flour* inquired for, and 16s. 6d. paid for half of 784 bags fine Singapore in auction. To arrive 16s. has been paid to London, 16s. 6d. Liverpool, and there are no further sellers at those figures.

Sapanwood.—*Manila* and *Siam:* Very little has been offered, consequent upon scarcity in first hands; prices for both descriptions very firm; a few tons damaged Manila sold at £7 15s., and Gambier damaged Siam £7 5s. *Ceylon* scarce; no transaction.

Sticklac.—Siam scarce, and offers would realise high rates.

Star Aniseeds.—There is a scarcity of China, and £6 12s. 6d. has been paid in private sale; 8 cases at auction withdrawn at £6 5s.

Tin.—An extensive business has been transacted at advancing rates. Large deliveries and small supply place the article in a very sound position and attract the attention of speculators, by whose operations the tendency to advance is further stimulated. We quote Straits, on the spot, £138; for arrival, £137 10s.; Banca £139 per ton.

Tapioca.—Market steadier, with large sales. In auction 2,592 bags chiefly sold, and superior white, 2½d. to 2¾d., fair *Malacca* sort, 2d. to 2¼d. *Flour* held firmly. *Pearl*, 259 bags, half sold at 20s.

Turmeric.—Market dull; 120 bags Java at auction retired at 12s.

Tobacco.—At public sale, of 119 bales *Sumatra*, for cigar purposes, offered, a part sold at 10½d. to 18d.; 1 bale *Manila* sold at 1s., and a good portion of 60 bales 3A Ysabella at 9½d. to 9¾d., 3A Cagayan at 9½d.; 6 bales damaged withdrawn. 5 bales *Java* at 4d. to 6½d.; 9 bales damaged 5½d. to 5¼d.; inferior 2d. Of 4 cases *Manila Cigars*, 1 case 2A sold at 5s. 9d.

Vermilion.—No transactions.

NEW YORK MARKET REPORT.—Oct. 21.

TEA.

The following is from Messrs. Beebe's report:—During the past month the demand for Tea generally has been less active, and sales reported from first hands are limited to 10,500 packages Green, 14,500 half-chests Japan, 15,000 half-chests Oolong, and 3,200 half-chests Congou and Souchong. Included in these are 2,200 half-chests of the new crop Teenkis, 4,500 new Japans, 9,500 new Oolongs (chiefly Amoy and Formosa kinds, and part to arrive, and 2,300 new Congous, nearly all to arrive). Our quotations cover the prices realised for new crop goods other than Foochow and Formosa Oolongs. We note a further improvement during the month of f.2 to f.5 in old Greens of medium and cargo grades, and a firm market for old Japans and Oolongs, without quotable change in values. At the close the market for new Greens and Japans is somewhat unsettled, and their extreme high cost makes business in them difficult and the outturn unsatisfactory. The deliveries for consumption continue large as compared with last season, having reached the aggregate of 41½ million pounds, against 34 millions for the whole of 1870. There is ample evidence of a liberal increase in the demand, but it will nevertheless be unsafe to conclude that the reported figures are a fair measure of it. Supplies *via* Pacific steamers and railroad are coming to hand as rapidly as the latter can transport them.

The following are the current quotations (in gold, duty 15c. paid):—Greens (Moyune, Teenki, and Fychow, new crop): Gunpowder, first quality, 108c. to 112c.; second, 85c. to 88c.; Imperial, first, 93c. to 95c.; second, 75c. to 78c.; Young Hyson, first, 105c. to 110c.; second, 83c. to 88c.; Hyson, first, 83c. to 85c.; second, 70c. to 75c.; Hyson Skin, 33c to 45c.; Foochow Oolongs (old crop), common and good, 39c. to 46c.; superior and fine, 52c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs (new crop), common and good, 43c. to 55c.; superior and fine, 57c. to 67c.; finest, 70c. to 80c.; Souchong and Congou (old and new crop), common and good, 27c. to 38c.; superior and fine, 43c. to 55c.; finest, 60c. to 80c.; Japans (new crop), common, nominal; medium, 56c. to 60c.; good medium, 63c. to 65c.; fine and finest, 68c. to 75c.; choice, 80c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Oct. 18, 1871, were as follows:—Greens, 16,667,149 lbs.; Japans, 13,195,225 lbs.; Souchongs, 2,866,828 lbs.; Oolongs, 11,955,371 lbs.; other sorts, 379,706 lbs.; total, 45,064,279 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 61,812,940 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to Oct 18, 4,368,807 lbs., and the withdrawals for home consumption during that period, 41,407,977 lbs., there remains a total of 16,036,156 lbs., representing the stock on the last-named date. The receipts from Sept. 18 to Oct. 18 amounted to 3,223,489 lbs.; the withdrawals for home consumption to 3,551,396 lbs.; and the exports to 207,099 lbs.

SILK.

The following remarks are from Mr. O Donoghue's Circular:—Since the date of our last we have had a moderately active market for raw Silk, the demand having been principally for Re-reeled, Tsatlee and Haineen, which, owing to the paucity of stock and higher cost of all recent invoices, are held in a few instances slightly above our quotations; consumers, however, do not respond very freely to the advance, and a moderate business in that class of silk is the result. Usual Reel Tsatlee and Taysaams are in fair stock, with very little inquiry. Re-reeled Cantons meet with a continuous demand at quotations, first grades being still very scarce. In Japans a few small invoices are offered, but meet with little favour.

Prices current for China and Japan Raw Silks (currency prices six months' terms):—Tsatlee, No. 1, $9.1-4; No. 2, $8.75; No. 3, $8.1-4 to 8.1-2. Taysaam, No. 1, $7.75 to 8; No. 2, $7.1-4 to 7.1-2; No. 3, $6.3-4 to 7. Canton, re-reeled, No. 1 Cotngoun, $7 to 7.1-4; No. 2, $6.50 to 6.75; No. 1 Cumchook, $6 to 6.1-4; No. 2, $5.7-5 to 5.7-8; Mahang and Hongtang, $5.50. Tsatlee, re-reeled, best, $8.1-2 to 8.5-8; fair, $8.3-8; medium, $8.1-8. Haineen, re-reeled, best, $8 3-4 to 9; fair, $8.1-2. Japans, no stock; prices nominal.

Imports: In September, 1,284 packages, $741,681, gold value; corresponding month last year, 596 packages, $355,266 gold value.

Coffee.—The stock of Brazil is almost entirely in the hands of speculators, who buy and sell cargo after cargo over and over again; some cargoes have been sold five, six, and even seven times, and seem in a fair way to be sold as many more. Prices have steadily advanced, and are quoted 1½c. to 2c. over those ruling at our report of 7th inst. For the other kinds there is a good inquiry for home use, and parcels lately sold, though going first into speculators' hands, have been now pretty thoroughly distributed, so that the market is unusually bare both in first and second hands. Prices are well supported, and may even be quoted a little higher, Java especially having realised half a cent. advance. Quotations of most kinds, however, are rather nominal, as there is so little left in first hands that the rates given must be considered somewhat unreliable. Pale and Brown Singapore are selling in lots from second hands at 21c. to 22c., Pale Java, 25½c., medium Brown 26c., Brown 26½c., and extreme Brown 27c., all gold. The sales from first hands include 50 bags Government Java, on terms not made public, leaving the whole stock of Java 12,476 mats, smaller figures than for many years past. A public sale of native Ceylon

Digitized by Google

went off with spirit, the whole offering being taken at full and satisfactory prices—6,172 bags, per Syringa, sold at 15¾c. to 19¾c. gold, in bond, sixty days, average 16¼c. We also note the sale of 4,000 mats Java to arrive in December and January next at 20½c. gold, in bond, and 1,145 bags Plantation, and 3,927 bags native Ceylon on private terms.

CORDAGE.—Market without alteration.

CAMPHOR.—China is quoted 15c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $2.85 ; Cassia, $2 gold (duty paid).

FIRE CRACKERS.—Without change.

GUNNY CLOTH remains inactive ; we quote Borneo 17c. to 17½c. cash.

HEMP.—There have been no transactions in Manila during the fortnight, the current quotation rules as at date of our last report ; 13¼c. gold. The Golden Hind has arrived with 5,404 bales, all of which had been sold before arrival.

INDIGO.—Manila and Madras are in improved demand, Manila at $1.05 to $1.15, Madras at $1.15 to $1.17½, currency.

PRESERVED GINGER.—China is quoted $3.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to 60c. currency (duty free).

RICE.—There is, as last reported, a fair demand for foreign and domestic for home use, with a weak market for the latter, as the new crop is now coming forward to a fair extent, and, with the old crop, is offered pretty freely, prices favouring buyers. The sales of Rangoon have been 1,600 bags at $6.87½ to $7.12½ currency, and 1,025 bags at $3.25 gold in bond.

SUGAR.—There has continued a steady good demand from refiners, who, selling their product pretty freely, are daily in the market for fresh supplies, and as holders seem disposed to meet them pretty readily, the market can only be called steady at previous rates. The only reported sale of East India during the fortnight has been 21,594 bags Manila, per Golden Hind, before arrival, at 9c. Other invoices are said to have been sold for future delivery, but the particulars are withheld.

SPICES.—The bulk of the stocks of most descriptions, here and to arrive—notably those that are the product of the East—have passed into second hands, and consequently there has been little or no business in invoices. There continues a good distributing demand, and the market, as a whole, remains very firm. Notwithstanding the considerable advance here in prices of Pepper, Mace, Nutmegs, Cassia, &c., during the past few months, they have scarcely kept pace with the rise in the primary and in the European markets, so that supplies are held with confidence, the tendency being still in sellers' favour. Cassia has advanced to 37½c. duty paid, and 27½c. in bond. Black Pepper hardens, and has been run off pretty freely at 19c. for Sumatra and 20c. for Singapore. White Pepper is 2½c. to 5c. per lb. higher, cable accounts from London having been received advising an advance there to 14½d. ; 40c. is generally demanded. We notice sales in lots of Penang Pepper at 19c. to 20c. ; Singapore, 14c., in bond ; Cloves, 11¾c. for large parcels, and 12c. to 12½c. for small lots ; Nutmegs, $1 to 1.05, chiefly at $1 ; Mace, $1.45 to 1.47½ ; Cassia, 36½c. to 37½c.—all gold.

TIN.—The inquiry is still very limited, buyers responding feebly, or not at all, to the recent advance in prices ; in the absence of sales we quote nominally, Banca 41½c., Straits, 36½c.—gold.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Oct. 25	Joachim Christian ...	Reimer	Ilo Ilo.....	Liverpool
27	Lucerne.....	Russell	Rangoon, for Hmbrg.	Off Falmouth
28	Ulva	Pearson	Penang	London
15	Endymion.....	Bannister	Ilo Ilo.....	Boston
25	Maria Teresa	Acherica	Manila	Bilbao
28	Henta. Elis. Susanna	Meyboom	Batavia	Texel Roads
17	Oslo	Petersen	Yokohama.....	New York
18	Nabob	Shetswell	Singapore	Boston
29	Tonia	Johan.....	Batavia	Brouwershaven
28	Ironside.....	Vaux	Singapore	Boston
30	Aftenstjernen	Evensen.....	Akyab	Falmouth

DEPARTURES.

Date.	Ship.	Captain.	For	From
Sep. 16	Pacific.....	Hamlinson ...	Hong Kong	Callao
Oct. 24	Prins Hendrick (str.).	Hendrick	Java, via Amsterdm.	Clyde
26	Don Quixote	Nelson	Singapore	Cardiff
26	Duncairn	Finlay	Galle	Sunderland
27	Woolloomooloo	—	Singapore	Newcastle
25	Ville de Granade.....	Chausel	Hong Kong	Callao
28	Adelina	—	Singapore	Newcastle
25	Havfruen	Sorensen	River Amoor.....	Cronstadt
29	Hosea Rich	Pierce.....	Batavia	Texel
Sep. 27	Floris.....	Ellis	Do.	Rio de Janeiro
ct. 1	Concordia.....	Wulf	Do.	Do.
5	Ornate	Sampson.....	Hong Kong	Do.
	Eliza Laing	Adamson	Colombo	Rotterdam
Nov. 1	Havelock	Sauvage.....	Singapore	London
Oct. 28	Ole Muller	Frining	Do.	Penarth
31	Zeus	McPherson ...	Shanghai	Swansea
Nov. 1	Krishna (str.)	—	Colombo, via S C. ...	Liverpool
1	Nestor (str.).....	—	Sing., China, &c., S.C.	Do.
1	Forfarshire	—	Galle	Do.
1	Tiber	Cobb	Anjer	Do.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Previous to Oct. 30 ...	Singapore ...	London ...	Colombo, &c.
" " 31 ...	Diomed ...	Liverpool ...	Singp., China, &c

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai : Teviot. For Colombo, &c. : Minia, Niger, Scotland.

SAILING VESSELS.—For Yokohama and Hiogo : Lorton. For Yokohama : Solent. For Shanghai : Pakwan, Undine, Dartmouth. For Hong Kong : Belted Will, Forward Ho, Boyne. For Manila : Catalina. For Batavia, Samarang, and Sourabaya : Luctor et Emergo. For Batavia and Sourabaya : Wistaria, Stella Maris. For Singapore : Havelock, Istapa. For Penang : Vanguard. For Bangkok and Siam : August Friedrick. For Bangkok : Pelham. For Colombo : Teviot, Granville. For Colombo, &c. : Spirit of the North, Chacma, Cotopaxi. For Galle (via Cardiff) : Lady Hincks.

At LIVERPOOL.—For Yokohama and Hiogo : Penrith. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.) : Pactroclus (str.), Sarpedon (str.). For Manila : Adolfo, Mathilde, Elena. For Singapore : Sumatra, Aleppo, Robert Kerr. For Batavia, Samarang, and Sourabaya : Madone. For Colombo, &c. (via S.C.) : Kangaroo (str.).

At GLASGOW.—For Yokohama and Hiogo (via S.C.) : Zadkia (str.). For Singapore : Norham Castle. For Batavia and Sourabaya : County of Elgin. For Penang, Singapore, Hong Kong, Foochow, and Shanghai (via London and S.C.) : Gordon Castle (str.). For Colombo, &c. (via London and S.C.) : Red Gauntlet (str.). For Colombo, &c. : Huntley Castle.

SPOKEN.

HANDEL, Philippine Islands to London, Sept. 7, 24 S., 6 W.
MARIA (Span. brig), St. John's Newfdland. to Bat., Sept. 12, 3 N., 23 W.
HENRIETTE ELIZABETH SUSANNE. Pdng. to Amstdm., Oct. 7, 34 N., 36 W.
EASTERN QUEEN, Newcastle to Galle, Oct. 13, 41 N., 19 W.
SARAH SCOTT, Shanghai to London, 20 N., 115 E.
WALTON, London to Yokohama, Aug. 30, 1 N., 107 E.
FRED. WARREN, Shields to Hong Kong, 21 days out, June 8.
GOLDEN SPUR (ship), Hong Kong to Monte Video, 1 S., 107 E.
AMERICA (ship), Macao to Callao, July 26, off the S.E. coast of Formosa.
ZULEIKA, Rotterdam to Batavia, Sept. 27, 13 N., 25 W.
ARABY MAID (ship), Canton to Hamburg, 13 N., 112 E.
JOSEPH HAYDN (N.G. barq.), for Hong Kong.
GEMSBOK, New York to Hong Kong, Sept. 11, 10 S., 35 W.
ARGONAUT, Shanghai to London, passed Anjer, Aug. 21.
THE CALIPH, Aug. 19, in Gaspar Strait.

FREIGHTS AND CHARTERS.

Since our last issue outward freights to the East have become firmer, and rates tend upwards. Coal freights are also firm at the late advanced quotations.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama : 90s. meast. To Shanghai : 60s. meast. To Hong Kong : 60s. meast. To Singapore : 50s. to 60s. meast. To Ceylon : 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama : 30s. weight or meast. To Shanghai : 35s. weight, 30s. meast. To Hong Kong : 25s. weight, 22s. 6d. to 25s. meast. To Batavia : 25s. weight, 30s. meast. To Singapore : 30s. weight, 25s. meast. To Ceylon : 20s. weight, 17s. 6d. meast. At New York, to China : -- to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows : From Wear or Tyne per keel.—For Yokohama : £40. For Shanghai : £42. For Hong Kong : £35 10s. To Singapore : £22 10s. To Batavia : £20. For Galle : £16. From Newport, Cardiff, or Swansea, per ton.—To Yokohama : — to —. For Shanghai : £2 2s. 6d. For Hong Kong : 34s. For Colombo, 17s. For Galle, 17s. For Singapore, 22s.

The Admiralty have invited tenders for the conveyance of 113 tons stores to Hong Kong.

CASUALTIES.

The Yorkshire (str.), from London to Colombo (via S.C.), returned to Gravesend, Oct. 27, with damage to machinery, but left on 28th inst., for her destination after repairing.

Advices from Cape Town, dated Sept. 20, received at Rotterdam, Oct. 28, state that the Anna Digna, Zwaneveld, from Batavia to Amsterdam, which put into Simon's Bay, Aug. 1, with damage, had finished her repairs, and would shortly proceed, for her destination.

Advices from Amsterdam, dated Oct. 28, state that the Ymueden, Zeylstra, from Batavia to that port, which put into St. Helena, Sept. 22, had shipped a quantity of water, and sustained damage to hull and rigging.

The Titania, which sailed from London, Oct. 24, for Shanghai, put into Brixham, on the 30th, very leaky.

A telegram from St. Petersburg, received at Amsterdam, Oct. 30, states that the Victor (Russian vessel), from Cronstadt to the River Amoor, with rye, had been sunk by collision with a Russian vessel of war.

Accounts from St. Thomas', dated 14th Oct., received at New York 21st, state that a second survey would be held, on the 16th, on the Ferdinand Meyer, from Singapore to New York, which put into St. Thomas', 30th Sept., in distress ; the masts were sprung, and the master stated that the vessel wanted re-coppering. Cargo not badly damaged ; principal damage sustained by about 300 bags pepper. The vessel would probably go on to repairing slip for examination.

MISCELLANEOUS.

At PORTLAND.—Oregon, Oct. 5, Garibaldi, Noyes, loading for Hong Kong.

At PORT SAID.—Oct. 30, Canton (str.), Jaques, from London, and proceeded, 31, for Singapore, China, &c., after coaling.

The committee of Lloyd's have issued a notice asking for information respecting the Geraint, Ponsonby, which vessel is reported to have sailed from Cardiff for Shanghai on the 1st March.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	£
Singapore, str., via S.C. ...	Colombo	London.	Oct. 11	...	46	...	...	...	177	766	1009651	280808	...	22	200	200	10917	248	71	1	258	78	...	141	20	25	3118	...	...	166	6	26	410	310	1366
Wylo	Shanghai	,,	,, 12	172	6½	2	255	...	...	451	3419976	1300	1045	...	450	...	2240	...	1	120	620	258	1200	1349	695	534	447	...	65	71	33	5	60	...	...
Canton, str., via S.C.	Singapore and Penang	,,	,, 13	...	...	...	...	64	106	1458	438880	8400	...	...	1749	114	...	32	...	...	...	162	...	244	12	13	598	...	...	223	40	32	203	178	215
Do. do.	Hong Kong ...	,,	,, 13	¾	8	25	½	...	...	902	705050	97750	...	...	7591	...	71250	20	...	3	150	208	152	1166	...	...	582	195	60	290	186	33	34	730	349
Do. do.	Shanghai	,,	,, 13	...	23	8	50	46	42	1488	1687050	94800	1860	20	13310	50	20000	...	...	6	200	121	56	816	...	68	1564	...	260	36	1	8½	33	310	102
Do. do.	Yokohama.....	,,	,, 13	29	...	...	...	...	845	47	...	...	...	...	2350	...	...	...	...	...	...	15	...	...	...	...	115	...	...	51	...	...	18	...	...
Northern Queen	Colombo	,,	,, 13	...	54	3¼	...	...	623	1387	21000	...	...	...	124	...	...	...	...	110	1980	1203	193	262	385	145	175	100	...	266	23	1	404	62	...
Osaka	Hong Kong ...	,,	,, 14	...	15½	...	105	...	...	721	774550	...	...	...	...	...	40520	...	...	155	1052	403	114	2116	3260	463	414	335	6	557	96	5½	312	750	50
Delta, str.	Eastern Ports..	,,	,, 14	...	...	25	...	...	62	383	4066813	235661	399	428	17274	63	37600	21	...	41	...	27	84	252	...	100	1868	115	...	375	...	15	158	342	374
Acacia	Colombo	,,	,, 18	87	26	11	15	...	...	1064	...	...	...	...	...	...	...	...	...	41	79	154	416	584	...	...	5	...	...	129	...	3	25	...	78
Lothair	Japan	,,	,, 21	...	...	60	4	...	930	301	766845	38500	157	12	3216	200	656983	13	...	81	45	450	1273	536	390	78	337	505	20	571	298	...	72	40	35
Denbighshire	Do.	,,	,, 21	...	...	7	51	...	...	228	222700	...	...	...	4135	...	234020	...	...	179	26	797	1191	1633	174	376	...	160	357	220	44½	2¼	202	...	...
Titania	Shanghai	,,	,, 24	313	...	...	100	2½	...	904	4725601	20544	...	...	2846	47	...	...	...	34	60	93	60	3313	...	...	120	...	...	135	8	...	...	...	85
Diomed, str., via S.C.	Singapore and Penang	Livrpool	,, 13	...	...	...	...	...	12	664	1403650	77977	...	547	998	140	190	...	...	...	15½	5pkgs.	...	270	...	...	995	...	...	69	...	26	...	...	...
Do. do.	Hong Kong ...	,,	,, 13	12	...	5	...	...	...	44	1124464	74672	754	...	2840	1cs.	291200	...	...	...	...	...	£40	...	...	...	492	...	...	...	...	...	4cs.	37	2cs.
Do. do.	Shanghai	,,	,, 13	...	...	...	...	...	...	670	3453760	174946	...	...	12513	...	5600	...	...	...	155cs.	...	6cs.	...	...	20 cs	223	...	...	20	250	...	...	19	245
Do. do.	Japan	,,	,, 13	1	...	...	...	...	4cs.	388	15000	29338	...	127	756	...	24000	...	...	...	...	...	...	...	...	...	...	...	...	50	19	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Singapore, str., via S.C.....	Colombo.....	876	101	332	332	186	245	211	65	92	...	148	600	94
Wylo	Shanghai ...	48	28	38	150	67	...	28	30	100	275	90	...	...
Canton, str., via S.C.	Singapore & Penang	291	18	5	112	729	324	87	78	193	208	...	...	113
Do. do.....	Hong Kong	221	140	1431	60	130	35	16	...	45	305	65	192	...
Do. do.....	Shanghai ...	328	83	169	643	64	48	15	381	...	32	112	80	...
Do. do.....	Yokohama...	5	...	675	...	...	...	...	...	...	20	...	...	...
Northern Queen	Colombo.....	831	5	33	...	...	22	23	33	418	20	...	1138	...
Osaka.....	Hong Kong	45	65	20	129	20	...	4	68	25	42	...	...	...
Delta, str., via S.C.	East. Ports...	291	...	1609	1252	215	52	378	181	43	...	434	567	...
Acacia	Colombo.....	181	25	...	25	...	...	10	...	83	50	...	...	14
Lothair	Japan	275	8	115	343	13	42	125	1152	83	4	1560	112	100
Denbigshire	Do.	46	45	1645	...	...	...	...	...	...	...	...	...	...
Titania	Shanghai ...	...	...	...	...	...	...	...	...	9	...	...	...	...
Diomed, str., via S.C.	Singapore & Penang	11	...	...	120	6cs.	...	20	...	5cs.	...	80	...	4cs.
Do. do.....	Hong Kong	6cs.	...	...	...	...	...	...	...	...	...	3cs.	220	...
Do. do.....	Shanghai ...	122	...	45	175	...	...	...	35	4cs.	...	...	...	...
Do. do.....	Japan	49	...	...	7cs.	...	...	1cs.	...	...	...	...	...	...

ADDITIONAL.—Per SINGAPORE (str.).—Effects, £864; scientific instruments, £50; sugar, 12 cwt.; pictures, £406; silver plate, 70 ounces; tea, 98 lbs.; commodes, £12; hams, £11; glassware, 4 casks; cottons, £8; goods, manufactured, £47; rum, 80 gallons; fruits, 4 cwt.

Per WYLO.—Mineral waters, £172; cottons, £100; sugar, 68 cwt.; corks, £8; goods, manufactured, £19; rum, 376 gallons; geneva, 150 gallons.

Per CANTON (str.).—To Singapore and Penang: Cottons, £2,390; india-rubber manufactures, £19; clocks, £73; millstones, £50; pictures, £50; corks, £5. To Hong Kong: Opium, £2,200; cottons, £1,180; confectionery, 8 cases; gun metal, £840; goods, manufactured, £155; soda-water, £12; crucibles, £7; wood manufactures, £14; corks, £28; tar and pitch, 16 casks; fruits, 6½ cwt. To Shanghai: sugar, 64 cwt.; silver plate, 191 ounces; india-rubber manufactures, £66; yellow metal, £210; apparel and hardware, £234; cottons, £23,190; optical instruments, £43; prints, £251; sponge bags, £40; seeds, £20. To Yokohama: Ether, 6 gallons; drugs, 2 boxes; clocks, £10; sheathing felt, £13; zinc, 9 tons. To Colombo: Surgical instruments, £80; apparel, £120; stationery, £10.

Per NORTHERN QUEEN.—Sugar, 34 cwt.; matches, £16; cement, £25; patent specifications, £30; grindstones, £7; casks in shooks, £100; asphalte, £32; chalk, £11; cottons, £210; coals and coke, 42 tons; tin plates, 6 boxes; shot, 2¼ tons; geneva, 1,420 gallons; tar and pitch, 150 barrels; gunpowder, 10,000 lbs.; fruits, 13 cwt.

Per OSAKA.—Sugar, 38 cwt.; carriage, £30; slates, £3; india-rubber manufactures, £62; soda-water, £9; bricks, £150; flint, £24; flags, £20; guns, 37 tons; geneva, 600 gallons; tar and pitch, 41 barrels; gunpowder, 40,250 lbs.

Per DELTA (str.).—To Eastern Ports: Perfumery and haberdashery, £60; church ornaments, £5; tea, 73 lbs.; slates, £60; tortoise hoofs, £430; surgical instruments, £76; gold lace, £536; compasses, £63; caoutchouc manufactures, £30; cheese, 3 cases; corks, £10; gilt mouldings, £20; cottons, £1,520; effects, £1,375; goods, manufactured, £76; tin plates, 7 tons.

Per ACACIA.—Cement, £139; clocks, £10; matches, £472; coals and coke, 53 tons; casks, £170; geneva, 1,003 gallons.

Per LOTHAIR.—Silver plate, 12 ounces; cottons, £600; effects, £13; slates, £27; goods, manufactured, £87; mineral waters, £10; carriages, £200; herbs, £68; watches, £50; picture, £40; india-rubber manufactures, £127; pipeclay, £40; railway materials, £2,042; optical instruments, £96; hardware, 1 case.

Per DENBIGHSHIRE.—Condensed milk, 4 cases; carriage, £120; chloroform, 49 lbs.; lignum vitæ, £7; sheathing felt, £30; iron house, £250; engine packing, £38; india-rubber hose, £40; cement, £128; railway materials, £473; lighthouse apparatus, £1,600; telegraph materials, £2,187; soldering solutions, £20.

Per TITANIA.—Iron wire, 5 tons; cottons, £2,000; mineral waters, £85; perambulators, £47; carriage, £30; marbles, £98; cement, £16; wood, £36; goods, manufactured, £20.

Per DIOMED (str.), via S.C.—To Singapore and Penang: Cottons, £1,215 and 22 cases; clocks, £13; woollens, 2 cases; leather, 2 cases; stationery, 1 case; hardware, 2 cases; umbrellas, 6 cases; Berlin wool, 1 case; books, 1 case; shirts, 1 case; tissues, 2 cases; metal capsules, 1 case; glassware, 1 case. To Hong Kong: Tobacco, 3 cases; effects, £315. To Shanghai: Combs, 1 case; woollens, 42 packages; books, 1 case; cottons, £4,526; corks, £60; fire extinctures, £202; yarn, £945; buttons and woollens, £300 and 2 cases; furniture, 1 case; apparel, 1 case; cigars and papers, 2 cases. To Japan: Woollens, 12 cases; stationery, 3 cases; hardware, 2 cases. To Java: Rifles, £120; hardware, £93; brushes, £15; earthenware, £17; apparel, £15; haberdashery, £70; hats, £15; plain cottons, 104,400 yards; coloured cottons, 4,800 yards. To Manila: Hardware, £113; leather cloth, £26; stationery, £26; plain cottons, 16,284 yards; coloured cottons, 4,800 yards; silk velvet, £85; cottons, £60.

Per PRINS HENDRIK (str.), from Glasgow to Java, via Amsterdam, cleared Oct. 21.—Coals, 460 tons; printed cottons, 46,632 yards; plain cottons, 9,600 yards; bottled beer, 6 barrels.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS NOW OPEN FOR TRAFFIC,** at the following rates for **TWENTY WORDS**:—

From **LONDON** to **SAIGON** and **COCHIN CHINA**		£5 17 0
„ „ „	**HONG KONG**	7 0 0
„ „ „	**SHANGHAI**	8 5 0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.
COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty-five states now on the register. Thirty-five have been sold.

LUCERNE.
HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d'Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness. Excellent economica stock for Soups, Sauces, &c.

HOLLOWAY'S PILLS

DEPRESSION OF SPIRITS—DEBILITY.—Some defect in digestion is generally the cause of mental depression; on rectifying the disordered stomach the long list of gloomy thoughts retires, and is succeeded by more hopeful and more happy feelings. Holloway's Pills have been renowned far and wide for effecting this desirable change without inconveniencing the morbidly sensitive or most delicate organism. They remove all obstructions, regulate all secretions, and correct depraved humours by purifying the blood and invigorating the stomach. Their medicinal virtues reach, relieve, and stimulate every organ and gland in the body, whereby the entire system is renovated. No medicine ever before discovered acts so beneficially upon the blood and circulation as Holloway's celebrated Pills.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwright

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 fee

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATELSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; ron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Every Saturday, at 2 P.M.	—
MALTA		—
ALEXANDRIA.	,, ,,	Every Tuesday, at 2 A.M.
ADEN	,, ,,	
BOMBAY	,, ,,	
GALLE	Saturday, Nov. 11, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Nov. 21, at 2 A.M. And every alternate Tuesday thereafter.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Nov. 25, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Dec. 5, at 2 A.M. And every fourth Tuesday thereafter.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports east ward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

PENINSULAR and ORIENTAL COMPANY.—The Steamship PEKIN, 3,777 tons, 600-h.p., will be despatched from Southampton on WEDNESDAY, 22nd NOVEMBER, for SHANGHAI, via the SUEZ CANAL, calling at Gibraltar, Malta, Port Said, Suez, Galle, Singapore, and Hong Kong, and taking passengers and cargo for all ports east of Suez touched at by the Company's steamers, except Aden and Bombay. For further particulars apply at the Company's offices, 122, Leadenhall-street, London, and Oriental-place, Southampton.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.		
Japan ..... in 38	,,	,,
China ..... in 44	,,	,,
New Zealand in 42	,,	,,
Australia ..... in 47	,,	,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

THE LONDON & CHINA EXPRESS.

THE SUBSCRIPTION to this JOURNAL for fifty-two numbers is £3 3s. per Annum including Export Cargoes and Postage. Vol. XIII was commenced on the 6th January, 1871. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additione line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMETER
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 60 Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Penang	SANDILANDS, BUTTERY. & Co.
Saigon	
Batavia	HOUGHTON & Co.
Samarang	JACOBSON, VAN DEN BERG & Co
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao, & Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foo-Chow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Tien-ts n	JAMES HENDERSON
Nagasaki—Japan	PIGNATEL & Co.
Yokohama ,,	GODFREY A. TALLERMAN.
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S COURT, CORNHILL
Over the Jerusalem.

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 15, October 29, Nov. 12, Nov. 26, December 10, December 24 — For — Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 29th Oct., 26th Nov., and 24th Dec. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius. The steamers of the 15th Oct., 12th Nov., and 10th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
" Constantinople ... ... "
" Algiers ... ... "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.

Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

PENANG, SINGAPORE, CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class STEAM and CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Pen., Sing.,	Teviot, s.s.,	A1 100		
China, & Jpn.	via S.C. ...	A1 20 yr.	SWID	Nov. 7
Hong Kong.	Forward Ho.	A1 17 yr.	SWID	With des.
Shanghai ...	Dartmouth ..	A1 14 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Yokohama...	Ziba	A1 13 yr.	SWID	With des.
Yokohama & Hiogo	Thracian ...	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

STEAM TO CHINA, via SUEZ CANAL. — STEAMERS are despatched at stated intervals (about once a fortnight) from LIVERPOOL, with goods and passengers, to PENANG, SINGAPORE, HONG KONG, and SHANGHAI. Cargo taken at through rates for transhipment to AMOY, FOO-CHOW-FOO, and to ports in JAPAN and JAVA. All the steamers have good accommodation for cabin passengers, and carry a surgeon and stewardess. Conditions as per Circulars.

Apply to JOHN SWIRE and SONS, 19, Billiter-street, London; or to ALFRED HOLT, 1, India-buildings, Liverpool.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Lahloo	A1 16 yr.	E.I.D.	To follow
Hong Kong.	Wm. Fruing	A1 13 yr.	W.I.D.	To follow
Yokohama ..	Solent.....	A1 13 yr.	SWID	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

To sail on the 18th Nov., full or not full.

FOR SHANGHAI, the well-known clipper FALCON, A1 13 years, 793 tons register; J. L. DUNN, Commander; South West India Docks. Has excel- accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With quick despatch.

FOR SHANGHAI, the splendid clipper ship, OBERON, A 1, 16 years, 1,023 tons register; W. H. BURGOYNE, Commander; South West India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. To sail on the 18th November.

FOR HONG KONG, the well-known Clipper, BELTED WILL, A1, 14 Years, 812 Tons Register; PETER THOMPSON, Commander; South West India Docks.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to JAVA, JAPAN, &c., at through rates, at shippers' risk.—Last shipping day 23rd November, unless previously full.—The splendid full-powered screw steamer HONG KONG, 100 A1 (highest class at Lloyd's), 1,221 tons register, 200-horse power nominal, W. SYMINGTON, Commander, South West India Docks. This magnificent steamer built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade, having made the passage from London to Hong Kong in 47 days, and Shanghai in 56 days, including all stoppages. Has splendid accommodation for passengers.

For freight or passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam from London, via Suez Canal.

FOR PENANG, SINGAPORE, HONG HONG, FOO-CHOW, and SHANGHAI (taking goods at through rates for Java and Japan).—The magnificent new Clyde-built Steamship GORDON CASTLE, 1,930 tons register, 100 A 1, 250-horse power nominal, 1,250-horse power effective, will shortly be at a loading berth in the South West India Docks. This superior steamship, just built under special survey for the China trade, is confidently recommended to intending shippers and passengers.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in

LONDON.

	Tons	Brokers.	To Sail
Istapa	390	Mills & Milne.....	Nov. 10
Gordon Castle	1,930	Thos. Skinner & Co.	Nov. 15
Hong Kong, s.s. ...	1,221	Norris, Joyner, & Co.	Nov. 23
LIVERPOOL.			
Nestor, s.s..... ..	1,414	Alfred Holt.....	Nov.
GLASGOW.			
Norham Castle	700	Thos. Skinner & Co.	Nov. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL

Destination.	Ships.	Class.	Dock.	Date.
Yoko. & Higo	Penrith	A1	Prince's	With des.

For Freight, &c., apply at 19 to 21, The Albany Liverpool; or 7, East India-avenue, Leadenhall-street London.

THE CHINA & JAPAN AGENCY

For the Purchase and Shipment of Goods of all kind to Ports in China, Japan, the Straits Settlements, &c Orders for Furniture, Stores, Books, and Persona Requirements of every description promptly executed either by Overland Route or Clipper Sailing Vessels The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addresse , and remittances made payable, to

THE MANAGER,
CHINA & JAPAN AGENCY
2, COWPER'S COURT, CORNHILL, LONDON, E.C

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 6, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA' JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 428.] LONDON, MONDAY, NOV. 13, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 11.
JAPAN — Yokohama	Aug. 4	Sept. 20	Sept. 23*
Yedo			
Osaka and Hiogo	July 14	„ 7	„ 18*
Hakodadi			
Nagasaki	„ 28	„ 14	„ 15*
CHINA — Peking	—	—	„ 16
Tien-tsin	—	—	„ 19
Chefoo	—	—	„ 20
New-chwang	—	—	„ 19
Hankow	„ 21	„ 6	„ 19
Kiu-kiang	—	—	„ 18
Chin-kiang	—	—	„ 18
Shanghai	Aug. 4	„ 17	„ 22
Ningpo	—	—	„ 20
Foochow	„ 4	„ 17	„ [illegible]
Formosa			
Amoy			
Swatow	—	—	„ 23
Hong Kong	„ 18	„ 26	„ 29
Canton			
Macao	—	—	„ 27
PHILIPPINES— Manila	„ 11	„ 21	„ 25
COCHIN-CHINA— Saigon			
SIAM — Bangkok	„ 4	„ 12	„ 16
BORNEO—Labuan			
Sarawak	„ 4	„ 19	„ 30
JAVA — Batavia	—	—	„ 28
Samarang	—	—	„ 26
Sourabaya	—	—	„ 25
MALACCA STRAITS— Singapore	Sept. 1	Oct. 2	Oct. 7
Penang	„ 8	„ 7	„ 9
CEYLON—Galle	„ 22	„ 17	„ 19
Colombo	„ 15	„ 9	„ 16

* *Via* San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, on Saturday, the 11th inst., its due date. The next inward mail (French), with dates Shanghai Oct. 4, Hong Kong Oct. 11, Singapore Oct. 19, is due, *via* Marseilles, on Monday next, the 20th inst. The advices per Pacific mail steamer *America*, dated Yokohama Sept. 23, were delivered on the 7th inst.

By China Submarine and Red Sea Telegraph Lines messages occupy, allowing for difference of time, under six hours in transmission.

List of Passengers.

PASSENGERS INWARD.

Per steamer *Hong Kong*, arrived Nov. 8.—From Shanghai: Mr. and Mrs. C. T. Jones and child. From Singapore: Mr. F. Marshall, Mr. Petersen, Mr. Durlisen.

By this mail to Brindisi, per P. and O. steamer *Simla*, arrived Nov. 7.—From Hong Kong: Mr. Gillison, Mr. W. Newman, Mr. F. Schonfeld. From Singapore: Mr. Surawangee, Mr. Prisbaing, Mr. Chick, Mr. Thaywatereth, Mr. L. Surawangee.

To Southampton, per P. and O. steamer *Massilia*, expected to arrive Nov. 17.—From Hong Kong: Captain Grange, Mrs. Healey and child, Mrs. Stacey and child. From Penang: Surgeon Bennett and one second-class passenger. From Galle: Mrs. Robertson, two children, and servant, Lieut. Davidson, Mrs. Bawa and two children.

To Suez.—From Hong Kong: Mr. Coare and one second-class passenger.

To Gibraltar.—From Singapore: Don Martuno, Don Canollas, and four second-class passengers.

By Bombay mail, to Southampton, per P. and O. steamer *Poonah*.—From Shanghai: Mr. F. S. Deacon, Mr. J. H. Anderson.

PASSENGERS OUTWARD.

Per P. and O. steamer *Simla*, from Brindisi, Nov. 14.—To Shanghai (via Bombay): Mr. W. H. Carter, Mr. William Brand.

Per P. and O. steamer *Nyanza*, from Southampton, Nov. 11.—To Shanghai: Mr. R. B. Cuthbertson. To Hong Kong: Mr. A. Ford, Mr. W. Wood. To Batavia: Mr. Peet. To Ceylon: Mr. and Mrs. Thos. Steele and three children, Miss Charsley, Miss Carr, Mr. A. Gray.

Per P. and O. steamer *Ceylon*, from Brindisi, Nov. 21.—To Hong Kong: Baron von Carlovitz, Mr. Hartman. To Singapore: Mr. and Mrs. T. Sidgreaves, Mr. Cartwright. To Ceylon: Mr. Barton Grindrod, Mr. Henry Steele, Mr. Underwood, Mr. and Mrs. W. D. Schultze, Mr. Sabonadiere.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 22, via S.C.—To Hong Kong: Miss Macredy, Mr. and Mrs. Norton, Mr. D. B. Robertson, Mr. and Mrs. Whittall and child. To Ceylon: Mr. and Mrs. Symons.

Per P. and O. steamer *Pera*, from Southampton, Nov. 25.—To Shanghai: Mr. H. G. Howlett. To Singapore: Mr. Gottlieb. To Ceylon: Mr. and Mrs. A. Mainwaring, Mr. Lewis Gordon, Mr. Norman Grieve.

Per P. and O. steamer *Malta*, from Brindisi, Dec. 5.—To Yokohama: M. J. R. Davidson. To Singapore: Mr. R. Padday. To Penang: Mr. W. C. S. Padday. To Ceylon: Mr. and Mrs. G. Somers, Mr. J. Buchanan, Mr. Robillard.

Per French mail steamer, from Marseilles, Nov. 12.—For Batavia: Mr. Svermadt, Mr. and Mrs. Price and family, Mr. K. G. Rose, Messrs. Schmidt (two), Mr. van Motman. For Singapore: Mr. and Mrs. Garcia, Messrs. A. and P. Hartoz.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Our advices by this opportunity extend to the 23rd Sept. The P. and O. mail of 28th July arrived out on the 14th; and the French mail of the 4th Aug. on the 20th Sept. The following items are from the *Japan Mail*:—

The excitement caused by the refusal of the Custom-house to accept duties in the usual form and scale still continues. The Government was unquestionably justified in its demands, but not in its mode of making it. It was also wrong in its method of procedure as regards the assessment of the difference between the duties hitherto paid and the amount now exacted in accordance with the treaties. Instead of taking the *sats* (paper money) at its market value, say 383 per 311 silver boos, it placed an arbitrary and depreciated value on this paper, and required 400 *sats* boos for 311 silver boos. This was ill-advised. But the arrangement now made is liberal, and leaves three full months for the old system to run.

H. B. M.'s Charge d'Affaires publishes for the information o British subjects the following agreement made at Yedo on the 14th Sept., between the Japanese Government and the Foreign representatives:—Up to the 31st Dec. inclusive, nibookin, and the Shosha paper money representing nibookin, will continue to be received in payment of import and export duties and other taxes as heretofore, at the rate of one nibookin for two silver ichiboos. From and after Jan. 1, 1872, the said paper money will not be received at all, and the nibookin will be received at the rate of 202 for 311 silver ichiboos.

The whole attention of the administration is at this moment turned towards the conversion of Han into Ken, or, in other words, the abolition of the powers still retained by the dispossessed Daimios, and the conversion of their former fiefs into domains or counties governed directly by the central power in Yedo.

Amongst the recent departures from Yokohama we must note that of Mr. Van der Tak, chairman of the Chamber of Commerce. Mr. Van der Tak has occupied the position of Consul-General for the Netherlands, and chief administrator of the Netherlands Trading Company for many years, and during a long residence in Japan has earned the respect and esteem of a large circle of friends.

Yokohama has received an addition to its legal practitioners in the person of Mr. Cooper, lately admitted to practise in the English Court. Mr. Cooper has, we believe, practised in India and China.

It is reported that some of the holders of silk-worms' eggs have been imprisoned for selling their stock too cheaply. The story is credible, though we do not know if it is true. All Asiatic nations do this kind of thing, and must be content to be looked down upon

Digitized by Google

by Europeans in consequence. But it is not very long since our own laws against regrators and forestallers were repealed, and these speculators were liable to imprisonment or the pillory, until Adam Smith showed that they were very beneficent agents in society. We cannot fairly blame the Japanese for these acts, although we now look upon them as very foolish and very wrong. A larger knowledge is the cure for them, but we used to do many things infinitely more wicked and cruel long after we boasted of a far higher civilisation than that which Japan now possesses.

We take the following from the *Japan Gazette*:—The Yedo and Yokohama Railway Stations are beginning to show a fair front; and the rails are being laid down. A steam-engine with a first-class carriage and break-van attached has run up and down between Kanagawa and Noge (about a mile and a-half or two miles), conveying the Prime Minister Sanjio Daijin and suite, who came from Yedo for the purpose of visiting the works.

The steamer *America* has brought twelve Japanese, whose passage was paid from Honolulu by the Hawaiian Government, in fulfilment of a contract entered into with the Japanese Government to return such of the Japanese as desired after their term of service of three years had expired. From appearances the returned Japanese are in good condition and comfortably off, considering they left here as common labourers. There are still quite a number of Japanese abroad, with permission of their Government, who are now receiving high wages as experienced house servants, and are as such well liked.

Information reaches us that at last the Government are making an attempt to increase the police force; but the wages offered, viz., $50 per month, without either board or lodging, are hardly enough to induce good men to enter the force.

We hear from Hakodate that H.E. Mr. De Long, at the request of the American citizens of Hakodate, held an inquiry into the conduct of Colonel Rice, the present U.S. Consul for that port. The result is not yet definitely known.

HIOGO.

Dates from this port are to the 19th Sept.; the Pacific mail steamer, with advices from New York to the 24th July, arrived out on the 28th Aug., and the P. and O. mail, with London dates 15th July, on the 7th Sept.; telegrams from London had been received to the 1st Sept. The following items of intelligence are from the *Hiogo News*:—

Messrs. E. C. Kirby and Co. have imported a fresh boat from [illegible], which is intended to run between here and Osaka. She is called the *Kinshinmaru*, and only draws two feet of water. She has accommodation for about 300 passengers, and, now that the *Budjimaru* is soon to pass into Japanese hands, she will, we are sure, prove a favourite with those whom business or pleasure call to travel between these ports.

The Chamber of Commerce, having under consideration the subject of the revision of the treaties, regulations of trade, &c., invite communications, in writing, before the 15th Oct., from those who are not members of the Chamber, with regard to any changes which they think are required. We need hardly point out the importance of fortifying the position of the Chamber.

By advices received from Tosa we learn that the first crop of rice was gathered nearly three weeks ago. Here it is only just come into flower, and two crops of rice is a thing unheard of. We are sorry to hear that a considerable amount of distress prevails amongst the people of Tosa, but cannot wonder thereat when we hear that the unfortunate inhabitants of that country are burdened with a paper currency so fearfully depreciated that it requires about 400 rios' worth to purchase 100 rios' worth of the kinsatz of the Imperial Government.

Amongst other ceremonies observed during the festival of *Bon*, which is now being celebrated, not the least curious is the fact that on the second day all prisoners in Osaka are released from close confinement, and are allowed to wander about and amuse themselves in the grounds of the *Yashiki* in which their prison is situated. The Government finds them better food than their usual fare, and they are allowed to smoke—the use of the weed being strictly forbidden while in prison.

At a meeting of the board of trustees of the International Hospital of Hiogo, held at the hospital, Sept. 4th, a letter from the hon. secretary, on behalf of trustees, in reply to the communication of the Governor regarding the site for a new small-pox hospital, was read; and, as nothing further had been heard from Mr. Nakayama on this subject, it was decided to address him again, urging the necessity of prompt action in the matter.

Two hundred and fifty-three Mexican dollars being the sum contributed by the cabin passengers of the steamer *China* for the families of the crew of the Japanese junk met at sea, disabled, in June last, have been received from San Francisco. The crew originally numbered sixteen, of whom five only remain alive, and return by the *China*. But it was the desire of the contributors that the families of all should participate proportionally in the amount subscribed. The junk belonged to Kobe, and the five survivors will probably be sent there—through them you will be able to ascertain the names and residences of those lost.

At a general meeting of the Chamber of Commerce attention was drawn to the growing native settlement on the Ikuta road, and also to the obstructed state of the Eastern Camber.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, Sept. 15, *via* SAN FRANCISCO.

By the last mail *via* San Francisco, which left here on the 5th instant, I despatched my usual letter to you. Yesterday morning the English mail of the 28th July arrived here by the P. M. steamer *New York*, from Shanghai, forty-eight days from London. The movements of the vessels of war have been confined to the departure of the Danish frigate *Tordenskjold*, on the 6th instant for Foochow, and the arrival of H. B. M. transport *Adventure* from Yokohama on the same day, and left again on the 11th idem for Hong Kong. Men-of-war in harbour: *Alaska* and *Ocean*.

The chief event since my last is the occurrence of a fire in the native town, which, although not remarkable by reason of a large amount of property being destroyed, tends to illustrate the good feeling existing between the Japanese and the naval officers stationed here. The fire broke out early on Friday morning last, commencing in a small outhouse in the rear of the Omura Taski, situated in West Hamano-machi, and spread very rapidly on both sides of the street, and quickly destroyed some twenty-five houses. To what extent it would have extended had not part of the crew belonging to H.B.M.S. *Ocean* been landed to extinguish the flames is difficult to form an opinion, but the general impression is that there would have been a repetition of the disaster which occurred here in 1868, when several hundred houses were destroyed, had the natives been left to their own resources. The occasion afforded both the cosmopolitan community and the natives an opportunity of witnessing the discipline kept up on board vessels in the English navy, and the effect it is likely to have on the latter I am sure will be very great, as it formed the subject of their conversation for several days afterwards. The calm determined manner in which the marines went to work to pull down or prepare for blowing up the surrounding houses which appeared likely to take fire, elicited the praise of every one present. The Governor of Nagasaki on horseback, accompanied by about two hundred men armed with rifles, arrived at the fire, together with the native officials belonging to every department of the service, who came, amid much noise and tomfoolery, dressed in their picturesque but useless fire dresses. These nonentities did little more than become admiring spectators of the operations carried on by the men from the *Ocean*, and it is to be hoped that, after the lesson taught them, they will be [illegible] produce a better impression upon their own people when the next fire breaks out. The destructive nature of a Japanese fire is owing to the native houses being constructed chiefly of wood, and from their being built in rows, which leaves but little chance of saving the entire block when a fire commences; so that on these occasions the inhabitants get completely panic-struck, and it is a very common occurrence to see people whose dwellings are at least a quarter of a mile distant from a conflagration making preparations for carrying off their household goods—a precaution not entirely unnecessary at times. I believe that the Governor has thanked the captain and officers of the *Ocean* for the services rendered. Presents of pumpkins and seaweed have been made to the men, and although these are not costly the fact of their being sent is sufficient to show that a good feeling towards them exists.

I learn from the *Nagasaki Express* that a murrain has broken out amongst the cattle in the neighbouring district, which has destroyed over 150 head very recently. A number of foreign pigs which were recently purchased and taken to Simabara have all died from the same complaint. In the Tomatz valley, where four oxen have been lost daily, disease has also broken out amongst the poultry, and has carried off a great number of fowls, geese, and ducks.

The past week, so far as it has gone, has not been wanting in amusements. On Tuesday a picnic on Pappenburg was given, to which a large number of invitations were issued. On Wednesday evening theatricals on board the *Ocean* entertained numbers of the community; while the Chinese festival, which takes place at this time of the year, has afforded a certain amount of satisfaction to new arrivals and those persons who desire to make themselves acquainted with Chinese customs.

The reported export of coals from the 1st to 6th inst. is—Takasima, 514 tons; Karatz and other kinds, 1,568 tons; total, 2,082 tons.

An active business is now being done in tea, tobacco, and wax, the two latter articles for shipment per *Zohrab*. Freight and exchange unchanged. Nebus 385 to 390 per $100.

CHINA.

SHANGHAI.

Our advices from this port extend to the 22nd Sept.; the French mail, with London dates to the 4th August, arrived out on the 17th Sept. The following summary of news is from the *North China Herald*:—

The weather has been intensely hot during the fortnight, the thermometer ranging nearly to 80 deg. by night and over 90 deg. by day—still 10 deg. over last year. The only consolation is that it cannot last much longer; indeed a heavy rainstorm on the

Digitized by Google

21st Sept. has already cooled the atmosphere somewhat, and the activity in preparations for autumn sport has not been relaxed.

Mr. R. A. Mowat has returned from leave and taken up his appointment as law secretary; and Mr. G. Jamieson, who has been acting for the past two years in that capacity, has taken his turn for furlough. Mr. Solbe, of Chefoo, has been ordered to Ningpo, and Mr. C. W. Everard, now stationed at that port, is to replace Mr. Solbe. We hear that Mr. A. S. Harvey, who has been attached to the Shanghai Consulate for the last four years, is under orders for Newchwang; he will be replaced by Mr. Margary. Mr. Ford, who has now for twelve months been acting as shipping clerk, leaves at once for Canton. We cannot allow Mr. Ford to leave Shanghai without expressing our high opinion of the manner in which he has discharged the duties of what is no doubt a difficult post.

The *Peking Gazette* of August 30th mentions the appointment of the Shanghai Taoutai to be Judge of Hunan, and the transfer to Shanghai, in his stead, of Shen Ping-cheng, late Taoutai of Chinkeang.

The agent of the Messageries Maritimes announces that the company has inaugurated regular and direct service between Marseilles and London, and *vice versa*, in connection with the Shanghai line. The departure from Marseilles for London will take place immediately after the arrival of the China mail; and steamers will leave London in due time, to connect with the steamer from Marseilles for Shanghai.

The French mail steamer last week carried away one of our oldest residents—Mr. Thomas Hanbury, who, we believe, leaves us this time "for good and aye." The occasion was taken by the Chinese to make a demonstration of respect and esteem which must have been very gratifying to its recipient. The Kung-ping compound and garden—profusely illuminated—were crowded by Chinese coming to say good-bye, amid constant discharges of Chinese fireworks, which culminated in a grand effort at the moment of Mr. Hanbury's departure, when Nanking-road fairly resounded to the explosion of crackers. Mr. Hanbury has been identified in many ways with the career of the settlement, his name is associated with many public undertakings, and he leaves behind him a record of much good work done.

It is said a little apprehension is felt in Peking as to the design of the Indian Government in trying to establish commercial relations with the Mahomedans in Yunnan; it is feared such an alliance would strengthen the latter. If so, the Chinese Government had better take steps to restore order in Yunnan, and open commercial relations themselves. One quarter of the large army which Li has in Chihli, for no conceivable purpose unless a possible foreign war, and one quarter of the funds annually lavished on arsenals, would re-conquer Yunnan in a year.

Our Tientsin correspondent writes that more heavy rain has fallen from the 11th to the 17th, and the water in the plains has risen considerably in consequence. The thermometer, too, has fallen to 50 deg., and the suffering of the country people who have sought refuge in Tientsin, and who are housed simply in matsheds, has been thus greatly increased. The price of maize, millet and other ordinary food has already risen considerably, and the villagers are selling their cattle to be slaughtered, having no means of feeding them; so that another element of distress is preparing. By-and by they will have no cattle to use for ploughing. All this prospective distress is painful enough in itself, but there is the further danger of it causing brigandage. There has been a serious disturbance at Tientsin between French and German sailors. Some of the crew of a German ship got into an altercation in a grog-shop with two sailors of the *Couleuvre*, and a number of men from the latter vessel subsequently got ashore—without, of course, the knowledge of their officers; the fact of vessels lying alongside the bund enables such evasion—and attacked several Germans, whom they wounded badly.

We mentioned, a few weeks ago, the arrival of a portion of the Cochin Chinese Embassy at Wuchang, and, the deplorable death of one of the "tribute" elephants. The Viceroy now reports that the Ambassador himself has arrived, been entertained according to his rank and to ancient custom, and started for Peking, carrying with him the bones and skin of the deceased mammoth.

The case of one Mr. Augustus Broom, who was fined $10, and bound over with two sureties to keep the peace, in consequence of an assault on an "unfortunate female," occupies considerably more space than we should have expected our contemporary, the *Herald*, to bestow on such a revolting subject. A column of this stuff in such a place seems so extraordinary that we can only attribute it to inadvertence on the part of the editor.

HONG KONG.

Dates from this port are down to the 28th Sept.; the London mail of the 18th August arrived on the 26th Sept., per Messageries steamer *Alphee*.

With reference to the movement initiated by the Hon. P. Ryrie to amend the unsatisfactory condition of the police, a meeting on which subject was reported in our issue of the 30th ult., another meeting was held on Sept. 25, which was attended by more than three hundred persons, being the largest assemblage ever collected to discuss any public question in the chair. The Hon. Mr. Ryrie was enthusiastically voted to the chair, and the feeling of the meeting was unanimous throughout. Resolutions condemnatory of the inefficiency and the high cost of the police, urging a strict investigation into the facts complained of, and expressing indignation at the inertness of the local Executive, were then passed; and a memorial to the Government was agreed to, praying for the granting of a Royal Commission to inquire into the whole facts. A vote of thanks to Mr. Ryrie and his brother justices for their prompt action in this matter was enthusiastically carried.

The Baron de Meritens has addressed a letter to the Chairman of the Chamber of Commerce respecting the cruising around, or blockade of this colony by Chinese vessels. The Baron says:—"All that it is now permitted me to say is, that my common sense refused to recognise the stoppage of vessels on the high seas under pretext of obliging them to pay a tax for importation, which at this moment is assuredly non-leviable. If this were done by a private ship, it would be called by its right name—an act of piracy. Is it not, nowadays, in fact, admitted on all hands that import duties are due only after goods have been imported? I shall pass over export duties in silence, only remarking that Hong Kong is a free port, and that in consequence there are no Customs duties payable thence. But even admitting this supposition to be erroneous, it certainly seems at first sight that any duties payable should go to the Colonial Treasury. I do not touch more at length in a letter so short upon the grave question of the freedom of the port, which in actual fact exists no longer save in the shape of a speculative theory."

The last of the Jesuit priests of San José College at Macao, the Rev. Thomas Cahill, has left in the *Sunshine* for Manila, *en route* to Australia. Before leaving Macao the reverend gentleman received a complimentary letter from the Loyal Senate.

The report of the Union Insurance Company, for which Messrs. Dent, Palmer, and Co. are London agents, shows the nett premium for the half-year to be $288,302, or an increase of $17,000 on the previous half-year. Mr. Wm. Lamann and Mr. P. Ryrie have been elected directors in room of H. B. Lemann and G. J. Helland, resigned.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates by this opportunity extend to the 7th Oct. On the 25th Sept. the P. and O. mail of 25th Aug. arrived; and on the 2nd Oct. the French mail came in, with London letters to 1st Sept.

The following is from the summary of the *Straits Times*:—

The question of the Government steamers does not appear to be at all palatable to the Legislative Council, since its discussion has been further postponed. The difference of opinion existing between the committee appointed by the Administrator and Sir Harry Ord, regarding the sort of vessel required, has apparently disturbed all the plans in train; the greater portion of the community, however, think that unless a little economy is practised in the use of the Government vessels, constant employment would be found here for two, and even for three or four steamers, provided the Secretary of State could be induced to sanction the expenditure; and the balance of public opinion is strongly against the projected new vessel altogether, fearing that she will be kept constantly on the go, as well as the *Pluto*, which is allowed little or no rest. The opposition of Earl Kimberley is viewed with general favour by the community, and it is gratifying to observe that he keeps a careful watch over the local expenditure.

The Criminal Session of the Supreme Court opened on Oct. 2nd, before Sir William Hackett, Acting Chief Justice, and closed on the 6th. There were no cases of any great importance.

The *Pluto* recently made a visit to Salangore, taking down police inspector Barnum for the purpose of obtaining evidence against the pirates who robbed and killed the crew of the junk from Penang, and were the cause of the attack on the *Pluto* and the *Rinaldo's* men at Salangore, which led to the demolition of the forts and destruction of the town by the latter vessel. The pirates, however, did their horrid work so completely, having murdered no less than thirty-four men in the junk, that difficulty has been found in obtaining sufficient evidence to convict them. The helmsman, whose life is said to have been spared so that he might pilot the vessel to Salangore, is the only surviving witness of the tragedy, and it would have been running a serious risk to allow a case of such importance to go to a jury depending mainly on the testimony of a single Chinese witness. The inspector, we understand, succeeded in obtaining further evidence, and the case will probably be tried at the next Penang criminal session.

Six of the shipwrecked company of H.M.S. *Megæra* have been brought to Java by the Dutch ship *Jan van Brakel*, Capt. de Roever, which might have taken off more of them had not bad weather prevented. The names of those brought away are—Lieutenants Roxby and Haslewood, Assistant Paymaster H. A. Cummins, Boatswain H. Chambers, and F. Barnes (seaman). From Java we learn of a violent volcanic eruption of the Ternate mountain, on the island of that name, lasting about twelve

Digitized by Google

days, and destroying a great number of houses and plantations. The inhabitants fled in terror to the neighbouring islands.

PENANG.

Dates are to the 9th Oct.; the P. and O. mail of 8th Sept. arrived out on the 7th Oct. The following items are from the *Argus*:—

We understand that although the return of Sir Harry Ord has for several months past been reported as certain, it is not even probable that he will come among us again. We are informed that Sir Harry will spend October, November, and December, on the Continent, and that he has no intention of returning to England before January next, when the question of his re assuming the reins of this Government will be considered. In the event of his returning to these Settlements, he will doubtless require some explanation from those who are at the helm of the Administration for sundry pitchforking operations of *proteges* into nice square holes, to the detriment of the public service, and no little discredit of a Government which, until Sir Harry Ord left the colony was acknowledged to be, in spite of errors, shortcomings, and offences, the very best Government these Settlements had ever seen.

On dit that his Excellency the Administrator intends paying Penang a visit.

Mr. Knight came up from Singapore by the *Arabia*, and has been engaged since in auditing the Government accounts. Mr. Knight has inspected the books of the magistrate's office at Butterworth.

In consequence of the resignation of Mr. Clark, the appointment of head master of the Free School has been given to Mr. Griffin, who arrived here in the steamer *Japan*, *via* Singapore.

The appointment of Mr. Paul P. de Oliveiro as deputy inspector of police has, we believe, been made by Captain Speedy.

Commercial Report.

(*For dates see first page.*)

—o—

IMPORTS.

YOKOHAMA.—A fair demand had continued for Grey Shirtings, but at the close the dealers were offering rather lower prices, which checked business to some extent. Moderate sales of Cotton Yarn had taken place, and at the close the market was firm. Taffachelass had been in better request, and a fair business continued to be done in Black Velvets. The market for Black Alpacas, Lastings, and Blankets showed some improvement. Quotations were as follows:—GE Grey Shirtings, 7 lbs., $2.15 to 2.20 per piece; ditto, 8¼ to 8½ lbs., $2.50 to 2.57½; ditto, 9 to 9¾ lbs., $2.82 to 2.87½; GE White Shirtings, 56 to 60 reed, $2.65 to 2.85; ditto, 64 to 72 reed, $2.90 to 3.05; T-Cloths, 6 to 7 lbs., $1.70 to 2; Turkey Red Shirtings, $2.60 to 2.70; Taffachelas, double weft, $2.85 to 3.10; ditto, single, $2.30 to 2.70; Black Velvet, $8 to 9.25; Cotton Yarn, Nos. 16 to 24, $38 to 38.50; ditto, Nos. 28 to 32, $42 to 43; ditto, Nos. 38 to 42, $40 to 41; Woollens and Mixtures—Alpaca, 42 yards, $7.40 to 7.85; Camlets, S and BBB, $13.50 to 14.50; ditto, SS, $12 to 13; ditto, SSS, $9 to 10; Cloth, medium and broad, $1 to 1.75 per yard; Lastings, $10.25 to 11.25 per piece; Long Ells, assorted, $6 to 6.50; Orleans and Lustres, plain, $3.75 to 4.25; ditto, figured, $4.50 to 5; Lead, $5.50 to 6 per picul; Iron, Nail Rod, $2.60 to 3.20; Bars, $3.50 to 4.

HIOGO.—Business was suspended for some days towards the end of August for the half-yearly native holiday, since which time there had been a small demand for Fancy Cottons and Woollens—staple goods being comparatively neglected. Cotton Yarn: The demand had been limited, and former rates were barely maintained. Grey Shirtings: These goods had also been less inquired for, and at closing current quotations could only with difficulty be obtained. Black Velvets were readily saleable at advancing rates. A small amount of business had been done in Turkey Red and Assorted Chintzes. Victoria Lawns were unsaleable. Camlets: Scarlet were asked for at a slight advance. Black Lustres continued saleable at former rates. Mousselines de Laine had been sold to a somewhat larger extent, and the value of suitable goods was fairly maintained. Blankets were somewhat higher, although no sales of importance had taken place. Quotations:—Cotton Yarn: Nos. 16 to 24, $118 to 120 per bale; 28 to 32, $128 to 130; 38 to 42, $118 to 120. Cotton Piece Goods: GE Grey Shirtings, 7 lbs., $2.20 2.25 per piece; 8¼ to 8½ lbs., $2.52 to 2.55; 9 lbs., $2.85 to 2.90. GE White Shirtings, $2.40 to 2.70; T-Cloths, 6 to 7 lbs., $1.75 to 2; Drills, Dutch, 40 yds., $3.50; Brocades and Spots, $2.50 to 2.75; Dyed, $2.90 to 3.10; Chintz, assorted, 24 yds. 30-in., $1.50 to 2.50; Turkey Red, $2.50 to 3; Turkey Red Cambrics, 3 lbs., $2.45 to 2.55; Velvets, black, $7.75 to 8; Victoria Lawns, $1.10; Taffachelass, double warp, $2.50 to 2.67; single, $2.20 to 2.50; Camlets, SS, scarlet, $16.50 to 17.

HANKOW.—There had been a fair amount of business done, and for Grey Shirtings and Drills better rates had been obtained, but there was little animation, and a slight advance asked by holders of former goods had checked further sales. Grey Shirtings: Prices were Tls. 1.71 to 1.75 for 7 lbs., and Tls. 1.90 to 1.98 for 8¼ lbs., with fair demand, but an advance generally asked; 9¾ lbs. quoted Tls. 2.40 to 2.55 per piece. White Shirtings quiet, and quoted as before. T-Cloths: Common and ordinary 6 and 7 lbs. inquired after, and sales at Tls. 1.20 to 1.25, and Tls. 1.40 to 1.45 respectively. In Mexicans nothing done. Drills; Good demand for English and Dutch freely met by holders at Tls. 2.95 to 3 for ordinary, Tls. 3.05 to 3.10 for good, and a few of the very best up to Tls. 3.15. Jeans, a small qantity of good English taken at Tls. 2.30 to 2.35. Fancy Cottons: Trifling business. Woollens and Worsteds quiet and prices a little easier. Camlets, a good assortment of CPH realised Tls. 13.55 per piece. Lead quoted higher, but demand limited, owing to the Tea season being nearly closed. Quicksilver: A sale of 20 flasks at Tls. 70.00 per picul.

SHANGHAI.—The import market had been more active in transactions, and prices had rather improved. Grey Shirtings: Price of 8¼ lb. best Eagle reached Tls. 2.00, and Red Pheasant chop 1.95, showing an advance; 7 lb sold to some extent at Tls. 1.74 for Eagle chop. Ordinary chops, had brought, comparatively, higher rates, say Tls. 1.69 to 1.73; 9 to 10 lb. unsaleable. White Shirtings: Favourite chop of 64-Reed still saleable at Tls. 2.15; ordinary barely maintained former quotations. Slight demand for 60 reeds at Tls. 1.88 to 1.94. T-Cloths: 6 lb. and 7 lb., good business at better prices. 6 lbs. Tls. 1.20 to 1.28, 7 lbs. Tls. 1.40 to 1.50. Mexicans not sought after; but moderate transactions at Tls. 1.40 to 1.47, for 6 lbs., Tls. 1.55 to 1.62 for 7lbs.; 8lb. 36-inch dull, and easier at Tls. 1.85. Drills: Small stocks and active market had led to further advance, best 15 lbs. English Tls. 3.17 per piece, lighter makes showing corresponding rise; best 15 lbs. English to arrive, Tls. 3.18. Dutch and American fully one mace higher. Jeans: Advanced, closing rates for best English 8 lbs. Tls. 2.33 to 2.35. Dutch show a rise of 3 candareens, second class of American asked for at Tls. 2.38, being an improvement of 3 candareens. Sheetings: Again lower, Tls. 3.50 to 3.62 ruling rates for ordinary to good English, best worth Tls. 3.68 to 3.73. Fancy Cottons: Unchanged. Woollens: Dull market; small sales of Camlets good chops and assortments at Tls. 13.70 to 14.00, but less favourite parcels difficult to place at considerably lower rates. Medium, and Broad Cloths, and Spanish Stripes a shade higher.

HONG KONG.—But a trifling business had been transacted during the fortnight, at prices showing little variation from those previously current. Prices of Woollens were fairly supported at previous quotations, but transactions had been on a very meagre scale. Cotton Yarn: Inquiry and sales small, at a decline in price. Good 16-24's, $115 to 116; best, $120; Nos. 28 to 32 showed a decline of $2½, $115 to 122½ being the nominal value; 38-42's $136 per bale for the very best Eagle Chop, but inferior neglected, and $125 not easily obtained. Grey Shirtings: Business restricted by high demands of importers; small sales at $2.52½ for best makes of 8¼ lbs.; 7 lbs. are nominally worth $2.15 to 2.17½, but not sought after. White Shirtings: Slight advance in qualities ranging from 60 to 72 reeds, but sales small. T-Cloths: 6lbs. 32-inch quoted about 2½c. lower, viz., $1.57½ to 1.60, with only moderate inquiry: 7 lbs. also quiet, best quality quoted $1.87½; Mexicans perfectly stagnant. Grey Twills: English in good request at an advance of 50c.; Dutch also show a slight advance; American, unchanged. Dyed and Fancy Cottons and Woollens unchanged. Metals: Nail Rod Iron not actually improved in value, but holders encouraged to hold by the tenor of advices from England, showing diminished shipments and great advance in cost. Bar Iron been actively inquired after, probably for shipment to the North, at $2.45 to 3.70; Hoop advanced 10c. Quicksilver advanced $2 to 3. Lead, no alteration, demand very limited.

MANILA.—The market for Piece Goods had been very quiet, and the business done during the fortnight had been very limited. There was little alteration in values, most holders being unwilling to make any concession, and for some staples higher rates were asked, although little progress had been made at advanced prices. White Shirtings: 33-36-in. x 40 yds. demand very moderate at about late rates; sales small, some importers holding for an advance. Grey Shirtings, 39 yds.: Very low prices accepted for 6 lbs., of which a fair quantity had been disposed of; 8¼ lbs. firm at quotations:—6 lbs. at $2.18¾ to 2.25; 7lbs. at $2.62½; 8¼ lbs. at $3.12½. Grey Long Cloths, 36-39-in. 36 yds.: Inquiry very poor and few sales made. Grey T-Cloths: Demand somewhat improved during the fortnight, sales made to a fair extent at—6 lbs., $2.12½; 7 lbs., $2.37½ to 2.50 per 24 yds.

BATAVIA.—Madapollams: English White, seldom inquired for; Grey in slight demand. Shirtings: Dutch White, sales; English White 36 and 40-inch, saleable at a decline, 45-inch weaker in value. Grey: 7 lbs. occasionally wanted at low prices. Cambrics: No. 15/16 good quite saleable. Drills: Both Dutch and English in very little demand, and offered at low prices. Jaconets: Little demand. T. R. Cloth: Without improvement. Mule Twist: Stocks excessive.

SINGAPORE.—We are indebted to Messrs. Boustead and Co. for the following:—39-inch Grey Shirtings; demand during the fortnight light, sales small at $2.50 for 8¼ lbs., $2.12½ for 7 lbs., and $1.80 for 6 lbs. 45-inch: 9 lbs inquired for at $2.85 to 2.87½; 8 lbs. limited inquiry at $2.45 to 2.47½, other weights dull. 32 inch Grey T-Cloths unchanged in value, but only best qualities are saleable. Grey Madapollams: Some inquiry for 2¾ lbs.; small transactions in 3 lbs. at $18 to 18.50. Grey Supers: Moderate inquiry for No. 1 at $1.95 to 1.97½, little doing in No. 2 at $2.05 to 2.07½, No. 3 very dull at $2.15. White Shirtings: Fair business in medium and fine qualities at last rates, low dull. 45-nch: Inquiry very limited at $3.45 to 3.47½ for 64 reed. Woollen Goods: No transactions reported in Camlets; 12 lbs. Scarlet Long Ells held for $7.50, but no buyers. Spanish Stripes only saleable at low rates; Brocade Lustres neglected; Lastings very dull; 5 lbs. Scarlet Bombazettes out of demand, and quoted nominally $2.95 to 3. Grey Yarn: Moderate sales of 40's at $113 to 115, but dealers making lower offers; 30's held firmly at $109; 18-24's dull at $92½ to 95. Govan Flat Bar Iron: None here; Round and Square in small inquiry. Nail-rods: A sale at $2.50; stocks moderate. Hoop is inquired for, but holders asking higher prices, which stops business. Lead improved; L. B. sold for $5.45 cash.

PENANG.—The import market was extremely dull. Stocks had been largely increased. Owing to an almost entire absence of demand it was impossible to effect sales. Quotations were nominally unaltered.

Digitized by Google

EXPORTS.

TEA.

YOKOHOMA.—A large business had been done since our last report, and settlements from the 6th Sept. to date amounted to 9,000 piculs, making the total for the month about 16,000 piculs; these latter settlements had been made at slightly easier prices for Common and Medium grades, but all Fine leaf being scarce, maintained its value; at the close for this mail there seemed to be a firmness on the part of holders, but as supplies still came forward freely, it was not expected that any decided advance in prices could be maintained; stocks were slightly reduced and consisted principally of Common and Medium leaf. The Arizona took 543,621 lbs. for New York, and 61,075 lbs. for San Francisco; the Naworth Castle and Gaucho had sailed for San Francisco with 130,017 lbs. and 135,096 lbs. respectively, and the Flying Spur for New York with 330,099 lbs. from this port, and 116,000 lbs. from Hiogo. The Fiery Cross, Black Prince, and Mikado, were loading for New York, and the Devana, 795 tons, was offered for the same port. Quotations were:—Common $19.00 to 22.00 per picul, Good Common $23.00 to 25.00, Medium $26.00 to 30.00, Good Medium $31.00 to 33.00, Fine $35.00 to 40.00, Finest $42.00 to 50.00, Choice $52.00 upwards.

HIOGO.—Prices had declined steadily during the month, and quotations showed a large difference as compared with those published in our last report. Settlements had amounted to 4,200 to 4,300 piculs, leaving an estimated stock of 5,000 to 6,000 piculs. The British barque Adriatic, about 500 tons, was engaged full for New York. Quotations:—Common, $18 to 21 per picul; good common, $22 to 25; medium, $26 to 30; good medium, $31 to 35; fine, $36 to 43; finest, $44 to 49; choice, $50 to 55; choicest, $56 and upwards.

HANKOW.—Arrivals for the fortnight, though moderate, were nearly up to the former seasons at the corresponding period. A larger business than for some time past must be noted, owing to Russian buyers taking everything over common Congou at a slight advance; Tls. 15 to 16 still remained a favourite price, and the bulk of the business had been done at these rates. Transactions for the fortnight:—Settlements, 10,200, chests; shipments, 10,000 chests; Stock, 3,000 chests. Quotations were:—Oopacks, common to fair, Tls. 14¼ to 16¾; Oonams, common, to fair, Tls. 9 to 12¾.

KIUKIANG.—Black Teas: Prices slightly lower, but only four chops settled. Thirty-two chops forwarded to Shanghai on native account. Green Teas: No settlements, but liberal shipments forwarded to Shanghai for realisation there.

SHANGHAI.—Black Teas: Early in the fortnight there was a good inquiry for the better kinds of Oopack and Ningchow, rather free settlements being made at former rates; but as these became scarce there was less doing, and any chops with character above the average of those on offer became saleable at better rates for sellers. In the lower grades of Ningchows and Hohows there had not been much doing, but about 18 to 20 chops Shuntam-packed Tea had been settled towards the close at 9½d. to 10¼d., showing a lower quotation by Tl. 1 per picul, which was, however, reduced by inferiority of quality. Export to date showed the same excess as in our last report, viz., about 12,000,000 lbs., with a stock of 25,000 chests, against 85,000 chests same time last year, and as supplies were coming forward in but small quantities, this increase would probably be considerably diminished. Prices.—The only material change had been for Shuntam-packed Teas, which were quoted, Tls. 0.5 to 1 lower. Common Hohows taken to a limited extent at Tls. 16 to 17. Common to fair Oopack and Ningchows Tls. 17.5 to 18.5, and fair to medium Tls. 19 to 21, a few of better quality bringing Tls. 21.5 0 to 23, and Oonfas, common to fair Tls. 17.7.5 to 19, medium Tls. 20 to 21. Closing transactions showed a light advance on last mail's rates for all except commonest kinds. Green Teas: Considerable transactions effected, although not quite so heavy as during the previous fortnight; settlements, 44,500 half-chests and 18,000 boxes; principal demand had been for finest kinds for the American market, and prices had, in consequence, been fully maintained. Pingsueys and medium Fychows had not been in such request, and settlements could be made on more favourable terms. Pingsueys had ranged from Tls. 25.7.5 to 53.5.0, Fychows Tls. 32 to 48. Teenkai and Moyunes Tls. 40 to 49.5.0, and one chop Shanghai packed had been sold at Tls. 37.5.0 proportion.

FOOCHOW.—As teamen had evinced some desire to realise their stocks of Congous at the quotations ruling for last mail, rather large transactions had resulted, and at the close there was a somewhat brisk demand. Common descriptions had not altered in value, and were less inquired for. Neither Souchongs nor Scented Teas showed any change in quotations. Of Oolongs the settlements of about 28,000 half-chests at irregular prices was reported, and in some cases a reduction of two taels from last quotations had been noticeable, whilst other purchases showed no alteration; two or three fine strings recently settled had been secured at fully the decline named, but these Teas contained a very considerable percentage of dust, which, of course, greatly detracts from their value. Teamen exhibited great firmness on their part. The total supply for the season was estimated at not less than 200,000 half-chests. Settlements had been:—Congou, 27,646 chests—Tls. 6.8 to 11.8 o.b. for dust to broken leaf, Tls. 12 to 15.3 o.b. for leafy to ordinary, Tls. 15.5 to 17.8 o.b. for fair to good common, Tls. 18.8 to 24.3 o.b. for flavoury to medium. Souchong, 3,848 chests—Tls. 16.8 to 22.3 o.b. for common to medium, Tls. 22.3 to 27.8 o.b. for good medium. Oolong, 27,990 half-chests—Tls. 18.5 o.b. for very inferior common, Tls. 19.3 to 21.3 o.b. for common to fair cargo, Tls. 22.8 to 26.3 o.b. for good cargo, Tls. 27.8 to 30.8 o.b. for superior cargo, Tls. 33.8 to 41.8 o.b. for fine to finest, Tls. 46.8 to 53.8 o.b. for choice to choicest, Tls. 62 8 o.b. for extra choicest. Scented Teas, 3,200 boxes—Tls. 19.3 to 21.8 o.b. for common to medium. Flowery Pekoe, 532 chests, at Tls. 25.8 to 38.8 o.b.

AMOY.—The market had been very quiet with no business doing in Ooloongs; settlements of these Teas during the fortnight had been small, and as all immediate wants had been supplied lower prices were expected to rule, although Teamen had displayed no disposition to make concessions. The Star of China had sailed, and the Ching-too was expected to leave shortly.

CANTON.—There had been a fair business in progress in Scented kinds, induced to a great extent by the moderate ideas of holders. Scented Orange Pekoes had been settled at a decline of Tl. 1 per picul, and the principal purchases had been in medium grades of long leaf, at Tls. 20 to 23 per picul. Scented Capers showed a similar reduction for fair to medium quality, which, with the exception of 4,000 to 5,000 boxes of very low spurious character bought at Tls. 10½, comprised the settlements. Canton Greens: Gunpowders and Imperials had realised rates on a par with those previously current, and a portion of the settlements were reported for the Continent.

SILK.

YOKOHAMA.—The market had been much quieter since the date of our last report; settlements were estimated at about 600 bales. No change had taken place in prices, with the exception of Oshus, best classes of which were rather firmer. Dealers were very anxious to get rid of inferior Hanks, but best classes, being very scarce, still commanded full rates. Silkworms' Eggs: Total arrivals about 1,500,000 cards, of which 250,000 had been purchased. Prices $2 to 2.50 for the best cards, and $1.50 to 2 for No. 2 quality. Quotations:—Oshu, best, 30s. 3d. to 32s.; medium, 26s. 9d. to 28s. 3d.; inferior, 24s. 3d. to 25s. 9d.

HIOGO.—Supplies had been brought forward to a moderate extent during the month, and settlements to the amount of 125 bales of 80 catties had been made. Dealers had been very firm and had endeavoured to establish an advance, but the bulk of settlements had been made on a parity with last quotations. At the close, higher prices were demanded, but without resulting in business. Quotations are those actually paid, viz.: Idah (Bricks).—Fair, $640 to 660; Sodai, medium, $600 to 620; Nagahama, medium to common, $500 to 560; Tamba and Tasima, medium to fine, $550 to 580 per picul.

SHANGHAI.—Messrs. C. J. Skeggs and Co. report as follows: The French mail of the 16th Sept. took only 355 bales (268 for the Continent and 87 for England) and the then tenor of home news led to the hope of lower prices being established here; later on, however, public telegrams gave London quotations a shade better, and the consequence has been renewed activity during the last few days, resulting in the settlement of about 1,500 bales at prices showing fully 10 to 15 taels advance on those current a fortnight ago. Chops have been in more request and have been taken at from 5 to 10 taels higher, and a considerable quantity of re-reels go forward at the parity of 28s. to 29s. The following are a few of the leading quotations, and the market closes very firm, stocks being much reduced:—Koon-fong-sing and Chooping for No. 3, with usual assortment, 29s. 10d.; "Tae Ho" Changling, 29s. 10d.; Dragon for No. 3, with usual assortment, 29s. 10d.; Cock and Worm, 29s. 7d.; Gold Lion, No. 1 and 2, 28s. and 27s.; Kukee Chin Jan held for 27s. 3d.; Blue Elephant, 26s. 6d. to 26s. 9d.; Red Peacock, 26s. 3d. to 26s. 6d.

CANTON.—The market has been firm during the fortnight at former quotations. The bulk of the stock on offer consisted of medium classes of Tsatlee, and there was but a small proportion of so called market No. 1. Fine silk, of both long and short reels, continued very scarce. The settlements for the season already amounted to 7,760 bales, so that, notwithstanding the partial failure of the fifth crop, the total export may be expected to exceed 12,000 bales.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack: f.97.50 per leaguer, sales. Mace: f.275 to f.280 per picul, arrivals and sales. Gum Damar: f.35.50 per picul, sales. India-rubber: f.110 to f.120 per picul, scarce. Gutta Percha: f.70 to f.150 per picul, best quality in demand. Hides: Cow, f.35 to f.45; Buffalo, f.22 to f.28 per lb., sales. Indigo: f.4.50 to f.4.70, in demand; first quality scarce. Coffee: f.35 to f.38, sales according to quality. Cloves: f.30 per picul, nominal. Nutmegs: f.170 to f.225 per picul, sales. Pepper: Black, f.30 per picul, scarce. Rice: No stocks. Sugar: The Government sale on Sept. 27 averaged 150,000 piculs at f.15.61. Tin: Billiton, an auction of 7,800 piculs advertised for Oct. 6.

SINGAPORE.—Tin had been in less demand since last mail and was easier to buy. Gambier had advanced very considerably owing to better advices from Europe. Black Pepper continued in great request, but there was none procurable. Bontyne Coffee sold at a high figure and the market was cleared. Sago Flour in brisk demand and prices advanced 10 to 15c. per picul. Buffalo Hides of best quality in demand. India and Borneo Rubber higher. Gutta Percha without change. Nutmegs and Mace again placed at an advance on former prices.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5¼d.	4s. 5¾d.	4s. 5¾d.
Shanghai ,, ,, ...	5s. 11½d.	6s. 0d.	6s. 0½d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 3¾d.	4s. 4¼d.	4s. 4¼d.
Singapore ,, ,, ...	4s. 4¾d.	4s. 4¾d.	4s. 5¼d.
Manila ,, ,, ...	4s. 2d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	306½	221½
,, Hong Kong	27¼ to 27¾ dis.	—
Bar silver	111.5.0	10 prem.
Mexican dollars	77.2.0	2½ prem.

Digitized by Google

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 70 per cent. prem.
Hong Kong Gas Company, 62 dols. per share.
Hong Kong and Whampoa Dock, 22 to 23 per cent. discount.
China Traders' Insurance, 2,400 dols. premium.
Hotel shares, 61 per cent. discount.
Hong Kong and Macao Steamboat Company, 38 dols. premium.
Hong Kong Fire Insurance Company, 370 to 372 dols. premium.
Union Insurance Company, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 95 premium.
China Fire Insurance Company, 72 dols. premium.
Victoria Fire Insurance Company, 70 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par ex div.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $13 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls. 90 premium.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Aug. 31, 1871	—	50513348	23294866	—	7272847	81081061	26210
Corresponding period last season.....	10826	38545906	15634194	—	4073399	58264325	

Shipments Since:

Sept. 7 per Menelaus (str.)	From Shanghai	...1,389,970	
— 12 ... Derwent	... Do.	... 851,339	
— 13 ... Avona	... Do.	... 960,519	
— 15 ... Hindostan (str.)	... Do.	... 104,289	2,251
— 20 ... Glensannox (str.)	... Do.	...1,159,835	
— 22 ... Peiho (str.)	... Do.	... —	722

TO THE CONTINENT.

							Bales.
From June 1 to Aug. 31, 1871	...	...	...	...	...	2021734	5758
Corresponding period last season.....	...	...	...	...	...	62657	813

Shipments Since:

Sept. 15 per Hindostan (str.)	From Shanghai, &c.	... —	908
— 22 ... Peiho (str.)	... Do.	... 6,000	513

TO UNITED STATES.

							Pcls.
From June 1 to Aug. 31, 1871	...	...	...	...	...	11343581	1017
Corresponding period last season.....	...	...	...	...	...	8757997	719

Shipments Since:

Sept. 11 per New York (str,)	From Shanghai	... 451,290
— 12 ... Serica	... Do.	... 855,430

TO AUSTRALIA.

From June 1 to Aug. 31, 1871 ... ... 8,498,379 lbs
Corresponding period last year 5,788,463

Shipments Since: None.

LATEST TELEGRAMS.

THE WRECK OF THE "RANGOON."

GALLE, Nov. 8.—The Peninsular and Oriental Company's steamer *Behar* sailed for Australia at 10 a.m. to-day. Divers at the wreck of the *Rangoon* are still unsuccessful. Current, four knots.

COMMERCIAL.

CHINA.

(RECEIVED Nov. 10.)

SHANGHAI, Nov. 9.—Cotton piece goods very dull. Silk, No. 3 Tsatlee, Tls. 590. Tea freight £3. Exchange on London: bank bills six m.s., 6s. 1d. Mexican Dollars, Tls. 75.4.0.

HONG KONG, Nov. 9.—Cotton piece goods very quiet. Exchange on London: bank bills six m.s., 4s. 4⅜d.

STRAITS SETTLEMENTS.

(RECEIVED Nov. 8.)

SINGAPORE, Nov. 8.—Grey Shirtings, 8¼ lbs., $2.47; 7 lbs., $2.15; T-Cloths, 6 lbs., $1.62½; Mule Twist, 40's, $115; 16-24, $92½; Gambier, $3.27½; Pepper, Black, $14; White do., $23¼; Tin, $35½. Exchange on London: Bank bills, six m.s., 4s. 5d.

PENANG, Nov. 8.—Grey Shirtings, 8¼ lbs., $2.45 per piece; T-Cloths, 6 lbs., $32 per corge; Mule Twist, 30's, $102 per bale; 40's, $110. Tin, $35 per picul. Pepper: Black, $14.50; White, $27. Exchange on London: Bank bills, six m.s., 4s. 5d.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Sept. 20, Min.

At SHANGHAI.—From Cardiff, Sept. 18, Early Morn; from Hamburg, Margarita; from New York, 20, Mary Whitridge; from London, Elizabeth Graham (reported by telegram).

At HONG KONG and CANTON.—From Cardiff, Sept. 23, Ellen Blowse; from Hamburg, 25, Prince Waldemar; from Liverpool, Nov. 6, Ulysses (str.) (reported by telegram).

At MANILA.—From Newcastle, Sept. 21, James Hannell; from Hamburg, 18, Hudda.

At SINGAPORE.—From London, Sept. 30, Enterprise (str.); Oct. 2, Kate Carnie; from Liverpool, 7, Hector (str.); from London Nola, Dan.

At BATAVIA.—From Newcastle, Sept. 15, Anna Johanna; 27, Anna Sophia; from Cardiff, Nestor; from Texel, A.M.E.; from Holland, previous to Nov. 1, Kosmopoliet II., and Kosmopoliet III. (reported by telegram).

At PENANG.—From London, Oct. 7, Eleanor; from Liverpool, 5, Hector (str.); from Glasgow, Albay (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Sept. 18, Flying Spur.

From SHANGHAI.—For London, Sept. 7, Daylight; 14, Derwent, Avona; for New York, 9, Serica; for London, Oct. 23, Elisabeth Graham (reported by telegram).

From FOOCHOW.—For London, Sept. 14, Hong Kong (str.).

From HONG KONG and CANTON.—For New York, Sept. 27, Star of China.

From MANILA.—For London, Sept. 18, Estrella; for Liverpool, 7, Elise; for Falmouth, 29, Lake Constance; for New York, 16, Nestor; for Boston, 20, Lochnagar; 22, Bunker Hill.

From SINGAPORE.—For London, Sept. 30, South Africa (str.); Oct. 2, Glensannox; for Glasgow, 2, Archos; for Marseilles, Sept. 29, Amitie.

From BATAVIA.—For Holland, Sept. 17, Elly; 21, Sunda; for Rotterdam, 26, Amazon; 28, Otto, Veritas.

From PENANG.—For London, Sept. 27, Hong Kong (str.); for New York, Oct. 4, Enock Train.

VESSELS LOADING.

At YOKOHAMA.—For New York, Fiery Cross, Black Prince, Devana, Mikado.

At HIOGO.—For London, River Avon; for New York, Adriatic.

At SHANGHAI.—For London, Centurian, Fort Regent, Guinevere, Hope, Constantia, Seatoller, Athol (str.); for New York, City of Aberdeen, Endeavour, Midnight, N. B. Palmer, Taitsing, Tonbridge, Willy Rickmers.

At FOOCHOW.—For London, Holmsdale, Thyatira; for New York, Yangtsze, Kelso.

At HONG KONG and CANTON. — For London, Ottercaps, Veronica (full), Chanticleer, Burdwan; for New York, Feiga, St. Pauli, Glance, R. Fletcher, Birdston, Lord Macaulay.

At MANILA.—For New York, Clytie, Asa Eldridge, Sea Flower, Mutlah; for Boston, Galatea, Mariano; for Spain, Chica.

At CEBU.—For Liverpool, Mic-Mac, Sarah Nicholson, Glamorganshire, Amigos.

At ILO ILO.—For Channel, Monsoon, Banda.

At SINGAPORE.—For London, Agra; for Marseilles, Guillaume Tell; for Havre, Albertina; for New York, Adolph, Mary Nelson.

At PENANG.—For London, Cutwater, Peri.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—Nothing loading for London.; to New York £3 per ton of 40 feet.

At HIOGO.—To London £2 15s.; to New York £2 15s.

At SHANGHAI.—To London, £3 sailing vessels; £3 10s. steamers; to New York, £3 to £3 10s.

At HONG KONG AND CANTON.—To London, £3 per ton of 50 cubic feet; to New York, £2 10s. to £2 17s. per ton of 40 feet.

At MANILA.—The Sir Jamsetjee Family (1,049 tons) is offering to take Sugar to London at £2 5s. per ton.

At SINGAPORE.—The rate for London is £2 10s. to £2 15s. deadweight; £3 to £3 5s. light freight.

At BATAVIA.—For Channel (f.o.), £4; for Rotterdam, f.77.50 Rice.

At PENANG.—To London, £3 5s. per ton dead weight.

CASUALTIES.

The Geraint, of Greenock (official number 55,457), sailed from Cardiff on March 1 last, with coals, for Shanghai, and has not since been heard of.

The Azoff, lately bought by Messrs. Douglass, Lapraik, and Co., is supposed to be lost near Amoy.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Sept. 15	Pouleguen	Marseilles	Saigon
,, —	Salem	Hong Kong	Hamburg
,, 16	Agnes	Cardiff	Hong Kong
,, 17	Ellen Muwroer	Liverpool	..
,, 18	Elly	Batavia	Rotterdam
,, 19	Pitunia	Rio Janeiro	Batavia
,, —	Dilkhoosh	Singapore	London
,, 20	Genpur Coaud	Rio Janeiro	Saigon
,, 21	Marlborough	Zebu	London
,, —	Ailsa	London	Shanghai
,, —	Nestor	Cardiff	Batavia
,, —	Anna and Sophia	Newcastle	Do.
,, —	Rollo	London	Hong Kong

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 2, off Queenstown, from Maulmain, for Portsmouth, Ardberg; from Singapore, for Liverpool, Bothwell Castle; 7, off Plymouth, from Rangoon, Gloucester; 9, off Prawle Point, from Foochow, Duke of Abercorn; 10, at Deal, from China &c., Oberon; at Falmouth, from Maulmain, Matura; at Liverpool, from Rangoon, Margaret Galbraith; at Deal, from Ilo Ilo, Hengist; at Falmouth, from Ilo Ilo, Assyrian; at Liverpool, from Rangoon, Lady Douglas; Sept. 27, at Callao, from Hong Kong, Alsen; Oct. 10, Energie; Nov. 11, at Deal, from Japan, Albyn's Isle; at Falmouth, from Rangoon, Belle.

DEPARTURES.—Nov. 8, from Newcastle, for Singapore, St. Paul; 9, from London, for Colombo, Spirit of the North; 8, from Falmouth,

Digitized by Google

for Singapore, Elizabeth Anne, after replacing anchor and chain; from Cronstadt, for River Amoor, Irene; Nov. 8, from Hamburg, for Hong Kong, Albatros; Sept. 18, from Callao, for China, Fray Bentos; Oct. 1, for Hong Kong, Clotilde.

SPOKEN.—Antipodes (barque), Philippine Isles [to Falmouth, Oct. 24, 39 N., 33 W.

LAID ON.—At London, for Colombo, &c. (via S.C.), Red Gauntlet (str.); for Penang, Singapore, Hong Kong, and Shanghai (via S.C.), Hong Kong (str.); at Liverpool, for Hong Kong (via Cardiff), St. Andrew's Castle; at Glasgow, for Penang, Singapore, Hong Kong, Shanghai, and Japan (via London and S.C.), Glenroye (str.); for Hong Kong, William Fruing.

MISCELLANEOUS.—At St. Helena, Oct. 2, Antipodes, Tostrack, from Manila, and sailed, 5, for Liverpool; 4, Isabelle and Henriette, Martin, from Saigon, and sailed, 6, for Monte Video; 5, Johanna, Rossingh, from Batavia, and sailed for Amsterdam; 10, L. C. Brus, from Saigon, and sailed, 12, for Belle Isle; 11, Minister Fransen v.d. Putte, Brouwmeister, from Batavia, and sailed for Rotterdam after temporary repairs. Off St. Helena, Oct. 1, Voolichter, from Batavia, for Amsterdam; 5, John O'Gaunt, from Manila, for London. The Geeraint, of Greenock (off. No. 55,457), Ponsonby, which sailed from Cardiff on March 1 last, with coals for Shanghai, has been posted by the committee of Lloyd's as a missing vessel, not having since been heard of.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

ADAMSON—On the 1st Oct., at Woodside, Singapore, the wife of William Adamson, Esq., of a son.

EDGAR—On the 6th Oct., at Singapore, Mrs. G. Edgar, of a son.

LISTER—On the 25th Sept., at No. 2, West-terrace, Hong Kong, the wife of Alfred Lister, Esq., of a son.

LITTLE—On the 14th Sept., at Shanghai, the wife of Dr. Little, of a daughter.

OWEN—On the 31st Oct., at Downton Vicarage, Wilts, the widow of the late Charles Owen, Esq., barrister-at-law, Senior Magistrate, Straits Settlements, of a daughter.

WALKER—On the 19th Sept., at Yokohama, the wife of F. D. Walker, Esq., of a son

ROBERTSON—On the 26th Sept., at Osborne-house, Singapore, Mrs. Robertson, of a son.

MARRIAGES.

GREIG—ANNINGSON.—On the 26th Sept., at the Catholic Cathedral, Hong Kong, J. Greig, Esq., of the P. and O. Company, to Lelia, relict of the late J. L. Anningson, Esq.

JACKSON—DARE.—On the 19th Sept., at H.B.M.'s Legation, Yokohama, and afterwards at Christ Church, Yokohama, by the Rev. M. B. Bailey, H.B.M.'s Consular Chaplain, Thomas Jackson, Esq., of the Hong Kong and Shanghai Banking Corporation, to Amelia Lydia, fifth daughter of the late George Julius Dare.

MORSE—CENTER.—On the 9th Sept., at the residence of the bride's brother, Hogo, by the Rev. A. R. Morris, of the American Episcopal Mission, W. H. Morse, Esq., of Boston, U.S.A., to Miss Virginia Center, daughter of A. J. Center, Esq., New York.

DEATHS.

GARDNER—On the 14th Oct., at the British Legation, Peking, Robert Gardner, M.A. aged 21, only surviving child of the late E. Gardner, Esq. (By telegram.)

LAND—On the 13th Sept., at Kelung, Formosa, Auguste, the beloved wife of Y. M Land, aged 28.

PRESTON—On the 28th Aug., at Kobe, John William Preston, aged 14 years.

RITCHIE—On the 6th Nov., at 3, Stanley-terrace, Brighton-street, Seacombe, Cheshire, Henry Ritchie, Esq., late of Colombo, Ceylon, aged 58. Friends will kindly accept this intimation.

TULLIS—On the 2nd Sept., at Yokohama, of disease of the heart, Charles M. Tullis late master of s.s. *Attalante*.

THE SUEZ CANAL.—The receipts of the Suez Canal during the nine months, January to October, 1871, amounted to 7,736,000f., against 4,446,000f. for the same period last year. These receipts must, however, be doubled to cover the expense of working and maintenance, and the interest on the obligations.

THE ODESSA STEAMERS.—The new Russian line of steamers from Odessa to India and China are beginning to attract considerable attention at Calcutta. The only difficulty, it is said, is the return cargo; and then, with a railway from Odessa northward, Russia, so far as the India and China trade is concerned, may be independent of the long routes by Siberia and Central Asia. There does not appear in India to be any spirit of opposition to the new trade, but rather a wish to see it take firm root and grow.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton, on the 11th inst., was, in gold, to Alexandria, £43.000; to Galle, £805; to Bombay, £31,800; to Madras, £16,573; to Calcutta, £5,000; in silver, to Bombay, £62,500; to Calcutta, £108,300; to Penang, £22,500; to Singapore, £20,000; to Hong Kong, £50,477; to Shanghai, £30,800; total, in gold, £97,178; in silver, £294,577.

THE RUSSIAN BANK.—The Russian Bank for Foreign Trade, constituted by Imperial ukase, with a capital of seven and a-half million roubles, has opened its London branch at 6, Nicholas-lane. The council is composed of merchants of the first standing in St. Petersburg, Moscow, and Odessa, and the members of the Board in London are Messrs. B. W. Currie, A. J. Eden, Charles Magniac, M.P., and J. U. Truninger.

THE steamer *Hong Kong*, from Foochow, has just completed another voyage. The outward passage to Hong Kong was accomplished in forty-eight days; homeward in fifty-three. She left Foochow on the 14th Sept., Singapore 25th, Penang 27th, Suez 19th Oct., and arrived off the Isle of Wight on Nov. 7.

MR. ROBERTSON'S REPORT ON JAPAN SILK.

We have received Mr. Consul Robertson's report of his journey to investigate the causes of the growing deterioration in Japanese silk, and the best remedies for it. Mr. Robertson was accompanied by Messrs. Jaquemot, Strachan, and Walter. Mr. Jaquemot has been for many years in the silk trade, and was mainly concerned in drawing up the report of the committee of the Chamber of Commerce. Mr. Strachan is an extensive shipper of silk; and Mr. Walter is the Yokohama silk inspector of Messrs. Jardine, Matheson, and Co.

Mr. Robertson estimates the ground gone over at 222 miles, from which he would give the distances from place to place as follows:—

	Miles.
Yedo to Kawagoye ...	30
Kawagoye to Ogawa	23
Ogawa to Kogano ...	25
Kogano to Shimokogoye	30
Shimokogoye to Shimonita ...	21
Shimonita to Tomioka	9
Tomioka to Annaka...	6
Annaka to Maebashi ..	15
Maebashi to Shimamura	28
Shimamura to Yedo...	35

It was gratifying everywhere to find the willingness with which any remark on their industry was listened to by the natives, and the apparent readiness to adopt any plan suggested with a view of insuring their own profits; but this apparent readiness on the part of the Japanese is often only on the surface, and although good advice may be willingly if not eagerly listened to, it has been pretty well the experience of foreigners all over Japan that a good practical lesson in the way of diminished profits is the best way of appealing to the native common sense.

It was satisfactory to learn that the attention of Japanese is drawn far more than formerly to care in the cultivation of the mulberry, and that instead, as they were wont to do, of exhausting the mulberry by using the one tree for thirty, forty, or even fifty years, the tree is now discarded after being only twenty years in use.

The majority of the Japanese believe that the "uji" is beyond the skill of human treatment, and that unless the percentage in any one year is excessive, its presence in the worm is not of much moment.

"Given," said Mr. Robertson's informant, "70 per cent. as a fair average of 'uji,' it was rarely that more than 25 per cent. of the worms were set apart for seed, and the freedom of this percentage from 'uji' could be counted on. True, in a few instances the 'uji' almost defied detection; but the loss on that account did not amount to 2 per cent., while of the 75 per cent. set aside for reeling, the 'uji' was killed simultaneously with the chrysalide in the drying process, and its presence did not deteriorate the quality of the silk."

To the native mind the "uji" scarcely comes under the category of diseases. The natives persist in attributing its presence in the body of the worm to the latter having eaten bad leaves, and yet they cannot account for the second crop of bivoltini fed on the same leaves being almost invariably free from the parasite.

For the production of one card of eggs, 80 "me" (Japanese weight) of cocoons are required, giving in numbers 260 moths male and female. 160 "me" go to the catty, the catty being equal to 1⅓ lbs. avoirdupois. It would seem that the cultivation of the mulberry in Japan has increased 25 per cent. since the Treaties of 1859, which is interesting to note as showing how foreign intercourse has stimulated the silk trade.

The market had already opened, prices commencing at 32 "me" (Japanese weight). In their transactions amongst themselves Japanese make the "rio" their basis, and silk is bought or sold at the weight that the "rio" may command. Thus, a Japanese will never speak of silk being at so many dollars or "bus," but will say that silk is 32 "me," 37 or 40 "me," as the case may be. Thirty-two "me" would be equal to about $500 a picul, which, with charges, would lay down at Yokohama at about $550.

Mr. Robertson found the merchants fully alive to the advantages to be derived from carrying out the suggestions comprised in the pamphlet sent out from the Chamber of Commerce, and of which several copies had already found their way direct from Yokohama through native sources, and 2,000 copies were distributed by him.

The advantage of machinery over hand labour for reeling did not impress them very strongly. It seems that two hanks—the one reeled by hand, the other by machinery—had already been tested in Yokohama; and although that reeled by machinery was found to have more nerve, it was, on the whole, inferior to that reeled by hand. But this is easily accounted for in that the machinery in use at Maebashi is of the crudest kind, while the hank reeled off by hand was probably the work of the most skilful reelers procurable.

Mr. Robertson received the greatest courtesy and kindness from the Japanese officials, and the result of his inquiries is that the gradual deterioration of silk in Japan that has now been going on for some time past is mainly attributable to the almost unlimited export of annual seed.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.
No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.
A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

The London & China Telegraph.

LONDON: MONDAY, NOV. 13, 1871.

MR. LAY, THE EX-INSPECTOR-GENERAL OF CUSTOMS, ON OUR PRESENT POSITION.

AMONGST a great deal that is obscure, and much that is not accurate, the letter of Mr. LAY to the Editor of *The Times* (which we published in our last issue) contains many thoughtful reflections, and perhaps conveys as truthful a view of the situation in China as (bearing in mind the source of its inspiration) could be found anywhere. It is, of course, a palpable piece of inconsistency for Mr. LAY to write now in opposition to our support of the Government of China, seeing that at the time when he was Inspector-General of Customs he, in concert with Captain SHERARD OSBORN, organised a flotilla for the defence of the Manchu dynasty; but Mr. LAY's slight obliviousness on this part of his subject does not by any means lessen the effect of his testimony to the fact that "we are on the verge of difficul-"ties with China, and that the cost of our success in "overcoming them must necessarily depend on the course "we pursue at the present juncture. It is to be feared "that nothing short of a massacre upon a gigantic scale "will open the eyes of those to whom the direction of our "affairs in China is entrusted." We must confess that we share this fear, but only so far as the Government is concerned. We feel certain that the great body of the English public is heart and soul with the missionary movement; and that, if any such terrible event as "a massacre on a gigantic scale" were perpetrated among foreigners in China, the crime of having caused it would be at once charged, not against the bigots of the Far East, but against the ignorant and apathetic Ministers of the West—the men who are now paltering with the great question of the revisal of our treaties, and the men who, we fear, are watching with sympathy not unalloyed with interest, the tentative articles and letters just begun to be published in *The Times*.

It is always more painful than difficult to reason with an opponent in the press who will admit into his columns only one side of an argument. *Audi alteram partem* is a precept which our countrymen are never likely to see violated without as much suspicion as indignation. It is, therefore, with peculiar regret that we feel called upon to allude to the significant phrase, "refused admittance into *The Times*," which we find in the letter of our correspondent "M. N." (published in our last issue). The truth is, that "M. N.'s" rejected letter completely demolished the sophisms of *The Times*. The influence of *The Times* may not be what it was—in fact, we know it is not—but still it is considerable, and with the present CHANCELLOR of the EXCHEQUER in power, it possesses a weight not always thrown into the right scale. It becomes, therefore, the duty of every Englishman, who has the honour of his country at heart, to watch any manœuvres that may be made by the "leading journal" in the "silly season" with jealous interest. Merchants and missionaries may have different and sometimes incompatible interests; but the duty of all true-hearted Englishmen as Christians is clear. It is not possible for us without forfeiture of honour, and abnegation of future progress, to abandon one tittle of the treaty rights it has cost us so much to acquire; nor is it compatible with the dignity of our country to listen with patience to the tentative maunderings of *The Times*, or the Delphic utterances of Mr. LAY. Our only course is action—and that action a full and immediate renewal of the Treaty of Tientsin. This will of course be shuffled off on the old excuse of the minority of the EMPEROR. If it is urged on by us at once it will, however, be the guarantee of peace and safety; if it be put off, it will be the no less certain forerunner of war. In mere consideration for the Chinese Government itself the question ought to be brought to a settlement without loss of time. We on our side have nothing to fear but from delay.

THE NEW CUSTOMS TARIFF FOR JAVA.

AFTER considerable delay the Dutch Colonial Minister has at last laid before the members of the Dutch Parliament a Bill, in which some important changes are effected in the Customs tariff for Java, the protective stipulations of which have always been a subject of complaint, on the part both of foreign traders and the natives, who were compelled to pay for the protection of Dutch industry—which, as the Minister remarks, can do without such protection. With regard to the differential duties on exports, there were reasons for maintaining them up to this time, but these have now vanished, and even the Dutch Trading Company advocates their abolition. The revision of the Customs Bill is based upon the following alterations:—1. The differential import and export duties are abolished. 2. The minimum duty of the existing tariff is maintained upon imports, whilst the duty on spirits is raised very considerably. 3. The tariff of export duties as fixed in 1866 is maintained, except as regards coffee and on sugar. 4. The duty-free admissions afforded by the present tariff are continued. 5. The existing free ports are maintained. The original plan—that of a former Minister—was to institute a general reduced tariff on all imports and exports, and at the same time to abolish all free ports. But there were so many objections raised that the present Minister, Mr. VAN BOSSE, preferred a revision on the bases which we have described.

The proposed measure will be far from injurious to the Dutch Treasury. The abolition of the differential duties will cause—if we take the average figures of 1869-70—a diminution of the receipts to the extent of f.1,116,647, but on the other side the increased tax on spirits will realise f.280,000 more than it produces now, while the export duty on sugar will return an annual revenue of f.483,824, giving a total amount of f.763,824, thus leaving an unfavourable balance of f.350,000. This amount will, as the Dutch Minister states, easily be covered by a consumption-tax on spirits manufactured in Dutch possessions. A general—not differential—export duty will be levied on the following articles, which are already taxed, viz.:—Hides, 2 per cent. on value; indigo, not prepared for the home market, 10c. per kilogram; tobacco, not prepared for the home market, f.1 per 100 kilograms; tin, f.3.50 per 100 kilograms; birds' nests, 6 per cent. on value; sugar, 30c. per 100 kilograms; coffee, f.3 per 100 kilograms. Great opposition, however, prevails against the duties on the two last-named articles; and, notwithstanding that the Minister defends his proposal with the excuse that in colonies belonging to other nations such duties are levied, he states at the same time that, if the Treasury could do without these taxes, he should be glad to abolish them. This acknowledgment can have but one meaning, which is that these duties impose a burden upon producers. The complaints with regard to the duty on coffee may perhaps be somewhat exaggerated; a duty of f.3 per 100 kilograms has always been paid on the exports to Holland, but in another form, viz., 6 per cent. of the value. The only change is the withdrawal of the differential duty. The exports to foreign countries are now charged 9 per cent., and they will henceforward have to pay f.3 per 100 kilograms, about equivalent to 6 per cent. of the value. But the export of sugar to Holland is now free, whilst for the future all sugars exported from Java will be subject to duty of 30c. per 100 kilograms. This is certainly a trifling sum, but beetroot sugar is now a great competitor with the colonial production, and it is scarcely equitable to burden colonial industry with a tax which will make this competition more difficult. We hope that Mr. VAN BOSSE, who at first intended to levy a duty of 50c., but reduced it to 30c. in deference to complaints from every side, will, in the interest of the producers, leave the export of sugar wholly untrammelled by taxation. In another column we produce a complete list of the proposed new duties.

THE Russian Government has been officially informed that a serious insurrectiom has broken out in Chinese Mongolia. The post between Kiachta and Peking has been suspended in consequence.

MR. FRANCIS SNOWDEN, a barrister of 1854, lately on the Western Circuit, has been appointed Senior Magistrate of the Straits Settlements, in place of Mr. OWEN, deceased.

Digitized by Google

BURMAH AND WESTERN CHINA.

Captain Bowers has addressed a long letter to the *Shipping and Mercantile Gazette*, advocating the reinstatement of Major Sladen as Political Agent at Mandalay. Captain Bowers suggests that another appointment be made, not less important, and that is a small, handy, light draught gunboat or two, as it will not be long before they will be necessary. The return of Major Sladen to his post at the capital means, in plain English, the restoration of law and order, revived trade, security to property, and fair dealing—events to be looked forward to with dismay, not only by the King and his Ministers, but by a large majority of the Burmese. He says:—"In attempting to delineate the real position of the King you will realise to some extent his power over the border chieftains who occupy the elevated regions between Burmah and China. These Kachen chiefs, living in a semi-independent state, and holding an equivocal allegiance to him, are at all times ready to do the will of his Majesty, especially where murder and plunder was the object, and it was to the tender mercies of these men that—full of faith on the King's promise of protection—we entered on our expedition, in 1868, for the purpose of reopening the old trade routes to Western China through Upper Burmah. The first obstacle thrown in our way was a communication from the Palace that the river was unnavigable between Mandalay and Bhamo, and so full of rapids that no boat could pass up; this intimation effectually precluded the obtaining boats from any Burman at his peril. This difficulty was got over by the agent of the Irrawadi and Burmese Steam Navigation Company generously placing their steamer, the *Nerbudda*, at the disposal of Major Sladen and his party. This becoming known at the Palace, the greatest excitement prevailed. The idea of a foreign steamer going up the sacred Irrawadi, passing the large towns on its banks, and showing its hated English ensign to his priests and people, was an idea so monstrous as not to be entertained for a moment; and, sooner than that should take place, he would give one of his own steamers, even the most powerful, to take the party, which was done, and which was paraded to our Indian Government as an act of generosity of the King."

"The King thought, however, that, in encouraging the expedition, he would be instrumental in advancing a power that would not only curtail his revenues, but weaken his influence among his priests and his people. The Chinese Guild saw in it the breakdown of a monopoly that had existed from the earliest time, and hence they thought it a matter of vitality to them to oppose the scheme by every means in their power, and these means were unfortunately too readily obtained, and of that unscrupulous character that neither Burmese nor Chinese hesitate to adopt, including robbery, and even several attempts at the assassination of this party. Twice Major Sladen was fired at deliberately in his tent, but took no notice of it; and at one more than usual noisy scene, where there were half a dozen chiefs assembled, and three or four hundred of their followers with their "elahs" out, and spears brandishing and shot firing in all directions, Major Sladen told them that he would complain to his friend the King of Burmah of their obstructions. They shouted in derisive laughter. "Your friend, the King of Burmah!" exclaimed the old Seray Isawbwa; "why, it is he who has sent us presents, and orders to kill you all," and treated the matter of Major Sladen applying to the King as an excellent joke. This assertion of Seray Isawbwa was afterwards corroborated. When the facts of the vast storehouses of tea and silk, and silver and gold in Yunan and Szechuan are once known to the public, and when this great field for outlets for our cotton manufactures becomes an established fact, the perilous adventures of the first pioneers in this great undertaking will be more thought of, and, perhaps, better appreciated. One more instance of Buddhist Jesuitry is the appearance of the Paden Woon (so called) in this country. The King of Burmah having exhausted every effort and failed in corrupting the integrity of Major Sladen, and afraid that he would use his influence against him during his two years' leave of absence, sent the Paden Woon to find out what real power Sladen possessed with the Government, and to counteract any influence that might be brought to bear on the Burmese Government. This is borne out by his leaving Burmah immediately after Major Sladen, and his carefully keeping aloof from him while in England."

THE NEW DUTCH TARIFF FOR JAVA.

Articles.	Rate.	New Duties.
Arms (fire), likewise parts of fire-arms ...	Value	6 per cent.
Beer, in bulk ...	100 litres.	f.2
Beer, in glass ...	"	f.2.50
Boneblack ...	—	free.
Books, geographical and hydrographical maps, engravings, prints, music, bound or not ...	—	free.
Candles (wax, spermaceti, stearine, and composition) ...	100 N. pd.	f.20
Carriages, and parts of carriages ...	Value	10 per cent.
Cattle (alive) ...	—	free.
Coals and coke ...	—	free.
Clothes, woven or knitted ...	Value	10 per cent.
Cocoanuts, and Cocoanut-oil ...	—	free.
Clocks, watches, and pendules ...	Value	10 per cent.
Copper, rough and dressed, including sheets and leaves for sheathing ships, Muntz-metal, bolts, and nails ...	—	free.
Copper, manufactured, painted and lacquered or not, plated and bronze ware and copper wire ...	Value	10 per cent.
Copper in plates or copper coin ...	—	—
Earthenware (pottery) and China ...	Value	10 per cent.
Earthenware, tiles and bricks ...	"	free.
Flour and Meal ...	"	per 100 kilo. f.2.50
Furniture ...	"	10 per cent.
Fustage, new and empty ...	"	"
Gambier ...	100 N. pd.	f.20
Glass and Glasswork, of all sorts ...	Value	10 per cent.
Gold and Silver, in bars or pieces, golddust, and coin ...	—	free.
Gold, gold and silverwork, lace, and wire ...	Value	10 per cent.
Gunpowder ...	"	6 per cent.
Horses, Asses, and Mules ...	—	free.
Ice ...	—	—
Instruments, mathematical, physical, chirurgical, optical, and musical ...	—	free.
Iron, in bars, pieces, rod or sheets; railway bars, scarf nails for railways, tubes for water conductors; iron gas tubes, founded or cast, axes and wheels, iron prows or loading boats; frames for iron buildings or warehouses; bolts and nails; iron wire, ships' anchors, chains, capstans	—	free.
Iron, ironwork, founded or forged, not otherwise enumerated ...	Value	10 per cent.
Jewellery and Pearls ...	—	free.
Lead ...	Value	Rough & flattened free, manufactured 10 p.c.
Leather and Leatherwork ...	"	10 per cent.
Manure ...	—	free.
Machinery (steam) for the use of agriculture, mining, manufactories. Likewise parts of machinery ...	Value	free.
Manufactures, of cotton (not made up, white or bleached, dyed or printed); linen, woollen, hemp, flax and tow; ribbon, lace and all other sorts, not particularly enumerated	Value	10 per cent.
Meat, of all sorts, salted or preserved in any other way, not otherwise enumerated ...	"	10 per cent.
Haberdashery ...	"	6 per cent.
Mineral Water, natural or artificial	100 bottles in stone or glass	f.6
Opium, Patna and Benares	per chest of 62 N. pd. or less	f.350
Opium, Malwa ...	—	f.250
Opium, Levant and Persia ...	—	f.200
Painter's Colours, ground with oil or not, and linseed oil ...	Value	6 per cent.
Paper, of all sorts, paper hangings, music-paper, coloured-paper, card-paper, pasteboard, and registers white or coloured ...	"	10 per cent.
Perfumeries ...	"	10 per cent.
Pictures ...	—	free.
Pitch ...	—	free.
Playing-cards ...	Value	10 per cent.
Resin ...	—	free.
Rice, cleaned or uncleaned ...	—	free.
Rope and Cordage of all sorts ...	Value	free.
Sailcloth ...	"	free.
Salt ...	—	free.
Silk, manufactured and ribbons ...	Value	6 per cent.
Spirits, Geneva (gin) in bulk ...	100 litres	f.40 per hectolitre of 50 litres alcohol
Spirits, Geneva, in boxes (kelders) ...	"	
Spirits, brandy of all sorts, Cognac...	"	
Spirits, rum, arrack, in bulk ...	"	
Spirits, rum, arrack, in glass ...	"	
Spirits, liqueurs (sweetened) of all sorts ...	"	

Digitized by Google

Articles.	Rate.	New Duties.
Steel, rod, plate, sheet; railway bars; scarfnails for railways	— ...	free.
Steel, manufactured, not otherwise enumerated	Value ...	10 per cent.
Syrup, from fruits	100 bottles ...	f.20
Syrup, mixed with spirits	— ...	as liqueurs
Tar	— ...	free.
Timber or *Wood*, sawn or not, ship and building timber, including poles and masts, oars and spars... ...	— ...	free.
Timber or *Wood*, dressed and prepared for use	Value ...	6 per cent.
Tobacco, in leaves, stemmed or unstripped, all manufactured sorts not otherwise enumerated	100 N. pd. ...	f.8
Tobacco, Manila and Havana ...	,, ...	f.30
Tobacco, snuff...	,, ...	f.40
Tobacco, cigars, Manila and Havana	,, ...	f.200
Tobacco, cigars, all other sorts ...	,, ...	f.50
Victuals, not otherwise enumerated	Value ...	
Vinegar, all sorts, in bulk	100 litres ...	f.2
Vinegar, all sorts, in glass	,, ...	f.2.50
Wine, in bulk...	,, ...	f.9
Wine, in glass...	,, ...	f.10.50
Wine, Champagne and other sparkling wines	100 bottles ...	f.21
Writing and Drawing materials ...	Value ...	6 per cent.
Yarns, cotton or woollen	,, ...	10 per cent.
Yarns, other sorts	,, ...	6 per cent.
Zinc, rough and flattened, plates and sheets for sheathing ships, nails and bolts	— ...	free.
Zinc, zincwork, painted, lacquered, or not	Value ...	10 per cent.
All other articles, not particularly enumerated, or not included in those mentioned above	,, ...	6 per cent.

THE CLAUSE IN THE TREATY.

MR. DONALD MATHESON, writing to a contemporary on the subject of *The Times* leader, given in our last, says :—

A very dangerous step in our relations with China has just been suggested to our Government by *The Times*. It is that the clause which provides for the toleration of Christianity should be cancelled.

As the suggestion is based on a misapprehension of the bearing of that clause, it is earnestly to be hoped that the Government will not for a moment entertain so fatal a proposal. In the leading article which discusses it, it is taken for granted that the clause in the Treaty provides specially for the protection of foreign missionaries in their work of preaching the Gospel, and, as this is believed to be the cause of all the irritation on the part of the Chinese, the withdrawal of this special privilege in favour of missionaries will be an act of justice which will in time lead to more peaceful relations. One is amazed at such a proposal on the part of a leading journal.

In the first place the missionaries possess no special privileges beyond those enjoyed by all foreigners, and if the clause referred to were withdrawn, they would remain exactly as they were. Not so the Chinese who profess or teach the Christian religion. The withdrawal of the clause of toleration would inevitably stamp it with a significance in the eyes of the Chinese which it does not now possess, for the nation is not fanatical like a Hindoo or Mahommedan people, but singularly tolerant; nevertheless, in the present temper of the people, lashed into a blind rage by a few wicked literati and Government officials, the withdrawal of the clause would be nothing less than an invitation on the part of a Christian nation to exterminate the native Church. God forbid that Great Britain should be guilty of such an atrocity!

STEAMERS FOR THE SUEZ CANAL TRADE.

We lately gave a notice of the extraordinary number of steamers building on the Clyde. The subject has since been noticed by *The Times* and other papers. One shipowner writes that the accounts of his first venture in "Steam to Calcutta *via* the Suez Canal" left him a loser of some £2,500, and that his vessel loaded at much higher rates than those now current. The following article is from the *Shipping and Mercantile Gazette* :—

It will have been seen, from the several articles we have lately published on the progress of Maritime Commerce in different quarters, that Steam Navigation is making immense strides. The opening of the Suez Canal has given an extraordinary impetus to the building of steamships. Our columns supply, every day, ample evidence of the rapid increase of this class of vessel to the East. A new route to the Eastern seas created a demand for steam shipping, and the supply has been abundantly met. From a summary before us of British steamships, to sail on a given day, *via* Suez, to ports beyond the Red Sea, and those announced to follow, we find that the actual tonnage of the vessels whose names are given amounts to 104,986 tons. To this gross tonnage we add the burthen of those ships, and, from a careful calculation, we make the grand total of 147,986 tons. The employment of such a large amount of steam tonnage must completely revolutionise the Eastern trade. But to the British steam-vessels of 147,986 tons should be added the tonnage of foreign vessels built expressly in consequence of the piercing of the Isthmus, and, if we place that at 50,000 tons, which is a fair estimate, it will be found that over 200,000 tons of steam shipping is employed, under different European flags, in steam navigation to the East. This is a result scarcely to have been anticipated two years ago, and the enormous augmentation of steam tonnage thus shown is the most convincing proof of the practical success of the Suez Canal, as a means of expediting Commerce between Europe and Asia. Taking the value of our own vessels at £25 per ton, on an average, it gives an estimated expenditure of capital of £3,699,650. What effect will ultimately ensue from the extension of steam navigation to the East remains to be proved, but, considering that so few sailing ships are being built to fill the void left by wrecks and breaking up, this increase of steamships, in point of aggregate tonnage, is not, perhaps, disproportionate to the merchandise to be conveyed. The old East Indian sailing ships averaged about 1,000 tons, so that the new British steam tonnage, as regards register, is equal to 148 sailing vessels. By the rapidity of their voyages and the saving of time in distance the increased steam tonnage is equal to about 370 sailing ships of 1,000 tons each. The decrease in sailing tonnage and the increase of commerce might, perhaps, be considered to justify this additional steam tonnage, without unduly depreciating freight. Steamships, however, costing so much more than sailing vessels, require to be despatched quickly, and if they are likely to be kept very long on the berth, low freights are accepted in order to meet the requirement. With good crops in India freights should be sustained; but if they are depressed below remunerative rates, as we believe they now are, the cause must be looked for in excessive competition, and this competition, it should be remembered, is in a very few hands, and ought to be susceptible of fair adjustment. Wherever steam navigation has been inaugurated commerce has created the demand for such tonnage, and this must and will be the case in the Eastern trade. The day has gone by, as a matter of course, when £20 per ton could be obtained in the overland route, but faster and cheaper worked ships can afford to take lower rates. In the outward trade, it is said, Manchester goods are conveyed at a through rate, including railway to London, of 35s. and 10 per cent. This, no doubt, is a rate ruinous to steam shipowners, unless passengers can be secured, and a good freight obtained homewards. Competition is the soul of trade, but it may be carried too far, and when it is so in regard to shipping, it necessitates reasonable agreements, or combination, among shipowners.

Recent returns from the commercial building yards of the United Kingdom show that there are 450,000 tons of steam shipping now on the stocks, or on order, all of which, it is said, is to be floated between this and March next. The value of this tonnage now building, or ready for floating, calculated upon the same moderate estimate as that which we have referred to as engaged in our Eastern trade, would amount to the large sum of £11,250,000,—a further proof of the characteristic enterprise and commercial wealth of the country. All this tonnage will not figure on the register for 1871, but, even if it did, there is, we presume, a corresponding decrease in sailing tonnage. We will not say that the steam tonnage under construction is excessive, though if a panic or adverse times were to set in it would certainly turn out to be so. During a period of prosperity there should be not only tonnage enough built or building to supply the annual displacement, but sufficient also to keep pace with the growing trade of the world.

THE UTILITY OF OUR MINISTER AT PEKING.

(GLOBE.)

Although the unavoidable circumstances of the case debar a British representative in Peking from effecting any direct good, it might still be held that he fulfils the useful function of furnishing his Government with important information. So far, however, from this being the case, it has been abundantly demonstrated by the recent official correspondence that no one is so ignorant of what is going on in China as the British Minister there. Take as as instance the frightful occurrence of June, 1870, called the Tientsin Massacre, in which twenty Europeans were put to a cruel death for no offence whatever. This calamity did not fall "like a thunderbolt out of a cloudless sky;" on the contrary, there was ample warning for those who had eyes to see and ears to hear. But was the British Minister the first to foresee danger, or take precautions against it? Not at all. Did he even comprehend the situation after the crime had been consummated? By no means. Indeed, it required so many months before he could convince himself, even imperfectly, of the gravity of what had taken place, that supposing his ideas to continue developing at the same slow rate, a century at least would elapse before the Minister could reach the simple, commonsense conclusion that a diabolical crime had been committed from motives of unmitigated baseness, and that exemplary punishment ought to have been awarded to the instigators of it.

Again: a matter of great importance transpired a few years ago in China concerning which Her Majesty's Government needed the best and the earliest information. We refer to the mission which the Peking Government despatched to foreign countries, under charge of the till then American Minister, Mr. Burlingame. Was any notice of the preparation of this adventure sent from the English Legation? And was the character of the mission, when organised, understood by the British Minister? To both questions—no. On the 31st December, 1867, Sir Rutherford Alcock wrote that on the 15th November, "no one in Peking knew that the Chinese were on the eve of a resolution which," &c. Yet the whole arrangements of the Burlingame mission, including the appointment as secretary of a member of Sir Rutherford's own staff, were officially announced as complete on November 21st. So much for early and accurate information. In estimating the merits of the mission, still more lamentable inefficiency was shown by the Legation. The mission set out with the warmest sympathies of Sir Rutherford Alcock, who regarded it as a step "full of promise." By his unqualified approval the British Government at the beginning of its career was induced to put itself unreservedly into the hands of Mr. Burlingame, to the no small prejudice of the national interests. But no sooner had the mission commenced operations in America than its true character flashed on Sir Rutherford Alcock at Peking, who began forthwith, but all too late, to cry out lustily against its proceedings. The

Digitized by Google

Minister's time, on his own showing, appears thenceforth to have been mainly occupied in futile endeavours to "counteract the adverse influence of Mr. Burlingame's acts." Whence it appears that had the British Legation not existed, Lord Clarendon might possibly have escaped making the country ridiculous with Mr. Burlingame, and we might have been spared the diminution of our prestige in the East which was the direct result of the gushing correspondence that passed between the Foreign Secretary and the Chinese Envoy.

Were the incumbent of the office of British Minister in a position to give effect to his ideas, it would be a serious detriment to our national interests to have the views of one on some vital question openly and flatly contradicted by his successor. As it is, such a phenomenon is but another illustration of the vagaries that grow out of the general confusion that characterises everything about the Peking Legation. It was deemed by Lord Elgin of importance to give British merchants the right of compounding for inland taxes on merchandise by making one fixed payment, on which, to quote the treaty, "a certificate shall be issued exempting the goods from all farther inland charges whatever." "Nothing," observes Sir R. Alcock, commenting on this clause, "can be more certain than the open violation of this stipulation, first by duties levied at the ports under the head of *lekim* taxes and town dues; and secondly, by numerous transit and inland taxes *en route*." And again, the transit duty of 2½ per cent. *ad valorem* has been fixed, "to the exclusion of all other taxation." Mr. Wade, however, happens to be of a totally different way of thinking, and while yet a subordinate of Sir R. Alcock, he recorded his opinion very strongly, "that the treaty will not help us against the lekim," in other words, the levy of lekim taxes on British certificated goods is no violation of treaty. Mr. Wade being now himself the supreme interpreter of the treaty on behalf of British interests, the Chinese have only to take him at his word, and nullify the labours of Sir Rutherford Alcock for the freedom of trade.

The eccentric dispositions of the staff of our Chinese Legation which sometimes occur without apparently affecting the efficiency of the establishment amply attest the farcical character of the whole affair. Next to the Minister nominally, but before him really, in importance, is the Secretary of Legation, especially when that functionary happens to be a profound Chinese scholar, and the chief of all the interpreting department. Such was Mr. Wade when in 1867 he obtained leave of absence. As one of his most promising pupils was placed in charge of the secretary's duties, it was thought that the Legation, though crippled, might manage to keep afloat for a short time. But Mr. Wade's back was hardly turned when his *locum tenens* took service with the Burlingame Mission, thus leaving the British Legation without either Secretary or Acting Secretary. The ceremony of getting permission from his superior before entering the service of an alien Power must have been dispensed with by Mr. McLeavy Brown, for it is morally certain that he had concluded his bargain with the Chinese before Sir Rutherford Alcock so much as suspected the existence of the Burlingame Mission. But, then, it all happened in Peking, which exempts itself from the common laws of conduct. So far, however, from the Legation collapsing from the loss of its two most essential props, all the hard work that it ever did was done in the years immediately following. The largest Blue-book on China ever published—it contains over four hundred pages—is devoted to the arduous, though barren operations of the Legation during the two years succeeding the departure of Mr. Wade and the defection of his substitute.

Though absent from their post, however, neither of those functionaries was idle. Mr Wade was in England recruiting his health, and having hotly espoused the Burlingame scheme, threw his energy into the cause and was mainly instrumental in securing its ill-omened success in England. Whatever there might be to be said in favour of this course, it concerns us now chiefly to observe the paradoxical position of the parties as the natural product of that fertile parent of monstrosities, the Legation at Peking. Here was the secretary on furlough industriously building up what his chief at his post was taxing all his powers to pull down. Rightly or wrongly, Sir Rutherford Alcock convinced himself that the Burlingame Mission was most inimical to the interests of Great Britian; rightly or wrongly, Mr. Wade was at the same time fighting like a Crusader in support of the Mission and its projects.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 9.

In the last sitting of our Chamber of Commerce a communication from the Minister of Foreign Affairs was read, stating that the Japanese Government has the intention to urge the necessity of revising the treaty of Aug. 18, 1858. He further stated that the claims of the said Government were not yet known with any certainty. One of the members, however, said that they will be the following, viz.: 1st. That a treaty of the same tenor shall be concluded with all foreign Powers. 2nd. That the existing fixed navigation duty shall be replaced by tariff for tonnage and beaconage. 3rd. That the circulation of foreign coins shall be forbidden, and 4th, that the right of the Damios to trade with foreigners shall be restricted. The Minister wished to hear the opinion of the Chamber upon these matters, and he desired at the same time to be informed whether it was thought necessary that new ports should be opened in Japan to foreign trade. The commission appointed to report upon these questions advises a reply to the following effect—That the Chamber has no objection to a treaty being concluded with all foreign Powers, if Holland is maintained on the same footing as the most favoured nation; they also find no fault with the proposition that the existing navigation duty should be replaced by a moderate tariff for tonnage and beaconage. They are further of opinion that the harbours open to foreign trade cannot be too large in number, and it was approved of that the right of the Damios to trade with foreigners should be restricted, because then trade would become completely free.

The Chamber of Commerce has also discussed the question whether it was desirable that, according to the proposal of the Dutch Consul at Akyab, a treaty should be concluded between Holland and the King of the independent State of Burmah, so that our commerce could be extended to Western China. The Ministers of Finance and the Colonies, and likewise the Dutch Trading Company, do not think it advisable at present to conclude a treaty with Burmah, our trade with that country being of no importance. The Amsterdam Chamber is, however, opposed to this opinion. The members urge the necessity of concluding, as England and Italy have done, a treaty with the country. The Commission of the Rotterdam Chamber appointed to examine this question agreed with the Ministers, but the members did not harmonise with their Commission, and they approved, by 13 against 4 votes, the conclusion of a treaty. A fair trade is now done with Akyab and Rangoon, they said, and there is no reason why our relations should not be extended to Burmah.

The meeting of shareholders in the Dutch Trading Company was held yesterday at Amsterdam. By 357 against 7 votes it was decided to continue operations for another term of twenty-five years. One of the commissaries—he, however, spoke as a private person—protested against the project of investing money in undertakings in Java and Japan, because this has already given bad results. He alluded to the half million which the Company lent to Mr. Glover of Nagasaki, who has since failed, indebted to the Company for that amount. The President maintained that the statements were exaggerated, and Mr. Polona, once the agent of the Company in Japan, contended that there was nothing against the investment of money in that country.

At last the Minister of the Colonial Department has published the draft of a new Customs tariff for the Dutch East India Possessions. Notwithstanding the duties are not so low as was generally thought they would be, it is so far liberal that it abolishes the last remnant of our protective policy in Java. The differential duties, so hurtful to foreign trade, and so costly for the natives, will cease to exist. No general tax will be levied on exports, but merely a duty on the export of a few articles. These last stipulations will undoubtedly form the bases of any opposition which may be raised against this tariff.

The steamer *Prins Hendrik*, of the Nederland Company, will sail on the 18th inst. for Java, *via* the Suez Canal. I hear that the complaints made by the Batavia traders, about the troublesome formalities attending the unloading of the *Prins van Oranje*, have induced the managers to make some necessary alterations. The vehement tone of the complaints has created much astonishment here. The Batavia houses seem to forget that this is a new undertaking, and that everyone connected with it has something to learn.

The Colonial Report of 1871 has at last been published. The delay is excusable, the documents being very voluminous. They contain very valuable items about our East India colonies, of the greatest use for the history of our possessions.

Some days ago a general meeting of workmen was held in Utrecht. After some boisterous and rather nonsensical discussion it was decided that our workmen will not join the "Internationale," but that they will form a union of their own to promote their interests.

The weather has become unusually cold and frosty for this period of the season.

Mr. Loudon, the newly appointed Governor General of Java, left the Hague yesterday *en route* for Batavia.

Monetary and Commercial.

The *Oberon*, from Shanghai, reported off Deal on the 10th, is the vessel which conveyed stores to the island of St. Paul's for the crew of the lost *Megæra*. She was once known as a steamer, but on this passage she took freight as a sailing vessel. She left Woosung on the 8th July, 125 days out. Other vessels sailing at the same time have not yet arrived; there is therefore no equitable ground for loss of market. The extra insurance to cover risk of calling at St. Paul's will of course be made good to the shippers.

We understand that underwriters have declined taking any further risks on *The Caliph*, 900 tons, from London to Shanghai with a general cargo. The last rate at which business was done was seventy guineas. The *Geraint*, belonging to Messrs. John McCunn and Co., London to China, is also given up.

The liquidators of the Commercial Bank of India have been compelled to make a call of £4 per share, making £14 in all since the stoppage. The house and landed property taken over by some of the shareholders is being realised by the agents, Messrs. David Sassoon, Sons, and Co.

It is stated that, in consequence of the complaints in the English press of the condition of the port and town of Brindisi, and of the obstacles that interfere with the regular transmission of the Eastern mails, the Minister of Public Works has appointed a Commission to inquire into the subject.

The export of shirtings to Hong Kong during September was as follows:—Grey, 7,516,000 yards; white, 301,000. To Shanghai: Grey, 24,976,000; white, 2,085,000. In October, to Hong Kong: Grey, 4,355,000; white, 271,000. To Shanghai: Grey, 21,086,000; white, 826,000.

Mexican dollars of the old coinage, the supply of which has been almost entirely absorbed by the demand for China, have advanced to 5s. 0¾d.; the new coinage is firm at 4s. 11d. Bar silver has been in demand for shipment to the East; the quotation is 5s. 0¾d. to 5s. 1d.

Digitized by Google

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and ten months ending the 31st October were issued on the 7th inst. They again show a remarkable development of our trade—the total declared value of the exports for last month being £19,947,873, against £17,550,799 in October, 1870, and £16,454,896 in October, 1869. For the ten months the amounts are—£159,162,432, £166,284.990, and £183,538,265, in 1869, 1870, and 1871 respectively. With the exception of cotton yarn, which figures for a decrease of 7 per cent. in value and 9 per cent. in quantity, every article of importance is largely on the favourable side. Thus the increase has been 41 per cent. in coal, 14 per cent. in earthenware, 26 per cent. in haberdashery, 24 per cent. in hardware, 28 per cent. in iron and steel, 25 per cent. in linen yarn, 15 per cent. in linen manufactures, 19 per cent. in woollen yarn, and 35 per cent. in woollen manufactures. The total imports for last month were valued at £32,810,514, against £25,372,027 in October last year; and for the ten months £272,704,422, against £239,570,874 in 1870. The import of raw cotton shows an augmentation of fully 50 per cent., due mainly to heavier shipments from British India. The consumption of duty-paid articles maintains the same rate of improvement which has already told so favourably on the Customs revenue. Compared with October last year there have been increased deliveries of coffee, fruit, spirits, refined sugar, molasses, tea, tobacco, and wine, while there is a falling off in cocoa and unrefined sugar, the latter only to a trifling extent.

The following is an extract from these Returns of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		For the Month ended 31st Oct. 1869.	1870.	1871.
China and Hong Kong	lbs.	813,250	1,492,240	905,500
Japan	,,	129,880	1,007,300	894,640
Straits Settlements	,,	262,670	333,250	114,000
Ceylon	,,	84,310	45,600	73,800
		For the Ten Months ended 31st Oct.		
China and Hong Kong	lbs.	3,640,322	10,070,349	7,601,980
Japan	,,	3,726,016	8,598,600	8,232,330
Straits Settlements	,,	1,003,115	2,278,040	2,185,840
Ceylon	,,	364,734	243,262	297,760

COTTON MANUFACTURES.

To		For the Month ended 31st Oct. 1869.	1870.	1871.
China and Hong Kong	yds.	33,391,970	41,149,607	29,961,600
Japan	,,	470,245	6,121,640	1,315,600
Philippine Islands	,,	3,710,000	1,806,900	1,638,000
Java	,,	2,179,787	3,589,188	1,641,300
Straits Settlements	,,	7,366,507	6,980,444	6,081,700
Ceylon	,,	3,480,685	2,815,930	2,353,921
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	246,864,384	299,428,853	410,120,475
Japan	,,	13,177,007	27,999,148	33,625,144
Philippine Islands	,,	25,902,839	24,714,610	10,896,136
Java	,,	15,261,757	27,598 842	29,395,054
Straits Settlements	,,	52,598,820	81,880,112	61,883,780
Ceylon	,,	20,675,092	23,781,750	23,337,163

WORSTED STUFFS.

To		For the Month ended 31st Oct. 1869.	1870.	1871.
China and Hong Kong	yds.	1,883,066	924,783	1,435,100
Japan	,,	58,433	236,920	44,100
		For the Ten Months ended 31st Oct.		
China and Hong Kong	yds.	18,551,315	14,669,538	13,653,061
Japan	,,	2,931,852	1,584,594	1,534,144

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	yds.	113,462	126,639	172,090
For the ten months	,,	1,789,077	1,776,759	1,481,396

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month	tons	1,720	339	962
For the ten months	,,	11,934	10,887	7,457

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the three months and nine months ended September 30, 1871, compared with the corresponding periods of the two preceding years, is returned as follows :—

To	For the Three Months ended 30th Sept. 1869.	1870.	1871.
China (exclusive of H. Kong and Macao)	£1,312,537	£1,312,256	£1,605,164
Macao	—	—	—
Hong Kong	429,219	1,116,708	528,455
Japan	259,738	365,217	338,555
Straits Settlements	370,738	704,986	413,047
Ceylon	286,045	219,623	220,853
Philippine Islands	238,642	204,474	102,795
Java	74,017	239,856	191,521
Siam	5,363	25,653	6,323
Borneo	—	1,102	—
Cochin China	—	9,679	57

From	For the Nine Months ended the 30th Sept. 1869.	1870.	1871.
China (exclusive of H. Kong and Macao)	£4,919,547	£4,461,096	£5,373,603
Hong Kong	1,439,680	2,458,728	2,039,143
Macao	—	—	—
Japan	1,060,018	1,174,490	1,217,620
Straits Settlements	1,193,519	1,819,153	1,542,814
Ceylon	565,155	655,057	656,422
Philippine Islands	610,231	581,252	335,967
Java	370,416	601,733	669,696
Siam	20,202	25,653	37,722
Borneo	896	1,102	890
Cochin China	—	9,679	449

The value of the Imports into the United Kingdom from the several ports and countries of the Far East for the three months and nine months ended Sept. 30, 1871, compared with the corresponding periods of the two preceding years, is returned as follows :—

From	For the Three Months ended 30th Sept. 1869.	1870.	1871.
China (exclusive of H. Kong and Macao)	£1,207,123	£1,347,132	£3,033,314
Macao	128	22,471	7,805
Hong Kong	28,491	61,969	134,702
Japan	1,556	6,158	23,243
Straits Settlements	489,494	421,809	621,143
Ceylon	1,004,881	1,034,537	1,038,176
Philippine Islands	362,546	202,587	250,691
Java	136,697	47,993	135,743
Siam	120,049	15,703	—
Borneo	9,172	39,475	2,850
Cochin China	30,053	4	8,267

From	For the Nine Months ended 30th Sept 1869.	1870.	1871.
China (e. clusive of H. Kong and Macao)	£5,672,240	£6,176,397	£8,439,792
Hong Kong	197,684	145,575	308,134
Macao	149,252	133,161	83,302
Japan	142,949	80,942	63,726
Straits Settlements	1,480,612	1,377,594	1,954,230
Ceylon	2,493,588	2,494,614	2,594,009
Philippine Islands	1,058,499	836,428	919,343
Java	164,437	258,368	441,727
Siam	349,897	191,788	—
Borneo	29,235	66,557	42,268
Cochin China	76,816	4	39,612

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From PENANG to LONDON, per Ulva, entered Oct. 30.—3261 slabs tin, 7 cases nutmegs, 24 cases cloves, 73 cases fishmaws, 6424 bags pepper, 4470 buffalo, and 582 cow hides, 6 baskets india-rubber, 22 baskets gutta-percha, 200 baskets snail shells, 1350 bundles rattans, 200 baskets sugar—Order; 559 bags pepper—Drake, Kleinwort, and Co.; 1811 bags sugar, 60 puncheons rum—E. Boustead.

From MANILA and SINGAPORE (via S.C.), to LIVERPOOL, per Buena Ventura (str.), entered Nov. 3.—From Manila: 86 cases Indian blue—Zulueta and Co.; 140 bags sugar—Smith, Wood, and Co.; 1 case cigars—T. Beech; 4 cases cigars—J. R. Scholefield—1 case cigars—A. Lowe; 1 case cigars—C. Shaw and Co.; 360 bales hemp—Drake, Kleinwort, and Co.; 3 cases cigars, 9 cases merchandise, 1 case books, 36 cases Indian blue, 1 ¼-cask rum, 1 case tea, 8788 bags sugar, 317 bales tobacco—Order; 3 packages merchandise in transit—Kaltenbach and Co.; 3 packages merchandise—Paris and Co.; 24 packages merchandise—Order. From Singapore: 1016 hides, 2726 bags sago flour, 239 bags tapioca, 25 bags pearl sago, 573 bags sugar, 67 bags white and 1020 bags black pepper, 220 bags gambier—Order.

From CANTON and HONG KONG to LONDON, per Norman Court, entered Nov. 4.—From Canton: 300 boxes tea—Forbes, Forbes, and Co.; 2 cases preserves—C. T. Noyal; 7 cases preserves—G. Iveson; 40 cases preserves—F. Moris; 112 boxes tea—A. N. Johnstone; 1990 boxes tea—Rathbone Bros. and Co.; 628 half-chests 10,375 boxes 88 packages tea, 873 packages waste silk, 112 packages cocoons, 350 packages 144 cases 2 casks preserves, 502 cases ginger, 600 cases preserved ginger, 68 fire crackers, 1165 packages merchandise, 10 rolls matting, 556 packages canes—Order. From Hong Kong: 1872 half-chests tea—Brandt, Sons, and Co.; 55 cases preserves, 22 boxes tea, 11 cases merchandise—Master; 7266 boxes 1220 half-chests tea, 1094 coils rope, 13 cases merchandise—Order.

From FOOCHOW to LONDON, per Ziba, entered Nov. 7.—1288 boxes tea—F. Huth and Co.; 403 boxes 10,582 packages tea—Order.

From FOOCHOW to LONDON, per Harlaw, entered Nov. 8.—701 packages tea, in transit—F. Huth and Co.; 982 packages tea, in transit—Order; 2 packages tea—H. Ledger, jun.; 237 half-chests tea—L. Reiss Bros. and Co.; 2726 chests 3921 half-chests 9898 packages 237 boxes tea—Order; 10 boxes tea—Master.

From SHANGHAI to LONDON, per Argonaut, entered Nov. 8.—118 chests 385 half-chests tea—Gledstanes and Co.; 1140 chests 842 half-chests 998 boxes tea—L. Reiss Bros, and Co.; 821 chests tea—F. Huth and Co.; 9126 chests 2404 half-chests 2640 packages tea—Order.

From FOOCHOW to LONDON, per Maitland, entered Nov. 9.—4971 chests 12,552 half-chests 902 boxes tea—Order; 7 boxes tea—Master.

From SHANGHAI, FOOCHOW, PENANG, and SINGAPORE, to LONDON, (via Suez Canal), per Hong Kong, entered Nov. 9.—From Shanghai: 4 bags coffee—L. Weise; 680 half-chests tea—Gledstanes and Co.; 2960 half-chests tea—60 chests merchandise—Order. From Foochow: 246 half-chests tea—A. Tesdorpf and Co.; 8 boxes tea—R. C. Antrobus; 8 boxes tea—A. Stuart; 3701 chests 10,448 half-chests 6485 boxes 9246 packages tea, 553 boxes scented paper, 89 packages merchandise, 5 packages leeches—Order. From Penang: 12 cases gum, 29 cases nutmegs, 13 cases fish maws, 22 cases mace, 104 bales hides, 98 bales tobacco, 2253 bundles rattans, 3881 slabs tin, 33 baskets india-rubber, 8 cases essential oil, 6 packages merchandise—Order. From Singapore: 10 packages merchandise—Order.

Digitized by Google

ARTICLES OF IMPORT.

TEA.

The market although quiet is firm, and a fair amount of business has been done privately during the past week at previous rates. At a public sale, on the 7th inst., 5,811 packages were offered, of which 4,662 packages catalogued without reserve were sold, the remainder offered with reserve being bought in or withdrawn; 182 chests new season's black-leaf sold at 1s. 4¾d. to 1s. 5d.; 1,784 half-chests very common new season's uncoloured Japan sold at 7¼d. to 7½d., being some decline; the remainder consisted chiefly of old season's and second hand parcels, which were disposed of at previous rates.

On the 9th instant at public sale 2,660 packages new season's China, chiefly Green, per steamer Pera (*via* Suez Canal), were all sold without reserve. 283 chests new black-leaf Congou sold at prices equal to those obtainable by private contract, viz., at 1s. 4¾d. to 1s. 5d. 501 half-chests 1,876 boxes Green sold; the bulk consisted of common qualities, which sold steadily, but an invoice of coarse Pingsuey sold at rather easy rates; common Moyune Young Hyson sold at 10½d. to 1s. 2d., medium Pingsuey ditto at 1s. 5¼d. to 1s. 9d., Pingsuey Gunpowder 1s. 3½d. to 1s. 5¾d.

The next auction is advertised for this day, when 1,747 packages new season's Kaisow, per steamer Hong Kong, will be offered.

SILK.

There has been but little doing in the market, and as the quality of the China Silk now arriving is even more unfavourable than earlier shipments, there is no inducement for consumers to buy in advance of immediate wants; prices, however, remain steady, the stock, although large, not being excessive, when it is remembered that the next few arrivals will go far to complete the estimated supplies for the present season. Japans have been difficult to sell, the only existing demand is for the very best descriptions, which are correspondingly scarce. Cantons have sold steadily, and the low prices of ordinary Tsatlee reels contrasting favourably with competing qualities, cause the deliveries to be continued upon a fair scale; but the large importation during the past month has increased the stock, which is now unusually large. Deliveries from Nov. 1 to 7 inclusive:—Bengal, 63 bales; China, &c., 875 bales; Japan, 133 bales.

COFFEE.

The supplies at auction during the past week, consisting exclusively of *Plantation* Ceylon, have been light, and a fair demand having been manifested the downward course of the market, noticed in our last report, has been arrested, and prices are firm. The latest rates paid have been triage 57s. 6d. to 60s., small grey 65s. 6d. to 66s., low middling mixed gray 69s. 6d. to 71s., bold do. 72s. to 74s., middling 76s. 6d. to 78s. 6d., good middling bold 80s., peaberry 82s. 6d. to 83s. The business done in *Native* Ceylon has been entirely by private contract; ordinary quality has realised 63s. 6d. to 64s., and fine bold Ouvah 68s. 6d. to 70s.; for arrival, 3,000 bags have been sold at 65s., and 2,500 bags, guaranteed good ordinary, at 66s. per cwt., and further floating sales have been effected, but particulars are not reported.

SUGAR.

A good steady demand has prevailed; firm prices have been paid for all qualities of brown, and firmer rates for crystallised. The following are the details of the week's transactions:—

Penang.—At auction 390 bags were bought in at 29s. to 31s. 6d. By private contract 550 bags soft to good yellow have been sold at 31s. to 33s. 6d.

Manila.—There has been no business in public sale. By private contract 7,000 bags taal unclayed have been sold at 22s. to 22s. 6d., 6,000 bags Zebu at 23s., and 3,500 bags good old clayed (duty 4s. 9d.) at 28s. The floating cargo, per Ogir, 875 tons, Ilo Ilo unclayed late August sailing, has been sold at 20s., floating terms for Liverpool.

Java and *China.*—Private sales are reported of 8,200 bags common brown China at 23s., and 1,000 baskets fine strong Java (duty 5s. 8d.) at 36s. 6d.

Cocoa Nut Oil.—Ceylon is in moderate request at £38 10s. on the spot and £38 afloat. In public sale of 404 casks offered, 76 pipes good to fine sold at £38 10s. £38 15s, 11 puncheons good at £38 10s., and 14 hogsheads yellow at £38 15s., the remainder being withdrawn or bought in at £38 10s. to £39, also 52 casks yellow Penang at £37 10s.

Coir Goods.—At the last sales a scanty supply was disposed of at steady rates; 30 tons Ceylon Yarn sold—common, £27 5s. to £28 5s.; good common to middling, £29 10s. to £32 15s.; and 20 bales low Zanzibar at £17 15s.

Galls.—Offers of 189 cases China were bought in at 53s., except the first lot, which sold thereat.

Gambier.—In auction 1,093 bales just arrived met a brisk competition, and sold at 17s. to 17s. 6d., chiefly at 17s. 3d., and 3½ tons broken at 16s. 6d. to 16s. 9d. For arrival 150 tons have been sold at 17s. to 17s. 3d. ex ship, all faults, and subsequently 400 tons at 17s. 6d. ex ship all faults.

Hemp.—At the public sales, at which 2,709 bales Manila were offered, the demand was moderate, and the bulk was bought in, good (B B and Co. 1,590 bales) at £52, brown and mixed (800 bales R R) at £45 to £47, only 350 bales being disposed of, mixed roping at £46, sea-damaged brown first class £41 5s. to £43.

Pepper.—*Black:* The market is quiet, and at auction supplies went off flatly and were chiefly bought in, Singapore sold at 7¼d., brown Siam at 7d. to 7½d., Penang at 6¾d. *White*: The offers have met more demand, and have been sold at an irregular advance at 1s. 3d. to 1s. 3½d.

Rice.—The market on the spot has been very quiet, but in floating cargoes more activity has been shown, and business has been done at a slight advance. Bengal of all qualities is dull, and transactions are suspended. On the spot old Rangoon has been sold at 10s., Ballam at 9s. 6d. to 10s. 6d., Moulmein at 10s. 3d., ex quay. The following floating cargoes have found buyers:—The cargo per Neversink, 615 tons Rangoon, August sailing, at 11s., for the Continent, damaged at valuation; the Abergeldie, 865 tons Rangoon, late August sailing, at 10s. 10½d., E contract, for the Continent; the Peruvian Congress, 1,720 tons Necransie Arracan, at 10s. 6d., for the Continent; the Amy, 850 tons Rangoon, early October sailing, at 10s. 10½d., damaged at valuation, for the Continent.

Tin.—There has again been a large speculative demand at advancing prices. On the 16th inst. 250 tons Straits, more or less, will be offered for sale by public tender. In Holland business has been done at 84 florins spot, 83½ florins, ex spring sale. The current rates here are—Straits, on the spot, £142; afloat, £142; Banca, £143; Billiton, £142 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov. 2	Milford	Campbell	Akyab	Scilly
2	Mallowdale	Melvin	Do.	Queenstown
3	Adml. van Wassenaer	—	Batavia	Falmouth
3	Norman Court	Shewan	Hong Kong, &c.	Deal
3	Buonaventura	Larinaga	Manila, via S.C.	Liverpool
6	Ziba	Bowes	Foochow	London
Oct. 22	Wm. Miller (str.)	Nyberg	Amoy, via S.C.	New York
29	Mars	Richtering	Rangoon	Cadiz
Nov. 7	Harlaw	Phillips	Foochow	Deal
8	Maitland	Reeds	Do	Do.
8	Hong Kong (str.)	Symington	Penang, &c., via S.C.	Do.
8	Dorothy	Walker	Akyab, for Antwerp	Falmouth
8	Mirzapore	Bailloux	Maulmain	Do.
	Lochiel	Andrews	Bassein	Queenstown
	Norwester	Burgess	Do., for Liverpool	Off do.
8	Argonaut	Nicholson	Shanghai	London
9	Margaret Galbraith	—	Akyab	Off Holyhead

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov. 2	August Friedrick	Wilson	Bangkok and Siam	London
1	India	Patten	Hong Kong	Cardiff
1	Elizabeth Dougall	White	Shanghai	Do.
	Conference	—	Ilo Ilo	Liverpool
2	Johanna Maria	Schutt	Hong Kong	Cardiff
3	Sumatra	—	Singapore	Liverpool
3	Nor	—	Do.	Do.
2	Paragon	Roberts	Shanghai	Sunderland
Oct. 30	Colibri	Asmussen	The Amoor	Cronstadt
Nov. 4	Boyne	Wheelan	Hong Kong	London
4	Pak Wan	Upton	Shanghai	Do.
3	Alpine	—	Singapore	Newcastle
6	Ousuri	Stout	Cardiff & Shanghai	London
	Noord Brabant	—	Batavia	Amsterdam
5	Elena	—	Manila	Liverpool
	Holland	Brun	Java	Rotterdam
7	Stella Maris	Aillet	Batavia & Sourabaya	London
7	Florence	Houston	Singapore, via Shields	Do.
6	Lorton	Love	Yokohama and Hiogo	Do.
4	Kangaroo (str.)	—	Colombo, &c., via S.C.	Liverpool
5	Wallace	Mitchell	Singapore	Shields*
8	Minia (str.)	Martin	Colombo, &c., via S.C.	London
Oct. 28	Garibaldi	Bowden	Hong Kong	Cardiff
Nov. 8	Clyde	—	Galle	Liverpool
7	Guide	Calcagno	Do.	Sunderland
6	Aldeboran	Maack	Singapore	Hamburg
3	Red Gaunlet (str.)	Manu	Colombo, &c., via S.C.	Port Glasgow

* After replacing anchor and chain.

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Nov 1 to 7	Glensannox	China, &c.	London
	Africa	Do.	Do.

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, and Shanghai: Teviot. For Colombo, &c.: Niger, Scotland, Commissariat, Burmah.

Sailing Vessels.—For Yokohama and Hiogo: Thracian. For Yokohama: Solent, Ziba. For Shanghai: Norman Court, Undine, Dartmouth, Falcon. For Hong Kong: Belted Will, Forward Ho. For Manila: Catalina. For Batavia, Samarang, and Sourabaya: Luctor et Emergo. For Batavia and Sourabaya: Wistaria, Thomas Blythe. For Singapore: Istapa, Roslin Castle. For Penang: Vanguard. For Bangkok: Pelham. For Colombo: Teviot, Granville. For Colombo, &c.: Spirit of the North, Chacma, Cotopaxi. For Galle (via Cardiff): Lady Hincks.

At Liverpool.—For Yokohama and Hiogo: Penrith, Oceana. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Pactroclus (str.), Sarpedon (str.). For Manila: Adolfo, Matilde. For Manila (via S.C. and Singapore): Buena Ventura (str.). For Singapore: Aleppo, Robert Kerr. For Batavia, Samarang, and Sourabaya: Madone.

At Glasgow.—For Singapore: Norham Castle. For Batavia and Sourabaya: County of Elgin. For Penang, Singapore, Hong Kong, Foochow, and Shanghai (via London and S.C.): Gordon Castle (str.). For Colombo, &c.; Huntley Castle.

SPOKEN.

Nederland en Oranje (bq.), Rtdm. to Singapore, Sept. 30, 9 N. 23 W.
A. E. Urdell (Ger. bq.), Liverpool to Batavia, Oct. 3, 13 N., 25 W.
Benares, Singapore to London, Sept. 10, 36 S., 21 E.

Digitized by Google

DEERHOUND, Canton to London, Oct. 4, 32 S., 16 E.
KILKERRAN, for Batavia, Sept. 30, 8 N., 25 W.
BURMAH (ship), Liverpool to Japan, Sept. 23, 7 N., 25 W.
MONARCH, Liverpool to Shanghai, Sept. 10, 17 S., 33 W.
YOKOHAMA (French), Batavia to Rotterdam, Sept. 11, 33 S., 16 E.
GERARD PIETER SERVATIUS, Batavia to Amstdm., Oct. 19, 31 N., 37 W.

FREIGHTS AND CHARTERS.

The aggregate steam tonnage now loading for the Eastern Ports being considerable, there is but little animation in berth freights; the rates for coal, however, are firmly maintained, and in some cases have advanced.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 30s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Hong Kong: 25s. weight, 22s. 6d. to 25s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—For Yokohama: £40. For Shanghai: £44. For Hong Kong: £35 10s. To Singapore: £22 10s. To Batavia: £20. For Ga · £16. From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 39s. to 40s. For Shanghai: £2 3s. 6d. For Hong Kong: 34s. For Colombo, 17s. For Galle, 17s. For Singapore, 22s.

The Admiralty have invited tenders for the conveyance of 21 tons stores to Shanghai, and of 159 to Hong Kong.

CASUALTIES.

In our last issue it was stated that the Titania, for Shanghai, had put into Brixham, very leaky. It appears that it was a small coasting vessel, and not the celebrated China clipper. We regret that our shipping reporter should have made this error.

The William Miller (str.), Nyberg, which arrived at New York, Oct. 22, from Amoy, via S. C., burst both feed pumps, Oct. 7, and made the rest of the voyage with a small donkey pump as a feeder, and under canvas.

Advices from Capetown, dated Oct. 5, state the Aldeboran (Dutch ship), Meyboom, from Batavia to new York, which vessel put into Simon's Bay, Sept. 8, leaky, had discharged 4,000 packets of sugar all more or less damaged, which would be sold, Oct. 6, at the last mentioned place.

The Elizabeth Ann, Coates, which sailed from Newcastle, Oct. 24, for Singapore, put into Falmouth, Nov. 4, with loss of anchor and chain, and damage to windlass.

The Zadkia, from Glasgow, to Yokohama and Hiogo, which had been aground off Dumbarton, is expected to sail to-day.

ON the 4th inst. there was launched from the building yard of Messrs. Caird and Co. a handsome screw steamer of 350 tons, which was named the *Ananda*. The new steamer has been specially constructed for the Burmah trade, and is intended to ply betwixt Rangoon and the Andaman Islands, &c. Her dimensions are as follows:—Length, 150 feet, depth, 16 feet, and breadth of beam, 22 feet. She will be propelled by compound engines of 75-horse power. The *Ananda* will be commanded by Captain Alex. Bowers, R.N.R., and is advertised to sail for Rangoon direct early next week.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to SAIGON and COCHIN CHINA	**£5 17 0**
" " " HONG KONG	**7 0 0**
" " " SHANGHAI	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

Digitized by Google

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30t April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

T. W. JACKSON, COMMISSION AGENT SAN FRANCISCO.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

FINE FLAVOURED STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness Excellent economica stock for Soups, Sauces. &c.

SCHOUT AND CO., SHIPBROKERS AND FORWARDING AGENTS AMSTERDAM.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

HOLLOWAY'S OINTMENT

AND PILLS.—RHEUMATISM AND GOUT.—These purifying and soothing remedies demand the earnest attention of all persons liable to rheumatism, gout, sciatica, or other painful affections of the muscles, nerves, or joints. The Ointment should be applied after the affected parts have been patiently fomented with warm water, when the unguent should be diligently rubbed upon the adjacent skin, unless the friction should cause pain. Holloway's Pills should be simultaneously taken to reduce inflammation, and to purify the blood. This treatment abates the violence, and lessens the frequency, of gout, rheumatism, and all spasmodic diseases which spring from hereditary predisposition, or from any accidental weakness of constitution. The Ointment checks the local malady, the Pills restore the vital powers.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

ALEXANDER BROWN, ESTATE AND GENERAL AGENT, KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON. COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. Fifty-five estates now on the register. Thirty-five have been sold.

LUCERNE. HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

THE LONDON & CHINA EXPRESS.

THE SUBSCRIPTION to this JOURNAL for fifty-two numbers is £3 3s. per Annum including Export Cargoes and Postage. Vol. XIII was commenced on the 6th January, 1871. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additions line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 60 Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Penang	SANDILANDS, BUTTERY. & Co.
Saigon	
Batavia	HOUGHTON & Co.
Samarang	JACOBSON, VAN DEN BERG & Co
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao, & Swatow.	MACEWEN & Co.
Amoy	BROWN & Co.
Foo-Chow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Tien-tsin	JAMES HENDERSON
Nagasaki—Japan	PIGNATEL & Co.
Yokohama ,,	GODFREY A. TALLERMAN.
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S COURT, CORNHILL
Over the Jerusalem.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Strait Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 fee

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; ron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA. ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Nov. 11, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Nov. 21, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Nov. 25, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Dec. 5, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports east ward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,
WHICH HAVE BEEN MUCH REDUCED,
and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

PENINSULAR and ORIENTAL COMPANY.—The Steamship PEKIN, 3,777 tons, 600-h.p., will be despatched from Southampton on WEDNESDAY, 22nd NOVEMBER, for SHANGHAI, via the SUEZ CANAL, calling at Gibraltar, Malta, Port Said, Suez, Galle, Singapore, and Hong Kong, and taking passengers and cargo for all ports east of Suez touched at by the Company's steamers, except Aden and Bombay. For further particulars apply at the Company's offices, 122, Leadenhall-street, London, and Oriental-place, Southampton.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents 22, Moorgate-street, London

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 15 October 29 Nov. 12 Nov. 26 December 10 December 24	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 29th Oct., 26th Nov., and 24th Dec. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius. The steamers of the 15th Oct., 12th Nov., and 10th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
" Constantinople ... ... "
" Algiers ... ... "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

CHINA, JAPAN, AND MANILA.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Forward Ho	A1 17 yr.	SWID	With des.
Shanghai ...	Dartmouth ..	A1 14 yr.	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Manila	Catalina.....	*AA1	SWID	With des.
Yokohama...	Ziba	A1 13 yr.	SWID	With des.
Yokohama & Hiogo.....	Thracian ...	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Undine	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Lahloo	A1 16 yr.	E.I.D.	To follow
Hong Kong.	Wm. Fraing	A1 13 yr.	W.I.D.	With des.
Yokohama...	Solent.....	A1 13 yr.	SWID	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

To sail on the 18th Nov., full or not full.

FOR SHANGHAI, the well-known clipper FALCON, A1 13 years, 793 tons register; J. L. DUNN, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. To sail on the 18th November.

FOR HONG KONG, the well-known Clipper, BELTED WILL, A1, 14 Years, 812 Tons Register; PETER THOMPSON, Commander; South West India Docks.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

With quick despatch.

FOR SHANGHAI, the splendid clipper ship, OBERON, A 1, 16 years, 1,023 tons register; W. H. BURGOYNE, Commander; South West India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. With despatch.

FOR HONG KONG, the splendid clipper-ship CORONA, A1 15 years; 1,199 tons register; H. BATE, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

PENANG, SINGAPORE, & CHINA.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng. Day
Pen., Sing. Hg.Kg.,& Shanghai, via S.C...	Hong Kong (s.s.)	Highest..	1221	SWID	Nov. 23
Shanghai..	Norman Court ...	A1 16 yr.	834	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER 60, Cornhill, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to JAVA, JAPAN, &c., at through rates, at shippers' risk.—Last shipping day 23rd November, unless previously full.—The splendid full-powered screw steamer HONG KONG, 100 A1 (highest class at Lloyd's), 1,221 tons register, 200-horse power nominal, W. SYMINGTON, Commander, South West India Docks. This magnificent steamer built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade, having made the passage from London to Hong Kong in 47 days, and Shanghai in 56 days, including all stoppages. Has splendid accommodation for passengers.

For freight or passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER. 60, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Istapa	890	Mills & Milne.....	Nov. 15
Gordon Castle	1,930	Thos. Skinner & Co.	Nov. 30
Hong Kong, s.s. ...	1,221	Norris, Joyner, & Co.	Nov. 23
Roslin Castle	644	Wright Bros. & Co.	Nov. —
		GLASGOW.	
Ulva	499	Thos. Skinner & Co.	Dec. 5

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

CASTLE LINE OF STEAM PACKETS, via the Suez Canal, from LONDON, for PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. THOMAS SKINNER and Co. will despatch the following or other first-class STEAMSHIPS for the above ports, at stated intervals, and punctually on advertised dates. These steamers have all been built and engined on the Clyde, by the most eminent shipbuilders and engineers, under special survey for the highest class at Lloyd's, and are specially adapted for the trade via the Suez Canal:—

	Tns.	Class.	Horse Power.
Glendarroch.....	1500	100 A1	900
Glensannox	1500	100 A1	900
Glenrosa	2000	100 A1	1500
Glengyle	1670	100 A1	900
Glenroy.....	2000	100 A1	1250
Glenartney	2000	100 A1	1250
Gordon Castle.....	1930	100 A1	1200
Drummond Castle	1930	100 A1	1200
Braemar Castle	2120	100 A1	1250
Cawdor Castle.....	2120	100 A1	1250

The new steamship Gordon Castle, for the above ports and Foochow, J. Campbell, Commander, will shortly be at a loading berth in the South West India Docks. A day of sailing will be named and strictly adhered to.

For Freight or Passage (having elegant accommodation for first-class passengers) apply to THOMAS SKINNER and Co., 81, Gordon-street, Glasgow, and 5, East India-avenue, London, E.C.

JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

From LIVERPOOL.

Destination.	Ships.	Class.	Dock.	Date.
Yoko.& Higo	Penrith	A1	Prnce's	With des.

For Freight, &c., apply at 19 to 21, The Albany Liverpool; or 7, East India-avenue, Leadenhall-street London.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 13, 1871.

Digitized by Google

FRENCH MAIL EDITION.]

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 42[illegible] LONDON, MONDAY, NOV. 20, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 17.
JAPAN — Yokohama	Aug. 11	Sept. 29	Oct. 1
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	" 4	" 22	Sept. 23
CHINA — Peking	—	—	" 23
Tien-tsin	—	—	" 29
Chefoo	—	—	" 27
New-chwang	—	—	" 26
Hankow	—	—	" 28
Kiu-kiang	—	—	" 25
Chin-kiang	—	—	" 25
Shanghai	" 18	Oct. 2	Oct. 4
Ningpo	—	—	Sept. 27
Foochow	—	—	Oct. 2
Formosa			
Amoy			
Swatow	—	—	Sept. 30
Hong Kong	" 25	" 5	Oct. 11
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon			
SIAM — Bangkok	Sept. 1	" 5	" 16
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 14
Samarang	—	—	" 12
Sourabaya	—	—	" 10
MALACCA STRAITS— Singapore	Sept. 15	Oct. 16	" 19
Penang			
CEYLON—Galle			
Colombo			

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on Friday, the 17th inst., two days in advance of its due date. The next inward mail (P. and O.), with dates, Shanghai Oct. 12, Hong Kong Oct. 18, Singapore Oct. 25, is due, *via* Brindisi, on Saturday next, the 25th inst.

Telegrams by the China Submarine and Red Sea Telegraph Lines, dated 18th inst., were received on the same day, having occupied, allowing for difference of time, about five and a-half hours in transmission. Notice is given that the Great Northern Telegraph Company's cable between Shanghai and Nagasaki is interrupted, and that until further notice messages for Japan should be directed "Post Hong Kong."

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per Messageries Maritimes steamer *Mei-Kong*, arived Nov. 15.—List not to hand.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, Nov. 11.—To Hong Kong: Mrs. A. Ford. Mr. W. Wood. To Singapore: Mr. Cartwright. To Ceylon: Mr. and Mrs. Thos Steele, two children, and servant, Miss Charsley, Miss Carr, Mrs. Carr's child and servant, Mr. A. Gray.

From Gibraltar.—To Singapore: Mr. E Perez.

Per French mail steamer, from Marseilles, Nov. 12.—For Batavia: Mr. Svermadt, Mr. and Mrs. Price and family, Mr. K. G. Rose, Messrs. Schmidt (two), Mr. van Motman. For Singapore: Mr. and Mrs. Garcia, Messrs. A. and P. Hartoz.

Per P. and O steamer *Ceylon*, from Brindisi, Nov. 21.—To Yokohama: Mr. E. Wyon. To Shanghai: Mr. Brand, Mr. W. Carter. To Hong Kong: Baron von Carlovitz, Mr. Hartmann. To Singapore: Mr. and Mrs. T. Sidgreaves and servant To Batavia: Mr. Peet. To Ceylon: Mr. Henry Steele, Mr. D. G. Underwood, Mr Sabonadiere.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 22, via S.C.—To Hong Kong: Miss Macredy, Mr. and Mrs. Norton, Mr. D. B. Robertson, Mrs Whittall and child. To Ceylon: Mr. and Mrs. Symons.

Per P. and O. steamer *Pera*, from Southampton, Nov. 25.—To Shanghai: Mr. H. G. Howlett. To Singapore: Mr. Gottlieb. To Ceylon: Mr. and Mrs. A. Mainwaring, Mr. Lewis Gordon, Mr. Norman Grieve.

Per P. and O. steamer *Malta*, from Brindisi, Dec. 5.—To Yokohama: Mr. J. R. Davidson, Mr. Koppen and five gentlemen. To Singapore: Mr. R. Padday. To Penang: Mr. W. C. S. Padday. To Ceylon: Mr. and Mrs. G. Somers, Mr. J. Buchanan, Mr. Robillard. Mr. Grindrod.

Per steamer *Patroclus* (Holt's Line), Captain Drenning, sailed from Liverpool, Nov. 16.—For Singapore: Mr. T. Weskandt. For Hong Kong: Mr. E. Starkey, Mr. G. Pandorff, Commander N. Osborn (H.M.S. *Elk*), Commander J. B. Barnett (H.M.S. *Hornet*), Dr. W. Galloway, R.N., Dr. W. H. Oldham, R.N., Messrs. J. L. Veitch and W. Barton (Navigating Sub-Lieutenants appointed to H.M.S. *Iron Duke*). For Shanghai: Mr. and Mrs. F. A. Meyer and servant.

Per steamer *Teviot*, sailed from London, Nov. 12.—For Singapore: Mr. and Mrs. Stuart and three children. For Hong Kong: Mr. C J. Spence, Mr. Hay Wright. For Shanghai: Mr A. S. Triggs, Mr. R. B. Cuthbertson.

Summary of News from the Far East.

CHINA.

SHANGHAI.

Dates extend to the 4th Oct. The P. and O. mail of the 11th Aug. arrived on the 1st Oct.—five days behind contract time, the P. and O. steamer *Emeu* having been compelled by bad weather to put into Amoy. The French mail of Aug. 18 arrived on the following day. The following is from the *North China Herald*:—

The change of the monsoon has been accompanied by very heavy weather on the coast. The last English mail was nine days on the voyage from Hong Kong, arriving five days beyond contract time. The *Suwonada*, which left nearly at the same time, arrived only one day before her. Both met with furious northerly gales, and were compelled to run for shelter—the former into Amoy, the latter into Ping-ki bay. The force of the wind is spoken of as equalling that of a cyclone; neither ship was able to make headway against it, and the *Emeu* was actually losing ground when she determined to run for Amoy. The *Etha Rickmers* also suffered badly in a typhoon off Formosa on Sept. 12.

A Peking correspondent writes that the much-vexed audience question is really likely to come up for serious discussion before many months are over. The Foreign Powers have determined to press it; and Chunghow's inactivity in Europe, and Mr. Lemaire's late return to France, are attributable to this resolve. There is no doubt that the Emperor's marriage was put off this year in order to defer the evil day; but this cannot be repeated indefinitely; nor are foreigners content to wait indefinitely. Sooner or later the knot must come up for solution, and there is reason to believe it will be sooner. Will the Chinese yield or fight? There is no doubt what they would like to do; but are they ready? and how much more time are we going to allow them for preparation?

The fifth ordinary meeting of the North China Insurance Company was held on the 2nd Oct., Mr. Lavers in the chair. The working account for the half-year yields a surplus of Tls. 127,828.39. which is carried forward, making a total credit balance of Tls. 843,610.60, on the above date, over and above the paid-up capital, Tls. 300,000, and after the distribution of the first and second dividends, representing Tls. 225,000. The losses and claims paid (Tls. 227,498.57) during the six months, January to June, 1871, principally arise on policies issued in 1870, all which risks have now terminated, subject to averages not yet adjusted and ascertained; subsequent settlements amount to Tls. 10,450.98; and as the casualties to vessels, at present known, in which the company is interested are not expected to involve heavy claims, the business of the present year promises favourable results. The amount of profit, they would observe, up to the 30th June was Tls. 1,068,610, against, at the corresponding period, Tls. 751,000, showing a satisfactory increase. The report was unanimously adopted, and a dividend for 1870 of Tls. 100 declared.

After rather a burst of law proceedings we have had a quiet week. The only pending case, an action by the S.S.N. Co., for damages sustained by their steamer *Kiangsi* through collision with Messrs. Jardine Matheson's steamer *Kiushu*, has been postponed from the difficulty of finding a British assessor among the captains of steamers just now coming to the port, unconnected with the parties interested.

In the application made respectively by the trustee on the estate of William Hargreaves and the trustees under Mr. Hartreaves' marriage settlement for a fund in Court, the proceeds of

Digitized by Google

furniture, amounting to Tls. 10,037, judgment is for the trustees under the marriage settlement for furniture in possession of the bankrupt before 1867, the precise amount of the award to be fixed after inquiry in chambers. In the Hiogo appeal case, Gandaubert *v.* Hart and Smedley, the finding of the Court below is sustained, being for defendants and respondents.

The British brig *Matilda* has been wrecked in Chefoo harbour. She was left with only the boatswain on board, dragged her anchor, and drifted on the rocks at the foot of Yentai hill—the second anchor was let go too late to save her. The Court severely censured the master, and suspended the mate's certificate.

The new rule has not, we believe, been officially promulgated yet in Shanghai; and we may be sure that, so long as the present Taotai remains in office, every obstacle will be offered to it. At Ningpo, we are told, the Taotai has officially informed the Consuls of the change. Care will now have to be taken that the provincial authorities respect the transit pass; and we shall not be surprised to find that the natives yet find it desirable that the pass should be taken out in a foreign name.

Advantage was taken of the cool weather and a moonlight night to call a parade of the S. V. C., which was fairly attended, and went off, on the whole, well. The design was that the force should assemble, as on former occasions, along the line of the Honan-road—No. 2 company with one gun at the junction of the Honan and Peking roads; the Miholoongs at the foot of the Maloo; No. 3 at the foot of the Foochow-road; and No. 1 with one gun on the Yang-king-pang—and at the signal of a rocket from the Maloo, swing, left backwards and right forwards, to face an attack from the city. The new base of operations was the Foochow Road, and a great deal of fighting was gone through by each company in the streets and on the open ground between this and the Yang-king-pang. Eventually, the enemy being repelled at all points, the whole force reassembled at the Parsee Cemetery and marched back, headed by the band, to the Bund, where the order to dismiss was given at eleven P.M.

Fêng, the mandarin who has long held the post of Superintendent at the Shanghai Arsenal, was very recently surprised by the arrival of a young mandarin named Chai-Sz'-bao, with letters from the Futai appointing him to the post and requesting an acknowledgment of his arrival. Instead of replying, Fêng at once started in his new steam yacht for Soochow, to interview the Futai; and from thence, it appears, went on to Nanking to see Tseng-kwo-fan, who is said to ignore altogether the appointment of Chai-Sz'-bao, and to regard him merely as appointed by the Futai to be an additional manager at the Arsenal. The new official, we hear, has lately arrived from Peking, where he held a post in the Tsung-li Yamen. Ostensibly his appointment emanates from the Futai; but his arrival from Peking looks very much as if higher influences were at work. He seems to have studied somewhat of foreign matters, and says he is specially instructed to enquire whether Chinese arsenals cannot begin to derive their supplies of iron and coal from Chinese sources, instead of relying on foreign imports. We hear that a Prussian drill-instructor has been brought out, to teach the use of Krupp's guns to a class of lads at the Arsenal, who are being taught German at that comprehensive establishment

The Shanghai *Courier* of Oct. 3 contains the following paragraph, which narrates the occurrence of an incident very unusual among journalists in the East. It will be seen that our contemporary does not pledge itself to the complete accuracy of its statement, and we trust, for the sake of the "sink of iniquity," that it is much exaggerated. Our contemporary says:—Last night about half-past five, as we are told, M. Beer, editor of the *Nouvelliste*, met M. Lepissier, editor of the *Progress*, in the Rue du Consulat, and struck him on the head with a walking-stick or hand-whip, on which M. Lepissier drew a revolver and fired on M. Beer wounding him in the arm. It appears that M. Beer had sent a letter to M. Lepissier referring to some controversy between the two journals which the latter refused to insert in the *Progress*. Learning that there was a conspiracy in certain quarters to fasten a quarrel upon him, M. Lepissier notified the Consul General of the fact some days ago, and said he would fire on the first man who dared attack him. M. Beer, on meeting him last evening, demanded why he had not inserted his note. He replied that he owed M. Beer no explanation, on which the above encounter took place. M. Lepissier, after firing, walked straight to the French Consulate and gave himself into custody. He was released this morning on bail. M. Beer's wound is not serious. We relate the bare facts as we have received them, refraining from comment for the present.

The *Japan Herald* says:—The Japanese mission to the North to settle the Saghalien affair has returned without doing anything; it appears that the *Nitsin* proceeded as far as Hakodadi, but finding no Russian-men-of-war there to escort her, as promised, the commissioner waited a month, and then returned.

HONG KONG.

Dates by this opportunity extend to the 11th Oct. The outward P. and O. mail of Aug. 25 arrived on the 4th Oct.

The following account, duly certified, of the average amount of bank-notes in circulation in Hong Kong during the month ending the 30th September, 1871, is published in the *Gazette*:—

Banks.	Average amount.	Specie in reserve.
Oriental Corporation...	$477,644	... $250,000
Chartered Mercantile of India, London, and China	559,834	... 200,000
Chartered of India, Australia, and China ...	290,150	... 100,000
Hong Kong and Shanghai	1,782,235	... 700,000
Total	$3,109,863	$1,250,000

The following items are from the *China Mail*:—

The Hong Kong Pier and Godown Company (Limited), has at length commenced operations. The contract for the erection of the godowns has been let to the contractor who is building the new German Club, and he has commenced clearing the site. The pier will probably be finished in about nine months.

There is, we understand, a possibility that the new German Club will be ready for opening by the middle of December next.

A most interesting collection is in process of formation at the City Hall Museum, for which the public are indebted to the liberality and enterprise of the head of the leading German house in this colony. It will comprise when completed a specimen of each article of Chinese production or manufacture passing through business hands in Hong Kong. Canes, matting, fans, ink, carvings, mineral productions, seeds, and a hundred other articles, find place in the list.

A Canton correspondent writes:—M. Blancheton, French Consul at Canton, has obtained from the Viceroy an indemnity for the Catholic chapels and other property destroyed at Shek-Lung and Tung-koon in the recent disturbances. It is to be hoped that the chapels will be soon restored, and that the native Christians of those places, who have been obliged to take refuge at the Catholic mission at Canton, will be able to go back to their district and rebuild their houses.

The news from Macao is to the effect that the Peruvian coolie trade is as brisk as ever it was. Thirteen vessels of various nationalities—Portuguese, Peruvian, Russian, Spanish, and French—are said to be fitting up at the present moment to carry coolies for Peru. The trade is further stated to be carried on under a different system. For the sake of humanity and civilisation, we trust that this may be so.

We are glad to learn that Mr. Tomlin has at length returned to his duty. He went to the office for the first time yesterday. Who knocked him down?

The Hon. Mrs. Yelverton will give a public reading in the City Hall on Oct. 26. This lady, as is well known, has been driven to literary labour for a livelihood by circumstances too well known to require detail here; and for many years her readings and recitations have given great satisfaction, both at home and in America. The London *Times*, after commenting favourably on the several portions of the programme represented at the Hanover-square Rooms, London, characterised her "reading as a complete success," spoke of Mrs. Yelverton as "one of the very best readers of our best poets," and hoped it was "an augury of a successful and happy future that has begun to dawn upon her." We trust that Mrs. Yelverton may not have to regret her journey to the East, or at least to Hong-kong.

The *Japan Herald* has, we hear, been bought by its editor, Mr. Brooke, for $4,000. The *Hiogo News* does not seem to think highly of the investment, and makes some disrespectful remarks about "a lame duck." [When will our contemporaries in the Far East learn how to practice the "amenities of literature," and recognise the truth that there is no weapon so deadly to a writer's reputation as the pen in his hands, if it be not worthily employed? Such an instance of bad taste as the above might be expected of a carcass-butcher disappointed of a bargain, or a Jew broker at a "knock out"—but it is certainly out of place in the "fourth estate"—at least according to Western ideas.—Ed. *L. & C. T.*]

The following items are from the *Daily Press*:—

"It is an evil wind that blows nobody any good" is an old saying, and must have forcibly appeared in the minds of at least two persons lately. Through the detention of the *Yottung* by the late typhoon the *City of Aberdeen* drifted into her course in a disabled condition, and was brought into this harbour, the result being that $2,000 will have to pass from the owner of the latter to the owner of the former for towing services.

The great East Point institution, the Sepoy Guard, is, we hear, to be given up, and to be forwarded to Calcutta by the next steamer leaving for that port, their place being taken by a number of Chinese watchmen of good character and one head man, the engagement of whom, we understand, has been entrusted to an experienced police officer.

Captain O'Hagan, of the British barque *Lizzie and Rosa*, reports that on the voyage from San Francisco to this port, he stopped a few hours on the lee side of the Island of Seypan, one of the Marinas where the people promptly supplied the ship with poultry, fruit, vegetables, &c., &c., at a very moderate price. The Governor of the island and the Padre were exceedingly kind, and both speak very good English. Captain O'Hagan would strongly recommend his fellow ship-masters, if passing near and in want of fresh provisions, to call at the island, as they will be sure to receive a hearty reception, and have their wants immediately attended to.

The Eureka Company, who are old favourites in Hong Kong, performed for the first time since their return from Calcutta.

Digitized by Google

Miss Nellie Hosmer, and Mr. Joseph Small, well known to the Hong Kong public, were rapturously applauded. The new members of the company, Miss Fanny Wiseman and Mr. W. South, may be said to have been on their trial, and capitally they acquitted themselves. Mr. Alfred Singer presided at the pianoforte with brilliancy and tact.

COCHIN CHINA.

—o—

SAIGON.

Dates extend to the 16th Oct. The chief item is the report of the Finance Committee appointed by the Governor to provide for the extraordinary expenses of the year. They recommend a loan of fifteen million francs, guaranteed by the State, to be raised in three years and redeemed in twenty. No difficulty is anticipated in the negotiation of the loan. We have much pleasure in observing that the French Government are about to adopt the simple and sensible expedient of a loan, which, it will be remembered, we suggested, when the best means of raising money were first canvassed, as being far preferable to the narrow policy of strangling the growing trade of the colony with monopolies and licence taxes.

SIAM.

—o—

BANGKOK.

The departure of the King for Calcutta has not yet taken place.

The following items are from the *Weekly Advertiser* :—

The great event of last week was the demonstration shown by the Siamese, in commemoration of the birthday of his Majesty, Somdetch Chow fa Chulalonkorn, the First King of Siam. This sovereign was born Sept. 21, 1853, and was crowned King of Siam Nov. 11, 1868. The Royal birthday seems to have been celebrated with great magnificence.

We learn that his Excellency Nai Naitre, the Governor of Paknam, is to be the bearer of despatches to the Netherlands East India Government at Batavia, and that he will have in charge the decorations which his Majesty the King of Siam has conferrred upon the prominent gentlemen of that island.

The export of rice from Siam last year was greater than in any previous year, and amounted only to 2,533 302 piculs, and this is much less than the exports from Saigon from Jan. 1st to Aug. 12th, 1871, which amounted to 3,758,657 piculs. Why this great difference? Has not Siam the capacity to yield much more than Saigon? Would not investments to multiply canals, roads, and facilitate transit, irrigation, and production, enable the fertile plains of Siam to yield an abundance, and at rates that would defy the competition of any other Asiatic country?

We learn casually that P'raya Rat may be appointed Governor of Rahaang, and be invested with especial powers to adjudicate cases in the Northern provinces, where foreigners may be one of the parties of a suit.

It is whispered about that ere long an Austrian Embassy will visit Siam to exchange the ratified copies of the Treaty which was negotiated May 1869, by his Excellency, Baron de Petz. Le Chevalier Calice, now Consul General for China and Japan, it is expected will be the Ambassador to execute this important service. This gentleman was one of the suite of the Embassy of which Baron de Petz was Envoy Extraordinary and Minister Plenipotentiary.

His Excellency Chow Phya Bhanuwongse, the Minister for Foreign Affairs, entertained officers of the Foreign Consulates at a ball which took place on his birthday.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates from this port are to the 19th Oct. The P. and O. mail of Sept. 8 arrived on the 9th Oct., and the French mail of 15th Sept. on the 16th Oct.

The Legislative Council met on the 16th Oct., but the proceedings were merely formal.

The following items are from the *Daily Times* :—

The manager of the telegraph companies here informs us that the telegraph steamer *Investigator* has just reached Anjer. She will lay a short cable across the Straits of Sunda to join Java with Sumatra, then proceed to join the other steamships at Port Darwin. It is expected the work of laying the Australian cable will be completed by the middle of December. The land lines across the Australian Continent are being proceeded with rapidly, and it is hoped will be finished by the end of the year. The following telegram has been received at the telegraph-office :—

Anjer, Oct. 10th.—"Captain Halpin lays Telok Betong shore end to-day and hopes to complete line by 13th."

The captain and eleven of the crew of the *Taeping*, whose loss we reported a few weeks since on Ladd Reef, were (Oct. 16th) still at Saigon.

It was generally anticipated in the colony that Mr. Trotter, of Ceylon, would be appointed Postmaster-General of the Straits.

CEYLON AND ITS INVESTMENTS.

(FROM A CORRESPONDENT.)

Some few months ago you had an article about the coffee enterprise in this Island. It is true coffee is king in Ceylon, for in our yearly exports it amounts to about four-fifths of the whole produce shipped from the island. Still, coffee is not our only enterprise. We have cinnamon, plumbago, and the proceeds of the cocoa-nut palm in its many and varied forms, besides numerous other small matters. Just peruse the Governor's able and exhaustive speech at the opening of this, the last session of the Legislative Council, at which he will preside, and you will see with what giant strides trade and commerce of every kind have increased within the last fifteen years. During that period imports and exports together have increased in average annual value by 60 per cent., and now stand at about £8,300,000. Shipping tonnage has increased from 640,893 tons to 1,294,795 tons, being an increase of 100 per cent. The estimated number of acres in cultivation has increased from 766,717 to 1,526,583, being just about doubled in the fifteen years. Coffee has risen from 414,377 cwts. to 993,478 cwts., being an increase of 140 per cent.; while cinnamon, which was long neglected, has increased 280 per cent., having risen from 823,721 lbs. to 2,311,059 lbs. Plumbago, however, tops everything in the extent of the rise, for it has gone up from 14,385 cwts. to 150,824 cwts., being an increase of over 800 per cent. Cocoanut oil has gone on steadily increasing, but its value has only risen 33 per cent. in the above period, while tobacco has gone up 58 per cent.

What may be the measure of the island's progress during the next fifteen years it would be difficult to predict. But if the new harbour and the Paumben Passage be then accomplished facts—if the above interests continue to expand as they have been doing—if the Government continues to expend money judiciously in reproductive works, such as roads, railways, canals, &c. —if the irrigation schemes be a success, by increasing and cheapening the food of the people—if the education schemes lately launched have the effect anticipated, of not only enlightening the masses, but of diminishing crime and the cost of its repression, Ceylon ought to present to the reviewer of that period a very flourishing condition. Indeed, one can hardly estimate the extent of the benefits that will be conferred on the island by the successful completion of those great works—the harbour, with its docks, lifts, or slips for repairing the vast amount of eastward-bound shipping that will call to coal, for cargo or repairs—and the Paumben Passage, shortening and facilitating the route to Bengal.

Besides these, however, which are works of national, rather than merely local, interest, there is no reason why our exports should be restricted to the few articles above quoted. There are other industries that would suit the vast tracts of unbroken land lying on the south, east, and north of the island. Let anyone stand on the top of Tottapellagalla and cast his eye over the vast tracts of waving forest extending in one direction to the Pattenas of Bogawantalawa, Bopatalawa, and Agra, and in another to Ballangodde and Happotella; if these be too elevated for coffee, would they not make splendid tea and chinchona gardens? The lands in question are probably at an average altitude of 6,000 feet. The lays of the land are perfection, the soil is excellent, and the climate most bracing. And what a fine pursuit would be that cultivation in an almost European climate! It only wants a beginning—some enterprising capitalist or company should start it, others would soon follow, and the field would be occupied. Take again this extensive tract of untouched land in the Binteune country and between that and Batticaloa, fine land almost dead level, in a dry and hot district—would not these be well adapted for cotton? The extensive tracts of jungle in the Northern Province, too, would suit for the same purpose or for silk culture, or tobacco, or grain, or maise. When the effects of the last commercial crisis, followed as it has been by European wars, shall have fairly blown over, when commerce shall assert her supremacy, and enterprise be once more unfettered, there need be little doubt that the industries above indicated will attract the attention of capitalists and settlers to the various new and old outlets for money and labour in a healthy country, easily reached, "where Europe amid Asia smiles."

Commercial Report.

(For dates see first page.)

—o—

IMPORTS.

SHANGHAI.—Grey Cottons had been in very trifling demand since the departure of last mail, and although prices had not experienced any appreciable decline, the market had been weak throughout, and buyers anticipated a concession by sellers before business was actively resumed. Quotations were all more or less nominal. Woollens generally had improved considerably in value, and amongst them Camlets and Crape Lastings were the most noticeable, both of which articles had advanced in value one-half to three-quarters of a tael per piece, and continued in demand. Figured Orleans, although more wanted were very little higher in value, but Spanish Stripes were quoted 2c. per yard better, and sales of Long Ells established an advance of 5c. pe

Digitized by Google

piece. Scarlet CPH having changed hands at Tls. 5.85. For Lastings and Crape Lustres, however, there was scarcely any inquiry, and sales were somewhat difficult to be made at quotations. Tientsin and Hankow market advices continue unfavourable in the extreme. Quotations were as follows:—Camlets, SS, Tls. 14 to 14.7.5; GG, Tls. 14.5; SSG, Tls. 14.4. Spanish Stripes, Tls. 0.5.8 to 0.6.1 per yard; T.T.-B., Tls. 0.6.1. Long Ells, Scarlet CPH, Tls. 5.8.5; Assorted, HH, Tls. 5.5, CPH, Tls. 5.3.5 to 5.4.5, GG, Tls. 5.5. Lastings, 30 yds., Tls. 9.1 to 11.5. Crape Lastings, 30 yds., Tls. 7 to 7.5. Crape Lustres, Tls. 3.6 to 3.9. Orleans, Figured, 30 yds., Tls. 3.9 to 4.1. Metals.—Lead: A few sales effected at Tls. 4.55 to 4.60. News from Hankow of an improved market at that port had caused holders to assume a firmer tone and ask for an advance of 1 to 2 mace per picul upon last quotations. Nail Rod Iron: Offers freely made on last mail's terms, but holders were very firm, and require an advance. Coal: With but few arrivals, supplies were held for higher rates.

FOOCHOW.—The following sales were reported:—500 pieces 8¼ lbs. Grey Shirtings, at $2.70 per piece. Lead 1,500 pigs at $6.50 to 6.75. Quotations are:—Grey Shirtings, 7 lbs., at $2.35 to 2.40; T-Cloths, 7 lbs., at $2.10 to 2.30; 6 lbs. at $1.80 to 1.82½; Lead at $6.75 per picul.

HONG KONG.—The import market had been subjected to little or no alteration since last mail.

SAIGON.—Transactions had been on a very moderate scale, and our quotations remain unchanged, viz.:—Grey Shirtings: 8¼ lbs., $2.52½ per piece; do., 7 lbs., $2.15. Irish Linen: No. 150, $1.70 to 1.75 per piece: do., No. 120, $1.65. T-Cloths: 7 lbs., $1.80 to 1.85 per piece; do., 6 lbs., $1.75; do., 5 lbs., $1.37½ to 1.40; do., 4½ lbs., $1.20 to 1.25; do, 4 lbs., $1.10 to 1.15.

SINGAPORE.—The following were the latest market quotations:—Gambier, $3.25; Black Pepper, $12¼; White Pepper, $21; Sago Flour: Singapore, $2.70; do. Borneo, $2.77½; Pearl Sago, $3.15; Tin, $34.50; 40s Mule Twist, $114 to 115; 8¼ lbs. Shirtings, $2.50 to 2.47½; 7 lbs. do., $2.15; 5 lbs. T-Cloths, $1.35; 6 lbs. do., $1.65; 7 lbs. do., $1.82½ to 1.85.

EXPORTS.

TEA.

SHANGHAI.—The market for Black Teas had been very firm, and almost all Teas above low common kinds were bought up as soon as shown. Teamen had asked and obtained a further advance in prices. Settlements 18. 000 chests. Stock 17,000 chests against 50,000 last year. In Green great activity had been displayed, and all desirable chops were taken up on arrival. Many settlements showed a rise of Tls. 10½ per picul. Stock was very small, and comprised but few fine Teas. Settlements 50,000 ½-chests; stock, 19,000 ½-chests, against 70,000 last year.

FOOCHOW.—A quieter feeling had prevailed during the interval, and although purchases had amounted to over 16,000 chests of Congou, a large portion of this had been taken for the Continent. The buying for England appeared to have been comparatively small. Settlements of Oolong for America had been on a much more moderate scale, only amounting to 5,000 half-chests. For the Colonies, a small business was in progress. Daily arrivals from the country continued on about the same scale as last reported, and stock was diminished to 41,000 chests Congou. The demand had existed for nearly all grades, but had chiefly run on the strong brisk kinds, varying from Tls. 15 to 17½. Teamen still held anything above this range very firmly. But little had been done in Souchong; purchases had been made in the grades ranging from Tls. 15¾ to 20 short, whilst two or three chops of boxes had realised from Tls. 28 to 36. In Oolong only two strings had been settled at Tls. 22½ and 23 short respectively. These prices showed a slight decline. In Flowery Pekoe nothing had been done. In Scented Teas there is not much to note; a few settlements had taken place at prices ranging from Tls. 16 to 21 short. The Teas on offer of this description were of very inferior description, and were much mixed.

COCHIN CHINA PRODUCE.

The following is Messrs. Kaltenbach, Engler and Co.'s report, dated Saigon, 16th October:—

RICE.—We have to report a further and very considerable advance on our rates current a month ago. When prices at Hong Kong had rapidly gone up to about $2.50 the excitement on our place was great, and it became nearly impossible to contract for any larger quantity. Europeans then kept entirely out of the market, but Chinese continued to secure the smallest lots at almost any rate, paying in some instances an advance of over twenty cents from one day to the other, and higher prices than seen for a long time, say fully $2.25 and 2.30 have been established. Since the beginning of the present month a more quiet tone was prevailing, and prices had at one moment declined to about $2.05 and 2.10, but the following days already the market was again firmer and rates were varying since between $2.10 and 2.20. At the latter prices a lot of 10,000 piculs round has been contracted by Europeans, and afterwards, when the market became easier, the same quantity at $2.15. Our present quotations are, round $2.15 and long 2.10. Paddy: A report is current that high waters in some districts have damaged a good deal of the old stock; prices are nominal.

HIDES.—Buffalo are rather neglected, and lower prices would be accepted. Cowhides on the contrary are in great demand for export to Singapore, and difficult to be got. We quote Buffalo $7.75, and Cowhides $12.25.

HORNS.—Several lots have been bought at lower prices, say from $8 to 8.25, according to size.

COCOA-NUT OIL.—There is not much offered, and prices remain unchanged at $8 per picul.

GAMBOGE is scarce at higher prices. For middling quality $59 to 60 are asked.

NEW YORK MARKET REPORT.—Nov. 4.

TEA.

The demand for all descriptions has been rather light since our last report, recent purchases having pretty well supplied the trade. Holders, however, are not disposed to press sales, and full rates are maintained. Stocks of all kinds are moderate.

COFFEE.—The latest advices from Rio Janeiro confirm previous reports of a short crop in Brazil, and light receipts at Rio. These accounts have wrought a change for the better in the tone of this market, inasmuch as there now seems to be some disposition to resume purchases to a moderate extent; holders remain firm, still offering their small stocks sparingly. The market for East India descriptions has been unsettled, owing to the almost entire suspension of operations noticed in our report of a fortnight since. The following have been the transactions (which were chiefly entered into early in the interval):—12,476 mats Java, per Alexander; 10,000 mats to arrive, per Enoch Train, due at the close of the year; 25,191 to arrive, per Jane Sprott, daily expected, and 1,300 bags native Ceylon, all on private terms. The jobbing prices of East India remain as before, say 21c. to 22c. for pale and brown Singapore, and 25½c. to 27c. for pale to extreme brown Java, all gold. The stock of Java here and in Boston is now only about 25,000 mats, held in few hands, who also control the supplies till the end of this and the beginning of next year.

CORDAGE is steady at previous rates—say 21c. to 22c. for Manila, 20½c. for Tarred Manila, and 19c. to 20c. for Sisal Rope.

CAMPHOR.—China is quoted 14c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.10 gold (duty paid).

FIRE CRACKERS are very quiet; we quote extra No. 1 nominally $3 to 3.10 usual terms.

HEMP.—The market for Manila continues very quiet, manufacturers being well supplied, and the small stock in hand being firmly held; the current quotation is still 13¼c. gold. The only sales of the fortnight have been 250 bales fine quality, per H. Harris, at 13½c. gold, and 4,400 bales, per S. G. Glover (before arrival), on private terms.

	1871. Bales.	1870. Bales.	1869 Bales.
Manila Hemp imported into the United States from Jan. 1 to date	124,566	122,147	123,987
On the way to the United States from Manila, Oct. 31	27,402	32,867	13,728
Stock in importers' and speculators' hands in Boston, Oct. 31...	294	13,823	13,337
Stock in importers' and speculators' hands in New York, Oct. 31	2,829	8,080	5,200

INDIGO.—The market is dull, and prices are to a great extent nominal; Manila rules at $1.05 to 1.15, Madras at $1.15, currency.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to 60c. currency (duty free).

RICE.—Carolina has been in excessive supply, and prices gradually receded until a few days prior to the close, when, the receipts becoming more moderate and stocks falling off, the market recovered. Rangoon has been inactive throughout the interval at low prices; the sales have been about 1,500 bags, at $6.87½ to 7 currency, and 1,600 bags in bond, at $3.25 to 3.30 gold.

SUGAR.—The market is very dull, owing to the absence of country buyers and the absorbing interest attached to the choice of legislative and judicial officers. The dulness has been quite marked, business having been brought almost to a stand. The only sales of East India have been 15,994 bags Manila, per Great Admiral, at 8½c., and two invoices Manila, comprising 33,234 bags, on private terms.

SPICES.—In Nutmegs there has been a large movement in parcels on the spot and afloat, the purchases embracing the bulk of the stock and the supply known to be afloat, on private terms, but at full prices. Operators are sanguine that from the position of this spice in the markets abroad higher quotations must rule here for some time to come. In Pepper there have been sales of two cargoes Sumatra and Singapore, to arrive, say about 6,000 piculs, on private terms, which embraces about all expected here the remainder of the year. The trade demand continues good, and prices generally are firm. Cassia is no higher, but is well supported. Mace, Nutmegs, and Cloves stiffen; the latter have been quite active, and the market, as a whole, has a healthy tone. For trade lots there is a moderate demand, though the market is not as active as for some weeks past. We notice sales in a jobbing way of Mace at $1.45 to 1.50; Nutmegs, $1 to 1.02½; China Cassia, 36c. to 37c.; Batavia, 34c.; Cloves, mostly in bond, 6¾c. to 7c.; duty paid, 12c.; Pepper, 18c. to 18½c. for Sumatra, and 19½c. to 20c. for Singapore; White Pepper, 40c.

TIN.—There is still an absence of demand, and prices rule lower; large lots could not be placed, except at a considerable reduction in quotations. Banca may be quoted nominally at 41c. to 41½c., and Straits 36c. to 36¼c., gold.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500	500	220	4 p.c
Shanghai Gas Company ...	100	100	136	12p.c
Shanghai S.N. Company ...	100	100	199	12p.c
S. Tug and Lighter Company ...	850	850	400	5 p.c
French Gas Company	50	50	61	10p.c
Hong K. Fire Insurance Co. ...	$1,000	$200	$565	12p.c
North China Insurance Co. ...	Tls.1,000	Tls.200	Tls.560	trien.
North China Steamer Company	100	100	90	
Union S.N. Company	100	100	118	10p.c
Yangtzee Ins. Association ...	500	500	980	15p.c
Union Insurance Society ...	$5,000	$1,000	$2,500	trien.
China Traders Co. (Limited) ...	1,000	1,000	3,500	475p.s

Digitized by Google

SHANGHAI SILK SHIPPERS.

From 1st June to 3rd October, 1871.

	Bales.		Bales.
Adamson, Bell, and Co. ...	904	Lindsay and Head... ...	67
Blain and Co.	60	Maertens, A. H.	198
Barnet and Co.	1,144	Milsom and Tod	1,245
Birley, Worthington, & Co.	843	Nachtrieb, A., and Co. ...	821
Birt and Co.	159	Pila and Co.	583
Borntraeger and Co. ...	197	Pustau, W., and Co. ...	108
Bourjau, Hubener, and Co.	250	Reiss and Co.	1,182
Bovet, Brothers and Co. ...	248	Robison, J. S.	46
Bower, Hanbury and Co....	1,336	Russell and Co.	371
Brand Brothers, and Co. ...	1,005	Sassoon, D., Sons, and Co.	1,317
Bull, Purdon and Co. ...	32	Scheibler, Matthaei, and Co.	161
Butterfield and Swire ...	593	Shaw Brothers and Co. ...	973
Essex and Co.	1,048	Siemssen and Co.	261
Fogg and Co.	105	Skeggs, C. J. and Co. ...	3,975
Findlay, Wade, and Co. ...	120	Telge Nolting and Co. ...	148
Gamwell, F. R.	540	Texter and Co.	1,981
Gibb, Livingston, and Co...	1,061	Thorne Brothers and Co. ...	323
Gilman and Co.	1,796	Turner and Co.	262
Heard, Augustine, and Co.	438	Vaucher Freres	18
Helbling, J. C. and Co. ...	321	Westall, Brand, and Co. ...	359
Hogg Brothers	634	Wright, Burkill and Co. ...	341
Jardine, Matheson, and Co.	709	Sundries	3,027
Jarvie, John, and Co. ...	1,321		
Lacroix Cous. and Co. ...	469	Total bales... ...	33,100

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5¼d.	4s. 5⅜d.	4s. 5⅝d.
Shanghai ,, ,, ...	5s. 11¼d.	6s. 0d.	6s. 0¼d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 3¾d.	4s. 4¼d.	4s. 4½d.
Singapore ,, ,, ...	4s. 4¾d.	4s. 5¼d.	4s. 5⅝d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305½	220
,, Hong Kong	27½ to 28 dis.	—
Bar silver	111.3.0	10 prem.
Mexican dollars	78.2.0	2½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 64; Old, 66 per cent. prem.
Hong Kong Gas Company, 60 dols. per share.
Hong Kong and Whampoa Dock, 22½ per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 36 dols. premium.
Hong Kong Fire Insurance Company, 362½ dols. premium.
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 117 to 120 premium.
China Fire Insurance Company, 67 dols. premium.
Victoria Fire Insurance Company, 68 dols. premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $17 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls. 90 premium.
Hong Kong Distillery Company, 10 to 12 per cent. prem.
Hong Kong Pier and Godown Company, 2 per cent. dis.

LATEST TELEGRAMS.

COMMERCIAL.

CHINA.

(Reuter's Telegrams, Received Nov. 16.)

Hong Kong, Nov. 15.—Piece goods quiet. Tea, total export (China and Japan) to date, 111,750,000 lbs. Exchange on London: bank bills six m.s., 4s. 4¾d.

Shanghai, Nov. 15.—Silk export to date (China and Japan), from commencement of season, 38,000 bales. Business is suspended in consequence of a temporary monetary panic.

STRAITS SETTLEMENTS.

(Received Nov. 16.)

Singapore, Nov. 15.—Cotton Yarn, 40's, $115; Grey Shirtings, 8¼ lbs., $2.45; 7 lbs., $2.15. Tin, $36. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

Penang, Nov. 15.—Cotton Yarns, 30's, $102; 40's, $112. Grey Shirtings, 8¼ lbs., $2.40. Tin, $36.50. Black Pepper, $4.30. Sugar, No. 2, $5.10. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Whinfell	July 8 ...	Shanghai ...	1,113,100
Leucadia	— 18 ...	Do. ...	1,327,600
Sir W. Wallace ...	— 19 ...	Do. ...	1,382,400
Aracan	— 22 ...	Do. ...	1,038,600
Woodlark	— 25 ...	Do. ...	1,339,000
Lahloo	— 25 ...	Do. ...	1,120,000
Weymouth	— 26 ...	Do. ...	1,098,000
Daylight*	Aug. 7 ...	Do. ...	818,600
Eliza Shaw	— 8 ...	Do. ...	876,200
Sarah Scott... ...	— 15 ...	Do. ...	815,500
Everest	— 16 ...	Do. ...	752,600
J. R. Worcester ...	— 17 ...	Do. ...	1,152,000
Yeavering Belle ...	— 17 ...	Do. ...	588,700
Red Deer	— 22 ...	Do. ...	1,003,800
Avon	— 26 ...	Do. ...	841,900
Taunten	— 29 ...	Do. ...	841,900
Caller Ou	— 30 ...	Do. ...	902,100
Cutty Sark	Sept. 1 ...	Do. ...	1,315,100
Ariel	— 2 ...	Do. ...	1,221,500
Derwent	— 14 ...	Do. ...	851,300
Avona	— 14 ...	Do. ...	960,500
Glensannox	— 20 ...	Do. ...	1,159,800
Fire Queen	July 10 ...	Foochow ...	993,500
William Ritson ...	Aug. 1 ...	Do. ...	879,900
Silver Eagle ...	— 9 ...	Do. ...	1,081,800
Her Majesty * ...	— 12 ...	Do. ...	1,346,800
Lauderdale	— 17 ...	Do. ...	1,177,200
Rifleman	— 26 ...	Do. ...	539,900
Maiden Queen ...	Sept. 3 ...	Do. ..	1,087,700
Melbrek	— 4 ...	Do. ...	1,085,300
Deerhound	Aug. 9 ...	Canton ...	532,500
Ambassador ...	— 30 ...	Do. ...	971,900

* Put back.

Shipping Intelligence.

ARRIVALS.

At Tientsin.—From London, Enterprise (str.) (reported by telegram).

At Yokohama.—From London, Walton (reported by telegram).

At Shanghai.—From London, Sept. 26, Elizabeth Graham; from Liverpool, 27, Alexander Lavalley (str.); from Cardiff, 28, Etha Rickmers; from London, previous to Nov. 11, Lord of the Isles (str.) (reported by telegram).

At Hong Kong and Canton.—From Newcastle, Oct. 2, Reigate; from London, 4, Beemah; 6, Glengyle (str.); from London and Liverpool, previous to Nov. 6, Ulysses (str.); 10, Emerald (str.), Emilac (str.), (reported by telegram).

At Foochow.—From London, Nov. 3, Lord of the Isles (str.) (reported by telegram).

At Singapore.—From London, Oct. 14, Odessa (str.); from Glasgow, 10, Albay (str.); from Liverpool, Nov. 15, Achilles (str.); from London, Fairleader; from Cardiff, Nestor.

At Manila.—From Glasgow, Nov. 3, Albay (str.) (reported by telegram).

At Saigon.—From Boulogne, Oct. 3, Charles Jeanne; from Marseilles, 3, Pouliguen; from Bourdeaux, 5, Guipuscoano; 11, Suzanne.

DEPARTURES.

From Shanghai.—For London, Sept. 23, Guinevere,; 26, Seatoller, Amoor; Oct. 1, Athol (str.); for New York, 30, N. B. Palmer; for London, Nov. 11, Her Majesty (reported by telegram).

From Foochow.—For London, Sept. 20, Holmsdale; for New York, Sept. 25, Kelso; 29, Yangtze; 16, Benefactor.

From Hong Kong and Canton.—For London, Oct. 7, Atholl (str.); for New York, 9, Golden State; 10, Glance; for London (reported by telegram), Chanticleer, Onward, Corea, Glengyle (str.), Veronica.

From Singapore.—For London, Oct. 16, Agra; for Marseilles, 11, Guillaume Tell; for New York, 10, Mary Nelson; 11, Adolph Meyer.

CASUALTIES.

Foochow.—The Corypheus, from Foochow, for Melbourne, has been lost in lat. 12 S., long. 160 E.; mate and part of crew arrived at Shanghai (reported by telegram).

Batavia, Nov. 14.—The Veronica, bark, from Whampoa, for London, has put in here with crew mutinous; master ironed. Consul holds court (reported by telegram).

PASSED STRAITS OF SUNDA.

Oct 1, Everest, Omba; 5, Annie Bow, Schiehallion; 6, Ambassador, Trinidad, Diadem, Ariel; 10, Advancement, Cutty Sark, Lauderdale, Ocean (reported by telegram), Naval Brigade.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Caw—On the 22nd Sept., at Manila, Mrs. Thomas Caw, of a daughter.

Deacon—On the 9th Nov. at Macao, the wife of Ernest Deacon, Esq., of a son. (By telegram.)

Loureiro—On the 16th Nov., at the Rookery, George-lane, Woodford, Essex, the wife of José Loureiro, late of Nagasaki, Japan, of a son.

Moore—On the 28th Sept., at Hong Kong, the wife of Lieut. E. Moore, 13th Regiment, of a son.

Moore—On the 28th Sept., at Wan Tou, North Barrier, Ningpo, the wife of Mr. Charles Frederick Moore, of a daughter.

Pugh—On the 27th Sept., at Hankow, the wife of W. Pugh, Esq., of a son.

MARRIAGES.

Hudson—Croker.—At Canton, by the Ven. Archdeacon Gray, Arthur John Hudson, Esq., of Leeds, to Maria Elizabeth Croker, of Hobarton, Tasmania.

Digitized by Google

MASPERO—YAPP.—On the 11th Nov., at the British Embassy, Paris, M. Gaston Maspero, Professor at the Ecole des Hautes Etudes, to Harriet, second daughter of G. W. Yapp. No cards.

DEATHS.

FRIEDRICKS—On the 26th Sept., at Bangkok, R. Friedricks, second mate of the German bark *Lotte*, caused by the fall of a block.

LLOYD—On the — Nov., at Shanghai, J. M. Lloyd, Accountant to the Municipal Council. (By telegram.)

MACKEAN—On the 13th Nov., at Guilford-street, Russell-square, Frances Ashenhurst, the beloved wife of T. W. L. Mackean, Esq., formerly of Messrs. Turner and Co., China.

WILD—On the 1st Nov., at Foochow, Cecil Margaret, infant daughter of C. A. Wild, Esq.

SHIPPING POSTCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—At Queenstown, from Rangoon, China; Nov. 16, off Falmouth, from Rangoon, for Bremen, Sirius; 15, from Maulmain, for Altona, Dorette; 16, at Deal, from Colombo, Thames; 17, at Deal, from Singapore (via Suez Canal), Menelaus (str.); at Liverpool, from Singapore, Hermione; 15, at Brouwershaven, from Batavia, Yokohama; 12, at New York, from Singapore, Beatrice; 18, at Falmouth, from Akyab, for Bremen, Vision; at Queenstown, from Rangoon, for Glasgow, William Carvill.

DEPARTURES.—Nov. 16, from Liverpool, for Singapore, Apollo; for Shanghai, &c. (via S.C.), Patroclus (str.); 15, from Newcastle, for Galle, Shepherd; 14, from Hamburg, for Hiogo, Fidelio; 6, from New York, for Shanghai, Surprise; 17, from London, for Newport and Singapore, Springfield.

LAID ON.—At London, for Shanghai, Lahloo, Leucadia; for Colombo (via S.C.), Good Hope (str.); at London, for Shanghai, Blackadder.

SPOKEN.—Hollinside, Shields to Galle, Oct. 18, 8 N., 23 W.; Jas. Shepperd, London to Shanghai, Sept. 22, 5 N., 23 W.; Matilda Wallenbach (?), Singapore to Liverpool, Oct. 5, 9 N., 25 W.; Golden Spur (ship), Hong Kong to Hamburgh, Sept. 30, 36 S., 22 E.; Maria, Manila to London, Oct. 19, 12 N., 26 W.; No. 7159, 3rd d.p.; and No. 6 209, rendezvous flag (Ocean Belle) (barque), of Sunderland, bound to Singapore, Oct. 15, 8 N., 26 W.

CASUALTIES.—Advices from Boston, dated Nov. 2, state that the Ironside, Vaux, which arrived there 28th Oct., from Singapore, had fore-topmast, &c., carried away 24th Aug., in lat. 35 S., lon. 16 E., during a strong breeze. Advices from Mauritius, dated Oct. 20, state that the Nimroud, Lowther, from Manila to New York, which put in there, July 27, with damage, proceeded Oct. 5 for her destination, after undergoing repairs and reloading the sound portion of her cargo. The cargo of the Priam, Jamieson, from Ilo Ilo to London, which put into Mauritius Aug. 17 leaky, will be sent on by the Margaret Falconer.

MISCELLANEOUS.—Oct. 17, from Singapore, Solway.

JAPANESE REFORMS.

A letter from Yedo, dated the 10th of September, in the *Allgemeine Zeitung* gives some curious particulars as to the reforms which are now being effected in Japan. "If all the plans of the Government are carried out," he says, "Japan will enter on a political and social reformation of the highest importance. It is a fact that all the princes have—though as yet only nominally—abdicated their dignities, and that after the ninth month of the Japanese year—*i.e.*, about the end of October—they will take up their residence as private citizens in Yedo. They are to retain a tenth of the revenues of their former estates, the remaining nine-tenths being appropriated to the Central Government at Yedo; and new provincial governors will be appointed who will be merely officials subject to the central authority. . . . In connection with this political reorganisation there is to be a social reform which will perhaps prove even more important. Within the next five years all the samurai (bearers of two swords) who have hitherto been the dependants of the princes and other grandees, are to be dismissed and cast on their own resources, to seek employment as artisans, merchants, or civil servants. Further, civil appointments are to be thrown open to all classes, and a sort of general liability to military service to be introduced after the Prussian model." The correspondent doubts, however, whether it will be possible really to carry out all these reforms. "Class distinctions have been as strong in Japan as anywhere else; the history of the country up to the establishment of the Tycoonate presents an almost uninterrupted series of civil wars; and recent events have shown that even now such wars are not impossible. It is difficult to believe, too, that the privileged class which has hitherto alone disposed of the revenues of the provinces should give up all these advantages without resistance, and out of sheer patriotic disinterestedness. It is true that an order from the Mikado is almost regarded as a message from Heaven; but this has never prevented a prince from making war on the Government under the pretext that the Mikado has fallen into the hands of his enemies, and is not a free agent. On the other hand, it cannot be denied that the difficulty of uniting the Japanese provinces under a central government would be much less than that of forming the German Empire has been. The princes were always nominally the Mikado's vassals; they obtained their titles from him, and consequently did not, as the German princes do, enjoy the prestige of sovereignty. . . . Several princes would be very contented with their new position, for they would be able to live much more comfortably on their reduced incomes than they can now. As for the more powerful princes, such as Kanga and Mito, their clans are so split up into factions that no resistance is to be feared from them. The most formidable clans—those of Satsuma, Hizen, Tosa, and Tchiotchin—have for the time the whole power of the Government in their hands. . . . . But even if these grandees should not quarrel, and no material alteration were made in their position, the central Government would still acquire an enormous increase of power by the abolition of a crowd of small principalities." The correspondent adds that the Government is about to open the fertile island of Jesso to foreign colonists, and that two Americans have been sent there to introduce the system of agriculture adopted in the United States.

MISCELLANEOUS.

—o—

MISSIONARIES IN CHINA IN 1820.

The following curious extract from the *Diario di Roma* of 1822 is taken from the *London Literary Gazette*, in which it was reprinted in 1823:—

"Gin-Song, the Sovereign of this great kingdom the Empire of Annam (which includes provinces of Tonquin, Cochin-China, Chiampa, Camboja, and Loas-ur-Tac Tho, and contains 23,000,000 inhabitants) died in the beginning of 1820, in the seventieth year of his age. During his reign of eighteen years he constantly protected the Catholic religion and esteemed the European missionaries, whom he honoured with his entire confidence. It was feared that after his death there would arise a persecution against this faith, because the Crown Prince some years ago seemed to be ill-inclined towards the missionaries, and even threatened to banish them all out of the kingdom as soon as he ascended the Throne. But He who sways the hearts of Princes disposed otherwise in his infinite mercy. Gin Song, a short time before his death, called the Prince to his sick bed, and gave him many counsels which he desired him to observe; among others, he most urgently exhorted him not to disturb in the least the professors of the Catholic religion, if he would not, like the tyrant Tau-Jou—who prohibited the exercise of the Catholic faith in this kingdom in 1793, and was soon after deposed and murdered—lose both his Throne and life. The new Sovereign, who calls himself Mink-Mauh and is thirty years old, punctually followed this paternal advice. The Catholic religion is in the most flourishing condition in Tonquin as well as in Cochin-China, and several mandarins show themselves as well disposed to it as in the lifetime of the late Emperor. Mink-Mauh has signalised his accession, which happened exactly on the Tonquinese New Year (our 14th of February) also by other acts beneficial for his people—released them, by an edict issued that day, from all their debts to the Imperial Treasury; diminished the taxes, which were very heavy under the Government of his father; recalled exiles; and pardoned criminals sentenced to death and other prisoners."

THE POISONING OF THE CREW OF THE "AUDAX."

With reference to the poisoning of the officers and crew of the American vessel *Audax*, the *Shipping and Mercantile Gazette* says:—We have no desire to magnify the importance of this case, or, of course, in any way to distort the facts as they have reached us. But it comes to this, that in the British Port of Hong Kong a coroner's jury have found that a murder by poisoning has been committed on board a merchant vessel lying there, and, of course, if the jury are right, there was more than one victim aimed at by the assassin. It would seem that what happened on board the *Audax* might occur to any vessel against the officers or crews of which a Chinese or Malay sailor might have a grudge. We are aware of the difficulty of meeting attempts at this peculiar species of assassination in the Chinese ports, but at Hong Kong there ought to be no such difficulty. The port and all its belongings are subjected to British control and supervision, and there is, consequently, infinitely less opportunity than there would be higher up the coast for the perpetration of such atrocities. The misfortune in the present case is, that although the coroner's jury have found a verdict of wilful murder, it is an open verdict, and fixes on no one. In the East the criminal population are only impressed by exemplary punishment. Had the prisoner Allee been given in charge to a jury, and tried by British law, it is quite possible there might have been evidence sufficient to have ensured his conviction. As it is, though the officer of an American ship in the British port of Hong Kong has met his death by foul means, the victim of an attempt to murder the whole ship's company, the executive there cannot reach the murderer who, so far as appearances to the contrary, is at this moment at large, and no doubt emboldened by impunity. This state of things is assuredly not calculated to create confidence in the vigilance or astuteness of the executive of Hong Kong.

DIVING APPARATUS FOR THE YANGTSZE.—We understand that Messrs Siebe and Gorman, the well-known submarine engineers, are preparing a diving apparatus and other submarine gear for use in the Yangtsze, where, it will be remembered, the treasure on board the *Hamilla Mitchell* was recovered by their patent diving apparatus, last year. The new work has all the latest improvements attached; the air pumps are on an improved principle; two divers can work from the same pump; it is fitted with an indicator to denote the depth at which the diver is working; the cylinders are surrounded by a water apparatus to keep them cool, which is very necessary in a hot climate; and with this apparatus a diver can work to the depth of 160 feet with the greatest ease; and by the use of the submarine electric light they can see equally well in thick water or by night. Two experienced divers from Messrs. Siebe and Gorman's establishment work the above apparatus, which is expected to be ready in a few weeks.

MISSIONS IN MONGOLIA.—The Rev. J. T. Gulick, missionary in North China, now in America, advocates the immediate establishment of a mission to the Mongols, a population of from 3,000,000 to 6,000,000, lying outside of and north from China proper. Methodist missionaries in China are looking in the same direction. I. N. Wheeler, Superintendent of Methodist Missions at Peking, dating at Kalgan, a city of 100,000 inhabitants, says: "I hope we will be reinforced in such numbers as soon to be able to set apart two men for the work in Mongolia and Manchuria. We must occupy this vast territory, for the door of entrance is wide open. The American Board have a station in Kalgan, and the brethren here are beginning to see the first fruits of their labours." Seven native Chinese preachers will be admitted into the several conferences of the current conference year, among the Methodists in the United States; four have already been, and three more are to be, admitted—one each in the Vermont, Black River, and Baltimore Conferences.

MR. F. H. GOTTLIEB, of Singapore, has been called to the bar of the Middle Temple.

THE *Icarus*, Lord Charles Scott commander, has arrived from Singapore, *via* the Cape, under sail.

Digitized by Google

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 14.

New joint-stock companies are springing up all over Germany like mushrooms, absorbing so many millions of dollars that the wonder is where all the money comes from. Here, at Hamburg, no less than four such have been launched with great success since my last letter; they are the Anglo-German Bank of Hamburg, with a capital of five million thalers; the Brokers' Bank, capital a million thalers, and two industrial undertakings—a Railway-carriage Building Company, with a million thalers capital, and the Hamburg and South American Steamship Company, with a capital of a million and a quarter. The first named of these is chiefly formed for the purpose of facilitating financial operations between Germany and the Far East, and Herr W. Nissen, a partner in the house of Messrs. Siemssen and Co., is one of the directors. The shares, which were issued at par, are thought so favourably of, that very large quantities daily change hands, and command already a premium of 17 per cent.

The King of Denmark has appointed Herr H. A. Petersen to be Danish Consul at Amoy, and Herr H. Polano to be Danish Consul at Hiogo, in Japan, vice Herr L. Polano, resigned.

COMMERCIAL.

There is a good consumptive business doing in Tea, with steady prices; some 1,500 chests of Congou and Souchong were sold by importers. Cleaned rice is in great favour and higher; at first the improvement was confined to low qualities, but it now extends to the finer descriptions. A cargo of 7,600 bags Rangoon to hand, per Lucerne, was sold prior to arrival, and no further sales of rough grain are reported. Cassia Lignea is still much inquired for at 11½ to 11⅝ sch. bco., and Flores at 16 to 16½ sch. bco. Black Pepper is also in request, Singapore fetching 7½ to 7⅝ sch. bco.; White sells at 16 to 16½ sch. bco. Nothing done in Spelter, nominal price 12¼ mks. bco.

SHIPPING.

ARRIVED.—Lucerne, from Rangoon.

SAILED.—Norge, to Akyab; Aldebaran, to Singapore; Albatros, to Hong Kong; Constantine, to Shanghai; Courage, to Hong Kong.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 15.

The Minister of the Colonial Department, Mr. van Bosse, has laid before Parliament a most important Bill for providing Java with a railway net. He proposes the construction of the following lines by the State:—1. A line from the railway Batavia-Biutenzorg, in the direction of Gibaroessa and Gipadalarang, to Bandong. 2. From Djocjocarta, in the direction of Poerworedjo, Keboemen, and Banjoemaas, to Gilatjap. 3. From Pasarouan, in the direction of Gempol, Sido-ardjo, Alodjokerto, Poerwodadi, and Ngawi, and joining the Samarang-Principalities Railway. 4. From Sourabaya, in the direction of Sido-ardjo and Gempol, to Malang. The construction of these lines will commence at the same moment. It will be hereafter determined in which direction the communication will be made between Western and Central Java. The cost of these lines, which comprise altogether a length of 712 kilometres, is valued at 49,900,000 florins. The cost per kilometre varies from f.60,000 to f.100.000. It is of the greatest urgency, the Minister says, that the means of communication in Java should be improved. They are requisite, not only for trade, but for defence. Last year Messrs. Kool and Henkel published an important report upon railways in Java, and proposed a system by which the lines should cut through the whole island from Batavia to Passarouan. The Minister, however, thought it necessary that this plan should be further examined, and a commission was appointed, composed of Messrs. Kool, Henkel, de Bordes, van Kappen, Mullemeister and d'Aulnis de Bourouïll. The survey led to the conviction that it is necessary to construct a main line to cross Java from the east to the west, with branch lines to Sourabaya and Malang. From the centre of Java two routes were left for selection; the one to run along the southern coast, and is a continuation of the Samarang Principalities line, crossing the residencies of Bagelen and Banjoemaas, and being in direct communication with Samarang, the other to continue the Samarang Principalities Railway, from Ambawa to Tjilatjap, crossing the residency of Kadoe and the most northern part of the residencies of Bagelin and Banjoemaas. The first-named direction was preferred, the district which the latter would have to cross being too mountainous. It was still more difficult to select a district in the west to establish a communication between Eastern and Western Java. An examination held in 1864 in reference to the construction of a railway to the Preanger regencies, showed that in the West there were many difficulties to overcome, but in the eastern districts of these regencies these difficulties were still greatest. It was thought possible to construct a railway from Bandong *via* Soemedang to the Plain of Cheribon, but the engineers do not yet know the precise condition of the ground to be traversed. There was great difference of opinion about this point amongst the members of the Commission; the majority preferred a line *via* Preanger to Tjilatjap; the minority advocated the construction of one from Depok, *via* Tjiboroesfa through the residencies Krawang and Cheribon, Tagal, and Pekalongan to Samarang. Communication between Batavia and Bandong the latter said could be obtained by the construction of a line from Bandong to the plain of Cheribon, where this line could join the Batavia-Cheribon Railway. Where so great a diversity of opinion prevailed, the Minister thought it desirable not to decide the question as to the communication between Western and Central Java. Whilst this matter is under consideration the communication between Batavia and Bandong approved of by the whole Commission can be established.

The Minister would have preferred that these railways should have been constructed by private industry, but he feared that the capital could not be raised in view of the last financial disasters in Java and the difficulties experienced by the shareholders of the East India Railway Company. The Minister is of opinion that for the year 1872 a sum of two millions will be sufficient to cover the cost of surveying and construction. He therefore asks a credit to that amount, and further states that the whole sum wanted for the construction of these railways exists—as balances of former India budgets—in cash. He is, however, of opinion that instead of retaining this money only for the construction of the railways, there is no objection to the proposal to spend it on behalf of the mother country, and to raise loans as required for the railways. As I stated before, the cost of the lines projected by the Minister would be f.49,900,000, whilst the expense of the railways advocated by the majority of the commission would be f.73,225,000, and those of the minority f.86,275,000.

The members of the Second Chamber have finished their general discussions upon the Budget for 1872. I told you that much acrimony was displayed in the documents which were exchanged between the Ministry and the Chamber. Of course every one thought that this would be perceptible in the debate, but such was not the case. The President had even much trouble to find speakers—I do not say orators. The only fact worth notice is the demand of Mr. Jonckbloet to the Minister of the War Department to disclose his plans for the reorganisation of the army, to which Mr. Thorbecke, after many endeavours to *retraite*, replied that the Minister of War will give an explanation before the members deal with his Budget, in which he now asks f.200,000 less than at first. The new Budget is now under examination in the sections. His policy is generally condemned, even by the Liberal press, and I should much wonder if his Budget is carried. I think the Chamber will compel him to resign, and he can then once more fill the place of director of the Military Academy at Breda, which he left vacant, perhaps in view of such a catastrophe. This Minister has also made a very bad impression by a Bill which he laid before the Members of Parliament, to alter the law of 1851, concerning the appointment and resignation of military officers. The measure proposes, however, to abolish the penalties to which officers are subjected who marry without the consent of his Majesty. Mr. Dumbar has proposed an amendment to decrease the Budget of Foreign Affairs by f.8,000, which amount was asked for by the Minister for the Ambassador at the Papal Court.

At last a Royal commissary for the province of South Holland is definitively appointed. As it was anticipated, it is Mr. C. Fock, the former Home Minister, who is selected to fill the place of Mr. Loudon.

The Society to Promote the Welfare of the Javanese, will publish a bimonthly paper.

His Majesty has approved the appointment of Mr. H. Schellenbaum, as Consul at Batavia for Switzerland.

The vessel *Noach I.* is chartered to convey troops from Holland to Batavia.

Her Majesty will return to-morrow from her trip to Italy.

PRODUCE MARKETS.

Although the tone of our Produce market has remained firm for most of the leading articles, business transactions have upon the whole been on a limited scale. The late advance of Tin has made further progress, and large sales have continued to be effected.

COFFEE has reassumed a firmer appearance, but the reservedness of holders does not permit of much business being done. Good ordinary Malang sells at 41c. Sales of the following small shipments of private importation have been closed, viz., 410 bags Java, W. I. cured, and 106 bags ditto, ex Robertus Hendrikus, 2,000 bags Java, ex the same vessel, at 46c.; 980 b. Macassar, ex Batavia; 1,667 b. Coushin, ex Constance; 1,455 b. Java, ex Maria Diederika; 1,300 b. Java, ex Insulinde and Robertus Hendrikus. The Trading Company's November sale, by which the series of their public sales this year will close, has been advertised to be held on the 22nd inst., and to comprise about 83,700 bags Java, Padang, Macassar, and Rio.

RAW SUGAR keeps very firm, and an advance of f.1 over September is offered in vain. There is very little on offer. The brokers have issued the following valuations of the Dutch standard, in view of the Trading Company's public sale, taking place next week, viz.:—

Standard.			Valuation.	Standard.			Valuation.
No. 5	46 Bkts.		f.27	No. 13	2,353 Bkts.		f.36½
„ 6	130	„	29	„ 14	3,254	„	37¼
„ 7	465	„	28½	„ 15	2,299	„	37
„ 8	730	„	30½	„ 16	4,096	„	37
„ 9	858	„	32½	„ 17	3,875	„	37½
„ 10	2,186	„	33½	„ 18	5,885	„	37¼
„ 11	2,936	„	34½	„ 19	5,763	„	37
„ 12	3,580	„	35½	„ 20	984	„	37½

TIN.—Great buoyancy has characterised the business done in this article throughout last week, and large sales have been making at gradually advancing rates, viz.:—Banca public sales prompt at f.82½ to f.84½; for delivery ex the coming spring sale at f.82¼ to f.85. Billiton, spot, at f.82¾, afloat at f.83 to f.84.

TOBACCO.—Java: A fair amount of business has been doing in this article. The following parcels were sold by secret tender:—1,251 bales Java, Djelboek; 87 do., L. S.; 134 do., K. P. S.; 174 do., K. P. S. B.; 247 do., Birit; 230 do., S. V. M.; 73 do., Merayoon; 16 do., Singahan; 4 do., K. P.; 551 do., E. M.; 179 do., Kadoe W. C.; 124 do., M. D.; 371 do., E. M. T.; 80 do., Kedirie/E.M.C.; 840 do., Kebon Aroem; 409 do., Wedie; 37 do., Gagagan; 686 do., V. V.; 917 do., J.H.W.&W.; 354 do., Tanahwangie; 346 do., P. A./Maling; 445 do., A. S./Malang; 904 do., Tempeh; 725 do., Kawi.

SPICES.—No alteration has occurred in articles under this head; ready sales continue to be effected at full prices. The following parcels of private importation were sold:—27 casks Nutmegs, 7 casks and 1 chest Mace, ex Madura and Sumatra, 108 chests do., ex Waterloo.

RICE offers no change of note to report; prices are well supported. Sales have been closed here of 1,042 bags Java, ex Zeebloem, at a price not named.

RATTANS.—About 75 piculs, ex Dunmore, found buyers.

COCOA-NUT OIL.—Ceylon has found buyers at f.25. A direct supply of 165 casks Cochin came to hand, per Lancashire Witch, which will soon be placed in the market.

HIDES.—About 4,000 pieces Samarang and Batavia Cows and Buffaloes, ex 'sGravenhage, Dunmore, and Zeebloem, changed hands.

INDIGO.—A parcel of 8 chests Java found buyers at full prices.

ARRACK.—55 casks Sourabaya, ex Europa, and 323 casks do., ex W. W. Smith, found buyers.

Digitized by Google

SHIPPING.

ARRIVALS.—Nov. 9, at Texel, from Batavia, H.M. steamer Admiraal van Wassenaer; 10, at Hellevoet, from Cochin, Lancashire Witch; 11, at Flushing, from Akyab, Aftentsjernen; 12, at Brouwershaven, from Batavia, Hendrik-Ido-Ambacht; from Samarang, County of Bute; at Texel, from Batavia, Voorlichter; at Flushing, from Akyab, Dorothy.

DEPARTURES.—Nov. 8, from Neuzen, for Akyab, Hercules; 13, from Texel, for Batavia, Nederland.

PASSENGERS INWARD.—From Java, per Hendrik Ido Ambacht: Messrs. J. A Ackerlin and J. H. Fykens. Per Voorlichter: Mr. J. C. Lach de Bere and family, Mr. A. K. de Bruyn, Mr. A. C. Bellaart, Mr. A. Mulloo and family, Mr. H. Stove and family, Mr. D. A. Aaltius den Appel and family, Miss E. Dixon.

LITERATURE.

Adam's Peak—Legendary, Traditional, and Historic Notices of the Samanala and Sri-pada. By William Skeen. London: E. Stanford.—The title of this work is in itself a full explanation of its contents. Adam's Peak and the impression of a gigantic foot-step, which is venerated by Buddhists, Hindus, and Mohammedans as being that of Buddha, have frequently been referred to in records of travel in the East, but we believe this is the first time that a complete work has been devoted to the subject. The author, after an introductory chapter or two on the three religions, Buddhism, Mohammedanism, and the Hindu faith, proceeds to detail in picturesque language and pleasing style the events of a pilgrimage to the holy mountain made by himself and three companions. The shrine which encloses the "Shri-pada," and the sacred foot-print itself are thus described :—

The pinnacle or apex of the Peak is of an irregular pyramidal form, considerably steeper to the south and west than to the north and east. Its base is about one hundred and twenty feet in circumference, its greatest length being about forty, and its breadth about thirty feet. The Temple is a small quadrangular building, twelve feet by t n, and is, in fact, nothing more than a tiled canopy supported on pillars, between each of which is a small balustrade, neither the one nor the other at all improved by being carved over with the names and initials of visitors and pilgrims. The roof was ceiled with white cloth, and similar cloths were stretched between some of the pillars.

The author continues, with reference to the actual object of veneration :—

The indentation of the footprint is to the west of the centre of the interior. The heel is much higher than the toes, and the artificiality of the whole is palpable. A thick raised edging of cement marks the rude outline of a foot, five feet seven inches long and two feet seven inches broad at the point where the heel begins to curve. The interstices between the toes are also formed of cement, and the whole of the markings of the foot every now and then need repair. The inner portion of the heel and instep are the only parts that are clearly natural rock. But, as there are none so blind as those who will not see, the marks of the artificer's hands are invisible to the thousands who come to worship the venerated relic. . . . . It was pointed out to an attendant priest by a visitor some years ago that as there is a hollow under the instep of a man's foot so there should be a corresponding height in any impression made by that member of the body upon any yielding non-elastic substance; and that in a foot sixty-seven inches long there should be a proportionate rise in the centre of the footmark which is not the case in the Sri-pada. The priest admitted that ordinarily it should be so; but that the ascent to the top of the peak was in places over soft and sticky soil, and that the hollow of Buddha's foot had been clogged with mud or clay as he came up, so that such a rise could not be shown when the yielding rock was moulded by the pedal pressure of the All-Supreme.

Extracts of equal interest with the foregoing could be multiplied *ad infinitum*, but that the limits of our space forbid. In conclusion, we may remark that what may be termed the narrative portion of the work is supplemented by copious notes and appendices referring to the early history of the religions the members of which regard the Peak as a hallowed spot. These are of immense value to the historian and antiquarian, and prove that the author is no idle member of the Royal Asiatic Society. The volume is embellished with a map showing the route to the Peak from the adjacent country, and by several wood-cuts of interesting objects encountered by Mr. Skeen in the course of his pilgrimage.

Mountain Life and Coffee Cultivation in Ceylon. A poem, by William Skeen. London: Ed. Stamford.—If Mr. Skeen can calmly take up this volume and review a single page of it with satisfaction, we can only say that he possesses a very enviable temper. More arrant nonsense has seldom been "penned" (as the author very accurately describes his writing) than the following random extract from this "poem" about Coffee, Capital, Commerce, and Cash, in which there is nothing capital except the C.'s :—

Estates, plantations, side by side
Absorb the District's domain wide.
Commerce on all hath laid her hand,
Hath under tribute brought the land;
Hath Capital invested; traced
Her boundaries; her agents placed;
Imported labour; built abodes;
Erected stores; constructed roads;
And seek by skilled sciential (!) aid
Profits, returns, for Cash outlaid.

Inconceivable as it may appear, the whole volume abounds in nonsense of this sort. But we must confess to having been considerably amused by it, and, moreover, we also admit that its publication must have done more good than harm if it has, as the author tells us, "served the useful purpose of helping to train up some lads" in the Government Printing-office. We hope their experience will be exercised to more purpose for the future; and in order that our own printers may be better employed than in reproducing such twaddle, we will resist the temptation of pillorying any more of Mr. Skeen's verses, and "peaceful as any sleeping bear" (*sic.*, see page 157), lay down his book.

The third number of *Puck* is very welcome, and reflects the highest credit on the taste and judgment of its conductors. It is, moreover, exceedingly witty and well illustrated. We cannot resist the temptation to transfer the following neat bit of ironical truth to our pages :—

INTERVIEW BETWEEN MR. MEDHURST AND EARL GRANVILLE.

"Mr. Medhurst, British Consul at Shanghai, had an interview on Wednesday with Earl Granville at the Foreign-office."—*L. & C. Express.*

The following is, we believe, what passed on the occasion :—

Earl Granville: How are you, Mr. Medhurst? How are you? I suppose you are glad to get out of that "sink of iniquity," as Somerset calls it. Good idea that of Somerset's! ha-ha-ha!

Mr. Medhurst: Well, yes, my lord; I am happy to have an opportunity of seeing my friends here again. I would like to defend Shanghai, though. I do not think it is exactly a sink—

Earl G.: Yes, yes, just so! and how are Mrs. Medhurst and the family?

Mr. M.: Thank you, they are all well, I am happy to say; although the excitement of last year was not—

Earl G.: Exactly, frightened them a little. Ah, well! its all over now.

Mr. M.: I am not so sure about that—

Earl G.: Exactly, exactly; and what kind of a passage had you?

Mr. M.: Very pleasant, thank you, but it would have been much more pleasant if that Tientsin affair—

Earl G.: Yes, you were s a-sick, I suppose.

Mr. M.: No, my lord, a little only at first, but my uneasiness was more mental. I am not at all comfortable about the state of affairs in China.

Earl G.: Oh! there's no fear there; that's all right. I suppose you find great changes since you were home last.

Scraps of Knowledge. By Janet Byrne. Cassell, Petter, and Galpin, London.—This is one of the most charming books we have seen for young children, and throughout admirably sustains the intention of the author. While entertaining the young mind, to convey to it knowledge adapted to its first awakening powers is to confer a boon on both the teacher and the taught. To meet judiciously the wonder-waking inquiries, and natural opening intelligence of the first seven years of the human mind is neither an easy nor a light task, and to gratify and instruct at one and the same time is to accomplish a good thing. Variety is the leading feature of this little work, and what with the description of things "Near Home" and "Far Off," and very attractive illustrations and exterior, it has only to be known to become a favourite.

Eastern Experiences. By L. Bowring, C.S.I., late Chief Commissioner of Mysore and Coorg. London, H. S. King and Co.—This handsome volume contains a series of sketches of two provinces which are little understood by the general public, and with which Mr. Bowring's personal experience gave him peculiar opportunities of making himself acquainted. The information which Mr. Bowring collected in the course of several tours he communicates in a light, unaffected, but interesting manner. The book is, therefore, very agreeable reading, and, being illustrated by some valuable maps and diagrams, has the advantage of impressing its information on the reader's memory.

Western India Before and During the Mutinies. By Major-General Sir George Le Grand Jacob, K.C S.I., C.B., late Special Political Commissioner, Southern Mahratta Country, &c. London: H. S. King and Co.—This is more than an interesting book—it is an enthralling one. We are unable to do justice to its contents this week, but we shall return to it in a future issue. In the meantime the high reputation of General Jacob, as well as the honoured name he bears, will no doubt induce many readers to peruse the "partial record of a trying public life" which, in touching terms, the "blind and infirm old man" who dictated it inscribes to his niece and adopted daughter.

The European in India; or, Anglo-Indian's Vade Mecum. By E. C. P. Hall; to which is added *A Medical Guide for Anglo-Indians.* By R. S. Mair, M.D., late Deputy Coroner of Madras. London: H. S. King and Co.—This is a useful volume, which no doubt contains a great deal of information which will be very acceptable to persons who may be thinking of going to India for the first time. "Anglo-Indians" will, we fancy, not be able to learn much from the book before us, seeing that two-thirds of them know nearly all that it contains, and would hardly accept some part of its contents except *cum grano salis.*

The People's Magazine still exhibits all the elements which constitute a "popular" periodical in the widest sense of the word. A list of contents embracing a more extensive range of subjects than those treated in the number for the present month would be difficult to compile.

Digitized by Google

HONG KONG ESTIMATES FOR 1872.

DR.

Governor.			
Salaries and Contingencies		$25,940.00	
Less Interest on Government House Furniture		374.00	$25,566.00
Colonial Secretary.			
Salaries and Contingencies		19,800.00	
Three Student Interpreters...		6,820.00	26,620.00
Treasurer.			
Salaries, &c., &c.			11,472.00
Auditor.			
Salaries, &c., &c.		5,832.00	
Printing and Stationery for all departments	$12,095.00		
Less Printed Forms and Gazettes sold	850.00		
		11,245.00	17,077.00
Clerk of Councils.			
Salary, &c., &c.			1,060.00
Surveyor General.			
Salaries and Allowances			25,642.00
Public Gardens.			
Salaries and Allowances		1,704.00	
Maintenance		3,000.00	
Additional Land		3,000.00	
Bowrington		1,000.00	
Planting Trees		4,000.00	12,704.00
Registrar General.			
Salaries and Allowances		16,878.00	
Less Amounts received from Hawkers, Chair Coolies, Servants, and Householders ...		4,950.00	11,928.00
Harbour Master.			
Salaries and Allowances		28,529.60	
Building new Office		30,000.00	
		58,529.60	
Less Licences for Junks, Boats, &c. ...		27,830.00	30,669.60
Steam Launch			1,590.00
Judicial Departments.			
Supreme Court Salaries, &c.		43,744.00	
Police Magistrates		19,378.00	
		63,122.00	
Less Fines, Registering Deeds, &c.... ...		14,000.00	49,122.00
Police.			
Salaries, Clothing, &c., &c.		186,893.10	
District Watchmen		1,600.00	
Building Stations		14,500.00	
		202,993.10	
Less Sick Stoppages...		1,250.00	201,743.10
Gaols.			
Salaries and Expenses		44,975.00	
Less Amounts recovered		2,370.00	42,605.00
Colonial Chaplain.			
Salary and Allowances			4,110.00
Protestant Cemetery.			
Improving and Enlarging		1,500.00	
Sexton and Grave Diggers		860.00	
		2,364.00	
Less Burial Fees		800.00	1,564.00
Education.			
Salaries, &c.		15,774.00	
Less Fees received		1,300.00	14,474.00
Medical.			
Civil Hospital Salaries and Expenses	$17,160.00		
Less Expenses recovered from Sick Seamen	2,500.00		
		14,660	
Lock Hospital, Salaries, and Expenses ...		9,896	
		24,556.00	
Less Licence Fees	$10,500.00		
Recovered from Admiralty ...	3,840.00		
		14,340.00	
		10,216.00	
Emigration and Health Officers' Fee received...	$3,500.00		
Less Salary and Boat	1,980.00		
		1,520.00	8,696.00
Pensions			21,000.00
Charitable Allowances			1,256.00
Transport of Government Officers			4,500.00
Military Contribution			94,000.00
Repairs to Buildings			12,500.00
Completion and Maintenance of Telegraph ...			4,500.00
Repairs to Roads, Streets, and Bridges ...			36,000.00
Miscellaneous.			
Describable		4,000.00	
Undescribable...		3,400.00	
" Account of Public Works ...		4,000.00	
" " of Roads, &c. ...		2,00.000	
			13,400.00
Balance to carry to 1873			66,063.69
			$739,892.39

CR.

Balance of Assets from 1871		$56,122.39
Land Revenue		130,300.00
Rents.		
Markets, &c.		51,000.00
Licences.		
Opium...	113,000.00	
Spirit Retailers	30,500.00	
Pawnbrokers, Auctioneers, &c.	18,800.00	162,300.00
Stamps.		
Estimated Sale	105,000.00	
Less Expenses of Collection...	4,078.00	100,922.00
Police Assessment.		
Estimated Amount	122,000.00	
Less Commission to Valuators	1,500.00	120,500.00
Water Rate.		
Estimated Amount	31,000.00	
Less Salaries and Allowance	1,992.00	
Maintenance of Works ...	4,000.00	
" of Reservoir and House	5,000.00	
	10,992.00	20,008.00
Lighting Rate.		
Estimated Amount	22,000.00	
Less Lighting Street Lamps...	21,000.00	1,000.00
Fire Brigade Rate.		
Estimated Amount	10,000.00	
Less Salaries, &c., &c.	7,348.00	2,652.00
Sale of Condemned Stores.		
Estimated Amount	500.00	
Less Auctioneer's retainer	200.00	300.00
Mint.		
Third Instalment of Sale Price		5,000.00
Post Office.		
Estimate Revenue	71,096.00	
Less Salaries and Expenses	42,218.00	28,878.00
Gambling Licence.		
Amount to be specially appropriated to Police Expenditure		50,000.00
Interest		5,000.00
Miscellaneous		3,000.00
Not described.		
Storage of Gunpowder.		
Estimated Revenue	7,000.00	
Less Salaries and Expenses	4,148.00	2,852.00
Registrar of Companies.		
Estimated Revenue	250.00	
Less Salary to Registrar	192.00	58.00
		$739,892.39

THE OPIUM FARM OR SPECIAL FUND ACCOUNT

1871.		RECEIPTS.	
Jan. 1	...	To Balance	$381,124.41
— 31	...	To Fees of Play-houses for Feb., 1871 ...	15,800.00
Feb. 28	...	" " for March, 1871 ...	15,800.00
Mar. 31	...	" " for April, 1871 ...	15,800.00
Apr. 30	...	" " for May, 1871 ...	15,800.00
May 31	...	" " for June, 1871 ...	15,800.00
— 31	...	To 1st instalment for the sale of str. *Victoria*	10,000.00
Jun. 30	...	To Fee for Playhouses for July, 1871 ...	15,800.00
— 30	...	To Interest due on 31st Dec., 1871 ...	13,199.45
— 30	...	" " on 30th June, 1871 ...	8,319.75
			$507,443.61

1871.		PAYMENTS.	
Mar. 31	...	By contribution towards Police Expenditure	$12,500.00
Apr. 27	..	By commission to Auctioneer on Sale of Play-house Licences, $15 800 at 1 per cent.	158.00
Jun. 30	...	By contribution towards Police Expenditure	12,500.00
			$25,158.00
		By Balance	482,285.61
			$507,443.61

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be mad to the same by personal application at the Offic or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA TELEGRAPH" is published "weekly," and contains a summary of news from the Straits, China, and Japan, and a record of all that is passing at home in connection with those places, for circulation in Europe and America. Subscription, $10 per annum. This paper can be ordered through any of the Agents of the "LONDON AND CHINA EXPRESS," and forwarded as required.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 20, 1871.

PROPOSED TELEGRAPHS ON THE PACIFIC TO JAPAN AND CHINA.

MR. CYRUS FIELD, the eminent telegraphic engineer, has put forward a scheme for a new line of communication to China, which, as our readers know, is already provided for by two lines. We are unable to agree with Mr. FIELD in thinking that there is room for a triplicate service in this direction; nevertheless, we have pleasure in giving publicity to his present proposition. According to Mr. FIELD's idea, "the 'missing link' in the chain of telegraphic intercom-"munication is a line from Victoria, the capital of Van-"couver's Island, to Hakodadi, in Japan, and from thence to "the Russian naval station on the coast of Asia, where, "across the steppes of Siberia, the telegraphic wire penetrates "to Siberia, and is united with every part of the great "European system." The new line, which is estimated at 4,370 miles, is to touch at Atcha, one of the Aleutian Islands. A second route is also projected by Mr. FIELD, only differing from the former in its progress from Yokohama to Shanghai, a further distance of 1,010 miles. A third route starts from San Francisco, through the North Pacific, to Yokohama—a total distance of 5,573 miles. All these three schemes are calculated to terminate at Possiette, 1,480 miles from Yokohama. It is understood that the Russian and American Governments take a warm interest in Mr. FIELD's proposition; and it is also said to be in contemplation to lay a cable between Honolulu and the Australian colonies, thus establishing direct intercourse between Melbourne and San Francisco. This line would require about 8,000 nautical miles of cable. Sydney, Melbourne, and Adelaide are in connection with Port Darwin, from which port a submarine cable is now being laid to Java, to connect with the Indian lines through to London.

THE HONG KONG LEGISLATIVE COUNCIL.

THE second reading of the Hong Kong Estimates—which we gave approximately in a recent issue, and which, now that the exact figures are before us, we republish in another column—was, we regret to observe, made the occasion of such a prolonged dispute—for it did not deserve the name of debate—as can hardly raise the reputation of the Legislative Council. The revenue and expenditure of Hong Kong are matters of far too serious interest for their discussion to be interrupted by the merely personal altercations of two members, both of whom are responsible for them, more or less, and to different parties. But the discussion of the 22nd September appears to have been conducted with such acrimony, such petty feeling, such trumpery retorts, and such contemptible triumphs, in the long passage of words, in which Mr. GARDINER AUSTIN, the Colonial Secretary, Mr. RYRIE, and Mr. SMITH, were the principal combatants, that six columns of the *China Mail* are filled with this kind of snip-snap without any other result than the passing of several items with but slight modification—an amount of work which might easily have been reported in half a column, if the hon. members above referred to had laid aside personal feeling for the time, for the sake of expediting public business and maintaining the dignity of the Council; or if the Editor of the *China Mail* had not reproduced it with such terrible accuracy. We must, however, expostulate with our contemporary on the part of those whose duty it is to look through his columns in the hope of finding something interesting. Such a mass of platitudes and personalities as are reported *verbatim* (even down to Mr. SMITH's "warmth" and ejaculations, and the COLONIAL SECRETARY's unconscious reflection that "Certain persons would choose to make remarks about things which they did not understand") is as tiresome in itself in a journal like the *China Mail* as it is provoking to those who expect something better. We trust that such unseemly squabbles as the one under notice will not be repeated—in fact, we are surprised that the LIEUTENANT-GOVERNOR did not interpose his authority and put an end to it; but, if such scenes are to be repeated, we beg our contemporary to spare us the inflictionof a full report. It would be far more considerate in him to take the course mildly suggested by his EXCELLENCY when, in the course of the dispute, he said to the heated members of Council, "If you please, we'll drop the subject."

"OPIUM AND MISSIONARIES."

EVEN if they cannot expect to establish a standpoint, it is reckoned a great success, by shallow arguers all the world over, to give utterance to a plausible excuse for an unreasonable proceeding. These people know perfectly well that the plausible sophisms they enunciate would never obtain even momentary attention, unless they were "dressed with the forms of rhetoric." The very provocation of their impudence puts the sincere part of the community to a kind of defence, which is very pardonable under the circumstances, but which appears, notwithstanding, sometimes very ill-judged. It is utterly beneath the dignity of the ministers of revealed religion to admit that they, or their converts, have any share or part in representing a people whose creed it is to combine the explanation of the True Faith with the traffic in injurious drugs. No true-hearted or "thorough" missionary ever defended the opium trade with China; and therefore the strange allegation contained in Sir RUTHERFORD ALCOCK's evidence before the Select Committee on Indian Finance falls to the ground. It is well, however, that we should be aware of the pitfalls that are opened before us, concealed by false allies and exaggerated by unreal friends; and we therefore draw particular attention to Sir RUTHERFORD ALCOCK's statement that Prince KUNG said to him—"If "you could only relieve us of missionaries and opium, there "need be no more trouble in China."

What Sir RUTHERFORD ALCOCK said in reply to this extraordinary speech, or whether he replied to it at all, are matters of which we have no information. As we read the anecdote, it seems that Prince KUNG "shook Sir RUTHERFORD's hand very cordially" while giving utterance to this parting bit of spasmodic antithetical insult to Her MAJESTY's representative. Whether Sir RUTHERFORD ALCOCK returned the cordial shake of the hand which accompanied this outrage on diplomatic decency lies between that gentleman and his conscience. That he did not return the decisive reply that he ought to have given—so as to contradict once for all and finally the tentative tactics of the astute Chinese—we fear we must take for granted, inasmuch as it is scarcely possible for an English minister to report an affront on his Government without also reporting his instant repudiation of it in unmeasured terms—if he had supported the honour of the British Crown by any such prompt rejoinder as the case demanded.

Sir RUTHERFORD ALCOCK must know perfectly well that it is not in his power—it is not even in the power of his Imperial mistress—to withdraw either opium or missionaries from China, or any other foreign country where they have long been welcomed by the people, and protected by treaty. It was not therefore in listening to the proposition that Sir RUTHERFORD made his most false step; it was in submitting to a comparison, obviously designed in a spirit of ribaldry, being poured into his ear by a personage who was "shaking his hand cordially" at the very time he uttered it. Such a proceeding "tops the infinite of insult;" and we cannot but admire the complacency with which Sir RUTHERFORD ALCOCK records his acquiescence in it. It would do Sir RUTHERFORD good to read the life of Sir WALTER RALEIGH, and other such men as have worthily represented their Government before despotic and presumptuous Powers.

Digitized by Google

As for his foolish remark that "it would be dfficult "to say which the Chinese hate most—missionaries or "opium"—it strikes us as being a complete reversal of the truth. "Which do the Chinese *love* most?" would be a far apter question. Not only do they not relax in their consumption of our Indian drug, but they are growing it for themselves on a larger and larger scale every year. And not only are the people joining the ranks of our converts in greater numbers every year, but their native missionaries increase in even greater proportion than the converts. It is a natural law that every one is anxious to preach the truth of which he has become persuaded. To borrow one of the great Lord DALHOUSIE's phrases, "it is as certain as that the sun rises in the East" that the English missionary cause in China will flourish, in exact proportion as the English opium trade loses its importance. Both events are mere matters of calculation of time; it is the comparison of them which is offensive; and the listening to such a comparison, with his hand locked in that of his insulter, is an adventure for which Sir RUTHERFORD ALCOCK would not have escaped censure if the PALMERSTON Government, and not the GLADSTONE Ministry, had been in office at the time.

THE DUTCH TRADING COMPANY.

By a very large majority the shareholders of the Dutch Trading Company have decided that the association, expiring in 1874, shall be continued for another term of twenty-five years. This result was anticipated, notwithstanding the fact that the "Consignment Contract" between the Dutch Government and the Company will shortly be annulled. By this contract the Government is bound, until December, 1874, to send no produce from Java to Holland for sale, except through the agency of the Company. The system now in vogue is, however, to sell large quantities of Java produce in the colony, so that, even should this contract be renewed, the revenue to the Company would never again reach the amount of past years. The Company has realised under this contract one million and a-third guilders per annum, which covered not only losses resulting from its private business, but left a favourable balance available for an annual dividend. "Can any such result be obtained in future?" is now the question. It is quite true that it is of great value to Holland to have a large associated capital available for business purposes, which if the company should break up would probably be invested in other channels, the Dutch being averse to placing their money in commercial enterprises. And as regards the Dutch colonies it is of great importance that a large capital which has been employed in promoting their commercial and agricultural enterprises should not be diverted from that object.

It having been decided to continue operations under the new order of things, it remains to be seen what are the prospects of success. Many among our readers will remember ADAM SMITH's recapitulation of the qualifications which are necessary to ensure success in mercantile pursuits. "To buy in one market," says this authority, "in order to sell "with profit in another, when there are many competitors "in both; to watch over not only the occasional variations "in the demand, but the much greater and more frequent "variations in the competition, or in the supply which that "demand is likely to get from other people, and to suit with "dexterity and judgment both the quantity and the quality of "each assortment of goods in all these circumstances, is a "species of warfare of which the operations are continually "changing." This warfare can scarcely ever be conducted successfully without such an unremitting exertion of vigilance and attention as cannot be expected from the directors of a joint-stock company. So much is certain, that hitherto this company has never been very lucky in private business, and we fear that with the lapse of the Government contract the days of high dividends have departed.

We regret to find by the late telegrams that something like a panic prevails in the Share market in Shanghai. We hope, however, that its effects will be confined to some concerns which have nothing in common with the legitimate business of the settlement, and that the present occurrence will lead the heads of mercantile houses to take steps to put down these unnecessary speculations before they assume such dimensions as brought on the great crash in Bombay a few years ago.

We are glad to observe the public spirit and unanimity which characterised the meeting at Hong Kong (reported by last mail) in order to strengthen the hands of the Hon. P. RYRIE in his spirited endeavour to reform the police. The condition of this force has long been a reproach to the settlement, and the inactivity of the local Government has been only equalled by its insulting indifference in the face of repeated remonstrances. Notwithstanding all the representations made from time to time, the evils have gone on increasing. In such a state of confusion between an ill-regulated police and an *insouciant* Executive, matters must have come to a dead lock but for the public spirit of Mr. RYRIE and his friends, who have shown by their memorial that they will not allow the Government or the officials to blink the question any longer. We understand that Mr. MAGNIAC, M.P., is in correspondence with the Colonial-office on the subject, but, owing to the absence of Lord KIMBERLEY from town, the matter must stand over for a fortnight.

Our Rotterdam correspondent sends us the details of a proposed railway system for Java, which will, if carried out, provide every part of the island with this means of communication. A measure now before the Dutch Chambers shows that a credit of nearly 50,000,000 florins is required for the construction of the several lines, which it is intended to carry out entirely at the expense of the State.

THE DETERIORATION OF JAPAN SILK.

A second pamphlet has been issued, in continuation of Mr. Robertson's report on this subject, noticed in our last issue. The present publication consists of despatches from Mr. Adams, H.M.'s Secretary of Legation at Yedo, and some enclosures, of which the following is a summary. Under date June 12 of this year, Mr. Adams wrote to Lord Granville, enclosing the Report of the Yokohama Chamber of Commerce of the previous April, which designated as one of the causes of the growing deterioration of Japanese silk, the excessive export of silkworms' eggs; it also enumerated other causes, such as bad and hasty reeling, reeling too fine, reeling foul silk and silk from double cocoons, &c., and proposed a series of recommendations which should be adopted by the native reelers and silk-dealers, in order to restore the quality of the silk to its former excellence. The Report states that it is beyond question that the consumption of fine Japan silk by the European manufacturers has been gradually decreasing for the last two or three years, but specially for the last eight or ten months past, and is now unable to keep pace with the shipments from this side or with the production in the country. Therefore the stocks in London and other places in Europe are becoming very heavy, and exporters will suffer serious losses. The late war in Europe has had but little to do with it. It is true that the consumption of silk was considerably checked in France, but on the other hand it became, during the war, far more active in England, Switzerland, and Prussia than it had been previously.

The silk buyers of Yokohama, in public meeting assembled, resolved on making one more effort to draw the serious attention of the native reelers and traders to the absolute necessity of mending their ways. They warn them that unless the above recommendations are earnestly carried into effect, the markets of Europe will soon be shut against them; less and less Japan Silk will be shipped to foreign parts, and that trade, which ought to be a source of profit and wealth to the Japanese as well as to the foreigners, will gradually come to ruin and extinction.

On the 8th May last a letter appeared in *L'Echo du Japon*, signed by M. Gravier, in which the writer demurs to the Report of the Chamber, and says that its own circulars show that in 1867-68 these silks rose from $780 to $800, the opening prices, to $955; in 1868-69 from $770 to $850 to $1,070; in 1869-70 from $795 to $820; in 1870-71 the opening price was from $800 to $850. Here we have figures which show that there has been an increase of price each year, and this, after the most unqualified recognition that each year the silk has become worse.

On the 12th June Mr. Adams sent to Lord Granville a copy of a letter from Mr. Jaquemot to Mr. Marshall, describing the practices by which good hank silk is cased and adulterated by the introduction of silk obtained from double cocoons. This nefarious practice began, or at least was first noticed, about five or six years ago at Hachoji. The coarse silk from that district, originally made up in bundles (shimada ito), had enjoyed great favour on the European markets, on account of its generally clean and wiry nature. But on a sudden it was found that the inside of many of the skeins was cased with a foul and extremely inferior description of silk, viz., doppione (tama ito), whereas the outside of the skeins continued to present the same clean appearance. The casing of the silk was effected in so ingenious a manner, that it was only by cutting up the bundles, by taking them to pieces, and turning the skeins inside out that the fraud could be discovered. Before the evil was found out here by the unsuspecting or inattentive buyers, it increased to such an extent, that the consumers in Europe declined to buy any more of that kind of silk,

Digitized by Google

and it has in consequence ceased to be exported. A similar thing has occurred with the silk from Ida, which at one time was in great request, and used to fetch fancy prices in England for the Nottingham lace manufacturers. The silk was originally made up in square bundles bound up extremely tight, which rendered it very difficult for the buyer to inspect the silk thoroughly, unless by cutting the bundles open, whereby its appearance was much impaired. The Japanese dealers, taking advantage of this circumstance, introduced gradually into the interior of the bundles other kinds of silk of so inferior a nature that, in the course of three or four years, it became impossible to sell that article in Europe in its original shape. In an education of silkworms there is always a greater or less quantity of the worms which at the time of forming the cocoons find themselves too weak or too lazy to spin single-handed; under these circumstances two or sometimes three worms unite their efforts and spin together a cocoon which contains the chrysalides, and in the regular course of things two or three moths come out of the cocoon. These cocoons are generally in the shape of an irregular ball, hence their Japanese name, tama; but they are occasionally of all imaginable shapes, even that of a pyramid. But cocoons formed under such an association present a considerable difficulty in reeling. The threads spun by the associates are so interwoven together that it has been found hitherto impossible to reel them off into a clean and even thread. The silk made with double cocoons can only be used in Europe for inferior purposes, as sewing silk, "passementerie," galloons, or such like, and is totally unfit for the use of ribbon, satin, taffetas, or other broad goods manufactures.

It is hardly necessary to state that Mr. Jaquemot is a very high authority on this subject, having been for thirty one years a dealer in silk only, during all which time he testifies to the considerable and gradual improvement in the produce of all countries in which silk is grown. Greece, Turkey, Syria, Asia Minor, Persia, and India have all made wonderful progress, and gather yearly the fruits of their industry and perseverance in the enhanced rates of their produce on the European markets. Even China, which is proverbially stationary, and consequently retrograde, has understood that it will not do to lag behind the age, and has made within the last two or three years efforts which have been justly rewarded by the demand which most kinds of silk from that quarter enjoy now in Europe. On the contrary, Japan has gone back every year, and the fault lies solely and entirely at the door of the Japanese reelers.

THE "SHAN-SIN-FAN" TROUBLES.

(To the Editor of the *London and China Telegraph.*)

SIR,—By last accounts the Shan-sin-fan excitement was gradually subsiding, and the apologists of the Chinese Government are praising the "good conduct" of the mandarins. But the rapidity with which these demonstrations have subsided on the appearance of a few gentle proclamations is really one of the many proofs of the fact that the whole affair was encouraged, if not originated, by the mandarins and *literati*. As the facts are scattered through several numbers of the *Telegraph*, I have thought it might be well to bring several of them together for mutual corroboration. The name Shan-sin-fan, I may remark in passing, is the Canton sound and spelling for the mandarin Shên-sien-fen, or "Powder of Spirits and Genii."

The object of those who raised or fomented the excitement does not seem to have been any immediate outbreak (the time not being ripe for that) but these three aims. 1. To verify the warnings or threats of the famous "Circular," by making it appear that the people were hostile to foreign intercourse, so as to strengthen the arguments for restricting the liberty of merchants, missionaries, and travellers in the interior, by the pretence that the people were hard to restrain from "flying at the throats" of the outsiders, as *The Times* has it. 2. To exhibit the wonderful "loyalty" of the Chinese Government (to borrow again a fitting word from *The Times*), so as to throw dust in the eyes of the Western statesmen and the press. 3. To sow the seeds of hatred among the people, the dragon's teeth that in due time might yield a harvest of armed men ready for deeds of cruelty and blood. In some places the wires have been pulled very skilfully. But at Amoy our *soi-disant* protectors have shown their hand more freely. At first the Canton rumours and placards excited comparatively little attention there; and the cause of the great excitement at Amoy was the first proclamation of the Hai-fang, which endorsed the rumours of poisoning, and by carefully avoiding any exculpation of foreigners, made the people believe that foreigners were guilty, as commonly reported. It was that proclamation which made the people afraid to enter the Hongs of the British merchants. And the "loyal" mandarins never moved a finger to allay the excitement till the United States Consul held out the idea that an American force might be needed This was the cause of the second Amoy proclamation, the one which in some measure exculpated foreigners, and which was but scantily posted up.

Meantime the first Amoy proclamation had borne its fruit in the Foo city of Chin-chew, crowded with literati, which was immediately full of placards, some of which were even printed with the printer's name. And there ten or eleven days elapsed after the mandarins were applied to before they issued a proclamation.

But the proclamations and execution at Chang-chew-foo crown the edifice. A poor sick beggar procures some medicine, and goes to a well to get a little water to mix with it. Some one, having heard the rumours from Amoy, raises the cry that he is poisoning the well; the people beat him, but on listening to his story they desist, and are letting him off (mark this, *the people* see the absurdity of the calumny); but one of the *literati*, Ch'en Hia (in colloquial Tan Ha), a head man in the neighbourhood, insists that he be dragged before a mandarin. On the way he is told to say that he got poison from foreigners, and all would be well. Sick, beaten, terrified, he says what he is told, and is immediately condemned. Sent to the superior mandarin, and awakened to his danger, he retracts, and tells the simple truth. Sent back to the original mandarin, and beaten half dead, he is forced to make an incoherent confession, full of absurdities. But enough—he has said that he was sent by foreigners to poison the wells, and he is speedily executed. Dead men tell no tales—and his blood attests the crimes of the barbarians. And the civil and military authorities of Chang-chew-foo issue a series of proclamations, reciting the beggar's confession, stating that it agrees with their own inquiries, proclaiming that he and three others were sent by the Macao merchants (or as the mandarin calls us "the devils") to poison the wells all through the country, telling the people to abstain from well water, to clean out and guard the wells, and to apply to the authorities for antidotes. And this with great energy over and over. Not a single word about rebels or secret societies, or missionaries or chapels, or religion, in the whole affair; but all about foreign merchants poisoning wells, and a man beheaded on this charge (which requires the consent of the highest mandarins in the city), and published far and wide by the authority of the civil and military officials.

Is it possible to conceive that these mandarins could have acted thus, unless they had well known that their superiors, up to the very steps of the throne, would be pleased to have the people excited against foreigners by such horrible charges? Very probably the superiors are not at all pleased at the awkward open way that the Changchow mandarins have carried out the plan; but even if they should censure or punish them, it is impossible now to wipe out the fact, written with the blood of that poor beggar and attested by the seals of the Changchow mandarins, that the men who misgovern China delight to brand the barbarians with the awful name of secret poisoners.—Yours truly,

Ayr, Nov. 11, 1871. CARSTAIRS DOUGLAS.

Monetary and Commercial.

A general meeting of the China Submarine Telegraph Company will be held on the 22nd inst., when the following report of the directors will be presented:—

"The directors submit the balance-sheet of the company on the 30th of September, 1871, showing receipts and payments on account of capital. The amounts received and paid on account of revenue, being unadjusted, are included in balances due by the company. The share capital issued to the public has been called up and fully paid. This company's cable was successfully laid to Hong Kong, and opened for traffic on the 8th June last. On account of the state of affairs in France it was not possible to arrange with the Government at that time any conditions for effecting a landing at Saigon, and the cable was, in the first instance, laid direct to Hong Kong. Subsequently, the French Government applied to this company to form an office at Saigon; the terms proposed by the directors, of entire freedom of action, being agreed to, the connection was made on the 31st July, 1871. The cable between Hong Kong and Shanghai was laid by the Great Northern China and Japan Extension Company on the 18th April last under the terms of the agreement entered into with this company, the working of which has proved satisfactory. An arrangement has been made with the British-Indian Extension Telegraph Company for the joint purchase of the steam ship *Agnes*, which is fully fitted as a cable ship. The purchase has been completed for the sum of £19,300, of which this company's share has been paid by the issue of debentures to the amount of £9,600, bearing interest at the rate of 6 per cent. per annum.

"From the opening of the line, in June last, the gross receipts of the company up to the 4th November amount to £26,895, and the estimated expenses to £6,550. The directors therefore anticipate that they will be able, on the 1st January next, to declare an interim dividend of 6 per cent. per annum, free of income-tax, for the half-year terminating on that date. The early completion of the Australian line gives promise of a further increase of traffic. The directors have to announce the resignation of his seat at their board of Mr. H. N. Lay. They do not, however, for the present, propose to fill up the vacancy thus occasioned."

The report of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited), to be presented on the 23rd inst., recommends a dividend for the half-year at the rate of 7 per cent. per annum, which will absorb £23,576, and leave £8,897 to be carried to reserve

The report of the British Indian Submarine Telegraph Company (Limited), to be presented on the 24th inst., shows an available total of £44,823, and recommends a dividend for the half-year of 6s. per share, which will absorb £35,625, and, with £1,578 balance from the last account, leave £10,777 to be carried forward.

The report of the West India and Panama Telegraph Company is more interesting than such documents usually are. After detailing their failures the directors state that they accidentally discovered that Sir Charles Bright, their advising engineer, had been engaged as sub-contractor for the laying of their cables, and that this enhanced their difficulties. It is quite evident that the directors have attempted here to make Sir Charles the scapegoat;

Digitized by Google

but there are generally two sides to a question, and we understand that Sir Charles repudiates entirely this and other statements in the report. It seems that the quarrel of the directors was with the India Rubber, Gutta Percha, and Telegraph Works Company, and that the directors had really terminated their engagement with Sir Charles on the completion of the *manufacture* of the cable. If Sir Charles Bright has failed in his engagement with the company, either professionally or otherwise, the directors are entitled to complain, and can obtain redress, but they are not entitled to throw out such serious aspersions on his conduct.

Bar Silver remains as last quoted; considerable amounts have been purchased during the week for India, and fine qualities, suitable for the East, have been taken to some extent at 61d. per oz. standard. Mexican Dollars, amounting to about £230,000 in value, have been sold at an increased rate, the old coinage realising 61d. per oz, the new 59½d. per oz.; the demand for China has been very active, and the supply of the old coinage is almost exhausted.

The London agents to the South Italian Railway (Messrs Lebeau and Co.) issue a time-table of a new route to Brindis; through the Mont Cenis Tunnel, by which passengers leaving London on Saturday morning can overtake at Bologna the mail (which is sent by the Brenner Pass), and embark on Tuesday morning on the Peninsular and Oriental Company's steamer. It is expected that this route will effect a saving of twenty-four hours:

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Nov., 1871, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Nov., 1871, 9,536,932 yards; for the twelve months, 113,418,183 yards; for the twelve months, 1870, 70,494,464 yards; for the twelve months 1869, 38,028,912 yards. Increase for 1871 against 1870, 42,923,719 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1871, 127,243 yards; for the twelve months, 10,702,060 yards; for the twelve months, 1870, 7,750,308 yards; for the twelve months, 1869, 1,489,359 yards. Increase for 1871 against 1870, 2,951,752 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1871, 281,360 yards; for the twelve months, 2,628,687 yards; for the twelve months 1870, 2,253,890 yards; for the twelve months, 1869, 963,821 yards. Increase for 1871 against 1870, 374,797 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1871, 968,400 lbs.; for the twelve months, 10,115,304 lbs.; for the twelve months 1870, 10,890,855 lbs.; for the twelve months 1869, 3,419,490 lbs. Decrease for 1871 against 1870, 775,551 lbs.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th Nov., 1871, 24,332,677 yards; for the twelve months, 387,389,009 yards; for the twelve months 1870, 260,396,366 yards; for the twelve months 1869, 211,832,830 yards. Increase for 1871 against 1870, 126,992,643 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1871, 429,648 yards; for the twelve months, 8,420,562 yards; for the twelve months 1870, 13,701,375 yards; for the twelve months 1869, 13,019 517 yards. Decrease for 1871 against 1870, 5,280,813 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1871, 921,675 yards; for the twelve months, 6,061,238 yards; for the twelve months 1870, 4,997,919 yards; for the twelve months 1869, 4,888,270 yards. Increase for 1871 against 1870, 1,063,319 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1871, 64,200 lbs.; for the twelve months, 578,262 lbs.; for the twelve months 1870, 677,530 lbs.; for the twelve months 1869, 276,063 lbs. Decrease for 1871 against 1870, 99,268 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 16th Nov., 1871, 2,258,344 yards; for the twelve months, 42,157,758 yards; for the twelve months 1870, 28,341,603 yards; for the twelve months 1869, 16,130,774 yards. Increase for 1871 against 1870, 13,816,155 yards.

Coloured Cottons.—Export for the month ended 16th Nov. 1871, 65,243 yards; for the twelve months, 1,981,224 yards; for the twelve months 1870, 3,274,079 yards; for the twelve months 1869, 1,576,402 yards. Decrease for 1871 against 1870, 1,292,855 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1871, 118,091 yards; for the twelve months, 1,037,847 yards; for the twelve months 1870, 1,158,701 yards; for the twelve months 1869, 797,992 yards. Decrease for 1871 against 1870, 120,854 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1871, 1,178,820 lbs.; for the twelve months, 9,887,605 lbs.; for the twelve months 1870, 11,583,539 lbs.; for the twelve months 1869, 4,992,198 lbs. Decrease for 1871 against 1870, 1,695,934 lbs.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th Nov., 1871, 4,520,905 yards; for the twelve months, 65,474,155 yards; for the twelve months 1870, 77,743,064 yards; for the twelve months 1869, 49,348,764 yards. Decrease for 1871 against 1870, 12,268,909 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1871, 278,854 yards; for the twelve months, 6,583,722 yards; for the twelve months 1870, 10,128,649 yards; for the twelve months 1869, 5,023,722 yards. Decrease for 1871 against 1870, 3,544,927 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1871, 337,306 yards; for the twelve months, 4,947,889 yards; for the twelve months 1870, 5,914,604 yards; for the twelve months 1869, 4,132,553 yards. Decrease for 1871 against 1870, 966,715 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1871' 107,120 lbs.; for the twelve months, 2,938,966 lbs.; for the twelve months 1870, 3,298,617 lbs.; for the twelve months 1869, 1,457,443 lbs. Decrease for 1871 against 1870, 359,651 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 16th Nov., 1871, 889,149 yards; for the twelve months, 18,240,985 yards; for the twelve months 1870, 15,292,799 yards; for the twelve months 1869, 10,179,520 yards. Increase for 1871 against 1870, 2,948,186 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1871, 489,688 yards; for the twelve months, 10,392,869 yards; for the twelve months 1870, 10,044,226 yards; for the twelve months 1869, 7,864,650 yards. Increase for 1871 against 1870, 348,642 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1871, 632,983 yards; for the twelve months, 11,554,857 yards; for the twelve months 1870, 9,810,873 yards; for the twelve months 1869, 4,322,002 yards. Increase for 1871 against 1870, 1,743,984 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1871, 79,831 lbs.; for the twelve months, 816,062 lbs.; for the twelve months 1870, 331,695 lbs.; for the twelve months 1869, 346,645 lbs. Increase for 1871 against 1870, 484,367 lbs.

MANILA.

Plain Cottons.—Export for the month ended 16th Nov., 1871, 18,684 yards; for the twelve months, 7,721,830 yards; for the twelve months 1870, 20,734,430 yards; for the twelve months 1869, 14,060,828 yards. Decrease for 1871 against 1870, 13,012,600 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1871, 140,287 yards; for the twelve months, 7,191,550 yards; for the twelve months 1870, 9,360,298 yards; for the twelve months 1869 12,415,293 yards. Decrease for 1871 against 1870, 2,168,748 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1871, *nil*; for the twelve months, 405,843 yards; for the twelve months 1870, 1,466,791 yards; for the twelve months 1869, 1,335,623 yards. Decrease for 1871 against 1870, 1,060,948 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1871, *nil*; for the twelve months, 408,508 lbs.; for the twelve months 1870, 412,583 lbs.; for the twelve months 1869, 161,985 lbs. Decrease for 1871 against 1870, 4,075 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 16th Nov., 1871, 3,180,638 yards; for the twelve months, 23,086,194 yards; for the twelve months 1870, 24,490,180 yards; for the twelve months 1869, 22,730,599 yards. Decrease for 1871 against 1870, 1,403,986 yards.

Coloured Cottons.—Export for the month ended 16th Nov., 1871, 200,052 yards; for the twelve months, 2,650,572 yards; for the twelve months 1870, 2,715,442 yards; for the twelve months 1869, 1,214,544 yards. Decrease for 1871 against 1870, 64,870 yards.

Printed Cottons.—Export for the month ended 16th Nov., 1871, 363,220 yards; for the twelve months, 2,372,712 yards; for the twelve months 1870, 2,183,256 yards; for the twelve months 1869, 3,607,074 yards. Increase for 1871 against 1870, 189,456 yards.

Cotton Yarn.—Export for the month ended 16th Nov., 1871, 23,500 lbs.; for the twelve months, 255,135 lbs.; for the twelve months 1870, 357,375 lbs.; for the twelve months 1869, 424,172 lbs. Decrease for 1871 against 1870, 102,240 lbs.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Foochow to London, per Duke of Abercorn, entered Nov. 11.—13 packages tea, 10 cases ginger—Master; 6646 chests 14,997 half-chests 7124 boxes 4 packages tea, 8 butts 2 hhds wine—Order.

From Hankow and Batavia to London, per Oberon (str.), entered Nov. 11.—From Hankow: 377 chests tea, in transit—Order; 3 boxes tea—H. Beveridge; 9854 chests 4566 half-chests 2021 boxes 369 packages and 1 case tea, 535 boxes 207 cases gall nuts—Order. From Batavia: 6400 slabs tin—Order; 60 boxes tea—Captain.

From Ilo Ilo to London, per Hengist, entered Nov. 13.—28,380 bags sugar—Parr, Herman and Co.; 4 tons sapanwood—Master.

From Zebu to London, per G. F. Haendel, entered Nov. 13.—4780 bales hemp, 195 pieces sapanwood, 12,314 bags sugar—Baring Bros. and Co.

From Nagasaki to London, per Albyn's Isle, entered Nov. 13.—1 package merchandise—A. J. Glover; 1 package merchandise—Aldridge and Co.; 14 packages merchandise—Beadle and Co.; 1 package merchandise—M. Corthrup; 12 boxes tea—J. R. Hooper and Co.; 73 packages merchandise, 22 cases curiosities, 11 boxes coral, 119 boxes ore, 4 bales rice, 2 tons mother-o'pearl shells, 6588 half-chests 1696 packages 1236 boxes tea—Order.

From Foochow to London, per Lahloo, entered Nov. 15.—50 boxes tea—Nell, Harrison, and Co.; 4 packages tea—J. C. Fowlie; 1 half-chest 44 boxes 2 packages tea—Master; 4205 chests 11,917 half-chests 4373 boxes 130 packages tea—Order.

From Singapore to London, per Benares, entered Nov. 16.—4746 bales 2600 bags gambier, 320 bags tapioca flour, 840 bags pearl sago, 2826 buffalo hides, 8931 buffalo horns, 4019 bags pepper, 248 baskets gutta-percha, 191 bags coffee, 9170 rattans, 392 slabs tin, 231 cases gum copal, 28 cases dragon's-blood, 53 cases gum benjamin, 166 bags cubebs—Order.

From Hong Kong, Canton, and Macao, to London, per Deerhound, entered Nov. 16.—From Hong Kong: 7 cases merchandise—Order. From Canton: 25 packages merchandise—J. L. Raquet; 41 packages merchandise—F. Maris; 650 boxes tea in transit, 316 packages merchandise, 146 bales cocoons, 765 bales silk, 350 cases preserves, 300 cases ginger, 487 packages 25 bundles 20,000 canes, 16,569 boxes tea—Order. From Macao: 8639 boxes 2 packages tea, 7 packages merchandise—Order; 4 cases ginger, 2 boxes tea, 1 case merchandise—Master.

From Shanghai to London, per Leucadia, entered Nov. 16.—426 chests 216 half-chests tea—Gledstanes and Co.; 632 chests tea—L. Reiss Bros. and Co.; 400 chests tea—Forbes, Forbes and Co.; 5 cases succades, 13 boxes 3 packages tea—Master; 14 packages merchandise, 8609 chests 5432 half-chests 308 packages tea—Order.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Tin Plates.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Tar and Pitch.	Gunpowder.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.
				Tns.	Tons	Tons.	Tns.	Bxs	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	Brls.	lbs.	£	Cwt.	Cwt.	£
Yorkshire, str., via S.C.	Colombo	London	Oct. 25	...	2¼	...	..	...	...	299	744	721620	108321	99	245	...	10200	24	...	109	116	205	568	494	27	258	2657	...	...	...	...	275	9	50	137
Havelock	Singapore	,,	Nov. 1	77	3½	23	78	...	2	...	2608	340940	...	...	...	143	17640	...	...	196	1384	41	320	1353	...	170	299	130	13	61	10500	389	38½	20	261
August Frederick	Bangkok	,,	,, 2	46	...	¾	...	...	...	680	1737	...	...	...	6	...	...	...	...	15	162	...	...	20	310	109	...	50	65	...	1000	725	40	...	...
Pakwan	Shanghai	,,	,, 4	109	48	...	102	...	...	...	118	1670626	...	...	1984	...	£20	...	40	129	67	255	1478	1731	775	335	...	...	...	...	350	1360	510	...	208
Boyne	Hong Kong	,,	,, 4	21½	...	114	150	500	...	...	1118	305750	...	...	...	...	42240	...	15	237	1981	143	1283	1436	2860	180	29	...	640	61	1000	1257	346	42	1136
Lorton	Japan	,,	,, 6	204	15	...	...	...	...	265	389	462325	57750	...	...	...	198640	...	82	...	...	...	100	238	615	316	...	120	410	...	...	28	6	...	...
Stella Maris	Batavia and Sourabaya	,,	,, 7	84	26	1	...	...	2½	...	1429	253153	292341	...	63	...	9120	12	...	29	48	...	56	246	...	275	200	47	...	...	12200	2392	538	...	195
La Paix	Singapore	Livrpool	Oct. 25	65	25½	...	...	...	...	...	808	376500	74556	...	776	12	200	46	...	12	...	6	...	56	4cs.	...	...	...	...	19	560	930	27	...	12
Zadkia, str., via S.C.	Yokohama	Glasgow	Nov. 3	...	...	...	15	...	...	...	6579	77000	...	...	125	...	4800	...	...	...	...	21	...	...	...	...	64	...	40	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Preserved Provisions.	Apparel and Slops.	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Yorkshire, str., via S.C.	Colombo	511	...	167	48	271	237	314	70	101	46	392	5	265	3399	40
Havelock	Singapore	220	...	154	14	48	43	115	275	10	65	126	570	...	...	...
August Frederick	Bangkok	35	...	...	...	...	...	...	...	...	125	...	...	...	...	...
Pakwan	Shanghai	23	...	...	...	40	...	...	...	20	10	...	...	...	1cs.	30
Boyne	Hong Kong	306	...	448	...	122	...	...	...	12	110	105	12	...	121	...
Lorton	Japan	75	...	208	...	87	315	...	...	...	...	22	275	...	240	...
Stella Maris	Batavia and Sourabaya	...	...	80	...	...	27	...	35	...	...	248	...	...	...	...
La Paix	Singapore	...	...	20	...	70	...	...	...	...	20	4cs.	2	...	12724	...
Zadkia, str., via S.C.	Yokohama	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per YORKSHIRE (str.).—Effects, £405; sugar, 43 cwts.; confectionery, 13 cases; corks, £5; pictures, £77; gilt mouldings, £2; clocks, £71; goods, manufactured, £20; carriage materials, £18; jewellery, £91; tea, 215 lbs.; beef and pork, 12 cwt.

Per HAVELOCK.—Confectionery, 60 cases; pictures, £286; effects, £21; hemp packing, £7; cork manufactures, £15; goods, manufactured, £32; vegetables, 27 cases; chalk flints, £26; cottons, £487; red wine, 49 cases; vinegar, 50 cases; zinc, 14 tons; fruits, 1 case.

Per AUGUST FREDERICK.—Matches, £600; carriages, £135; silver plate, £4; coals and coke, 225 tons.

Per PAKWAN.—Wooden rings, 4 bundles; sugar, 100 cwt.; oil, £10; soda-water, £40; matches, £818; empty cases, £10; carriages, £102; scientific instruments, £12; effects, £13; marble pieces, £80; mouldings, £90; felt, £30; goods, manufactured, £187; chicory, 1,400 lbs.

Per BOYNE.—Soda-water, £25; goods, manufactured, £10; white wine, 25 cases; preserved vegetables, 22 cases; red wine, 200 cases; fruits, 82 cases; grindstones, £15; sugar, 31 cwt.; cottons, £4,000; foreign spirits, 6 cases; matches, £260; pictures, £50; cotton waste, £102; friction tubes, £140; geneva, 23 gallons; beef and pork, £100; fruits, 5 cwt.

Per LORTON.—Cement, £210; matches, £230; railway chairs, £696; drawing instruments, £281; oil, £43; products of coal, £5; delaines, &c., £1,380.

Per STELLA MARIS.—Cement, £75; matches, £140; products of coal, £55; goods, manufactured, £40; lead shot, £50; felt, £25; part of carriage, £50; pig iron, 100 tons; shot, 12 tons.

Per LA PAIX.—Wine, vinegar, and thread, £100; coals and coke, 499 tons.

Per ZADKIA (str.).—Firecly manufactures, £355; cottons, £240; materials for gas works.

Per CAROLINE COVENTRY.—Peas, £92; nails, £26; wire rope, £65; oil, 750 gallons; paints, £286; soap, 100 cwt.; chain cable, £62; iron wire, £165 (short shipped); lead, 50 tons; butter, 4 cwt.; soap, £138; candles, 120 cwt.

Per OSAKA.—Glassware, £210; oilman's stores, £200 (short shipped); oil, 1,100 gallons; painters' colours, £85; pitch, 20 casks.

Per ACACIA.—Sugar, 33 cwt.; tarpauline, £29; tin plates, 6 boxes; corks, £70; oil, 140 gallons; painters' materials, £19; brushes, £22; hardware, £72 and 5 cwt.; drugs, £27; stationery, £10; cotton waste, £102; flax, 1,120 lbs.; oilman's stores, £67; sheet iron, 7½ tons; earthenware and glass, £321 (short shipped); hardware, £150; ginger wine, £30; galvanised wire, £46.

Per LOTHAIR.—Woollens, £484; leather, £482 (short shipped); hardware, £490; mineral waters, £10.

Per TITANIA.—Dyed cottons, 48,000 yards; plain cottons, 721,000 yards.

Digitized by Google

ARTICLES OF IMPORT.

TEA.

The market has been fairly supported, though during the last day or two there has been less doing in Foochow Teas, ranging from 1s. 4d. to 1s. 6d., of which there have been large arrivals, and which the trade seem unwilling to buy except at a reduction in price; the finer grades, from their comparative scarcity, have been better maintained. Black-leaf kinds: The fair to good medium kinds, of which the supply on offer is still limited, have been in good demand. The finer kinds, in the absence of export orders, have been less inquired for. Low descriptions show no improvement either in price or demand.

Red-leaf Congous: Siftings, old season's remain dull of sale; a few new season's, recently arrived, have sold at fair prices. Broken-leaf kinds have sold from 9d. to 10½d. per lb., being former rates. Fair to good common have been steady at 11d. to 11½d. per lb. Fair to good Kaisows, owing to recent heavy arrivals, have been less saleable at a decline of ½d. to 1d. per lb. Fine have sold 1d. per lb. lower. In finest there is no change to notice. Pak Lin kinds: Fair to good have been saleable at rather lower prices; fine to finest show no change. Black-leaf kinds: Low qualities remain much depressed. Fair to good common, of old import, have been sold from 9½d. to 10d. per lb., new season's about 11½d. per lb. Fair to good medium kinds have commanded fully former prices. Fine have been less in request, and prices must be quoted rather lower. Finest remain as before. Amoy kinds: Transactions have been limited at about previous prices. New-make Canton kinds have been sold to some extent, fair quality from 1s. 1½d. to 1s. 2d. Good kinds have been in request. Oolongs have been in demand for export to America, and full prices have been paid for most qualities. Souchongs: Fine kinds have been saleable from 1s. 10d. to 2s. 4d. Fair to good at previous prices. In Flowery Pekoes but little has been done. Scented Teas: Canton Capers have sold at about previous prices. Foochow kinds rather lower. Orange Pekoes—Canton kinds—new-make have sold from 1s. 2d. to 1s. 2½d., being former prices; the long-leaf kinds from 1s. 5d. to 1s. 8d. for good to fine quality; a few finest have sold at very high prices. Foochow kinds have sold from 1s. 5d. to 1s. 6½d. for fair to good quality, being again rather lower rates. Uncoloured Japans, some of low quality, sold at public sale at about 7½d. per lb., showing a decline of fully 1d. per lb.; good to fine remain much as before. Green Teas: There has been some revival of demand for export to the United States, and prices in some cases have somewhat improved. The great bulk of the arrivals are still sold at public sale without reserve. Uncoloured Japan: Yokohama skinny leaf has sold at auction without reserve at 7d. to 8d., good common at 10d, and medium at 1s. to 1s. 0½d., and these low rates should stimulate demand.

The following is from Messrs. Shepard and Co.'s Circular:—During the early part of the past fortnight business was restricted for want of supplies, but with a change of wind several ships have arrived, bringing about 8,500,000 lbs. of China and 1,500,000 lbs. of Indian growth. This large assortment has been on offer the past few days, and a considerable business has been transacted, special attention being given to red leafs at 1s. 2d. to 1s. 5d. per lb. Indian Tea has met with quick sale at full rates, supplies being of desirable quality, and this has somewhat interfered with the sale of black leaf at 1s. 9d. to 2s. per lb., which must be quoted ½d. to 1d. per lb. lower. Telegrams from Foochow state the market active and advancing; from Shanghai supplies much in excess of last season, but of low quality. Exchange advanced to 6s. 3d., and this may tend to stop further shipments of low common Congou. For export the demand has ceased for the Continent, and to Canada buying has been smaller than for a long time past.

SILK.

The market continues very quiet at unaltered prices, and the interval has passed with very limited enquiry and small business; deliveries are satisfactory of all but Bengal Silk, which still remains a dead letter. Cantons continue to arrive in large quantities, but the high cost prevents their being freely offered, and Importers generally decline to sell at the current market price of 16s. for ordinary Tsatlee reel. In Japans everything is quiet, and there is nothing new to report. Deliveries from 1st to 15th inst. have been as follows: China, 1,296 bales; Canton, 481 bales; Japan, 286 bales; Bengal, 191 bales; total, 2,254 bales.

COFFEE.

The supplies at the public sales during the past week have again been moderate in extent, and have consisted almost wholly of the commoner descriptions of *Plantation* Ceylon. For these a good demand has been shown, and firm prices realised; the last rates paid were—Triage, 60s. to 64s. 6d.; small grey to coloury, 66s. to 70s.; low middling grey kinds, 70s. 6d. to 72s.; bold ditto, 72s. 6d. to 74s.; middling dull to coloury, 72s 6d. to 77s.; bold coloury, 84s.; pea berry, 82s. 6d. to 85s. There has again been an absence of *Native* Ceylon at the sales, and no business is reported, but privately transactions have been effected to the extent of 640 bags on the spot at 64s., 3,000 bags afloat at 66s. 6d. to 67s., quality guaranteed 65s., without guarantee and 150 tons also afloat (but near at hand) at 67s., guaranteed good ord. The only sale of other kinds has been 300 bags good ordinary pale *Java* from Cape Town at 68s. 6d., first class sea damaged at 68s. per cwt.

The Dutch Trading Company announce their next public sale for the 22nd inst., when only 83,000 bags Java, &c., and 5,000 bags Rio will be offered.

SUGAR.

There has been an active demand, both for consumption and speculation, and prices of all descriptions may be quoted 3d. higher than at date of our last report. The following are the details of the week's transactions:—

Penang.—In auction 1,806 bags good to fine coloury (duties 5s. 3d. and 5s. 8d.) sold at 33s. to 34s. 6d., also 200 baskets pasty date (duty 4s.) at 24s., two lots 22s. 6d. to 24s. 6d. Private sales reported of 600 baskets date at 21s. 6d. to 24s. 9d.

Manila.—There has again been a large amount of business; by private contract considerable transactions have been entered into, comprising about 40,000 good clayed (duty 4s.) at 26s. to 27s., 11,300 bags (350 tons) unclayed Taal at 22s. 9d., 3,000 bags do. of old import at 22s. 6d., 15,700 bags fine do. of recent import at 23s. 4½d. to 23s. 9d., 6,500 bags Ilo Ilo unclayed at 23s. 6d. to 24s.; 13,300 bags common clayed (duty 4s.) at 25s. to 25s. 9d.; also for arrival a cargo of about 750 tons Ilo Ilo unclayed, distant shipment, at 20s. 6d. floating terms for the United Kingdom; the floating cargo per Ystavat, 1,000 tons unclayed Cebu, July sailing, at 24s. landed terms for London; the cargo of 750 tons Ilo Ilo unclayed at 24s. 9d. landed terms for London; and 200 tons Cebu unclayed, vessel not named, at 23s. 6d. In auction of 11,657 bags clayed of fresh import 900 bags superior strong dry brown (duty 4s. 9d.) sold at 30s., the remainder, good (duty 4s.), being bought in above the value at 28s.

China, &c.—Privately 10,800 bags low soft China have been quitted at 23s. 3d. per cwt.

CAMPHOR.—The market is steady; about 350 cases China have been sold at 67s. 6d. landing, 70s. reweight; 70 cases bought in thereat in public sale.

CARDAMOMS.—Prices again higher; 14 cases good Aleppee realised 10s. 4d. to 16s. 6d.; mixed and brown, 9s. 11d. to 10s. 1d.; 5 bags good Madras, 10s. 1d.; pickings, 3s. 7d. Ceylon scarce and in request.

COPRA.—There is still an absence of supply of Penang.

CHINA ROOT.—The stock is small, and prices rule higher; no public sales, and particulars of private transactions not reported.

COLOMBO ROOT.—Firm and scarce: no business done.

COCOA NUT OIL.—There is little demand, and Ceylon is offered at £38 10s. without finding buyers; holders are however firm, and are not at present inclined to quote a lower rate. At public sale of 91 pipes Ceylon offered 85 pipes sold, yellow to fine, £38 to £38 10s.; one lot £38 15s.; brownish £37 5s., one lot £37 10s.; of 124 hogsheads 65 hogsheads sold, yellow to good at £38 10s. to £38 15s. per ton.

COIR GOODS.—The auctions have again been light, Yarn met a steady demand, and the greater part in dholls brought full rates, but the portion in bales was chiefly bought in. 170 bales Ceylon bought in at £40 to £45; 113 ditto in dholls all sold, common to good common, £27 10s. to £29 15s.; middling, £31 to £32 5s.; good midling, £33 15s. to £36 5s. Of Fibre 991 ballots (3 tons) Ceylon sold at £17 10s. to £17 15s.; 180 bundles ditto brush at £34 10s. to £34 15s.; and 146 coils low Ceylon Rope chiefly sold, 2½ to 4½-inch at £17 to £17 15s. per ton.

CUTCH has sold slowly at prices in favour of the buyer. At auction 568 boxes 500 bags Pegu were taken out. Privately fine has sold in small lots at 24s. per cwt.

CUBEBS.—Prices rule lower; 310 bags sold at auction at 21s. 6d. to 23s.; superior at 27s.

DRAGONS'-BLOOD.—Good quality continues scarce; no business to report.

ESSENTIAL OILS.—*Anniseed* has been firmly held; business has been done at 11s., and there are no sellers at that figure. *Cassia* has been more inquired for; 4s. 6d. has been paid for 60 cases, and there is little now offering at that price. *Nutmeg* scarce. *Cinnamon* very scarce and wanted; 3 cases middling brought 2s. 6d. to 3s. *Citronelle* steady; 38 cases at auction sold at 1¾d. for good. *Lemon Grass* steady, and 73 cases offered; part sold at 2¾d. to 2⅞d. per oz. for good.

EBONY.—No change; fine figured Ceylon in request at high quotations.

GAMBIER.—The speculative demand for this article continues, and prices have further risen 3d. to 6d. per cwt.; the transactions have been principally for arrival. At auction 1,093 bales block sold at 17s. 3d. to 17s. 6d. per cwt. Privately on the spot about 1,000 bales have been sold at 17s. 6d. to 17s. 9d.; and for arrival about 1,000 tons chiefly at 17s. 4½d to 17s. 6d., ex ship, all faults.

GUMS.—*Benjamin:* Sumatra is quiet; in public sale 16 cases 2nd's sold—middling brownish at £7 10s. to £7 15s.; ordinary TP & Co.'s 3rds bought in at 70s.; 100 cases dull Palembang at 70s.; 2 cases Siam sold steadily, bold almond £25 10s., rather smaller clean block £21 15s. *Copal* dull again; 700 cases all bought in at 33s. to 37s. for middling and fair; and fine Singapore, part sold since at 39s. *Gamboge* held for higher rates, and 50 cases mostly retired at £14; a few good sold at £13 5s.; drossy pickings £10 15s. to £11. *Damar* quite neglected, and of 120 cases Batavia offered part sold at 60s. to 61s.; 3,600 bags dust retired.

GALLS.—Market firm although arrivals have been considerable; 189 cases China at public sale were bought in at 53s. but have since been sold at that price. No business in Japan.

GUTTA-PERCHA.—Prices rule lower, and some parcels have been quitted at a serious decline. Of 1,120 packages at auction, one-third was disposed of, fair at 1s. 9d. to 1s. 11d.; mixed, 1s. 4d. to 1s. 7d.; common white, 8d. to 1s. 1d.; reboiled inferior and fair, 8d. to 1s. 3d.; sale reported of a good parcel privately at 2s. 5d.

HEMP.—The market for Manila has been very quiet; at auction 2,700 bales offered have been for the most part bought in; privately, a limited business has been done at £51 10s. for good roping, £50 for fair roping, and £46 5s. for mixed.

HIDES.—At the fortnightly sales on the 16th, a moderate quantity of East India kips was brought forward, and went off at irregular prices, ranging from those of the previous auction to ¼d., and in some instances ½d. per lb. decline. Tanned sold steadily. Buffalo were in moderate demand at late rates. *Penang*: 707 hides sold, heavy 10¼ lbs. at 8¾d., extra 14⅜ lbs. at 9½d., thirds 6⅞ lbs. at 7½d. *Bangkok*: Of 1,036 Java 229 light sold, 10¼ lbs. at 6¼d.; of 6,291 Singapore and Penang, 1,867 sold, light 11 to 14 lbs. at 6½d. to 7½d., heavy 16¼ to 31½ lbs. at 4¼d. to 6d.; 1,170 Manila withdrawn.

HORNS.—Slightly advanced; 67 tons at auction were quitted at 39s. to 40s. 6d. per cwt.

ISINGLASS.—Market steady for fine, which is wanted, [illegible]

Digitized by Google

neglected, and 170 packages mostly retired; a few lots Leaf realised 2s. 10d. to 3s. 10d. for ordinary and fine; Tongue (most bought in), 2s. 6d. to 3s. 2d. inferior and good.

INDIA-RUBBER.—Without change; no business done.

JAPAN WAX.—Market dull, and only retail sales are effected for the absolute requirements of purchasers; in public sale offers of 319 cases medium and fine saucers were bought in at £4 15s. to £5 5s. per cwt.

MUSK.—Market firm; 17 caddies sold in auction, fine at 33s. 6d. to 35s.; rough bally 17s. 6d to 18s.; and 8 tins fine grain at 56s.

PEPPER.—*Black* continued very quiet till the 15th inst., when 9,633 bags were offered and about 2,000 bags sold; fine Singapore 6⅝d.; Penang 6⅜d. to 6½d.; market closes dull, with sellers at these quotations. Large sales afloat reported by the speculators, but not generally credited, and this week the same operators have offered to sell 10,000 bags, delivery December and January, at 5½d. Market is evidently very unsettled. *White* early in the interval was sold at 1s. 1d. to 1s. 2d. (about 600 bags), and since then 300 bags at 1s. 3d., the same figure being paid in auction for 90 bags.

PLUMBAGO.—The inquiry remains inactive, and of 1,094 barrels brought to auction, barely one-third was disposed of, middling to good fair lump 21s. to 22s. 6d., common dull lump 14s., chips 14s. 9d. to 17s., dust 7s. 6d. to 9s. 9d. per cwt.

RICE.—A good demand has prevailed for soft grain sorts, especially for arrival, in which position sales have been effected in both the present and the new crop at very full rates. White Bengal has been more inquired for, and has sold at steady rates—ordinary 10s. 9d., good and fine 12s. to 13s. Bassein has sold at 10s. 1½d., Necrangie at 10s. 3d. to 10s. 4½d, ex quay, Madras at 10s. 3d. The first sales of the new Burmah, crop 1872, have been effected for arrival, consisting of about 6,000 tons Rangoon, early shipment, on the basis of 10s. 6d. for the Continent, or 10s. 3d. ex ship London. The floating cargo per Summer Cloud, 920 tons Moulmein, October shipment, has been sold at 10s. 9d. for the Continent, heated and damaged at valuation. The floating cargo per Connemara, 1,700 tons Rangoon, October sailing, has been resold at 10s. 6d., ex ship for London.

RHUBARB.—Market for China dull, and the recent large supplies being mostly very wormy, are very difficult to sell; of 288 cases offered, one-third sold—fine bold fair colour, 2s. 6d. to 2s. 10d.; selected paler and wormy, 2s. 4d. to 2s. 10d.; middling fair root, 1s. 7d. to 1s. 10d.; ditto very wormy fair fracture, 1s. to 1s. 3d.; rough dark inferior, 3¾d. to 4½d.

RATTANS.—Market firm at last quoted rates; about 34,000 bundles quitted during the interval.

SHELLS.—The periodical sales were held on the 14th inst. with the following results:—*Tortoise:* An active demand prevailed, and for shell the extreme rates of the last sales to a still further advance was established; hoof also sold readily at slightly higher rates; 35 cases (2,413 lbs.) Singapore nearly all sold, good mottle 21s. to 22s. 6d., a small lot 24s. 6d., middling and inferior 15s. 6d. to 20s.; 1 case (108 lbs.) Penang sold at 13s. 6d. *Turtle:* Of 22 cases (2,984 lbs.) Singapore 8 cases sold at 2s. to 2s. 3d., 3 cases (303 lbs.) Manila chiefly sold at 2s. to 2s. 9d. per lb. *Mother-o'-Pearl:* No offers of either China or Manila were made. *Other Shells:* Of 170 baskets and 6,300 loose Green Snail 90 baskets sold, bold 4½d. to 5¼d., medium 3½d. to 4d., small 2d. each; 30 tons Japan Green Ear were bought in at 15s. to 25s.

SPICES.—*Cassia Lignea:* Scarce, and held for high prices: retail sales of unworked at 112s. to 115s. *Vera* high; sales at 70s. to 80s. of good fresh. *Buds* more inquired for. *Cloves:* Of Penang, 35 cases in sale were bought in at 1s. 1d. *Cinnamon:* Market for Ceylon quiet, but steady. In auction 28 bales were sold, 1sts 2s. 11d. to 3s. 1d.; 2nds 2s. 9d. to 2s. 10d.; 3rds 2s. 8d.; 4ths 2s. 4d. to 2s. 5d. Part of 332 bags chips, fine 8¾d.; middling 4¾d.; common neglected. *Mace* commands further extreme rates, and 26 cases middling red realised 4s. 2d. *Nutmegs* brought about former rates, but are barely so active; one-third of 189 cases sold 68's 3s. 9d. to 3s. 10d.; 72's to 74's 3s. 7d.; 115's 3s. to 3s. 1d.

SOY.—Steady at last quoted rates.

SAGO.—Prices are about 6d. higher, and a good deal has been done at 16s. 3d. to 16s. 6d. afloat, for good small; of 2,400 bags in auction, one-third sold at 16s. to 16s 9d. fair and fine small; large 17s. 6d. to 18s. *Flour* quieter: Of 3,200 bags Singapore offered part sold at 16s. 1½d.; and 50 tons afloat at 16s. 3d.

SAPANWOOD.—*Manila* and *Siam:* A good inquiry prevails, and very little offers at auction, 15 tons were bought in at £10 10s. *Ceylon* continues scarce, and there are no transactions to report.

STICKLAC.—Siam continues scarce and high; private sales to small extent at £3 15s.; at auction 383 cases retired at £4 per cwt.

STAR ANNISEEDS.—China are still scarce, and private sales continue to be effected at £6 12s. 6d.; no transactions at auction.

TIN.—The consumptive demand during the past week has been but small, but values have been increased by speculative buying, as high as £145 having been paid for Straits on the spot. The closing quotations are:—Straits, on the spot, £144 10s. to £145; afloat, £143 10s. to £144; Banca, £144 10s. to £145; Billiton, £144. Offers of 250 tons Straits by tender, on the 15th inst., realised as follows:—82 tons £142 10s., 60 tons £143, 25 tons £143 1s., 10 tons £143 5s., 10 tons £143 10s., 10 tons £143 15s., 50 tons £144, 5 tons £144 5s.; as yet it is not known who are the buyers. There is no doubt that stocks have seriously diminished. One authority states that the whole of the Banca Tin in Holland amounts to 3,760 tons, contrasted with 5,842 tons at this time last year. Another authority states that all the metallic Tin in Holland, London, and afloat does not exceed 6,070 tons, as compared with 8,307 tons last year, while another states the quantity to be 6,058 tons, compared with 8,373 tons. The deliveries for the last month were nearly 1,500 tons. Von Dadelszen and North intimate that the present is the smallest stock they can remember, and that the reduction month by month is assuming a grave importance.

TAPIOCA.—Market less active; in auction 1,814 bags were chiefly bought in—fine and superior white 2¾d. to 2¾d.; fair Malacca sort sold at 2d. to 2¼d. *Flour* higher: 500 bags sold at 1¾d., and 946 bags held in sale for 2½d. *Pearl* steady.

TURMERIC.—Market dull; Java unsaleable.

VERMILION.—No stock, and consequently no transactions to report.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov 12	Gloucester	Dice	Rangoon	Deal
9	Duke of Abercorn	Dalrymple	Foochow	Off Prawle Point
2	Ardbeg	Hobson	Maulm., for Portsmth	Off Queenstown
2	Bothwell Castle	—	Singp., for Livrpool	Do.
11	Oberon	Burgoyne	China and Java	London
13	Hengist	Burchell	Ilo Ilo	Do.
10	Assyrian	Funister	Do.	Falmouth
15	Madura	Watt	Maulmain	London
10	Lady Douglas	—	Rangoon	Liverpool
Sep. 27	Alsen	—	Hong Kong	Callao
Oct. 10	Energie	—	Do.	Do.
Nov 11	Albyn's Isle	Houston	Nagasaki	Deal
11	Belle	Wake	Rangoon	Falmouth
11	G J. Handel	Sanders	Zebu	London
12	Natal Star	Airth	Galle	Do.
12	HendrikIdo Ambacht	Byk	Batavia, for Holland	Off Dungeness
11	Antipodes	Dobson	Ilo Ilo	Falmouth
	Gerhard Pieter Servat	—	Batavia	Off Scilly
13	Carisbrook	Evans	Bassein	Queenstown
14	China	McKinnon	Java, for Holland	Off the Goodwin
12	Nonantum	—	Rangoon, for Amtdm.	Off Dungeness
14	Lang-stone	Turnbull	Akyab	Falmouth
12	County of Bute	Walker	Samarang	Brouwershaven
12	Limousin	Roumans	Akyab	Havre
1	Kadosh	Crocker	Batavia	Boston
15	Lahloo	Smith	Foochow	London
15	Leucadia	Mearns	Shanghai	Do.
15	Aldebaran	Griggs	Colombo	Do.
15	Benares	Anderson	Singapore	Do.
15	Deerhound	Carlin	Macao	Deal
15	Lutterworth	Reid	Rangoon	Falmouth
15	Savernake	—	Akyab	Liverpool
10	Elisa	Urrutia	Manila	Cadiz
13	Mary Blundell	—	Philippine Islands	Scilly
15	Amelia Ross	Bowen	Maulmain	Waterford
13	Voorlichter	Bunk	Batavia	Texel
16	Alma	—	Singapore	London
16	Black Adder	—	Penang	Deal
16	China	—	Rangoon	Queenstown
16	City of Montreal	—	Do.	Do.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov. 9	Spirit of the North	Matthew	Colombo	London
8	St. Paul	—	Singapore	Newcastle
8	Elizabeth Anna	Coates	Do.	Falmouth*
	Irene	Behrens	River Amoor	Cronstadt
8	Albatros	Hansen	Hong Kong	Hamburg
Sep. 18	Fray Bentos	—	China	Callao
Oct. 1	Clotilde	--	Hong Kong	Do.
Nov. 8	Zadkia (str.)	Stirole	Yokohama, via S.C.	Glasgow
9	Gertrude	Dewer	Hong Kong	Newport
6	Anna	Jessen	River Amoor	Cronstadt
9	Constantin	Jorns	Shanghai	Hamburg
11	Teviot (str.)	Nisbet	Sing., China, &c., S.C.	London
11	Burmah (str.)	Sharp	Colombo, &c., via S.C	Do.
	Carolina	Forrest	Manila	Denia
13	Vanguard	Mackenzie	Penang	London
	Alpine	Lindres	Singapore	Tyne
14	Undine	Shearer	Shanghai	London
11	Baron P.v. Rosendaal	Deitz	Singapore	Penarth
11	Hercules	Lincoln	Do.	Do.
13	Doctor Petermann	—	Hong Kong	Newcastle
11	Eliza Laing	Adamson	Colombo	Newport
15	Catalina	Ausuatequi	Manila	London

* After repairing anchor and chain.

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Nov. 8—14	Batard Bayon Sree	Glasgow	Singapore
	Prins van Oranje (Royal Neerlandaise Compagnie boat)	Batavia	Amsterdam
	La Correze (French transport)	Saigon	Toulon

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong. For Shanghai: Oberon. For Colombo, &c.: Niger, Scotland, Commissariat, Red Gauntlet.

SAILING VESSELS.—For Yokohama and Hiogo: Thracian. For Yokohama: Solent, Ziba. For Shanghai: Norman Court, Dartmouth, Falcon, Argonaut, Duke of Abercorn. For Hong Kong: William Fruing, Corona, Jessie Isabel, Belted Will, Forward Ho. For Batavia, Samarang, and Sourabaya: Luctor et Emergo. For Batavia and Sourabaya: Wistaria, Thomas Blythe. For Singapore: Istapa, Roslin Castle. For Bangkok: Pelham. For Colombo: Teviot, Granville. For Colombo, &c.: Chacma, Cotopaxi. For Galle (via Cardiff): Lady Hincks.

At LIVERPOOL.—For Yokohama and Hiogo: Penrith, Oceana. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Patroclus (str.), Sarpedon (str.). For Hong Kong (via Cardiff): St. Andrew's Castle. For Manila. Adolfo, Matilde. For Manila (via S.C. and Singapore): Buena Ventura (str.). For Singapore: Robert Kerr.

Digitized by Google

For Batavia, Samarang, and Sourabaya: Madone. For Colombo, &c. via S.C.): Hector (str.).

At GLASGOW.—For Singapore: Norham Castle. For Batavia and Sourabaya: County of Elgin. For Penang, Singapore, Hong Kong, Foochow, and Shanghai (via London and S.C.): Gordon Castle (str.). For Penang, Singapore, Hong Kong, Shanghai, and Japan (via London and S.C.): Glenroy (str.). For Colombo, &c.: Huntley Castle.

SPOKEN.

ROTTERDAM, Batavia to Rotterdam, Oct. 13, 25 N., 32 W.
GARLIESTON (?), Colombo to London, Sept. 30, 24 N., 35 W.
MAY QUEEN, Greenock to Galle, Oct. 3, 2 N., 22 W.
MARTEN VAN ROSSEM, Rotterdam to Java, Sept. 26, 18 N., 23 W.
KENNOR (?), Foochow to London, Sept. 15, 15 N., 111 E.
MASSULE (?) (ship), Sunderland to Batavia, 22 N., 24 W.
VENUS, Batavia to Hamburg, Oct. 20, 34 N., 38 W.
HOLLAND, Rotterdam to Batavia, Sept. 30, 8 N., 24 W.
NEDERLANDEN, Rotterdam to Singapore, Sept. 30, 8 N., 24 W.
COLOMBO (barq.), Shields to China, Oct. 23, 47 N.
CYCLONE, New York to Batavia, Oct. 1, 6 N., 24 W.
PETRONELLA, Rotterdam to Batavia, Oct. 6, 4 N., 26 W.
VICE-ADMIRAL MAY, for Batavia, Oct. 9, 13 N., 25 W.
JANE SPROTT, Padang to New York, Sept. 16, 17 S., 4 W.
KINFAUNS CASTLE, Clyde to Singapore, Oct. 5, 13 N., 26 W.
CAMERONIAN (?), Manila to Liverpool, Sept. 3, 26 S., 51 E.
PREMIUM (?), Singapore to Liverpool, Sept. 3, 25 S., 51 E.
RESCUE, Liverpool to Galle, Oct. 2, 11 N., 25 W.
CUMBERLAND, Cardiff to Singapore, Nov. 3, off Palma, Canaries.
BEATITUDE, Colombo (?) to London, Oct. 26, 36 N., 35 W.
GENERAL WILLIAMS, Batavia to Amsterdam, Oct. 30, 39 N., 33 W.
ELEANOR, London to Singapore, Oct. 15, 7 N., 25 W.
ROWENA, Liverpool to Singapore, Oct. 15, 9 N., 24 W.
HYLTON CASTLE, Colombo to London, Sept. 22, 32 S. 15 E.
MARY, London to Batavia, Oct. 9, 6 N., 23 W.
THOMAS BELL (ship), Manila to London, Oct. 30, 37 N., 36 W.

FREIGHTS AND CHARTERS.

Owing to the scarcity of sailing vessels on the berth there is more inquiry, and current rates are fully maintained. Coal freights have further advanced.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Yokohama: 35s. weight, 30s. meast. To Shanghai: 40s. weight, 32s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—For Yokohama: £40. For Shanghai: £45. For Hong Kong: £36 to £38. To Penang: £24. To Singapore: £23 to £24. To Batavia: £21. For Galle: £18 10s. to £19. From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 39s. to 40s. To Cheefoo: 37s. 6d. to 40s. For Shanghai: £2 3s. 6d. to £2 5s. For Hong Kong: 35s. For Manila: 25s. For Colombo, 17s. For Galle, 20s. For Singapore, 24s. 6d. To Batavia: 22s.

From Birkenhead, per ton.—To Galle: 15s. To Hong Kong: 31s. To Shanghai: 36s.

CASUALTIES.

The Antipodes, Dobson, from Ilo Ilo, arrived at Falmouth, Nov. 11, with rudder-head sprung and loss of main topgallantmast, bulwarks, &c.

Advices from Portsmouth, dated Nov. 15, state that the Teviot (str.), Nisbit, which left London, 11th inst, for Singapore, China, &c. (via S.C.), has put into Spithead with machinery disabled.

The Assyrian, Funister, which arrived at Falmouth, Nov. 10, from Ilo Ilo, reported that on Aug. 26 she experienced a strong gale from N.W., which carried away bobstays, stanchions, and bulwarks on the port side; she also encountered a strong N. gale from 28th to 31st Oct.

Advices from Malta, dated Oct. 27, state that the Batara Bayon Sree (str.), Pinkham, from Glasgow to Singapore, put in there, Oct. 19, with circulating pump broken and shaft twisted, but proceeded for her destination on the 30th after repairing the same.

MISCELLANEOUS.

A telegram from Batavia, dated Nov. 14, states as follows:—The Veronica (barque), from Canton to London, has put in here, with crew mutinous, master ironed; Consul holds court.

NOTICES TO MARINERS.

WEST COAST OF KOREA.

The following information relating to the Sir James Hall group of islands, off the west coast of Korea, was obtained during a brief visit in H.M.S. Ringdove, in 1871, by Navigating Lieutenant James Cole, R.N.:—

The Sir James Hall group consists of three principal islands, lying nearly north and south, and were sighted by the Ringdove at a distance of 30 miles. The native names of the group were ascertained to be, Southern island, Soo-cheng-tao; Middle island, Ta-cheng-tao; and Northern, Peh-leng-tao.

Soo-Cheng-tao, or Ringdove Island, has off its south-west point a dangerous reef (with some of the rocks always uncovered), extending in a south-west direction for about a mile; 19 fathoms, sand and mud, was obtained at a distance of nearly 2 miles off the south-west point of the island. The south-east point of the island is remarkable from its being fronted with white cliffs. A sharp conical rock lies about a quarter of a mile to the east-south-east of the point. Detached rocks as also the appearance of shoal water extend for half a mile from the east side of the island; soundings in from 10 to 13 fathoms were obtained at a distance of about 1½ miles from the shore. The Ringdove anchored in a bay, in which are two villages, on the south side of the island, in 9 fathoms, sand. This bay affords shelter from W.S.W. round by north, to E. by N., but is entirely open to the southward. Vessels on entering this bay from the westward should not approach the south-west point of the island nearer than two miles until the centre of the bay bears N.N.W., when they may steer in, and anchor in 8 fathoms. With the conical rock off the south-east point of the island bearing E. by N., and the centre of the western village N.W. ¾ N., there is a depth of 7 fathoms.

Ta-cheng-tao, or Hertha Island, is the middle island of the group; it has a conspicuous hill or peak about 900 feet high, with a conical form when seen from the westward. A small islet, 170 feet high, lies about one mile off the west side. On the south-east side of the island is a bay with a shingle beach, in which the Ringdove anchored in 8 fathoms, sand, off a small village, with the east point of the bay bearing N. by E. ¼ E, and centre of village S.W. by W. ¾ W. The anchorage is protected from S.S.W. round by west to N. by E.; Ringdove Island affords further shelter from heavy seas from the southward; it is therefore preferable to the anchorage in the south bay of that island.

Peh leng-tao, or Ocean Island, is the northern and largest of the group. The north-west point of the island is fronted by bold perpendicular cliffs about 300 feet high. Off the extreme point is a needle or finger-shaped rock about 150 feet high. Along the north-west side of the island a few detached rocks extend a cable off shore. Off the south point of the island, there is a remarkable rocky islet, with a large wedge-shaped hole through its north side. About 1¼ miles to the southward of this perforated islet is a sharp rock 50 feet in height, with a ledge of rocks extending one-third of a mile from its north side; two of these rocks are always uncovered. At a quarter of a mile south of the 50 feet rock is broken water, having the appearance of a rock nearly awash at low water. About three quarters of a mile to the east south east of the perforated islet are some detached rocks, the outermost of which is 20 feet high. Between these rocks and the ledge of rocks to the north of the 50 feet rock is a channel carrying from 7 to 8 fathoms in it. The Ringdove anchored off a small village in a bay near the south-west point of the island, about three quarters of a mile from the shore, in 12 fathoms hard mud. From the anchorage, the perforated islet, which is off the east point of the bay (south point of Ocean island), bore E. by S. ½ S.; the 50 feet rock S.S.E. ½ E.; and a clump of trees in the valley behind the village N. ¼ E. The hills at the back are smooth-topped and covered with grass, and can easily be distinguished when standing in from the south-eastward. In the channel between Hertha and Ocean islands broken water was seen in several places, particularly off the north side of Hertha island; in many cases this appearance was probably occasioned by the tide, but from soundings having been struck in 7 fathoms suddenly after a depth of 13 fathoms shows there is an irregular bottom, and that caution is necessary in using the channel.

Tides.—Between the islands the flood-stream sets to the west, and the ebb-stream to the east. Off the west side of Ocean (the north) island the flood-stream sets north, and the ebb-stream south, from 1½ to 2 knots an hour. Off the north-west point of Ocean island the time of high water at full and change was approximately considered to be 4h. 30m.

Hydrographic Office, Admiralty, London, 28th October, 1871.

SARAWAK RIVER, COAST OF BORNEO.

The following information relative to a sunken rock in the Mortabas entrance of the Sarawak river has been received from Commander W. Chimmo, R.N., of H.M. Surveying Vessel, Nassau, 1871.

The barque Otter, on her way down from Quop anchorage, struck and remained some hours on a pinnacle rock, with only 3 feet on it at low water springs, and deep water all round. The rock lies nearly in the middle of the river, 1¾ miles within the entrance points, and E.N.E. about 9 cables from the Belcher rock. The pilots and small steamers navigating the river always pass to the southward of the rock.

Commander Chimmo further gives notice of the following beacons near the town of Sarawak:—The "Rocks—hug this shore" beacon, abreast of Samarang rocks, has been blown down. A beacon, "keep mid river," is placed in the water nearly opposite the Sago factory, and W. ½ S. about 4¾ cables from the western Samarang rock. This direction beacon is to clear a ledge of rocks running off the southern shore, having only 9 feet at low water.

The following has also been received from Commander Chimmo: *Viola Rock*:—A coral patch, having only 4 feet on it at low water, on which the Spanish vessel Viola struck and remained twenty-three hours, lies about 40 miles east of Balabac Island. There is no doubt as to the existence of this danger, and from information received, its probable position is in lat. 7 deg. 50 min. N., and long. 117 deg. 40 min. 50 sec. E.

Hydrographic Office, Admiralty, London, 10th November, 1871.

TRIAL TRIP OF THE P. AND O. STEAMER "PEKIN."—On the 11th inst. the P. and O. steamer *Pekin* was taken to Stokes Bay, under the command of Captain Woolcott, where she underwent an official trial at the measured mile, having a large party of the directors, Government, and company officials, and other gentlemen on board. The

Digitized by Google

results of four runs at the mile were as under:—First run, 4min. 30sec., or 13·333 knots per hour; second, 4min. 5sec., or 14·694 knots; third, 4min. 38sec., or 12·950 knots; fourth, 4min. 5sec., or 14·694 knots; the true mean speed being 13·918 knots per hour. Average steam, 46lb.; vacuum, 26; revolutions of engines, 62 per minute. She had a total weight of coals, water, and stores on board of 904 tons, and the vessel's draught of water was 17ft. forward and 18ft. 2in. aft., the mean draught being 17ft. 7in. The wind at the time was N.N.E., with a force of 3, and smooth sea. The *Pekin* is fitted with compound engines of 600-horse power, nominal, indicating 3,078 during the trial; diameter of cylinders, 62 and 104 inches; length of stroke 54 inches; heating surface of boilers, 11,720 square feet; firegrate surface, 316·8 square feet; condensing surface, 6,059 square feet; diameter of screw, 17ft. 6in.; with a pitch of 22½ft., increasing to 24ft. The dimensions of the vessel are as follows:—Length between perpendiculars, 378ft. 1in.; length over all, 400ft.; breadth of beam, 42ft. 5in.; depth, from top of floor to spar deck, 33ft. 2in.; register tonnage, 2,098·56; gross tonnage, 3,777·37. The *Pekin* has accommodation for 180 first and fifty-six second class passengers, and the whole of the fittings of the spacious saloon, state-rooms, bath-rooms, &c., are of the best character, while all the latest improvements are introduced for ventilating and other purposes. The vessel behaved admirably during the trial, and Admiral Sir William Hall, one of the directors, who presided at the *dejeuner*, warmly complimented Mr. Caird, who was on board, on the manner in which his firm had turned the vessel out. The *Pekin* is appointed to leave Southampton on Wednesday, the 22nd inst., for Shanghai, *via* the Suez Canal.

THE HOLLAND-JAVA LINE OF STEAMERS.—On the 14th inst. Messrs. John Elder and Co. launched from their shipbuilding yard at Nairfield, Clyde, an iron screw steamship of 3,000 tons gross register and 400 horse power nominal for the Stoomvart Nederland Company. The vessel has been designed and constructed for the company's service between Holland and Java via the Suez Canal, and is of the following dimensions:—Length between perpendiculars, 350 feet; breadth, 39 feet; depth moulded, 31 feet. In her construction and equipment she has been fitted with all the latest improvements; her state-rooms are capacious, light, and well aired, and she has ample accommodation for 100 first, 50 second, and a number of third-class passengers. The engines, which are being supplied by the same firm, are upon their compound principle, with all recent improvements. As the vessel glided off the ways she was named the Conrad. This is the fourth steamer Messrs. Elder and Co. have launched this year for the Nederland Company.

LAUNCH OF A STEAMER FOR JAPAN.—Messrs. Thomas Wingate and Co., Whiteinch, on Clyde, have just completed a very beautiful twin screw steamer of about 200 tons B.M., of very light draft, for the navigation of shallow rivers in Japan. This vessel is very handsomely fitted up with large plate-glass windows all round; her engines, of 40-horse power, are fitted with all the latest improvements for economy of fuel. It has been found necessary to despatch the vessel in pieces, as her shallow draft precludes the possibility of her sailing out. She will be put together at the port of Hiogo, and will be named the "Kobe." She has, we believe, been constructed for Messrs. Kniffler and Co., and superintended by Mr. F. W. Allan, of Glasgow.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to SAIGON and COCHIN CHINA	£5 17	0
" " " HONG KONG	7 0	0
" " " SHANGHAI	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6D.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

Digitized by Google

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France) Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London
LONDON AGENCY.—13 Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.
The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £144,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.
They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.
They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.
Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.
Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.
J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness
Excellent economica stock for Soups, Sauces, &c.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.
JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.
JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.
JOHN GOSNELL and Co.'s Prince of Wales Perfume.
JOHN GOSNELL and Co.'s Princess Alexandra Perfume
JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.
JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.
JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.
JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.
JOHN GOSNELL and Co.'s Instantaneous Hair Dye.
JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.
Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.
An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.
Orders must be accompanied by remittances or references, and letters must be addressed to
C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA

HOLLOWAY'S PILLS

DEPRESSION OF SPIRITS—DEBILITY.—Some defect in digestion is generally the cause of mental depression; on rectifying the disordered stomach the long list of gloomy thoughts retires, and is succeeded by more hopeful and more happy feelings. Holloway's Pills have been renowned far and wide for effecting this desirable change without inconveniencing the morbidly sensitive or most delicate organism. They remove all obstructions, regulate all secretions, and correct depraved humours by purifying the blood and invigorating the stomach. Their medicinal virtues reach, relieve, and stimulate every organ and gland in the body, whereby the entire system is renovated. No medicine ever before discovered acts so beneficially upon the blood and circulation as Holloway's celebrated Pills.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

ALEXANDER BROWN,
ESTATE AND GENERAL AGENT,
KANDY, CEYLON.

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.
COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.
N.B.—Fifty-five states now on the register. Thirty-five have been sold.

LUCERNE.
HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.
Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.
SEGESSER FRERES and Co., Proprietors.

EDUCATION.—ST. LEONARD'S-ON-SEA

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.
PARENTS
residing abroad would find this a most desirable home references can be given for England, India, China and Japan.
For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

THE LONDON & CHINA EXPRESS.

THE SUBSCRIPTION to this JOURNAL for fifty-two numbers is £3 3s. per Annum including Export Cargoes and Postage. Vol. XIII was commenced on the 6th January, 1871. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additione line.
Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram,
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER
Holland—Rotterdam	H. A. KRAMERS.
Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 60 Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Penang	SANDILANDS, BUTTERY, & Co.
Saigon	
Batavia	HOUGHTON & Co.
Samarang	JACOBSON, VAN DEN BERG & Co
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao, & Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foo-Chow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Tien-tsin	JAMES HENDERSON
Nagasaki—Japan	PIGNATEL & Co.
Yokohama ,,	GODFREY A. TALLERMAN.
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S COURT, CORNHILL, Over the Jerusalem.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineersand Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 fee

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vesse's of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-maker's shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Nov. 11, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Nov. 21, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Nov. 25, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Dec. 5, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

PENINSULAR and ORIENTAL COMPANY.—The Steamship PEKIN, 3,777 tons, 600-h.p., will be despatched from Southampton on WEDNESDAY, 22nd NOVEMBER, for SHANGHAI, via the SUEZ CANAL, calling at Gibraltar, Malta, Port Said, Suez, Galle, Singapore, and Hong Kong, and taking passengers and cargo for all ports east of Suez touched at by the Company's steamers, except Aden and Bombay. For further particulars apply at the Company's offices, 122, Leadenhall-street, London, and Oriental-place, Southampton.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 65, Moorgate-street, London, E.C.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 15 October 29 Nov. 12 Nov. 26 December 10 December 24	For	Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 29th Oct., 26th Nov., and 24th Dec. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius. The steamers of the 15th Oct., 12th Nov., and 10th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15 h calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magnificent steamers of the United States, New Zealand, and Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR nd Co., Agents 22, Moorgate-street, London

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Forward Ho	A1 17 yr.	SWID	With des.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Shanghai ...	Dartmouth..	A1 14 yr.	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Yokohama...	Ziba	A1 13 yr.	SWID	With des.
Yokohama & Hiogo	Thracian ...	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Lahloo	A1 16 yr.	E.I.D.	With des.
Hong Kong.	Wm. Fruing	A1 13 yr	W.I. D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

To sail on the 30th November.

FOR SHANGHAI, the splendid clipper ship, OBERON, A 1, 16 years, 1,023 tons register; W. H. BURGOYNE, Commander; South West India Docks.

For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship LEUCADIA, *AA1, 896 tons register; A. MEARNS, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. With despatch.

FOR HONG KONG, the splendid clipper-ship CORONA, A1 15 years; 1,199 tons register; H. BATE, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

PENANG, SINGAPORE, & CHINA.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng. Day
Pen., Sing. Hg Kg., & Shanghai, via S.C...	Hong Kong (s.s.)	Highest..	1221	SWID	Nov. 23
Shanghai..	Norman Court ...	A1 16 yr.	834	EI	With des

Excellent accommodation for passenge
For Freight or Passage apply to NORRIS JOYNER 60, Cornhill, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo or transhipment to JAVA, JAPAN, &c., at through rates, at shippers' risk. Last shipping day 23rd November, unless previously full.—The splendid full powered screw steamer HONG KONG, 100 A1 (highest class at Lloyd's), 1,221 tons register, 200-horse power nominal, W. SYMINGTON, Commander, South West India Docks. This magnificent steamer built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade, having made the passage from London to Hong Kong in 47 days, and Shanghai in 56 days, including all stoppages. Has splendid accommodation for passengers, including Ice House, Bath Rooms, &c.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER 60, Cornhill, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Gordon Castle	1,930	Thos. Skinner & Co.	Nov. 30
Hong Kong, s.s. ...	1,221	Norris, Joyner, & Co.	Nov. 23
Roslin Castle	644	Wright Bros. & Co.	Nov. —
LIVERPOOL.			
Sarpedon, s.s.	1,519	Alfred Holt	Dec. 2
GLASGOW.			
Ulva	499	Thos. Skinner & Co.	Dec. 5

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

CASTLE LINE OF STEAM PACKETS, via the Suez Canal, from LONDON, for PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. THOMAS SKINNER and Co. will despatch the following or other first-class STEAMSHIPS for the above ports, at stated intervals, and punctually on advertised dates. These steamers have all been built and engined on the Clyde, by the most eminent shipbuilders and engineers, under special survey for the highest class at Lloyd's, and are specially adapted for the trade via the Suez Canal:—

	Tons.	Class.	H.-pwr.
Glendarroch.....	1500	100 A1	900
Glensannox	1500	100 A1	900
Glenrosa	2000	100 A1	1500
Glengyle	1670	100 A1	900
Glenroy.....	2000	100 A1	1250
Glenartney	2000	100 A1	1250
Gordon Castle.....	1930	100 A1	1200
Drummond Castle	1930	100 A1	1200
Braemar Castle	2120	100 A1	1250
Cawdor Castle	2120	100 A1	1250

The new steamship Gordon Castle, for the above ports and Foochow, J. Campbell, Commander, will shortly be at a loading berth in the South West India Docks A day of sailing will be named and strictly adhered to.

For Freight or Passage (having elegant accommodation for first-class passengers) apply to THOMAS SKINNER and Co., 81, Gordon-street, Glasgow, and 5, East India-avenue, London, E.C.

W. L. H. SKEEN AND CO.,
PHOTOGRAPHERS,
COLOMBO, CEYLON,
Invite inspection of their large collection of
VIEWS OF CEYLON, NATIVE CHARACTERS, &c.
ON SIZES 12 BY 10 TO C. DE V.
CATALOGUES POST FREE.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 20, 1871.

Digitized by Google

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 430.] LONDON, MONDAY, NOV. 27, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Nov. 27.
Japan — Yokohama	Aug. 18	Oct. 5	Oct. 8
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	„ 2
China — Peking	—	—	„ 1
Tien-tsin	—	—	„ 5
Chefoo	—	—	„ 5
New-chwang	—	—	„ 1
Hankow	„ 4	Sept. 21	„ 5
Kiu-kiang	—	—	„ 6
Chin-kiang	—	—	„ 6
Shanghai	„ 18	Oct. 2	„ 11
Ningpo	—	—	„ 9
Foochow	„ 18	„ 2	„ 10
Formosa			
Amoy	—	—	„ 13
Swatow	—	—	„ 14
Hong Kong	Sept. 8	„ 16	„ 18
Canton			
Macao	—	—	„ 16
Philippines— Manila	Aug. 25	„ 10	„ 14
Cochin-China— Saigon			
Siam — Bangkok			
Borneo—Labuan			
Sarawak			
Java — Batavia	—	—	„ 17
Samarang	—	—	„ 16
Sourabaya	—	—	„ 15
Malacca Straits— Singapore	Sept. 22	Oct. 24	„ 35
Penang	„ 22	„ 22	„ 27
Ceylon—Galle			
Colombo			

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi this day. The next inward mail (French), with dates, Shanghai Oct. 19, Hong Kong Oct. 25, Singapore Nov. 2, is due, *via* Marseilles, on Monday, the 4th Dec. Advices per Pacific Mail, *via* San Francisco, with dates Yokohama Oct. 23, may be expected in the course of the ensuing week.

Telegrams by the China Submarine and Red Sea Telegraph Lines, dated from Hong Kong this morning, have been received, having occupied, allowing for difference of time, under five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By last (French) mail to Marseilles, per Messageries Maritimes steamer *Mei-kong*.—From Yokohama: Messrs. Culty, Simpson. From Shanghai: Messrs. Camille, Morello, Allen, Cagasse, Guerin, Ruggiero, Madson, France, Van der Tak (Dutch Consul). From Hong Kong: Messrs. Boulland, Roy-Jean, Victor, Hostier, Lavoisier, Ferdinand, M. le Baron de Meritens. From Saigon: Messrs. Allaux, Schell, Marcelin, Bechu, Souronille, Les Seurs Marie, Isidore, Marie-Thérèse. From Batavia: Messrs. Weijusetlenk, Nedemeyer, Eilers, Custers, Mr. and Mrs. Laus Mr. and Mrs. de Bode, Mr. and Mrs. Olsperen. From Singapore: Messrs. Ravin, Desire, Poulin, Lafont, Pijon, Seraphin, Stemp.

Per steamer *Glensannox*, arrived Nov. 21.—From Shanghai: Miss Murison, Miss Allan, Mrs. Vogeler and two children, Mr. Terra.

Per steamer *Menelaus*, arrived Nov. 17.—From Shanghai: Mrs. Mercer, infant, and child, Mr. Sietas, Mr. A. Anson, Mrs. Churton and infant, Mrs. Truleson, the Rev. Mr. and Mrs. R. E. Turnock, Mr. J. H. Wright.

By this mail, to Brindisi, per P. and O. steamer *Candia*, arrived Nov. 22.—From Hong Kong: Mr. Cox, the Hon. Jas Brooks, Miss Brooks.

To Southampton, per P. and O. steamer *Simla*, expected to arrive Dec. 1.—List not to hand.

PASSENGERS OUTWARD.

Per French mail steamer *Peiho*, from Marseilles, Nov. 26 (booked from London).—To Yokohama: Comte Dam. To Shanghai: Mr. van Elwelder. To Hong Kong: Mr. and Mrs. Forbes and servant, Mr. Peterson. To Singapore: Mr. J. de Rochemont, Mr. E. Marten. To Saigon: Mr. and Mrs Speidell. To Batavia: Mr. Loudon and family, Mr. and Mrs. Suermondt, Mr. and Mrs. E. Boutney, Mr. Wiggers, van Kerchein, Mr. Albarva, Mr. G. T. Kolff, Mr. van der Worff, Mr. and Mrs. Price and two children, Mr. van Motman, Mr. and Mrs. Niring Vogel, governess, and five children. To Galle: Mr. and Mrs. Montanaro.

Per P. and O. steamer *Pekin*, from Southampton, Nov. 23, via S.C.—To Hong Kong: Miss Macredy, Mr. and Mrs. Norton, Mr. D. B. Robertson, Mrs. Whittall and child. To Ceylon: Mr. and Mrs. Symons.

Per P and O. steamer *Pera*, from Southampton, Nov. 25.—To Shanghai: Mr. H. G. Howlett. To Singapore: Mr. Gottlieb. To Ceylon: Mr. Lewis Gordon, Mr. Norman Grieve.

Per P. and O. steamer *Malta*, from Brindisi, Dec. 5.—To Yokohama: Mr. Koppen and five gentlemen. To Singapore: Mr. R. Padday. To Penang: Mr. W. C. S. Padday. To Ceylon: Mr. Robillard, Mr. Grindrod, Mr. and Mrs. W. D. Schultze.

Per P. and O. steamer *Masilia*, from Southampton, Dec. 9.—To Yokohama: Dr. Clay. To Ceylon: Mr. and Mrs. Mainwaring.

Per. P. and O. steamer *Mooltan*, from Brindisi, Dec. 19.—To Yokohama: Mr. J. R. Davidson. To Ceylon: Mr. J. Buchanan.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates extend to the 8th Oct. The outward mail of Aug. 18 (French) arrived on the 5th Oct.

The *Gazette* says the political affairs of the country are so quiet that there is not a single new feature to report. There are changes among the local officials in various places. Ito, who was recently in the United States, inquiring into their fiscal system and everything else, has been appointed head of the Mint at Osaka.

The steamship *Ocean Queen* was disposed of by Messrs. Bourne and Co., on the 23rd Sept., for $30,000, to Messrs. Favre Brandt.

The *Japan Herald* newspaper was sold on Oct. 2, by auction, by Messrs. Bourne and Co. The plant and goodwill of the paper and the lease of the premises fell to Mr. J. H. Brooks for $5,200.

The U.S.S. frigate *Colorado* is in dock at Yokoska. She is found to have suffered very little damage.

On Oct 4, as the British steamer *Roma* was leaving the harbour for Kobé, the chief engineer, Mr. Henry Blackwood, was going down the ladder into the engine-room, when he suddenly slipped and fell a distance of about 4½ to 5 feet, dying instantly. There was no outward mark of any hurt on his body. The deceased was a native of Glasgow, Scotland, and had been on the coast for more than ten years.

The *Herald* says:—The misunderstanding that we mentioned as having arisen between the Custom House officers and merchants respecting the rate at which the new coins, and likewise kinsats, should be received at the Custom House, has had the attention of the foreign representatives, and the native government; after several conferences held in Yedo between them, it was decided that the position the Custom House officials assumed on the issue of the new coin should be abandoned, and to the end of this year duties will be received as before.

In reference to the new coinage, the *yen* is already at three per cent. premium over the Mexican dollar; the supply of new coin and the twenty cent pieces is anything but equal to the demand.

The erection of more lights on the principal points of the coast is being brought under the consideration of the Government.

The railroad from here to Yedo is further advanced. Trial trips from Yokohama to a short distance from Kanagawa have taken place. It is said that in another few days it will be opened as far as Kawasaki, this being nearly half the length of the line.

The land sale in the foreign settlement at Yedo has taken place, but great repugnance to purchasing was exhibited, only about six lots being bought.

The American scientific mission that lately arrived, consisting of General Horace Capron and staff, has had an audience of the Mikado, and has been otherwise entertained at the capital. A portion of the staff is shortly to start for the north for mineral and agricultural survey, to develop the resources of Yesso.

Digitized by Google

Some difficulty seemed to present itself at the latter end of last month respecting the purchase of silkworms' eggs. It appears that the natives, led away by the high prices they obtained last year for their eggs, rejoiced in the idea that foreign buyers would give the same rates this year; they accordingly produced cards in great quantity; when, however, only about half the number of buyers of last year made their appearance this season, and would not purchase at the high demands made by holders, the native dealers were in a state of great consternation, holding meetings among themselves, and resolving to burn half the cards that had already appeared in the market, thereby thinking that by so doing it would enhance the value of the remaining half; but beyond an infinity of talk, nothing seems really to have been done.

The following paragraphs are from the *Weekly Mail*:—

Admiral Kellet with a party of French naval officers visited the railway works on Friday, on the invitation of the engineer-in-chief, and proceeded in the working train as far as Ko-ashi.

A grave discussion is going on at Yedo as to whether the railway extension should be towards the north or west first. The former is looked upon as of great commercial moment, the latter as of equal political and commercial importance, and strong argument is adduced on both sides. The union of the west coast with Osaka is also a prominent subject, and the preliminary work is already well advanced.

We have good authority for believing that his Majesty the Mikado purposes visiting Yokohama in a few days. It is not his intention to wait until the railway is finished to Sinagawa. He will travel from Kawasaki by the line, which is already so far completed.

A German, a native of Strasburg, Johan Zimmerman by name, arrived from Shanghai in August last, seeking employment as a photographer. He went to Yedo, and while there engaged a boat to take him to a ship lying in Yedo harbour. One of the Japanese, of whom there were two in the boat, was shot by Zimmerman, the remaining sendo jumping overboard and swimming ashore. This man asserts that his companion was shot purposely by the German, who, on the other hand, affirms that he shot at a duck with a revolver, but at the same time admits that the bullet might have hit the sendo, who was between the duck and himself, and steering the boat. Zimmerman was arrested by the Japanese authorities, and handed over to Mr. Zappe, Acting Consul-General for Germany, who has already commenced the preliminary inquiry.

A somewhat cleverly-written parody on the "Battle of Dorking" has been published by the *Herald*, yclept "The Battle of the Bluff," wherein it is shown how the "loafers" of California, China, and Japan take Yokohama. It is a well-deserved skit on the disgraceful state of municipal matters here. Through America news of the death of Dr. Dunwoodie, R.N., for some time in charge of the British naval hospital here, has reached us; the P.M.S.S. Company has resumed the *Ariel's* monthly trip to Hakodadi; H.M.S. *Hornet* has sailed for Nagasaki; Mr. Lawrence, from the Washington Legation, has joined the British Legation here as second secretary, that post being vacant through Mr. Mitford's transferral to St. Petersburg; the *Colorado* has gone into dock at Yokoska. The following ships of war are in harbour:—English—*Barossa, Salamis;* French—*Alma, Segond, Linois;* American—*Idaho.*

NAGASAKI.

The following items are from the *Nagasaki Express*:—

The work of reorganisation in Japan appears to be carried on in Hiogo as stringently as it can possibly be in any part of the Empire. The number of retainers in the district has been reduced to considerably less than a tenth. The priests have also been reduced in a similar manner, even those hitherto specially retained in the Prince's service to perform the periodical ancestral worship. The whole of the idols dedicated to Buddha and placed in numerous joss houses, have either been removed or are in the course of removal to the temples—only those appertaining to the Shintoo religion being allowed to remain in public. From outward appearances the majority of the towns-people seem quite indifferent about their removal, but the rural population view the new order of things in the light of religious intolerance. The order issued commanding the whole of the officials having intercourse with foreigners to wear their hair dressed in the simple style customary amongst the latter is in the course of being carried out, and we hear that the Governor of Nagasaki underwent his tonsorial preparation a few days since.

It is the intention to establish schools for teaching English at Hiogo. Our informant visited Rionoske, a brother of the reigning Prince, whom he found residing in a mansion furnished in European style; he will shortly leave for a visit to Europe, which will be of about three years' duration.

The complimentary dinner to Mr. Consul Annesley, given at the Occidental Hotel, must cause that gentleman to carry away with him some exceedingly pleasant reminiscences of the esteem in which he is held by his fellow countrymen.

H.B.M.'s steamer *Salamis* is daily expected at this port from Yokohama, &c., and will leave after a short stay here for Hong Kong, conveying Vice-Admiral Sir Henry Kellett, K.C.B., to meet his successor.

CHINA.

—o—

TIENTSIN.

A correspondent of the *North China Herald* writes that the place has been much excited by the arrival from Honan, by the Grand Canal, of a snake said to be the spirit of a god who can control the waters; it is called Kin-lungsze Ta wang. All the mandarins, from Li-hung-chang down, have been to the temple where it is kept, to worship.

Mr. Wade, accompanied by his family, left this place yesterday afternoon in boats for Peking. After his arrival there all the Foreign Ministers will be at their posts in Peking, the others, who were out at the hills and at Chefoo having previously returned.

It is under agitation to call a meeting of the residents to take into consideration our position during the coming winter, and to ask the Foreign Ministers to take steps to keep a strong naval force here for the protection of foreign life and property; as it is to be apprehended that, owing to want of food by the population, brigandage will exist to a large extent in this region.

There was a severe storm here on Oct. 4. It rained and hailed nearly till night, blowing strongly all the time from the east. The waters are now higher than they have ever yet been in the plains.

SHANGHAI.

Dates extend to the 11th Oct. The P. and O. mail of Aug. 11th arrived on the 1st Oct. (having been detained by heavy weather); and the French mail of Aug. 18th came in on the following day.

We hear that the new rule allowing transit passes to be taken out by the Chinese has been recognised in Shanghai. Applications for passes sent in by Chinese merchants have been granted by the Taoutai.

Considerable space in the papers to hand by this opportunity is naturally devoted to the account of the death of Mr. Consul Markham, which has been already recorded in our columns. Mr. Markham's name was a household word in Shanghai, and the sorrow at his loss is intense and universal. A public funeral was a natural mark of respect to a gentleman holding the official position which Mr. Markham has done; but there was much more than a formal display in the assembly of the great number of foreign residents who formed the funeral procession and thronged the grounds of the cemetery.

Mr. Markham was an old volunteer—captain of the Shanghai Mounted Rangers. He had, since his return, renewed his connection with the corps, this time by joining the ranks of the artillery.

A general muster of the Volunteers attended the funeral, and the Artillery were also present with a gun-carriage, draped with black velvet. The members of the Municipal Council, the Consular body, the Chinese magistrate of the Mixed Court, and a vast concourse of other persons also attended. The flags of the several consulates of all the ships in the harbour were hoisted half-mast high. The offices of H.B.M. Consulate and Supreme Court were closed.

We take the above from the *North China Herald*, to which we are also indebted for the following:—

We have also to record the sudden death of Mr. J. M. Lloyd, who has for nearly nine years filled the post of accountant and assistant-secretary to the Municipal Council, from the rupture of a blood-vessel in the heart.

The third ordinary meeting of the China and Japan Insurance Company was held on the 6th Oct., Mr. J. B. Robertson in the chair. The accounts, after providing for interest and all other liabilities, showed a balance of Tls. 93,159 to be carried forward to credit of working account. The net premia for the past three months were estimated at Tls. 85,000, against Tls. 64,462 for corresponding period of 1870.

Our Newchwang Correspondent writes, with reference to the flood some weeks ago, that over 1,000 persons were then drowned, and the distress caused among the remainder has been very great. Some $300 were collected in Newchwang, and distributed among the sufferers, and this timely charity seems to have created a favourable impression towards foreigners among the natives. The weather has already been pretty cold—48 deg. Fahrt.; and when the next north wind comes on, frost will soon follow. Mr. James Hart has been appointed acting Commissoner, vice Mr. Luzon, who has resigned, and who goes home with the best wishes of everyone.

A meeting of the creditors of the firm of Mackellar and Co., who became bankrupt in June, 1867, was held at the British Consulate on the 6th, at which a dividend of ½ per cent. was declared, and Mr. Gordon, partner in the firm, applied for his unconditional discharge. The creditors' assignees handed round their accounts, which showed that the total liabilities of the firm were over Tls. 420,000, and that the total assets had realised about Tls. 9,000, of which nearly Tls. 6,000 consisted of proceeds of furniture, stores, and wines.

A Chinkeang correspondent writes that Mr. Gardner, who has been lately in H.M. Consulate at Chinkeang, has been appointed Interpreter at Hankow, and is to be relieved by Mr. J. G. Murray, late acting Vice-Consul at Pagoda Anchorage, Foochow.

Digitized by Google

HONG KONG.

Dates from this port reach to Oct. 18; the French mail, with London dates Sept. 1, arrived out on the 11th, and the following P. and O. mail of Sept. 8 on Oct. 16. The following items are from the *China Mail*:—

The discussion which arose at the Legislative Council on the establishment of a Chinese Custom House in the Colony, has raised a question of considerable moment. The Colonial Secretary thought fit to write a note to the Hon. Mr. Ryrie, requesting him to substantiate the "charge" which he brought against the Registrar-General. Mr. Ryrie did not bring any charge whatever, but simply asked whether a report generally current, to the effect that information had been conveyed from the Registrar-General's Department to the Chinese authorities at Canton, were true. The information has got into the hands of the native authorities, there appears to be no question. However, the Colonial Secretary having taken up the matter out of the Council Room, the question is raised whether members of the Council can be called upon in this manner to explain what they say in their seats.

The missionary body in Hong Kong have sent to the Colonial Secretary a reply to a memorandum by the Hon. Mr. Smith, Registrar-General, on the memorial sent by the native community on the gambling question. That official took upon himself to state that the memorial in question did not represent native opinion, and that it was got up mainly by the missionaries. It is understood that in their reply they point out that they had very little connection with the movement which fairly represented the view of the Chinese community.

A matter concerning coolie emigration has attracted some attention. A gentleman made arrangements for a number of coolies to proceed by the Pacific Mail steamer to the United States, on the understanding that they would there enter into a contract. The nature of the matter was explained to the Colonial-Secretary, who at first said that there was no objection to it, but subsequently a report reaching him through the Registrar-General to whom it was sent by the Chinese constituting the Board of the Etze, or native hospital, to the effect that the men were being kidnapped, the Colonial Secretary sent orders to the emigration officer to allow no more coolies to be shipped. It transpired in the course of the affair that a native in the Registrar-General's Department had offered to make an arrangement for shipping a portion of the coolies, but had been thrown over on account of his not finding proper security. The Colonial Secretary stated as his reason for putting a veto on the business that instructions had been received from the Secretary of State, such as prohibited all emigration of coolies, either under implied or actual contract. It is justly objected, however, that no such instructions have been made public.

An elaborate memorandum has been published by the Government, showing the number of criminal cases brought up for trial at the Supreme Court since 1861. They give painful evidence of the defects in the administration. While in 1861 there were 119 criminals brought to trial, in 1870 there were only 68; and as it is known that crime has been on the increase, but no one has been brought to trial, it is clear that it is now much easier than formerly for criminals to escape. We learn that Mr. Creagh is likely to return shortly to the Colony. So long as the Sikhs form a portion of our police we require his services.

We are glad to learn that the Benevolent Society at Canton has received great support from the people of that city. Amongst the principal annual subscribers are:—The opium merchants, who contribute in proportion to the magnitude of their business, viz., a mace of silver on every 100 catties' weight of opium. Altogether the people have responded most readily to appeals in this matter, and they have shown greater liberality than the Hong Kong Chinamen.

Much anxiety is felt concerning the fate of the ship *Helen Black*, which left this port shortly after the late typhoon, bound for Foochow, and has not been heard of since.

The annual dinner of the cricket club was held at the Hong Kong Club on the 2nd. The chair was taken by James Greig, Esq., of the Hong Kong and Shanghai Banking Corporation.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to Oct. 25. The P. and O. mail arrived on the 24th with letters to Sept. 22.

We take the following from the *Straits Times*:—

On the night of Oct. 23 a quarrel broke out between the Teo Cho and Hokien sections of the Chinese population, which resulted in a riot that has put a stop to all business ever since, and the town has been the constant scene of street fights, high-handed robbery and loot, assault and murder, by the contending factions. The military have been called out, nearly all the Europeans in the place have been enrolled as special constables, the *Rinaldo's* men are placed at the disposal of the Government, the Settlement has been proclaimed to be under the provisions of the Preservation of the Peace ord[illegible], additional justices of the peace and magistrates [illegible] been specially appointed, and every endeavour is being made to prevent the accumulation of arms and offensive weapons by the Chinese. Entire blocks of buildings have been searched by the justices, and a large quantity of spears, pointed poles, stones, broken bottles, and missiles of every description, have been secured and carted off to the police stations.

We understand that the bayonets of the soldiers had to be used once or twice to disperse the crowds engaged in fighting and looting. It is impossible to estimate with any degree of accuracy the number of killed and wounded in the encounters that have occurred, as they carry off their own dead whenever practicable. The police and soldiers are at work clearing out a cluster of attap huts on the Singapore river, by the River Valley-road, which is a perfect nest of vagabonds, thieves, and fighting men attached to the secret societies. Finding it impossible to carry out their designs safely in town, the fighting is now transferred to the country, where large parties of armed men have literally fortified themselves in strong positions and obstructed all the approaches to their fastnesses, by felling large trees over the most difficult portions of the paths. The bazaars and shops are closed, and all Chinese who sell provisions or vegetables are in danger of assault, it being evidently the object of those already engaged to make the riots and the suffering as general as possible. Stronger measures than have yet been taken will have to be made use of before we can hope for a cessation of hostilities and the return of the combatants to their peaceful avocations.

We learn of a sad occurrence at Deli, Sumatra. This place, from the productiveness of the soil, has attracted capital and settlers from Singapore, who engage in planting tobacco and other staple products. A short time ago, two residents of this place, Messrs. Hermann Kung and Theodor Meyer, went down to Deli, and set to work at a place fifteen or sixteen miles further inland than the previous European settlers. These young men had lately received some specie from Singapore, and their coolies, being aware of this, determined to possess themselves of it. Accordingly, on the morning of the 10th, they attacked Mr. Meyer with an axe, severing his head from his shoulders. Mr. Kung, hearing some disturbance, ran to learn the cause, when he, too, was cut down, cleaving his skull in two. Nothing was known of the murder until some two days after, when some of their friends, going to see them, found their murdered bodies. After committing the brutal and shocking murder, we are told the coolies resumed their work as if nothing had happened. The rajah, we hear, has arrested seventeen of the coolies, who will be tried for the crime according to the native custom.

By the last French mail his Excellency John Pope Hennesey, late Governor of Labuan, took his departure for Europe, to take up his new appointment in the Bahama Islands.

The police at all three Settlements are being provided with Snider Enfield rifles, to replace the old muskets hitherto kept at the stations.

A serious accident occurred on board the *Rinaldo* the day before she reached Singapore from St. Paul's. A gun was being fired for practice, when it exploded, severely burning Lieutenant Stopford (in the face), Mr. Preston, gunner's mate, and leading seaman Snooks. The two latter are doing well, but Lieutenant Stopford was more seriously injured, and it was feared might lose his eyesight altogether.

LORD KIMBERLEY'S DESPATCH.

The following is from the *Straits Times* of Oct. 12:—

The despatch of Earl Kimberley, Secretary of State for the Colonies, in giving his approval to the estimates and supply ordinance for the present year, is a document that will be read with great interest. It conveys in most unmistakable terms his lordship's disapprobation of the increased and still increasing expenditure of this Colony, without any public works of importance being carried on to warrant it. It cannot fail to be highly gratifying to the community at large to observe that the items of our expenditure are so closely watched at home, notwithstanding they are not objected to by the unofficial members of Council, who fall in for a share of the general condemnation. The remark of his lordship that increased revenue was no just excuse for increased expenditure, was by no means uncalled for; the argument that the revenue was amply sufficient, or would prove to exceed the estimate, has more than once been used when seeking to pass through Council a vote for some extraordinary item. To those who have viewed with apprehension the increasing cost of administering the Government this despatch will prove especially pleasing, as it shows how carefully every item is gone into. Whatever may be the faults of the Colonial system, economy is evidently one of its leading traits; and the minute precision that marks every paragraph of this despatch affords ample evidence that the Colonial office not only compares and audits the accounts of the various colonies, but that the Secretary of State personally gives the business of his office very close attention and is gifted with a keen memory.

His lordship lays down the principle, we think a very proper one, that "the Government—and in no case an unofficial member—is the proper authority to introduce to the Council every specific vote." He explains, however, that an unofficial member may in general terms make a motion involving expenditure, but the proper form in such a case is, he tells us, for the member to move

Digitized by Google

that the Governor in Executive Council be requested to consider whether it is expedient to place this sum upon the estimates, and observes, "it is to be borne in mind that the Government, if it acquiesces in such a resolution, is in no way relieved from its responsibility as to the expenditure by the fact that it was moved by an unofficial member;" a very forcible and truthful view of the matter, though not the view that has always been taken in the Council here.

ROMAN CATHOLIC MISSIONARIES.

It is difficult to see what could have prompted the following letter, certainly not Christian charity. It is pretty well known by every resident in China that the Roman Catholic missionaries have gone into the interior, in the heart of China, and encountered much greater risks and hardships than Protestant missionaries. Their prudence or wisdom in so doing is open to question, but the "appropriations" of the Roman Catholics in China has nothing to do with the self-denial of their missionaries. We cannot see the drift of the letter.

TO THE EDITOR OF THE "ENGLISH INDEPENDENT."

SIR,—We frequently hear of the limited incomes of Roman Catholic missionaries, as if they were able to live upon a mere pittance, and to carry on their work without expense. For the sake of those who do not know the circumstances, it may be well to suggest that there are two sides to the question.

The small sum set down as the salary of the Roman Catholic missionary in China may be all he receives from home, but it certainly does not represent his income. What of—

1. Rents and revenues from the large property held by the Roman Catholics which has been reclaimed from the Chinese Government as having belonged to the Church two hundred years ago? As the French have no mercantile houses in China, the entire occupation of the French Legation in Peking since 1860 has been the recovery of such property, and the furtherance of Romish interests in other ways. Some of the properties reclaimed may have been unoccupied ground two hundred years ago, but now are occupied by busy streets. Is the rents of these streets of houses to count for nothing? Moreover, in places of security the Roman Catholics make a point of acquiring land and building houses to be rented out; at Hong Kong, for instance, a large amount of property belongs to them.

2. What, also, of *immense indemnities* as at Tientsin?—for *buildings* between £30,000 and £40,000, and similarly enormous indemnities at Formosa, Yangchow, and Schun.

3. The amount reported in Europe as the outlay of Romish missions in China *would not cover the annual expense being incurred for some years past in building the cathedrals at Canton and Peking.* This expense is often said to be borne by converts, which, we presume, means that it is borne by the rent of property reclaimed as Church property, by the French Legation.

In reference to the *hard life* of Roman Catholic missionaries, I have the testimony of three independent witnesses in different positions of influence, and residing at different ports, to the effect that Roman Catholic missionaries live at least as comfortably as their Protestant brethren. It is proper that these statistics of Romish missions should be understood in England.—I am, yours truly, B.

Amoy, Sept. 19.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Shirtings and Yarns were about the only imports that had attracted any attention. At the close, Shirtings exhibited a slight tendency to decline, but Yarns fully maintained their figure, with, perhaps, a slight inclination to advance. A good enquiry at better rates had arisen for Black Velvets, and a fair business had been done. T-Cloths had ruled firm, and exhibited signs to advance. Alpacas had demanded some little attention, and an improvement was noted. No business in Coals.

HANKOW.—The business in Piece Goods had been unsatisfactory, as there had been much difficulty in quitting Plain Cottons, in consequence of the usual autumn holidays and the outbreak of an insurrection in Honan, which at one time threatened to become formidable. Sales of both Cottons and Woollens had been unimportant. Prices of Camlets had advanced under the combined firmness of holders, but these were the only Woollens affected by strong home advices. The market for Plain Cottons closed dull, and prices were weak.

SHANGHAI.—The market for Cottons had been dull, but some little activity amongst speculators in Grey Shirtings was apparent at the close; ordinary makes of T-Cloths had met with some inquiry. White Shirtings were dull of sale. Drills had been in request. There had been moderate inquiry for Jeans. Sheetings dull. Fancy Cottons in very small demand. Woollens: An improved tone was evident in these goods, Camlets and Long Ells especially being dealt in at advanced rates. Quotations:—GE. Grey Shirtings, 38½ yds. 39 in., 7 lbs., Tls. 1.7.0 to 1.7.5; 8¼ to 8½ lbs., Tls. 1.8.6 to 1.9.7; 9 lbs., 2.1.5 to 2.5.0. GE. White Shirtings, Tls. 1.7.5 to 2.5.0. American Drills, Tls. 3.3.0 to 3.3.5. Jeans, Tls. 2.3.8 to 2.5.5. English Drills, Tls. 3.0.5 to 3.1.0. Jeans, Tls. 2.3.0 to 2.3.5. Dutch Drills, Tls. 3.0.0 to 3.1.5. Jeans, Tls. 2.3.5 to 2.4.3. T-Cloths, 6 lbs., Ordinary, Tls. 1.1.8 to 1.2.5; 7 lbs., do., Tls. 1.4.0 to 1.4.7; 6 lbs., Mexican, Tls. 1.4.0 to 1.4.6.

HONG KONG.—The interval had been one of extreme dulness, but prospects for the future were improving. Importers had been rendered firmer by encouraging telegrams from Manchester. Cotton Yarn: No quotable change in value, and condition of the market most unsatisfactory, demand being limited and uncertain. Grey Shirtings: Although inquiry was still very weak and limited, an advance of 2½c. to 5c. per piece had been established. Best makes had been sold up to $2.22½ per piece for 7 lbs., and $2.57½ per piece for 8¼ lbs. White Shirtings: Lower qualities had advanced 10c. per piece. T-Cloths: Very limited business done at prices showing no advance on previous quotations. Grey Twills: English and Dutch in fair request at about last quotations. Stocks very moderate. Dyed and Fancy Cottons: Inferior qualities of Dyed Spots quoted 10c. lower, but fine maintained their value; Dyed Brocades slightly easier; Dyed Damasks saleable at former quotations; Turkey Red Cambrics in small request, unchanged in value. Velvets firmly held, but Velveteens quoted a shade lower. Spanish Stripes: No sales reported, quotations unchanged. Blankets: In some request at previous rates. Long Ells: Scarlet 10c. lower; assorted quoted 20c. higher, owing to scarcity of one or two colours. Camlets: Quotation 25c. per piece higher all round, sales 600 pieces. Lastings: No change, 200 pieces common quality sold at $14 per piece. Metals: Nail Rod Iron firmer, but quotation still very low; Bar Iron slightly easier, but hoop showed a rise of 20c. per picul; Steel is not inquired for; Iron Wire: About 240 piculs taken at former prices; Lead: Improving slowly, L. B. sold at $5.65 per picul, W. B. nominally quoted at $5.90 to 6.

MANILA.—The Piece Goods Market had been dull during the fortnight, and the business transacted had been small. Values were without much alteration, but, as importations of plain staples had been very limited, importers held their stocks of them more firmly than at date of our last report.

SINGAPORE.—In imports there had not been much change during the fortnight, and, except for 6 lb. T-Cloth, fine qualities 36-inch White Shirtings and 15/16s White Cambrics, demand had been limited. 39-inch Grey Shirtings: Placed to limited extent at $2.50 to 2.47½; 7 lb. quiet at $2.12½ to 2.15; 6 lb. in better demand at $1.85. 45-inch: 8 lb. quoted $2.50; 9 lb. wanted at $2.87½; other weights in no request. 36-inch Grey Supers: In no demand; quotations nominal. 36-inch White Shirtings: Fine qualities in good demand for Siam, and fair sales at an advance of 5 to 10 cents for favourite descriptions; medium quiet, and low qualities very dull. 45-inch: Trifling demand at $3.47½ for 64 reed. 36-inch White Spots: Nominally worth $2.50 for 14 x 15, no demand. White Cambrics: Good enquiry for 15/16s at advancing prices, sales at $30½; No. 24s in heavy stock, low qualities offered at $16½ to 17. 30-inch Madapollams: Very dull; small sales at $17½ to 17¾. 32-inch Grey T-Cloths: 6 lbs. in most request, fair sales at $1.62½ to 1.65, price at the close rather weaker; 5 lbs. and 7 lbs. quiet at $1.32½ and $1.82½. Madapollams: Small business in 3 lbs. at $18½ to 18¾, some inquiry for 2¾ lbs. at $17½, but no stocks. Grey Yarn: All counts in limited request; 40's $114 to 115, 30's $106 to 107, 18-24 $87½ to 92½; holders asking an advance. Coloured Yarns quiet. Turkey Red, Glasgow dye, 12 lbs., $135 to 137½; 10 lbs., 127½ to 130; no demand for German dye. Imperial Red $67 to 68. Dark Green $78 to 80. Woollens generally very dull. Metals: Iron is still inquired for. Lead: Small sale of common at $5.60 cash. Coals: No transactions reported, market less firm; Cardiff worth $9½, and West Hartley $9.

PENANG.—There had been a somewhat improved inquiry during the interval for all imports except 8¼ lbs. Grey Shirtings and Turkey Red Cambrics. Prices had undergone no alteration.

EXPORTS.

TEA.

YOKOHAMA.—Advices from America being anything but encouraging, a cessation of operations had taken place, and settlements had been but small; prices remained unaltered with but few purchases. Supplies had found their way in fair degree, and stocks, consisting chiefly of common sorts, had somewhat increased. The Fiery Cross had sailed for New York with 677,101lbs., and the Black Prince and Mikado were loading for that port.

HANKOW.—Messrs. Drysdale, Ringer, and Co.'s Report is as follows—Only a small business transacted, settlements aggregating 4,916 chests 2,513 half-chests at Tls. 9.10 to 10 for Shuntam kinds, to Tls. 13.50 to 15.25 for clean fairly even made Oopack Teas, say, 9¾d. to 10½d., and 1s. 0¾d. to 1s. 1¾d. respectively—prices altogether beyond current rates in London. The Teas are, however, intended chiefly for the Russian market. Tea is now coming down so slowly from the country, and the quality is so inferior, that the season may almost be considered closed, although nearly a month earlier than last year. The export of Hankow tea has now reached 53,437,000 lbs., showing to date an excess over the total for last year of 3,469,000 lbs. Of the above, 267,302 chests 154,628 half-chests were settled here, 73,252 half-chests being Ningchow leaf, and 205,449 chests and 69,352 half-chests have been shipped to Shanghai for sale on native account. So many steamers having loaded here at the commencement of the season, a much larger quantity of Tea has been settled in Hankow, and this has further increased through the superior quality of the second and third crop Teas having given confidence to buyers. Higher prices being paid for these descriptions, the Teamen were encouraged to prepare a much larger quantity, which, from the absence of an unusually high flood this year, was enabled to come down from the country without interruption. Hence the unfavourable comparison of statistics throughout the season, and hence also its much earlier close. The quantity of leaf still likely to come forward depends entirely upon the course of the Shanghai market, but under any circumstances we think it cannot exceed 20,000 chests, thus making the total export for the season 55,000,000 lbs. It must be remembered, too, that any further arrivals will scarcely rank as common Tea.

SHANGHAI.—Black: During the three weeks since last English mail there had been a steady business doing, but the quantity settled had been 5,000 chests and 17,000 half-chests less than the quantity reported for the previous fortnight. Nearly three-fourths of the settlements had been of fair to medium Ningchow, Oopack, and Oonfas, buyers still giving preference to the better grades; there had been little Hohow Tea

Digitized by Google

on offer; and Shuntam-packed, although taken to a moderate extent, had not been in general request. The stock was 20,700 chests—nearly half being below the grade of good common—against 61,291 chests same time last year; whilst export figures gives an excess of 12,500,000 lbs. Congou as compared with corresponding mail in 1870. Shuntam-packed Teas had been settled at Tls. 12.7.5 to 14, giving same tael quotations for slightly inferior quality. Common Hohows and Oonams at Tls. 15 to 17, being an advance of Tls. 0.5.0 to 1. Fair to medium Ningchows, Oopacks, and Oonfas at Tls. 18 to 23, quite Tls. 1 to 2 higher than rates last quoted, and fully Tls. 3 above the lowest point touched this season. Green: There had been an active market, all parcels with quality being eagerly competed for on arrival, and prices for fine and finest had thus been fully maintained. Medium grades were relatively cheaper, being less in request for America, but were nevertheless realising more than home value. Pingsueys had been nearly all taken; the quality was very inferior, and tael price on lower scale.

FOOCHOW.—There had been an active market, settlements averaging 4,500 chests. There had been a pretty general demand for all descriptions, but an undue proportion of the settlements consisted of dust and low broken leaf kinds, which had advanced to the extent of half a tael; other descriptions had sold irregularly at quotations as undernoted. The commoner kinds of Souchong had slightly declined. Scented Teas unaltered in price. In Oolongs large business reported, at, on the whole, about last quotations. There were very few fine Teas remaining unsold, and these, belonging principally to one Teaman, were rather firmly held. Settlements:—Congou, 60,989 chests, at Tls. 6.8 to 11.8 o.b for dust to broken leaf, Tls. 12.3 to 15.3 o.b. for leafy to ordinary, Tls. 15.5 to 17.8 o.b. for fair to good common, Tls. 18.3 to 23.3 o.b. for flavory to medium, and Tls. 26.8 to 28.8 o.b. for good medium in boxes. Souchong, 4,592 chests, at Tls. 16.8 to 21.3 o.b. for common to medium, Tls. 22.3 to 25.8 o.b. for good medium, Tls. 28.8 to 32.8 o.b. for good medium to fine, and Tls. 38.8 o.b. for a parcel of choice in boxes. Oolong, 21,799 half-chests, at Tls. 18.8 to 21.3 o.b. for common to fair cargo, Tls. 21.8 to 25.8 o.b. for good cargo, Tls. 27.3 to 29.8 for superior cargo, Tls. 31.8 to 39.8 o.b. for fine to finest, and Tls. 40.8 to 50.8 o.b. for choice to choicest. Scented Teas, 7,566 boxes, at Tls. 17.8 to 21.3 o.b. for common to medium. Flowery Pekoe, 276 chests, at Tls. 27.8 to 58.8 o.b.

AMOY.—Market for Ooloongs very quiet during the earlier part of the interval, and buying was not fairly recommenced until the 2nd October, when several parties began to operate; since that date a large business had been done, and prices had ruled gradually easier, a fall of $1.00 per picul on grades up to fine being noticeable, while extra fine and choice qualities were unchanged in value. The first arrivals of Autumn Teas were of undesirable quality, owing probably to the admixture of coarse summer leaf, but later receipts had proved more satisfactory, and the bulk of the crop so far at hand was regarded above the average quality. Settlements of Ooloongs—31,970 half-chests at $20 to 22 for fair, $23 to 24 for good, $26 to 29 for superior, $31 to 35 for fine, and $36 to 42 for extra fine cargo. Lubra and Emperor were loading for New York.

CANTON.—Import transactions to good extent, and all descriptions more or less dealt in. Scented and Green Teas have shown no change in value, but prices paid for Canton District Congous were extreme, taking into consideration the quality of the Tea and the state of home markets. The Green Teas bought were chiefly for Continental and American markets. Settlements, 2,000 boxes Canton District Congou, 8,000 boxes Scented Orange Pekoe, 6,000 boxes Scented Caper and 4,200 boxes Greens.

SILK.

YOKOHAMA.—But few purchases had been made in this staple, and prices were unchanged. Some 780 bales went forward by the last (French) mail. Settlements were estimated at 500 bales, and stocks at 1,300 bales. Silkworms' Eggs: Prices ruled low, buyers not giving way to the high prices demanded by holders. Settlements amount to about 300,000 cards, and arrivals 1,600,000.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular:—The French Mail left this on Oct. 5 with 111 bales for Marseilles, 10 bales for St. Etienne, 14 bales for Milan, 204 bales for Lyons, and 175 bales for London. During the nineteen days under review we have had a fairly active market, the high prices paid by Continental and American buyers having so strengthened the hands of holders that they have been enabled to obtain Tls. 5 to 10 advance on all chops and re-reeled Silks, whilst medium and other descriptions remain as last quoted; it has further stimulated them to send supplies forward more freely, so that our stock is not reduced. We give the following as a few of the prices paid:—Dragon for No. 3 with usual assortment, 30s. to 30s. 3d.; Cock and Worm, do., 30s.; Cat and Bee Powling, do., 29s. 9d.; Blue Flag, 28s.; Kukee Chin Jan, 27s. 6d. to 27s. 9d.; Blue Elephant, 27s. 3d. to 27s. 6d.; Red Peacock, 26s. 11d.; Yok Wha, 26s. 11d. to 27s. 3d.; Green Elephant, 26s. 2d.; medium, 4 to 4½ tsatlee, 25s. 5d. to 25s. 11d.; common and 5 tsatlee, 24s. 8d. to 25s. 2d.

STRAITS PRODUCE.

SINGAPORE.—Tin: About 4,400 piculs sold, at $34.37½ to 34.75; stocks small, and held for the higher quotation. Gambier: Large business at $3.25 to 3.28 per picul, and dealers refused to sell under $3.30. Black Pepper nominally worth $13.75; none obtainable. White Pepper: Small sales at $20.87½ to 21.12½; market cleared. Pearl Sago: About 1,000 piculs contracted for at $3.15 for small grain, and $3.20 for medium. Flour: Sales of Sarawak at $2.75 to 2.77½. Tapioca: Flake in good demand, at $4.12½ to 4.25. Coffee: 600 piculs Bontyne held for $17 per picul, buyers offering $16.75. Buffalo Hides: Best quality worth $11½ per picul. Cow Hides: Sales at $16 to 16½ per picul.

Mr. C. C. Rainbow and Mr. E. R. Holberton have formed a copartnership under the style or firm of Rainbow, Holberton, and Co., asmerchants and commission agents in London.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 5½d.	4s. 5½d.
Shanghai ,, ,, ...	5s. 11½d.	6s. 0½d.	6s. 0½d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 4½d.	4s. 4⅝d.	4s. 4½d.
Singapore ,, ,, ...	4s. 5d.	4s. 5½d.	4s. 5½d.
Manila ,, ,, ...	4s. 2d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304 to 305	220
,, Hong Kong	27½ to 28 dis.	—
Bar silver	111.5.0	10½ prem.
Mexican dollars	76.7.5	2½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 62; Old, 64 per cent. prem.
Hong Kong Gas Company, 62 dols. per share.
Hong Kong and Whampoa Dock, 23 per cent. discount.
China Traders' Insurance, 2,400 dols. premium.
Hotel shares, 61 per cent. discount.
Hong Kong and Macao Steamboat Company, 36½ dols. premium.
Hong Kong Fire Insurance Company, 360 dols. premium.
Union Insurance Company, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 115 premium.
China Fire Insurance Company, 67 dols. premium.
Victoria Fire Insurance Company, $68 to 70 premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $13 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls 85 premium.
Hong Kong Distillery Company, $15 prem. (nominal).
Hong Kong Pier and Godown Company, $4 dis.

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	220 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	136 ..	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	199 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ...	50 ...	61 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$565 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.560 ...	trien.
North China Steamer Company	100 ...	100 ...	90 ...	
Union S.N. Company	100 ...	100 ...	118 ...	10 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	980 ...	15 p.c
Union Insurance Society ...	$5,000 ...	$1,000 ...	$2,500 ...	trien
China Traders Co. (Limited) ...	1,000 ...	1,000 ..	3,500	$475p.s
China and Straits S. N. Co. ...	100 ...	25 ...	25 ...	
Hong Kong and China Gas Co.	£10 ...	£10 ...	nom. ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.210 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$69 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	70 ...	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100 ...	Tls.146 ...	

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From London, Sept. 20, Walton; 30, Miako.

At SHANGHAI.—From Liverpool, Oct. 4, Lorner; from London, Nov. 17, Odessa (str.) (reported by telegram).

At HONG KONG and CANTON.—From London, Oct. 11, Enterprise (str.); 13, Dilpussund; 15, Rollo; from Liverpool, 11, Warrior (str.); 16, Hector (str.); from Cardiff, 11, Agnes; from Boston, Orpheus.

At MANILA.—None.

At SINGAPORE.—From Hamburg, Oct. 18, Marco Polo; from London, Glendarroch (str.) (reported by telegram).

At BATAVIA.—From London, Oct. 16, Robin Hood, Investigator (str.); from Amsterdam, 3, Mr. Jacob van Lennep; from Texel, 16, Ocean; Nov. 16, Maria and Elisabeth (reported by telegram.)

At PENANG.—From London, Oct. 12, Lord of the Isles (str.); from Liverpool, 22, Ulysses (str.).

DEPARTURES.

From YOKOHAMA.—For New York, Oct. 4, Fiery Cross.

From SHANGHAI.—For London, Oct. 5, Hope; 7, Bernard (str.) for New York, 5, Tonbridge; 8, Willy Rickmers.

From FOOCHOW.—For London, Sept. 30, Thyatira.

From HONG KONG and CANTON.—For London, Sept. 27, Veronica; Oct. 12, Bernard (str.); for New York, Sept. 29, Robert Fletcher; Oct. 10, Julia Ann; 11, Feiga; from Hamburg, Oct. 13, Sophie; Sept. 7, Araby Maid.

From MANILA (ILO ILO).—For Channel, Sept. 18, Bunda.

From CEBU.—For Liverpool, Oct. 3, Amigos, Sarah Nicholson, Mic Mac.

From SINGAPORE.—For London, Oct. 20, Athol (str.), Bernard (str.); Nov. 21, Glengyle (str.) (reported by telegram).

Digitized by Google

From Batavia.—For Channel (f.o.), Oct. 5, Diadem, Trinidad; 12, Dan; 17, Ivalo; for Amsterdam, 3, Kaisow; for Holland, 4, Louis August Constantyn, Maria Catharina; 5, Zes Gezustew, Aurora; 15, Jonge Cornelis, Prins Van Orange (str.); 18, Elizabeth.

From Penang.—For London, Oct. 10, Peri; 11, Fusi Yama; 17, Cutwater; 20, Venus (str.); for Havre, Albertina.

VESSELS LOADING.

At Yokohama.—For New York, Black Prince, Mikado.

At Shanghai.—For London, Centurian (full), Fort Regent (full), Celestial Queen (full), Constancia (full), Her Majesty. For New York, Endeavour, Midnight, Taitsing, Jeannie Louttit.

At Foochow.—For London, Florence Nightingale (full), Hopewell (full). For New York, Mary Whitridge.

At Amoy.—For New York, Emperor, Lufra.

At Hong Kong and Canton.—For London, Burdwan, Chanticleer, Onward, Corea, Crest of the Wave. For New York, St. Pauli, Birdston, Lord Macaulay.

At Manila.—For London: The Sir Jamsetjee Family. For Channel (f.o.): Josefina. For New York: Clytie, Asa Eldridge, Sea Flower, Horatio, Mutlah, Dunedin. For Boston: Galatea, Mariano, Alumina. For Spain: Chica. For Havana: Dona Feliciana. For Falmouth: Peter.

At Cebu.—For Liverpool or London: Glamorganshire. For Boston: Bunker Hill.

At Ilo Ilo.—For Liverpool: Erie. For Channel: Monsoon. For Boston: St. Albans.

At Singapore.—For Liverpool: Frances. For Boston: Jan Van Galen, Stord. For New York: Japan.

At Penang.—None.

FREIGHTS AND CHARTERS.

At Shanghai.—Rates home are firm, in consequence of suitables not being equal to the demand, viz., to London, £3 sailing ships, £3 10s steamers; to New York £3 and £3 10s. per ton of 40 feet.

At Foochow.—To London, £3 per ton; to New York £3 nominal.

At Hong Kong and Canton.—Freights home remain firm at £2 15s. to £3 per ton.

At Manila.—To London, Sugar £2 5s. per ton; Hemp and Tobacco £3 15s. to £4.

At Singapore.—A good demand exists for tonnage home, and rates are from £3 2s. 6d. dead weight, and £3 12s. 6d. to £4 light cargo.

At Batavia.—To Channel, £4; to New York, £4 2s. 6d.; to Holland, Sugar f.72.50.

At Penang.—To London, dead weight £3 5s. per ton.

REPORTS AND CASUALTIES.

The Aldebaran, from Batavia, for New York, has been condemned at Simon's Bay.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Sept. —	Naval Bregadé	Cardiff	Hong Kong
„ 28	Anna Elizabeth	Proboling	Amsterdam
„ —	Lanercost	Amoy	New York
„ 29	Otto	Batavia	Rotterdam
„ —	Veritas	Sourabaya	Amsterdam
Oct. 1	Everest	Shanghai	London
„ 2	Ambassador	Macao	Do.
„ —	Ombre	London	Shanghai
„ 4	Sooloo	Manila	Boston
„ —	Oracle	Do.	New York
„ 6	Schiehallon	Foochow	Do.
„ —	Pekin	Hong Kong	Do.
„ 9	Lauderdale	Foochow	London
„ 10	Advancement	London	Bangkok
„ —	Windsor Castle	Sourabaya	Falmouth
„ —	Edith	Boston	Singapore
„ 11	Beuxacher	Foochow	New York
„ 13	Araby Maid	Whampoa	Hamburg
„ 14	Honigby	Rotterdam	Singapore
„ 15	Kanagawa	Newcastle	Batavia
„ —	Oceaan	Amsterdam	Do.
„ —	Lerica	Shanghai	New York
„ —	Mathilda	Hong Kong	Falmouth
„ 16	Ortelius	Amsterdam	Batavia
„ —	Escort	Singapore	Boston
„ —	Blenheim	Do.	Glasgow

LATEST TELEGRAMS.

CHINA.

(Received Nov. 23.)

Hong Kong, Nov. 23.—Import market flat; Grey Shirtings, 6½ catties 8¼ lbs., $2.50; Cotton Yarn, 16-24, $115. Exchange on London: bank bills six m.s., 4s. 3¼d.

Shanghai, Nov. 23.—Cotton and woollen goods very dull. Tea, market inactive. Silk quiet; No. 3 Tsatlee, Tls. 590; No. 4 Red Peacock, Tls. 550. Exchange on London: bank bills six m.s., 6s.; Mexican dollars, Tls. 74¾.

STRAITS SETTLEMENTS.

(Received Nov. 22.)

Singapore, Nov. 22.—Grey Shirtings, 8¼ lbs., $2.47½; T-Cloths, 6 lbs., $1.65; Cotton Yarn, 40's, $115. Tin, $36¼. Gambier, $3.30. Exchange on London: Bank bills, six m.s., 4s. 5⅜d.

Penang, Nov. 22.—Cotton Yarn, 30's, $103; Grey Shirtings, 8¼ lbs., $2.45; T-Cloths, 6 lbs., $1.60. Tin, $35.75. Exchange on London: Bank bills, six m.s., 4s. 5¼d.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Allardice—On the 22nd Nov., at 47, Norland-square, W., the wife of David Allardice, Esq., of a daughter.

Belilios—On the 9th Oct. at Hong Kong, the wife of Mr. A. R. Belilios, of a son, stillborn.

Cousins—On the 17th Nov., at Singapore, the wife of Alfred Walter Vaughan Cousins, Esq., of a daughter.

Dudgeon—On the 23rd Sept., at Peking, the wife of J. Dudgeon, M.D., of a daughter.

Hanisch—On the 11th Oct., at Shanghai, the wife of F. O. Hanisch, Esq., of a son

Keele—On the 9th Oct., at Shanghai, Mrs. O. R. Keele, of a daughter.

McDouall—On the 3rd Nov., at New Bedford, U.S., the wife of John McDouall, Esq., Oriental Banking Corporation, China, of a son.

Riley—On the 18th Oct., at Singapore, the wife of R. Riley, Esq., of a son.

Sams—On the 19th Nov., at 23, South Audley-street, Grosvenor-square, the wife of Mr. W. G. Sams, of a son.

Smith—On the 21st Nov., at Elie, Fife, the wife of Captain Adam Smith, of the ship *Stratten Audley*, of a son.

Turner—On the 11th Oct., at Hong Kong, the wife of A. L. Turner, Esq., of a son.

MARRIAGES.

Holmes-Kennard.—On the 14th Oct., at St. John's Cathedral, Hong Kong, by the Rev. Thomas Talbot, Acting Colonial Chaplain, Henry J. Holmes, Clerk, Supreme Court, to Jeannie Foster, daughter of D. Kennard, Esq., M.D., Lambourne, Berks.

Jardine-Symonds.—On the 18th Nov., at Pendock, Worcestershire, Sir William Jardine, Baronet, of Applegirth, Dumfriesshire, to Hyacinth, only daughter of the Rev. W. S. Symonds, rector of Pendock.

Johnson-Tinning.—On the 16th Nov., at Castlemilk, Dumfriesshire, the residence of Robert Jardine, Esq., M.P., uncle of the bride, Jocelyn Otway Johnson, of Parsonstown, King's County, younger son of the late Rev. Henry George Johnson, rector of Drumgath, county Down, to Rachel Johnstone Jardine, second daughter of Thomas Tinning, Esq., of Tinwald House, Dumfriesshire.

Morel-De Crety.—On the 11th Oct., at the Roman Catholic parochial church of St. Joseph, Shanghai, by R. F. Loriquet, Superior of the Jésuites, Edmond Morel to Anna de Crety, daughter of Baron de Crety, agent for the Messageries Maritimes.

Norton-Lamport.—On the 16th inst., at Penmaenmawr, Carnarvonshire, by the Rev. James Martineau, Edward Norton, of Hong Kong, to Edith, eldest daughter of Charles Lamport, Esq., of Plas Mawr, Penmaenmawr.

DEATHS.

Barros—On the 6th Oct., at Hong Kong, after a long and severe illness, Francisca, the beloved wife of Pedro Barros, aged 46.

Bechtinger—On the 24th Oct., at the Hotel d'Europe, Singapore, Barbara, the wife of Dr. J. Bechtinger, aged 37.

Forbes—On the 9th Nov., at Clarendon-gardens, Maida-hill, the residence of his niece, Mrs. Pine, John Gorden Forbes, late of H.M.'s Ceylon Civil Service, aged 78.

Holt—On the 20th Nov., suddenly, at 6, King's-road, Clapham-park, Ellen Frances, only surviving daughter of the late Henry Frederic Holt, in the 26th year of her age.

Jephson—On the 30th Sept., of dysentery, on board H.M.S. *Melville*, Hong Kong, China, Alban Mounteney, the second son of the Rev. William Jephson, rector of Hinton Waldrist, Faringdon Berks, aged 24.

King—On the 27th Sept., at Foochow, Helen Van Cortlandt King, wife of David King, jun., and daughter of Richard L. Morris, M.D., of Pelham, West Chester, Co. New York.

Kung—On the 10th Oct., at Deli, Sumatra, Mr. Herman Kung, a native of Switzerland, aged 29.

Lloyd—On the 6th Oct., suddenly, Joseph Mathias Lloyd, accountant to the Municipal Council, aged 36.

Markham—On the 9th Oct., at Shanghai, suddenly, John Markham, Esq., H.B.M.'s Officiating Consul.

Meyer—On the 10th Oct., at Deli, Sumatra, Mr. Theodor Meyer, late of Singapore, aged 22.

Paget—On the 20th Nov., at Hampton Court Palace, the Lady Augusta Paget, aged 85.

Ritchie—On the 16th Nov., John Ritchie, Esq., of Lee, Kent, and late superintendent of the P. and O. Steam Navigation Company at Bombay, aged 53.

Tetley—On the 20th Nov., at her residence, Armley Lodge, near Leeds, in her ninetieth year, Sarah Anne, widow of William Tetley, jun., Esq., of that place.

SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Nov. 23, at Deal, from Foochow, Fire Queen; from Shanghai, Whinfell; 24, at London, from Singapore, Galle, &c. (via S. C.), Africa (str.); at Liverpool, from Manila, Clymene; 23, in Cherbourg Roads, from Bangkok, Henry Millar; 22, in the Elbe, from Rangoon, Venus; at New York, from Singapore, Queen of the Seas; 24, off the Start, from Batavia, and Simon's Bay, for Amsterdam, Anna Digna.

Departures.—From Amsterdam, for Batavia, Nederland (Dutch frigate); Nov. 24, from London, for Singapore, Istapa; 23, from Sunderland, for Hong Kong, Loo Choo; from Shields, for Galle, Trafalgar (str.); 25, from London, for Colombo, &c. (via S. C.), Good Hope, (str.); for Shanghai, Dartmouth; 24, from Shields, for Galle, May Queen; from Cardiff, for Manila, Elena.

Laid On.—At London, for Singapore and Sarawak, Alcestis; at Liverpool, for Shanghai, Staffordshire; for Galle, Ravenscrag; at Glasgow, for Singapore and Penang, Ulva; for Batavia and Samarang, County of Lanark; at London, for Shanghai, Aracan; for Colombo, &c. (via S.C.), Thomas Wilson (str.).

THE LOSS OF THE P. & O. STEAMER "RANGOON."

By this mail we have received particulars of the cause of the wreck of this magnificent steamer, while making her way out of the harbour of Galle. It is clearly explained that no other blame attaches to the pilot or the commander than that which is always inseparable from a too great disposition to oblige in presence of circumstances of danger. The wreck was virtually caused by the Post-office. Time was up, and the *Rangoon* had got under way without the mails when, as she was steaming out, the mails were descried in a boat. The engines were stopped, the current caught her, and she struck on the rocks before she could be steamed off. We hope that this terrible example will not be lost, and that for the future no pilot or captain will allow the vessels under their jurisdiction to be stopped in going out or into Galle harbour.

Digitized by Google

THE BRITISH INDIAN TELEGRAPH COMPANY.

At the meeting of this company the shareholders, amongst many ungenerous remarks, said that the directors, with their fees, were in a very complacent humour, while the shareholders, with a return of only six per cent. on their capital invested, were not quite so well satisfied. The Rev. Mr. Nicholson protested against the curtailment of the dividends for the purpose of raising a "reserve fund." Such remarks are what might be expected from a reverend gentleman who had invested in a commercial concern, the workings of which he could know nothing of. We strongly condemn the practice, common amongst the clergy, of investing in such companies; it is quite out of their province, and hence they are led to make unseemly remarks at the public meetings of the shareholders. Exception was also taken to the re-election of the Baron Erlanger as a director, with a view to saving £200 per annum. Shareholders, as a rule, know nothing of the toil and patience of some directors. As a rule, no doubt, directors are composed of gentlemen who accept the post simply for the fees. The case of the Indian Telegraph Company's directors is vastly different. The chairman could have given a good account of the services rendered by most of the directors for months and years before these companies were started, actuated purely by the great public interests of the scheme. Any one who has had daily experience in the working of the land telegraphs to India knows how unsatisfactory and tedious it was. Hence the sacrifice of time, and not a little private outlay in bringing about a "united system of submarine lines to India and China." Having accomplished this without receiving a shilling in the way of promotion money, it is a vexatious injustice that their services should now be decried. It is only natural that they should wish to continue to take part in the full development of the enterprise they have so ably and so unselfishly brought to a successful and practical issue. It must be known, at least to some shareholders, that it cannot be a mere money question with their directors, for their time is far more valuable than any fees can compensate, and by remaining on the board they are certainly conferring a favour on the shareholders. Without directors of such position and influence as compose the board of the British Indian Company the concern could not have been brought to its present position.

CHINESE EMIGRATION TO THE UNITED STATES.

Many are the objections made to Chinese coolies, both in the United States and Australia. It is said that they are heathens difficult of conversion, which may be regarded as the religious objection; that they arrive without the female element, and therefore become a new source of immorality to society; that they are addicted to opium smoking and petty gambling, and that they cannot be admitted to civil rights to the same extent as the emancipated negro—the objection of the politician. To none of these objections except the last, which may be considered to some extent unjust, can an unqualified denial be given. Superadded to these reasons have been the mode of transportation in sailing vessels and the horrors of the Middle Passage, done away with, however, so far as California is concerned, by the regular trips of a magnificent Pacific steamship fleet. While certain objections are allowed against the Chinese coolie, there are important facts in his favour. The Chinese, unlike many negroes, is not addicted to intoxicating drinks, and although he smokes opium and gradually undermines his health, he is otherwise temperate, and is peaceful, orderly, and industrious. His economical habits are such, his wants so few, that he makes money at wages on which the comparatively extravagant American or European would starve, which constitutes his greatest crime in the eyes of the labouring classes on the Pacific coast and in the New England States. In reality, however, he has merely served, at moderate wages, at some branches of industry inadequately supplied with labour. Without him some great public undertakings in the United States might have remained unaccomplished to this day, as, for instance, the Central Railroad of California, which is the result of the labour of ten thousand Chinamen.

The Gulf States are now fully alive to the desirableness of Chinese labour on the sugar and rice, and even cotton plantations. The experiment has been impartially and fairly made, and, thus far, with eminently satisfactory results. There can be little doubt that when the Southern Pacific Railroad is opened there will be seen a large Chinese emigration into the Southern States *via* San Diego. Then, in Virginia,—the future great manufacturing State of the South, the negro is gradually emigrating to the Gulf States. Who but the Chinaman will replace him on the banks of the James? It is impossible that white labour can fully respond to the call that is made on it in the manufacturing and agricultural Middle and Western States, and the railroad building territories. The vast Western mineral lands are undeveloped, and it is the Chinaman that is looked to for performing all the coarse labour in them in coming years. The more the wants of the future of the United States are considered, the more it becomes manifest that the introduction of the Asiatic labour element on a far larger scale is of the most vital moment to the whole country, but especially to the Southern States, and the question should be entertained with the impartiality becoming a nation which will probably count a hundred million inhabitants within the present century.

The present mail, bringing advices confirmatory of the rioting at Singapore, which we learned some weeks ago by telegram, discloses a state of things as little creditable to the Government as to the police. It is little to our credit as a nation that, after having held possession of this island for half a century, there should be a jungle still existing in the heart of it, in which persons who have broken the law can take refuge with impunity, and defy the police. Assuredly a railway development is required.

The directors of the East and West India Dock Companies have reduced the rate of their labourers wages from eighteen to fifteen shillings weekly. This course has been protested against not only by the labourers themselves but by several sections of the mercantile community, including the wholesale tea dealers who, in a letter to the directors, call attention to the fact that such a low rate of wages will have the effect of filling the warehouses with the most needy class of men, necessarily including a large number who are incompetent and dishonest. It is false economy (the letter continues) to place men whom they thus prompt to dishonesty in charge of produce of immense value, and in positions where (as in sampling) carelessness or incompetency may cause a great loss to those who transact business with the company.

The amount of bullion by the P. and O. Company's steamer *Pera* from Southampton, on the 25th inst., was, in gold, to Galle, £3,690; to Bombay, £40,000; to Madras, £7,019: to Calcutta, £20,000; to Penang, £1,000; to Singapore, £5,000; in silver, to Bombay, £31,750; to Madras, £3; to Calcutta, £35,000; to Singapore, £20,500; to Hong Kong, £77,419; to Shanghai, £9,270; total, in gold, £76,709; in silver, £173,942.

NAVAL AND MILITARY.

In our last issue we stated that the 80th (Staffordshire) Regiment of Foot would shortly proceed to Hong Kong. We are now enabled to report that the regiment—which is under the command of Colonel R. P. Harrison—has been ordered to proceed from Belfast, where it is now quartered, to Dublin. During the stay of the regiment in Dublin service and depôt companies will be formed preparatory to embarkation. We observe with satisfaction that the conveyance of the troops to China is not likely to be attended by a repetition of the Megæra disaster. The Orontes, one of the new screw steamers built a few years since for the express purpose of military transport, has been selected for the service. The Orontes is expected at Queenstown from Canada about the 18th prox. She will embark the regiment there proceeding in the first place direct to Hong Kong, from whence, after landing the troops, she will convey the head-quarters of the first battalion of the 10th Regiment to Singapore. Subsequently the vessel will carry out some exchanges of troops which are to be effected between Singapore, Penang, and Labuan, and will finally return to England with a battery of Artillery from Singapore.

The Icarus, 3, screw-sloop, Commander Lord Charles T. M. D. Scott, arrived at Spithead on the 19th inst. Her machinery is very defective, her engines being unable to make a speed of more than four knots an hour in smooth water, and it took the vessel from the morning of the 17th until the 19th to make the passage from off Scilly. The Icarus is now at Sheerness, where she will be paid out of commission. The final destination of the vessel will be the fourth division of the reserve.

Digitized by Google

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 22.

The Second Chamber of the States General has taken a most important step. I told you in my last letter that Mr. Dumbar had proposed an amendment to reduce the Budget for Foreign affairs by f.8,000—by recalling our ambassador to the Papal Court. By 39 against 33 votes this amendment has been carried, although the Ultramontanes seconded by the Conservatives and the ultra-orthodox Protestant party did all they could to prevent such a result. The Minister Baron van Gericke was on their side, and demonstrated the necessity of maintaining this diplomatic mission, which ought not to be abolished without consulting with other and larger European Powers, who are still represented at the Papal Court. But all in vain. The majority was convinced that since the Pope has lost his temporal power, it would be of no service to maintain our representative at his Court. The question was not, What must we do to propitiate the Catholics, but which measure will best promote the interests of Holland? I need not add that the decision of the Chamber has made a very deep impression. The Catholics are furious, judging from the tone of their papers, which if any one should read accidentally, without knowing what had happened, he would think that we were on the eve of a revolution. The separation of the Liberals from the Catholic Party has become both wider and deeper.

There are some who consider that in consequence of this vote the Minister, Baron van Gericke, must resign, but this is absurd. On the other hand, it seems now pretty certain that the Minister of War will retire, whether his Budget be carried or rejected. He has laid before the members a Bill to alter the militia law, and another with reference to the system of fortresses; but these will not tend to lengthen his Parliamentary life. Conservative papers predict that Mr. Thorbecke is also on the eve of resignation. But these rumours are not to be trusted any more than are those that Prince Bismark considers the present moment favourable for carrying out his design of seizing the Duchy of Luxemburg. It is stated that Count d'Arnem has been directed to sound M. Thiers and to tempt him with the offer of immediately withdrawing the German troops from France, in the event of the Cabinet of Versailles acquiescing in the annexation of the Duchy. It is said further that Prince Bismark *knows* that no resistance will be offered by Belgium, Holland, or England.

SHIPPING.

ARRIVALS.—Nov. 15, at Brouwershaven, from Batavia, Yokohama; at Texel, from Batavia, China; 18, at Brouwershaven, from Batavia, Stad Middleburg, Rotterdam; 20, at Brouwershaven, from Tjilatjap, Johanna; at Texel, from Batavia, Gerard Pieter Servatius, Ymuiden; from Macassar, Vier Gebroeders; 21, at Texel, from Batavia, Johanna (Rösingh).

DEPARTURES.—Nov. 19, from Brouwershaven, for Batavia, Prins Hendrik (str.); 20, from Hellevoet, for Hong Kong, Ellen Rickmers; 21, from Texel, for Batavia, Electra, Java Packet.

PASSENGERS OUTWARD.—For Java, per Aegidia and Pauline, Messrs. W. A. Kruymel and family, H. J. Masland and family, D. J. A. E. de Brauw, Miss Kruymel; per steamer Prins Hendrik, Messrs. C. H. F. Riesz and family, J. W. Jager and family, E. J. F. Tack, J. A. James and family, Damme D. van Freyburg and family, van Geen, Everard and family, Ch. Stok, Benthem Reddingius, 'L. C. A. Halewyn and family, H. J. P. Lange, Cornelissen, W. von Bultzenglowez, A. Hoogvelt, T. C. Dyon Barends, Huyser and family, A. Baud, Miss Willink Ketjen, Mrs. Enthoven Polak, de Rochemont, Messrs. Diepenbroek and family, Harting and family, A. E. Smits, J. Peelen, Collard, van Rossem, J. H. Tersteeg, Termytelen, H. J. van Swieten, Victor Gans, Pino, Du Croo, P. H. T. Junius, P. Krayenhoff, Rud Eck, J. F. Phitzinger, P. v. d. Poel, H. Wichets, van Oosterzee, W. C. C. Bleckman, J. W. Croes, Tombrinck and family, H. Vriedenberg, B. Klassen, jun., A. van Kappen and family, J. C. Myer, Dirk J. F. v. d. Made, A. Ameyden van Duym, Ritsema, Miss R. Meeter, Hallewyn, Mrs. Beest Holle and family, Miss Pino, Mrs. Walter, Wynnobel and family, van Swieten, C. J. van Drielan de Munnich and family, Messrs. van Swieten, H. L. Ketjen, Groskamp, F. Blavet, W. Bruyning, J. W. H. Frietag and family, G. J. Grashuis, A. Ott, G. van Bel, S. M. N. Bakx, officers and a detachment soldiers; per Electra, Messrs. M. W. de Val and family, G. Fraser and family, P. N. Adriani, Mrs. B. J. van Putten, de Wit, Mrs. J. Boetje-der Kinderen, Miss M. Pruys van der Hoeven; per Java Packet, Messrs. J. P. Smagge and family, F. M. Verspeyck and family, J. F. L. Schneider, B. Scholten Gz, C. T. Julius and family, Miss G. M. van Barneveld and M. van Benningen Helfdingen.

RECEPTION OF CHUNG HOW BY M. THIERS.

The Chinese Ambassador was received at Versailles on the 23rd by M. Thiers. The President, surrounded by all the Ministers and their principal officers, assembled in the great Reception Hall. Chung How presented the Emperor's letter to the President, enclosed in a rich case. Before doing so he read it in Chinese, and it was translated by the interpreter as follows:—

"M. le Président,—I, Tchong Haon, Ambassador of the great Empire of Tsing, have received orders from my august Emperor to come here to salute in his name the illustrious President of the great French nation, and respectfully to present to him an Imperial letter. On the 21st of June of last year some wicked men, having stolen children at Tientsin, were the cause of a disturbance there. The Emperor sent Tseng Kaou Faun, one of his Ministers, Secretary of State, Viceroy, Governor-General of Tche-li, and other officers to inquire into everything with equity and justice. At the same time he promulgated a decree, addressed to the Viceroys, Governors of Provinces, and local authorities to assure security to all who had a right to it. Tseng Kaou Faun and his assistants, after having removed the two magistrates, Tchang and Lien, for having been wanting in their duties, handed them over to the Department of Justice, which condemned them to transportation to Tartary. With respect to the rioters, 20 culprits were beheaded and 25 others were transported. Another decree enjoined the local authorities of Provinces to issue proclamations to the people, in order that there might not be any further disorders, the Emperor declaring his firm will that the French in China shall enjoy peace and tranquillity. The Emperor my master, while regretting that affair, trusts that, after its satisfactory and definite settlement, it will cause no injury to the relations between the two countries. Adopting, therefore, as a basis that which had been agreed to upon the subject between the Charge d'Affaires of France, De Rochechouart, and the Minister for Foreign Affairs at Peking, I have considered the subject with the French Plenipotentiary, De Geofroy, and as I found in him a spirit of equity, justice, and liberality, that affair has been terminated in a satisfactory manner. I have, therefore, the honour, as Ambassador, to hand to the illustrious President the Imperial letter of which I am the bearer. I also offer him at the same time, in the stead and place of my august master thanks for the liberal reception which has been given me. The friendship between the two nations will be on that account only more firm and durable. If the illustrious President has a national letter to forward, or any words to be communicated to my August Master, I, his Ambassador, am prepared to take charge of them."

M. Thiers replied in the following terms:—

"Monsieur l'Ambassadeur,—I receive with satisfaction the letter which you have presented to me on the part of your Sovereign. It is to me a proof of the regret which he has felt for the deplorable events at Tientsin and of his sincere desire to prevent a recurrence of such scenes. You tell me of the numerous punishments inflicted upon the guilty. The French nation is too humane to take pleasure in the shedding of blood. It demands only that severity which is necessary to restrain the wicked, and it believes that to rigorous measures others of a different character must be added. It is the duty of Governments, while repressing the excesses of the populace, to calm its passions, to dispel its prejudices, and to bring it to listen to the voice of reason and humanity. Your Government is too enlightened not to appreciate the merits of those missionaries, men of great worth, who expatriate themselves in order to spread abroad throughout the world the principles of civilisation, against whom evil-disposed persons have not feared recently to excite the popular hatred. Let it proclaim it in decrees, let it seize every occasion to bear solemn witness to it; the people will respect the foreigners when they shall see their own magistrates treating them with respect. We will also suppose that the Chinese people have not comprehended the enormity of the crime that was committed when a hand was raised against the person of a Consul of France. It is, again, the province of the Chinese Government to show, by its attitude and by its proceedings with respect to diplomatic and consular agents, the extent of the special consideration which is due to their public character by virtue of the rules universally received among all nations. It is only upon these conditions, and when your Government shall frankly have entered upon that course, that we can arrive at a sincere application of treaties, and that we shall avoid fresh incidents which might seriously compromise the relations between the West and the East. I will reply to your Emperor, and I will forward my letter to him through the Minister of the Republic at Peking. In the meantime, assure him of our earnest desire to live upon good terms, to multiply the relations between us, and consequently to increase our mutual confidence and esteem. I should consider that for the end it would be useful if a Chinese Legation were permanently established in France, as also a French Legation at Peking. If this plan should be adopted we cannot but hope to see at the head of the future mission a high functionary who shall resemble you, M. l'Ambassadeur, and who shall possess the same spirit of justice, the same cordial disposition of which you have given proof, and which I am glad to acknowledge in this place."

The Ambassador, in reply, simply said:—"On my return to China I will communicate to the Emperor the words of the President of the Republic."

M. Thiers added that he would send a reply to the Emperor by the French Minister at Peking.

SALE OF CHINESE ENAMELS AND PORCELAIN.—A valuable assemblage of enamels and porcelain recently received has been submitted to public competition at the rooms of Messrs. Christie, Manson, and Woods, St. James's. Among the more remarkable specimens were the subjoined:—A turquoise crackle bottle and a pair of vases, with elephant's head handles and ornaments in colours—£35; a fine large cistern, with flowers, foliage, and ornaments in colours, and another, with fish and plants in colours, 27in. and 24in. diameter—£50; a pair of globular incense-burners and covers, with flowers and ornaments on turquoise ground, on feet of chased metal, gilt and enamel—£75; a pair of circular table-tops, with birds and flowers in compartments, on turquoise ground, 27in. diameter, and another pair, with trees and flowers on similar ground, same size—£72; a pair of magnificent fluted incense-burners, with flowers and ornaments on turquoise ground, each with six large medallions of birds and flowers on coloured ground, the handles formed as magpies, the covers of chased and pierced metal gilt and enamel, on feet chased with masks—£205; a pair of very handsome bottles, with pomegranate trees and flowers on crimson ground, with gilt trellis, 31in. high—£100.

"THE TIMES" ON THE RECEPTION OF CHUNG HOW.—*The Times* this morning, in an article on the reception of Chung How, says:—"It could not have cost M. Thiers much to accept the apology ceremoniously tendered by the Chinese. The interview gave him a favourable opportunity of closing a question which it no longer concerned France to keep open. The interest of France in enforcing upon the Chinese the policy inculcated by M. Thiers is our interest also; indeed, had it been necessary, we must have allowed the duty of exacting amends to devolve upon ourselves alone. Fortunately, there is no occasion for these extremities. The Chinese Government has repudiated the acts of its representatives, excused itself for their misdeeds, and punished the most guilty of the rioters, and neither we nor the French should be likely to mend matters by pursuing the question any further."

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, NOV. 27, 1871.

TELEGRAPHIC COMMUNICATION WITH CHINA AND JAPAN.—THE GREAT NORTHERN LINE.

THE rival advantages of submarine and overland telegraphs between England and the Far East are about to be put to a very practical test—that of competition. The China Submarine Cable is, as our readers are aware, really submarine for the whole distance from Falmouth to Hong Kong. The new line, the Great Northern, which is now brought into operation is carried through Russia, Siberia, the Amoor, and so on to Wladiwostok, on the Pacific, a distance of some 6,000 miles by land. The advantages of a submarine cable over a land line are too apparent to need a lengthy notice. There is not the same liability to mistakes in transmitting messages from intermediate stations, not the delay required for such subsidiary messages, and not the same liability to disruption by winds or floods. In order to counteract the effect of this inequality, we understand that the Great Northern Company intend to convey messages at £4 6s., instead of £7, the present rate by the Submarine. This tariff will probably turn out to be a pretty fair estimate of the comparative value of the two lines. The Submarine has for weeks past brought daily messages from Hong Kong in from five to seven hours, which, allowing the difference of time between London and Hong Kong, practically amounts to a gain of time, as messages despatched from Hong Kong at 11 A.M. are received in London at 9.30. With the duplicate lines in working order, our friends need therefore feel no anxiety about the maintenance of telegraphic communication with the Far East. The accommodation already provided must be amply sufficient for their requirements, and it is not very likely to fill shareholders' pockets with extravagant dividends. We would therefore caution the public against a *third* scheme, which, we hear, is about to be proposed. It is a common remark that opposition, or rather competition, is good, because it protects the public by preventing monopoly. But this is a dictum which must be taken with several "grains of salt." According to our own observation it generally turns out that two rival schemes, after competing with each other furiously and ruinously for a short time, become persuaded of the policy of amalgamation, and then the public suffers from a monopoly twice as powerful as it was at first. Moreover, when a few enterprising men have laboured for years, and taken the risk of laying submarine cables to India and China without any Government aid, we think they are entitled to some consideration from the public, and there can be no doubt that our China messages are conveyed cheaper by lines that are practically in the hands of one management, such as the British Indian, the Extension, and China lines than by any other. There is one cable still required to connect Yokohama. At present the submarine lines of the Great Northern Company only extend from Wladiwostok to Nagasaki, Shanghai, and Hong Kong. The traffic to Yokohama would not warrant the laying of a special cable either from Hong Kong or Wladiwostok; it must therefore be laid between Nagasaki and Yokohama—a distance of about six hundred miles. We understand that a land line is to be laid by the Japanese Government connecting these places, also Osaka, Hiogo, and places in the Straits of Simonosaki, which will be completed next year, the wire and all necessary apparatus having been sent out from England.

THE RECEPTION OF CHUNG HOW.

So at last M. THIERS has, after many months of vacillation and delay, felt himself constrained to grant an audience to CHUNG HOW. We learn by a telegram which will be found in our "Latest" that the Chinese Ambassador yesterday waited on the President of the Republic, and presented an address couched in such unsatisfactory, evasive, and plausible terms that it excites our indignation to find it accepted and replied to as it was. It does not amount to an apology; it does not even amount to a retractation of the principles which led to the commission of an outrage unparalleled for atrocity since the Indian Mutiny. On the contrary, every phrase seems to have been carefully constructed to express the least possible acknowledgment of injury, the least possible sympathy with the sufferers, and the least possible instalment of promise of better things in future. Surely such smooth and unmeaning words were never poured into the ear of the head of an European nation which had been grievously wronged by an Oriental one. The EMPEROR of China does not "deplore" the massacre—he only "regrets" it; he does not "undertake" that similar crimes shall not be repeated—he only "promises;" he does not even pledge himself to maintain the "relations" between France and China—he only "hopes they will not be disturbed." We must, in charity, assume that M. THIERS felt that, in the present condition of France, it was out of his power to resent in fitting terms the insult inflicted on his country by this address, or he would never have returned an answer so feeble and evasive. Nevertheless we cannot conceal from ourselves the fact that, if the ex-EMPEROR had been on the Throne, a just fear of his iron will, and the bristling battalions that were ever prepared to back it, would have restrained CHUNG HOW from committing an act of audacity which France has been humiliated by permitting, and the Chinese Ambassador's confederates at home proportionably filled with exultation. We wish we could expect a better result from any interview to which CHUNG HOW may be admitted with Earl GRANVILLE; but the whole tenor of the conduct of the Foreign-office since the commission of the outrage forbids such a hope.

THE Postal authorities have not yet arrived at a decision as to the adoption of the route through France and the Mont Cenis Tunnel for the India and China Mails. It seems that the rivalry between the French representatives and those of the Brenner Pass for the carriage of our mails is intense. As intimated in a previous issue, it seems certain that in either case the transit of the mails will be so far expedited as to permit of the departures from China being put back two days, and still preserve the delivery in London on the Monday; the outward remaining as at present, viz., Friday, but from Southampton on Thursday, instead of Saturday. The Messageries Maritimes have not issued their time-table for 1872, being desirous of assimilating it to that of the P. & O. Company.

MR. CREAGH, the assistant-superintendent of police at Hong Kong, now on leave of absence, has engaged forty men belonging to the Edinburgh police force to serve in the like capacity at Hong Kong. The men selected by Mr. CREAGH have been engaged to serve for a term of five years, with the option of volunteering at its expiration for another five years. The salary is fixed at £108 per annum, and all who complete their ten years' service will become entitled to a pension. The whole of the men engaged will proceed to Hong Kong in the course of next month.

THE British Australian Telegraph Company have received a telegram announcing the successful completion of the Cable between Port Darwin and Banjoewangie in Java. Owing to the non-completion of the land lines connecting Port Darwin with the chief cities, such as Melbourne and Sydney, the line cannot be opened at present. This line when opened will very materially increase the traffic on the China and Indian lines, and of course very much improve the dividends of the shareholders.

A TELEGRAPHIC conference will shortly be held at Rome, for the purpose of revising the rules and regulations arrived at at the last conference at Vienna, special attention being given to the Indian service, and the restrictions imposed by the Indian Government. Colonel GLOVER, the managing director of the Indian and China Telegraph Companies' proceeds to represent the interests of his company.

Digitized by Google

THE CUSTOMS REPORTS FOR 1870.

We have received the *Reports on Trade at the Treaty Ports in China for the Year* 1870, just published at the Customs Press, Shanghai. The ports whose returns are given are Newchwang, Chefoo, Hankow, Kiukiang, Chinkiang, Ningpo, Foochow, Takow (Formosa), Amoy, and Swatow. We regret to observe the omission of Shanghai, Canton, and Tientsin from this list of names. The two latter are interesting for very many reasons, but the first is so important that it is hard to account for the publication of any volume purporting to contain the "Reports of China trade" without it. The value of our trade with Shanghai is, as it is needless to remind our readers, greater and more important than the trade of all the other Treaty Ports put together; and it is therefore not only unsatisfactory, but inexplicable, that the present volume should have been published without furnishing any excuse for the non-appearance of the Shanghai Report, or offering any distinct promise of its publication. If our mercantile friends in China will allow their interests to be thus lost sight of, they have only themselves to blame when the arguments they might have based on facts and figures that should be before the public are disregarded simply because neither facts nor figures are forthcoming. This is an evil which lies at the very root of our interest in China, and we cannot publish the *résumé* which appears in another column without a strong remonstrance with the authorities for an apparently unreasonable delay and an appeal to the Shanghai Chamber to take the matter in hand, so as to prevent a repetition of it.

REPORTS ON TRADE AT THE TREATY PORTS IN CHINA FOR 1870.

NEWCHWANG.

Mr. T. G. Lasson, Acting Commissioner of Customs, reports that the total value of the trade compares unfavourably with that of the three preceding years. Although imports had been received in some quantity, opium alone showed an advance in price, and transactions in piece goods and metals proved generally the reverse of profitable. The exports were Tls. 2,250,998, against Tls. 2,240,439 in 1869; and the imports Tls. 2,926,380, against Tls. 3,579,810. The tonnage fell in the same time from 113,774 to 92,815, and the revenue also declined from Tls. 260,981 to Tls. 238,415. The importation of foreign manufactures is strictly prohibited by the Korean Government, but foreign goods, especially shirtings, drills, and T-cloths, are, nevertheless, introduced into Korea in a disguised form; and it is believed that the Koreans are alive to the advantages of trade, and that were the reflections affecting foreign manufactures removed they would probably become purchasers of those goods to a considerable extent.

CHEFOO.

Mr. H. E. Hobson, Acting Commissioner, reports the piece goods trade in all its branches extremely dull. T-Cloths were most in demand, the quantity brought forward being in excess of the import for 1869 by 304,630 pieces. Grey shirtings, on the other hand, were less inquired for, a decrease of 71,840 pieces having to be noted, as compared with the previous year, and of 157,782 pieces as compared with 1868. The import of opium was larger by 138 piculs than in any previous year. In metals a slight increase in pig lead is alone noticeable.

HANKOW.

Mr. Hobson, Assistant in Charge, reports that, though commercial operations were brought to a standstill on three distinct occasions, by a flood, by the rebellion, and by the general feeling of mistrust consequent on the Tientsin Massacre, the returns show that, so far as the consuming capabilities of the port are concerned, there is nothing to complain of. Foreign fabrics were imported to an extent exceeding that of last season by 461,059 pieces, that of 1868 by 790,252, that of 1867 by 1,359,309, and that of 1866 by 1,554,812. The importation of opium was greater than in both the preceding years; metal and sugar were also more largely dealt in than in previous years, and prices throughout were in favour of native dealers. Owing to the failure of the cotton crop, Kiangsoo and Chekiang cotton was brought forward in larger quantities than in any previous year, but in all other native products of importance there was a considerable falling off.

The export was below the average, a diminution in the revenue of the port to the extent of Tls. 65,967 being the result. Slight increase in the export of black tea, silk, white wax, fungus, and varnish are alone to be noticed. The tonnage entered and cleared during the year was 220,470, against 191,169 tons in 1869.

Among incidents of importance may be mentioned the opening of two new British firms, Messrs. Pugh and Co., and Messrs. Ballance and Co. The port by no means retained its character for healthiness, nearly all the foreign community having suffered from the sickness prevalent among the native population; indeed, considering all circumstances, it is matter of congratulation that no general epidemic broke out.

In exports, bean cake, the staple of the port, showed an increase of 12,818 piculs. Two features of the trade deserve especial notice, viz., the almost complete disappearance of cotton from the export market and increased transactions in raw silk.

The gross value of the trade for the year amounted to Tls. 7,028,378, and, after deducting re-exports, to Tls. 6,580,598, against Tls. 6,320,285 in the previous year. The revenue was in excess of that of the previous year by Tls. 18,526.

KIUKIANG.

Mr. Commissioner Drew reports that the trade was injuriously affected by the inundation of the Yangtsze. The total value of the trade was Tls. 9,426,808, against Tls. 9,112,316, the average amount of the six years from 1864 to 1869. The import of cotton and woollen manufactures was slowly increasing. The export of black tea was 16,868,845 lbs., against 14,243,713 lbs. in the previous year. The exports of green tea was 5,801,791 lbs., against 8,546,533 in 1869. Opium remained at about the same average of the preceding three years. Cotton manufactures rose from Tls. 91,913 to Tls. 155,034, in consequence of the destruction of the local crop by the overflow of the river. A very small portion of the export trade is in foreign hands here, and its decline has been very rapid during the last few years. The sum total of duties collected was Tls. 463,072, against Tls. 497,218 in 1869, and Tls. 534,072 in 1868.

CHINKIANG.

Mr. Acting Commissioner Woodruff reports imports and exports having risen from Tls. 7,898,502 in 1869 to Tls. 9,270,627. It is the foreign trade alone that has caused this rapid growth. The import of opium increased from 5,569 piculs to 6,943 piculs. In cotton goods 900,380 pieces were imported, against 625,343 pieces in 1869; and 656,586 pieces were sent under pass, against 433,342 in the previous year. In woollens 64,165 pieces were imported, against 36,314 pieces in 1869. A large proportion of the tariff duties is collected at Shanghai, and the total amount collected at both places in 1870 was over Tls. 400,000.

NINGPO.

Mr. Commissioner White reports the total value of the trade inwards and outwards, exclusive of treasure, to have been in 1870 Tls. 15,118, 358, being an increase of Tls. 1,124,428 over the previous year. Cotton piece goods show a small decrease, the trade being monopolised by native firms. Woollens show a considerable increase; metals, on the other hand, a falling off. In exports Green Tea, the principal item, reached 146,461.31 piculs, being only 189.51 piculs behind the shipments of 1869. Cotton has been largely cultivated, and the crop was abundant and excellent. Nevertheless the shipments show a decrease compared with 1869 of 12,772.61 piculs. The tonnage remained much as before, but showing a slight increase. The revenue amounted to Tls 689,409, almost at a stand-still with that of 1869—Tls. 690,853.

The foreign community numbered 82—viz., British, 43; American, 11; German, 12; French, 8; Austrian, 2; Swedish, Danish, Greek, Polish, Dutch, and Mexican, one each.

FOOCHOW.

The Baron de Méritens, Commissioner of Customs, reports the continuing decrease in the import of opium, and the almost entire cessation of that of nankeens in Foreign bottoms. Foreign imports show a decrease from $5,261,763 to $4,299,312. General exports fell from $18,960,475 to $12,622,163. Foreign imports were $4,299,312, against $5,261,763. The cause of the deficit is in the losses sustained by the native merchants in the exports of tea, and the conviction that the Customs at this port have no means of supervision even within thirty miles of "Sharp Peak." Imports of opium again decreased this year in an alarming manner, showing a falling off of 536 chests as compared with 1869, and better prospects were not anticipated for 1871, owing to the temptation offered to smugglers, which the Baron proposes to remove by abolishing the present system. The duties collected fell from Tls. 1,776,303 in 1869 to Tls. 1,490,724. The shipping also showed a decrease of ninety-two vessels, in consequence of the Franco-German war.

TAKOW (FORMOSA.)

Mr. Cartwright, Assistant in Charge, reports an unprecedented activity in the export trade, the sugar yield having been followed by an export more than doubling the average of the previous three years. Japan took one-third of the sugar exported, and there was an increase of 100,000 piculs in shipments to the regular markets in the north of China, while 43,000 piculs were sent to Australia. The total value of the imports was estimated at $1,361,084, an increase of $100,000 over the previous year. The importation of opium slightly increased. Grey Shirtings rose from 17,800 pieces in 1869 to 26,750 pieces in 1870; and woollens 1,730 pieces to 2,310 pieces in Camlets only, while Lustres and Orleans cloths showed 3,676 pieces, against 797 pieces the year before. There was an increase of Tls. 40,000 in the revenue, Tls. 38,000 of which were contributed by the export duties. The shipping rose from 125 to 185 vessels, a great proportion being German. The conservation of Takow harbour is a subject of paramount importance, as the sand bank in the middle is growing day by day, and the very limited space where the water is deep enough for foreign vessels to anchor is being narrowed in proportion.

Digitized by Google

AMOY.

Mr. Commissioner Hughes reports the total value of the import trade as $8,513,009, or $623.891 less than 1869. The export trade was $3,410,710, or $737,183 less than the previous year. The shipping entered during 1870, though showing an apparent decrease of seven vessels, gives an increase in burden of 14,578 tons, and the shipping cleared an increase of 19,771 tons. In 1870 there was a remarkable increase in the importation of cotton piece goods, woollen goods remaining much on a par with the previous year. The total quantity of opium imported was less by 62,278 piculs than in 1869, the explanation of which is to be found in the action of the lekin duties. Formosa is the granary of the Foh-kien province, and all the year round there is great activity in the exchange of commodities between its ports and Amoy. The value of foreign re-exports and native exports and re-exports to Formosa in 1870, as compared with 1869, increased more than one fifth. The total export of tea was 71,331.39 piculs, of which no less than 38,157.39 piculs went to the United States. The lekin taxation is oppressive, and requires revision as soon as possible.

SWATOW.

M. Huber, Assistant in Charge, reports a very satisfactory year, the trade, import and export, having risen from Tls. 8,392,911 to Tls. 9,425,641. The shipping entered in and out showed a corresponding increase. The import of cotton manufactures has been steadily increasing for years. T-Cloths doubled and Drills more than trebled themselves in 1870. Woollen Goods also exhibit an increase. Opium rose from 4,236 chests to 4,839 chests; but rice fell off Tls. 74,512 between 1870 and 1869—it has been steadily decreasing since 1867—a proof that the local crops have been sufficient for the population. The exports rose from Tls. 2,496,660 in 1869 to Tls. 2,729,062, the increase in sugar being due to the larger cultivation in the interior. The revenue realised Tls. 386,484, being an increase of Tls. 34,974.

Monetary and Commercial.

The Great Northern Telegraph Company have announced the opening of their line to Nagasaki, *via* Wladiwostok. The line between Nagasaki and Shanghai is for the present out of order, but the cable between Hong Kong and Shanghai is in order. The charge for messages of twenty words is to be £4 6s.

At the meeting of the China Submarine Telegraph Company the report, noticed in our last, was duly carried, and the dividend at the rate of 6 per cent. per annum will be paid. The proceedings at the meeting will be found in another column.

At the meeting of the British Indian Submarine Telegraph Company (Limited) a dividend of 6s. per share was declared for the half-year, and the directors' report was adopted.

At the meeting of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited), held on the 23rd, the directors' report was adopted, and a dividend declared for the half-year at the rate of 7 per cent. per annum.

Mr. Ginham, the London agent for Messrs. Tupper and Co., is now constructing for the Russian Government a number of iron godowns for Wladiwostok, which is now made familiar as the landing place of the Great Northern Company's cable.

M. Victor Borie succeeds M. Pinard as Chairman of the Board of Directors to the Comptoir d'Escompte of Paris. The new director was lately secretary-general of the same establishment, and is well known in France as a writer on commercial and agricultural subjects.

In our shipping casualties it will be seen that the China trader *Yangtsze*, Captain Smith, of 700 tons, is reported lost on the Paracels, bound from Foochow to New York with a cargo of teas. She left Foochow Sept. 29. The *Yangtsze* was owned by Messrs. Lewin and Co., and the brokers Messrs. Killick, Martin, and Co.

The P. and O. Co.'s extra steamer *Pekin* left on the 23rd with a general cargo for Singapore, Hong Kong, and Shanghai, *via* Suez Canal. She takes no bullion. She is intended for the service of the main India and China line.

The steamer *Menelaus*, one of Holt's line, has arrived from Shanghai, with a cargo of tea and 600 bales of silk. At Singapore she took on board about 600 pilgrims for Jeddah, in the Red Sea. This is another instance where shipowners make the full use, or rather abuse, of the clause in the bill of lading permitting the vessel to call at any port, either in or out of the regular route; but we regret that a steamer of Holt's line should transgress, as the line on the whole is a model of successful management. It is not likely that passengers or shippers will submit to a repetition of such treatment, and it is difficult to see how the cargo could have been protected against this risk, which was not entered on by the underwriters when the steamer left Shanghai. It appears that this vessel did get on shore on a coral reef near Jeddah, and on arrival at Suez was placed in quarantine in consequence of having carried these pilgrims, many of whom died on board. Besides the risk of navigation, there was the chance of fire, or of the pilgrims taking the ship, pilgrims being a fanatical people. The case of the *Oberon*, which called at St. Paul's to the rescue of the crew of the *Megæra*, can be excused on the ground of succour to a shipwrecked crew.

The market for bar silver is not now so firm, as purchases for the East have, for the present, to some extent been completed. The price is, however, only fractionally lower, and may be quoted as 60¾d. to 60⅞d. per oz. standard. The sum of £175,000, Sycee has been received from China. Mexican Dollars, owing to a scarcity, are very firm, and some parcels are held for an advance on the rates last quoted, viz., 4s. 11⅞d. for the new, and 5s. 1d. for the old coinage.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to LONDON, per Atma, entered Nov. 17.—668 baskets gutta percha, 7728 bundles rattans, 7700 buffalo horns, 658 bags tapioca, 608 bales 1190 bags gambier, 3026 bags sago, 1526 bags sago flour, 1485 hides—Order.

From PENANG to LONDON, per Blackadder, entered Nov. 17.—4522 slabs tin, 2186 bags 553 baskets sugar, 8762 bags pepper, 817 bags cassava flour, 25 cases mace, 5 cases nutmegs, 1365 hides, 2628 bags tapioca, 320 bags tapioca flour, 1 case tortoiseshell, 13 cases fish maws, 3642 buffalo horns, 20,000 shells, 67 cases essential oil, 3931 bundles rattans—Order.

From ILO ILO to LIVERPOOL, per Antipodes, entered Nov. 17.—14 tons sapanwood—Cox and Co.; 32,825 bags sugar—Order.

From SHANGHAI, HONG KONG, PENANG, &c., to LONDON (via S.C.), per Menelaus (str.), entered Nov. 20.—From Shanghai: 1289 half-chests tea, in transit—Order; 20 boxes tea—E. L. Holme and Co.; 1 package tea—Breber and Co.; 3 packages tea—McCracken; 1 package tea—W. H. Horton; 1 package tea—Baldwin; 1008 half-chests tea—C. A. Dickenson; 4 packages merchandise—J. P. Hertz; 1 package merchandise—W. H. Tiltock; 1 package merchandise—R. Percival; 1 package merchandise—T. S. Smith; 1 package merchandise—J. Swire and Sons; 2 packages merchandise—Hickie and Co.; 100 bales straw braid—D. Sassoon and Co.; 13 bales tobacco—Blow and Co.; 15 bales silk—Springfield, Son, and Co.; 50 bales silk—L. Reiss Bros. and Co.; 2 bales silk—Elias and Co.; 532 bales silk, 5 bales silk waste, 70 bales straw braid, 26 packages merchandise, 1 package cheroots, 5926 chests 9996 half-chests 4127 boxes 1261 packages tea—Order. From Hong Kong: 2 packages tea—Order. From Penang: 1271 slabs tin—Order. Remainder of cargo from Jeddah and Ismalia.

From ZEBU to LONDON, per Mary Blundell, entered Nov. 20.—5665 bags sugar, 1000 bales hemp—Borneo Company; 800 bales hemp—Peele, Hubbell, and Co.; 92 tons sapanwood—J. B. Sprott; 24 boxes cigars—Master; 1 box cigars, 2 boxes tea—J. Clark; 12,921 bags sugar, 1272 bales hemp, 45 bags coffee, 12 packages shells—Order.

From SINGAPORE to LIVERPOOL, per Hermon, entered Nov. 18.—2538 bags sugar, 2400 bags sago flour, 2110 bags 318 bales gambier, 3469 hides, 450 bags pepper, 4810 bundles rattans—Order.

From MANILA to LONDON, per Thomas Bell, entered Nov. 21.—27 cases gutta-percha—Windenmann and Co.; 20 bags sugar—Parr, Hermann, and Co.; 2807 pcs. copper—C. de Murretta and Co.; 3 packages tea—Master; 928 bales hemp, 3681 bags coffee, 3 cases cheroots, 107 cases cigars, 16,987 bags sugar, 504 bales tobacco, 84 cases indigo, 477 cases gum—Order.

From MANILA to LONDON, per Maria, entered Nov. 21.—500 bags coffee—R. Kraermer and Co.; 1000 bags coffee—Zúlueta and Co.; 2000 bags coffee—J. Shubak and Sons; 11 cases gum, 14 tons sapanwood—Master; 51 cases indigo, 5000 bags coffee, 5 cases cigars, 164 cases gum—Order.

From FOOCHOW and SHANGHAI to LONDON (via S.C.), per Glensannox (str.) entered Nov. 21.—From Foochow: 870 chests 350 half-chests 1769 boxes 17 packages tea, 11 packages merchandise—Order. From Shanghai: 512 half-chests tea—Baring Bros. and Co.; 2 packages merchandise—Bilber and Co.; 4 packages merchandise—Dickenson and Co.; 2724 chests 10,013 half-chests 12,563 boxes 607 packages tea, 9 packages waste silk, 62 packages merchandise, 245 bales silk, 2 packages ginger, 4 packages muster—Order.

From SINGAPORE to LIVERPOOL, per Prince Arthur, entered Nov. 20.—811 bags gambier—Ledward and Co.; 1960 bundles 1270 bags gambier, 5129 bags sago flour, 517 bags 238 mats sugar, 13 baskets india-rubber, 200 boxes sago, 603 bags pepper, 1310 hides, 2065 bundles rattans—Order.

From SINGAPORE to LIVERPOOL, per Bothwell Castle, entered Nov. 20.—1523 bags gambier—Ledward and Co.; 3438 bales 2550 bags gambier, 4536 hides, 11,920 bundles rattans, 66 baskets gutta-percha, 200 bags sago, 2695 bags sago flour—Order.

From ILO ILO to LIVERPOOL, per Assyrian, entered Nov. 20.—29 casks steel—Smith and Son; 29,019 bags 92 lumps sugar—Order.

From SHANGHAI to LONDON, per Aracan, entered Nov. 22.—6520 chests 894 half-chests 206 boxes tea—Order; 1549 chests 1200 boxes tea—Reiss Bros. and Co.; 324 chests 688 half-chests tea—Gledstanes and Co.; 935 chests 340 boxes tea—Forbes, Forbes and Co.; 8 packages merchandise—Springfield, Son, and Co.

From SINGAPORE to LONDON, per Douglas Castle, entered Nov. 22.—2406 bales 6007 bags gambier, 2010 bags sago, 15 casks tallow, 1211 bundles hides, 52 baskets 357 cases shells, 146 cases oil, 431 bags cubebs, 1770 bags pepper, 313 cases gum damar, 144 cases gum copal, 144 cases sticklac, 115 cases wine, 4439 horns, 4265 bundles rattans—Order.

From SHANGHAI, FOOCHOW, SINGAPORE, &c. to LONDON (via S.C.), per Avon (str.), entered Nov. 22.—From Shanghai: 423 chests

Digitized by Google

1046 half-chests tea—Order; 1 half-chest 5 packages tea—Master. From Foochow: 4844 chests 14,895 half-chests 5893 boxes 505 packages tea, 1 package lychees, 4 packages merchandise—Order; 34 packages tea (in transit)—Order; 8 half-chests 1 package tea—Moffat and Heath; 56 packages tea—P. Phillips; 1 half-chest 1 package tea—W. Nicholls; 287 chests 637 half-chests 624 boxes tea—Forbes, Forbes, and Co, From Singapore: 3 packages merchandise—A. Runge and Co.; 1 package merchandise—Leveson, Lewis, and Co.; 1 bundle rattans—J. Nichols and Co.; 10 baskets gutta-percha—Schultze and Co.; 358 baskets gutta-percha, 53 baskets india-rubber, 14 cases gamboge, 1334 slabs tin, 110 bags coffee, 27 chests tea, 277 cases gum copal, 210 bags sago, 7 cases turtle-shells, 4 cases tortoise-shells, 62 boxes mother-o'-pearl shells, 114 boxes sticklac, 17 cases gum benjamin—Order. Remainder of cargo from Galle and Malta.

From SHANGHAI to LONDON, per Weymouth, entered Nov. 22.—5695 chests 1623 half-chests tea, 171 chests galls—Order; 4748 chests tea—Gledstanes and Co.; 574 chests tea—R. Huth and Co.; 1 case cigars—L. Croom and Co.; 15 packages merchandise—S. Maw, Son and Thompson.

From SARAWAK to LONDON, per Alcestes, entered Nov. 22.—5588 bags ore, 1954 bags sago flour, 141 cases gum, 918 bundles rattans, 43 bundles Malacca canes, 2250 bones, 340 baskets gum, 16 baskets india rubber—R. and J. Henderson; 2 cases merchandise, 1 cask specimens natural history—The Borneo Co.

From MANILA to LIVERPOOL, per John O'Gaunt, entered Nov. 21.—579 bales hemp—Borneo Company; 23,706 bags 1 cask 990 bales tobacco—Order.

From SINGAPORE, &c., to LONDON (via S.C.), per Africa (str.), entered Nov. 24.—From Singapore: 5495 bales 2200 bags gambier, 1737 bags sago, 1497 bags tapioca, 979 bags pepper, 1492 baskets 3 cases 1813 slabs gutta-percha, 35 baskets 227 cases india-rubber, 9043 buffalo horns, 3439 buffalo hides, 106 cases gum benjamin, 91 cases mace, 10 cases cigars, 39 bags coffee, 35 packages 2 cases merchandise, 4 casks 10 cases nutmegs, 138 bundles Malacca canes, 256 bales gum copal, 115 bags teel seed, 20 bags tallow, 50 baskets sugar, 238 cases mother-o'-pearl shells, 6 casks wood oil, 118 bundles cow hides—Order. Remainder of cargo from Galle, Aden, and Malta.

From FOOCHOW to LONDON, per Fire Queen, entered Nov. 24.—18,100 packages tea—Order.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¼ to 8¼
25	Bank of Egypt	All	45 to 48
20	Chartered Bank Ind., Aust., and China	All	13½ to 14½
25	Chartered Merc. of India and China ...	All	24½ to 25½
20	City Bank	10	12½ to 13½
100	Colonial Bank	30	53 to 55
500fr.	Comptoir D'Escompte of Paris	All	f.690 to 700
£28½	Hong Kong and Shanghai Bank ...	All	43 to 45
28½	Do. Do. new	22½	11½ to 12½ pm.
100	Imperial Bank	20	22½ to 23½
50	London and County	20	56 to 57
50	London Joint Stock	15	43½ to 44½
100	London and Westminster	20	65 to 66
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	43 to 44
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	158 to 162
10	British Indian Submarine	All	8⅞ to 8⅞
10	British Indian Extension	All	11½ to 11¾
10	British Australian...	All	8⅞ to 8⅞
10	China Submarine	All	8⅞ to 8⅞
10	Falmouth, Malta, and Gibraltar ...	All	10½ to 10⅞
10	Great Northern	All	14½ to 15
10	Do. China and Japan Extension	All	11⅞ to 12½
25	Indo-European	All	11 to 13
10	Mediterranean Extension	All	4 to 5
12	Telegraph-Construction Company ..	All	34½ to 35
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	46 to 47
	MISCELLANEOUS		
20	British India Tea Company	All	4 to 5
20	Brit. and Foreign Marine Insurance Co.	4	7½ to 7½ pm.
20	Ceylon Company	All	14 to 16
20	Do.	10	4⅞ to 4½ dis.
50	Colonial Company	20	3 to 1 dis.
5	Credit Foncier of England	All	4⅞ to 4⅞
10	General Credit and Discount Company	7½	1½ to 1¾ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	⅞ to ½ dis.
98	Japan Loan, 9 per cent.	All	108 to 110
20	London and Prov. Marine Insurance Co.	2	1⅞ to 2½ pm.
25	National Discount Company	5	13½ to 14½
2	Ocean Marine Insurance Company ...	5	15 to 15½ pm.
500fr.	Messageries Maritime of France ...	All	f.565
50	P. and O. Steam Company	All	51 to 53
50	Do. Do. 1867	10	1 dis. to par
100	Royal Mail Steam Company	60	78 to 80
20	Realm Marine Insurance Company ...	3	⅞ to ½ dis
20	Thames and Mersey Marine Insur. Co.	2	5⅞ to 5⅞ pm.
20	Universal Marine Insurance Company	5	9 to 9½ pm.

CHINA SUBMARINE TELEGRAPH (LIMITED).

The general meeting of this company was held on 22nd Nov., at the City Terminus Hotel; Mr. J. Pender in the chair.

The report stated that the share capital issued to the public had been called up and fully paid. The company's cable was successfully laid to Hong Kong, and opened for traffic on the 8th of June last. Subsequently the French Government applied to the company to form an office at Saigon; the terms proposed by the directors of entire freedom of action being agreed to, the connection was made on the 31st of July last. The cable between Hong Kong and Shanghai was laid by the Great Northern China and Japan Extension Company on the 18th of April last, under the terms of the agreement entered into with this company. From the opening of the line in June last the gross receipts of the company up to the 4th of November amounted to £26,895, and the estimated expenses to £6,550. The directors therefore anticipated that they would be able on the 1st of January next to declare an interim dividend of 6 per cent. per annum free of income-tax for the half-year terminating on that date. The total capital expenditure was £529,641 to the 30th of September last.

The Chairman, in moving the adoption of the report, said that they considered the agreement with the Great Northern China Company was working very satisfactorily. The company's engineer reported the cable was as good as when the Construction Company laid it. The standard of insulation had not been affected to any extent by the temperature of the water. The opening of the line to Saigon was a good arrangement; they were working to Saigon without any restriction, and if the traffic in the first twelve months should not be quite so much as they expected, there was evidence at present of considerable traffic. They had been working only five months, and the average for the year would be £65,000, and the expenses about £18,000, which would leave a net traffic at the rate of £47,000 a-year. The traffic to Saigon was only for three months, and the early completion of the line to Australia would give them a further increase of traffic.

Colonel Glover, R.E., seconded the resolution for the adoption of the report.

Mr. Ford said that the results had been so far in accordance with the prospectus, and he therefore thought it probable that at the end of twelve months' working there would be enough to pay 8 per cent., and to leave a reserve of £8,000. He also passed some very favourable comments on the board of directors, and believed that they had taken too low an estimate of the company's earnings.

Mr. Maitland also stated that he considered the traffic between Saigon and China to be capable of great development, as the trade consisted chiefly in rice, which required, like all grain trades, very close and speedy information as to its working.

The report being passed, a vote of thanks to the directors was carried in a most cordial manner.

ARTICLES OF IMPORT.

TEA.

The market is somewhat less active, owing to the continuance of heavy arrivals, but prices are fairly steady, and importers are still obtaining the benefit of the advanced rates ruling for some time past. At public sale on the 21st inst. the catalogue comprised 9,231 packages China, of which 8,709 packages were offered without reserve, and sold. About 4,500 packages Congou were offered, and several chops of old seasons' low common black-leaf sold at easier rates, at 8½d. to 9½d. A chop of new Souchong sold steadily at 1s. 6½d. to 1s. 6¾d. There have also been sold at auction 1,119 chests and half-chests new red leaf Congou, per Lahloo, at a slight decline from recent private sales, viz., fair to medium at 1s. 1¾d. to 1s. 4¾d. per lb.

SILK.

There is no alteration to report in the market.

COFFEE.

Contrary to expectation, the Dutch sale has gone off flatly, and not only below the recent private sales, but under the valuations, which has caused a quieter tone in this market, especially for Native and ordinary Ceylon, which have sold by auction on rather lower terms, prices for colonry Plantation being about maintained at the last quoted range. The latest rates paid have been:—Plantation, triage and ordinary, 60s. to 66s.; small grey to colonry, 66s. to 69s.; low middling grey, including Demerara sort, 70s. to 71s. 6d.; bold ditto, 72s. to 74s. 6d.; low middling to middling, 72s. 6d. to 75s.; bold, 78s.; pea-berry, 83s. to 85s. Native, fine bold Ouvah, 70s., ordinary, 64s. Previous to the receipt of the report of the Dutch sale, a good demand prevailed privately for Plantation, and business of some extent, including second-hand parcels, was effected at higher prices, middling kinds, 74s. to 78s. For arrival 67s. 6d. was refused for native, but since 40 tons good ordinary have been sold at 67s. 3d. In other East India we note the sale of 406 bags palish Bonthyne Singapore at 68s. 6d. to 69s., 72 bags brown Manila at 64s. 6d., 3,365 bags good ordinary pale Manila (Indian sort), per Belted Will, at 65s. 6d. to 66s. 6d., and 229 bags pale Java from Cape Town at 69s. 6d. to 70s., including damaged.

The periodical sale of the Dutch Trading Company, comprising 83,700 bags Java, &c., referred to above, was held on the 22nd inst., at Amsterdam. The sale commenced steadily, but soon afterwards became flat, prices being mostly under the valuations; pale kinds sold very irregularly, and better qualities 1c. to 1¾c. below the valuations; good ordinary sold at 41½c. to 42c., against 41c. at the previous auction.

SUGAR.

The strong demand of last week has again been apparent, and prices of refining sorts show a further advance of about 3d. per cwt., but the extreme rates required for common brown have prevented sales of those descriptions. Speculative inquiries for Manila have prevailed, but owing to the firmness of holders no sales have occurred. The following are the particulars of the business done during the week.

Manila.—At auction 3,000 bags unclayed Taal have been sold at 23s. 6d., 3,000 bags low brown at 24s., 7,000 bags low clayed (duty 4s.) at 25s. to 25s. 6d., 2,500 bags old clayed (duty 4s.) at 27s., 10,700 bags good ditto at 27s. 6d.; 4,982 bags common old Taal unclayed were bought in at 23s. Privately 7,000 bags fine unclayed have been sold at 25s., 3,000 bags Taal at 24s., 2,000 bags Zebu at 24s. 6d., 2,500 bags superior Ilo Ilo at 27s., and 1,500 bags clayed at 27s. to 27s. 6d. A cargo now landing 14,000 bags Ilo Ilo has been sold at 24s. 6d.

Penang.—In auction 140 baskets date description were offered and bought in at 25s. to 26s.; privately 750 bags colonry have been sold at 33s. 6d. to 35s. 6d.

COIR GOODS.—The demand for Yarn continues good, but the small supply in auction has contained several second-hand parcels and only one-half sold at full rates to a slight advance. 94 bales Ceylon Yarn were bought in at £44 to £50; of 75 tons do. in dholls and ballots 45

Digitized by Google

tons sold, common £28 to £28 10s., good common to middling £30 to £33 15s., good middling, £35, 967 ballots (3 tons) Ceylon Fibre sold at £30 15s., and 84 coils (5½ tons) Ceylon Rope, 4 to 3 inch at £18 15s. to £19 5s., one lot 2½ inch at £21 per ton.

China Matting.—45 rolls 4/4 white sold, commencing at 11s. 6d. and rising to 17s. per roll.

Cocoa-nut Oil without change; at auction sales of 30 tons Ceylon, in pipes have been effected at £38 10s., and privately 20 tons have been quitted at the same figure.

Gambier.—In auction Cubes have sold at 23s., pressed cubes at 19s. 6d. to 20s., two lots 20s. 6d., sea damaged 1st class at 18s.

Hemp.—The demand for Manila continues moderate, and at auction of 1,465 bales offered only 450 bales sold at irregular and barely previous rates, mixed qualities at £42 to £43 5s., good fair roping, £48 5s. to £48 10s., the remainder being bought in at £41 to £46 10s., good fair, £48 to £49.

Pepper.—*Black* is quiet, and at auction meets with few biddings except at a further decline; Trang has sold at 6½d.; Singapore low to fair, at 6½d. to 6¾d.; Batavia bought in at 6d. to 6½d. *White* is also in less demand, and sales can only be made on lower terms; Singapore has been bought in at the previous value, viz., 1s. 3d.

Rice.—Market steady with a fair business done during the week at former rates. On the spot fine white Bengal has sold at 12s. 6d. to 13s., Ballam at 9s. 3d. ex quay; white Bengal, ordinary to fine at 10s. 7½d. to 13s., Madras at 10s. 4½d. to 10s. 7½d. In auction, of 5,254 bags sea damaged Necransie offered, 3,300 bags sold, first class at 9s. 9d. to 10s., second 9s. 6d. to 9s. 9d.; 4,156 bags Arracan were bought in at 10s. 6d., except 650 bags sea damaged which sold, first class 10s., second 9s. 9d. The cargo of 350 tons Necransie per Springfield, arrived in dock, has been sold at 10s. 3d. ex quay; the floating cargo per Southern Cross, 825 tons Rangoon, at 10s. 10½d.; and the arrived cargo per Lutterworth, 1,180 tons Rangoon, at 10s. 7½d. ex quay London.

Tin.—Although there is not quite so much activity in the market for Straits as was evinced last week, there is still a considerable demand, both from the trade and from speculative buyers, and Straits has advanced to £147 on the spot, £145 afloat; Banca and Billiton are quoted £145 per ton.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov 19	Thames	Arnold	Colombo	London
15	Dorette	—	Maulmain, for Altona	Off Falmouth
16	Sirius	Lange	Rangoon, for Bremen	Do.
	China	Coombs	Rangoon	Queenstown
17	Menelaus (str.)	—	Sing., China, &c., S.C.	Deal
17	Hermon	—	Singapore	Liverpool
15	Yokohama	Blouet	Batavia	Brouwershaven
	Beatrice	—	Singapore	New York
20	Maria	Mendezona	Manila	London
18	Rotterdam	Jensen	Batavia, for Roterdm.	Brouwershaven
17	Johanna	Rosingh	Do. do.	Off Dungeness
18	Stad Middleburg	—	Do. do.	Brouwershaven
21	Wm. Carvill	Hughes	Rangoon	Clyde
17	Vision	Thorsen	Akyab, for Bremen	Falmouth
19	Brisbane	Prentice	Colombo	London
20	Hylton Castle	Scott	Do.	Do
20	Prince Arthur	—	Singapore	Liverpool
20	Thomas Bell	Williamson	Manila	London
18	Ymuiden	Zeylstra	Batavia, for Amtdm.	Off Folkestone
21	Glensannox (str.)	Dickie	Fooc. & Shang., v. S.C.	London
22	Aracan	Jones	Shanghai	Do.
22	Alcestes	Richards	Sarawak	Do.
22	Weymouth	Gibson	Shanghai	Do.
22	Halia	Ramsey	Colombo	Do.
21	Navarino	—	Shanghai	Deal
22	Avon (str.)	Jarman	Sing., China, &c., S.C.	London
22	Douglas Castle	Andrews	Singapore	Do.
21	Empire of Peace	—	Bassein	Liverpool
20	John O'Gaunt	—	Manila	Do.
22	Caldera	Maxted	Colombo, &c.	London
22	Lennox Castle	Stewart	Rangoon	Falmouth
20	Vier Gebroeders	v.d. Zee	Macassar	Texel
18	Konigin Augusta	Pritzkow	Java and Algoa Bay	Hamburg

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 16	Aleppo	—	Singapore	Liverpool
16	Patroclus (str.)	—	Shanghai, &c., via S.C.	Do.
15	Shepherd	—	Galle	Newcastle
14	Fidelio	Schuldt	Hiogo	Hamburg
6	Surprise	Ranlet	Shanghai	New York
17	Springfield	Dwight	Newport & Singapore	London
16	Coleroon	Montgomery	Shanghai	Cardiff
18	Teviot	Mackwood	Colombo	London
18	Solent	Meldram	Yokohama	Do.
17	Teviot (str.)	Nisbet	Sing., China, &c., S.C.	Spithead*
	St. Paul	Martin	Singapore	Shields
16	Conder	Kroll	Chefoo	Hamburg
	Nederland v. Ingen	—	Batavia	Amsterdam
19	Persia	Plening	Java	Cardiff
18	Penrith	—	Yokohama	Liverpool
20	Gordon Castle (str.)	—	Peng., Sing., &c. S.C.	Clyde, calling at London
17	Courage	Schmidt	Hong Kong	Hamburg
18	Yedo	Dubose	Cardiff & Yokohama	Havre
21	Chacma	Gallichan	Colombo, &c.	London
21	Falcon	Dunn	Shanghai	Do.
18	Norham Castle	Marshall	Singapore	Glasgow
18	Johanna Maria	Albasse	Batavia	Penarth
18	W. W. Smith	Hawkesley	Galle	Do.
18	Eleanor	Brown	Singapore	Do.
21	Maitland	Read	Cardiff & Shanghai	London

DEPARTURES – *Continued.*

Date.	Ship.	Captain.	For.	From.
Oct 23	Memnon	Baker	Ceylon	Rio de Janeiro
Nov 22	Niger (str.)	Wake	Colombo, &c., via S.C.	London
22	Red Gauntlet (str.)	Mann	Do. do.	Do.
22	Swiftsure	Stace	Cardiff & Hong Kng.	Do.
22	Annesley	Pearse	Do., and Shanghai	Do.
	Prins Hendrik (str.)	—	Batavia	Nieuwe Diep
Oct. 13	County of Forfar	Stewart	Do.	Buenos Ayres

* After repairing machinery.

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Nov. 15—21	Bourayne (French Govt. despatch boat)	Toulon	China
	Nestor	Liverpool	Sing., China, &c.
	Krishna	Do.	Colombo, &c.
	Kangaroo	Do.	Do.
	Bernard	China, Sing., &c.	London

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong. For Singapore, Hong Kong, and Shanghai: Parana, Gordon Castle. For Colombo, &c.: Scotland, Commissariat, Good Hope, Calcutta, Oxfordshire.

Sailing Vessels.—For Yokohama and Hiogo: Thracian. For Yokohama: Ziba. For Shanghai: Norman Court, Oberon, Deerhound, Dartmouth, Argonaut, Weymouth, Leucadia, Blackadder, Mary Blundell, Duke of Abercorn. For Shanghai and Nagasaki: Lahloo. For Hong Kong: William Fruing, Corona, Jessie Isabel, Belted Will, Forward Ho. For Batavia, Samarang, and Sourabaya: Luctor et Emergo. For Batavia and Sourabaya: Wistaria, Thomas Blythe. For Singapore: Istapa, Roslin Castle. For Bangkok: Pelham. For Colombo: Granville. For Colombo, &c.: Cotopaxi. For Galle (via Cardiff): Lady Hincks.

At Liverpool.—For Yokohama and Hiogo: Oceana. For Penang Singapore, Hong Kong, and Shanghai (via S.C.): Sarpedon (str.). For Hong Kong (via Cardiff): St. Andrew's Castle. For Manila: Adolfo, Matilde. For Manila (via S.C. and Singapore): Buena Ventura (str.). For Singapore: Robert Kerr. For Batavia, Samarang, and Sourabaya: Madone. For Colombo, &c. via S.C.): Hector (str.).

At Glasgow.—For Batavia and Sourabaya: County of Elgin. For Penang, Singapore, Hong Kong, Shanghai, and Japan (via London and S.C.): Glenroy (str.). For Colombo, &c.: Huntley Castle.

SPOKEN.

Esperance, Havana to Macao, Sept. 4, 38 S., long. 60.
James Livesey (ship), Penang to London, Sept. 10, 6 N., 96 E.
Ada (brq.), London to Japan, Aug. 23, 8 N., 23 W.
Java (Dutch ship), Amsterdam to Sourabaya, Sept. 18, 32 S., 20 W.
No. 3,627, 4th d.p. (Amer. ship), Cardiff to Galle, Oct. 4, 1 N., 23 W.
Canning (ship), London to Galle, Oct. 5, 3 N., 24 W.
No. 2,459, 4th d.p. (ship), Phlpns. to London, Nov. 4. 45 N., 25 W.
W. E. Gladstone (ship), Lond. to Colombo, Sept. 1 (?), 11 N., 25 W.
Wacousta (ship), Manila to London, Nov. 13, 48 N., 12 W.
R. G. D. N. (Hercules) (Ger.), Newcastle to Galle, Oct. 5, 11 N., 28 W.
J. N. T. M. (Arrow, of Ramsey), from Japan, Oct. 10, 20 N., 35 W.
James Shepherd (ship), London to Shanghai, Sept. 30, 9 S., 31 W.
Ca Kiang (Dutch), Bat. to Oranienbaum, Oct. 25, 39 N., 35 E. (? W.).
Fire Queen (ship), Foochow to London, Oct. 3, 35 S., 21 E.
Sacramento (Amer. ship), Manila to N. York, Oct. 7, off C. Agulhas.
Agnes (barque), Padang to Boston, Aug. 23, 11 S., 91 E.
Ottolina (Dut. ship), Cardiff to Singapore, Oct. 4, 3 N., 21 W.
P.M.T.F. (Dutch ship) (supposed), Java to Eastward of Cape.
Caernarvon Castle, Manila to New York, Aug. 29, off Gaspar Island.
Clymene, Philippines to Liverpool, Nov. 8, 26 N., 34 W.
Staffordshire, Singapore to Liverpool, Oct 17, 13 N., 29 W.
Maarten van Rossem, Rotterdam to Java, Oct 2, 35 S., 38 W.
Hollinside, Shields to Galle, Oct. 18, 8 N., 23 W.
Matilda Wattenbach (?), Singapore to Liverpool, Oct. 5, 9 N., 25 W.
Golden Spur (ship), Hong Kong to Hamburgh, Sept. 30, 36 S., 22 E.
Maria, Manila to London, Oct. 19, 12 N., 26 W.
No. 7,159, 3rd d.p.; and No. 6,209, rendezvous flag (Ocean Belle) (barque), of Sunderland, bound to Singapore, Oct. 15, 8 N., 26 W.

FREIGHTS AND CHARTERS.

Sailing vessels for the Eastern Ports are not so much inquired for, but berth freights are firm at current rates. Steamers are moderately well employed. Coal freights from the outports are well maintained at our quotations.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Yokohama: 35s. weight, 30s. meast. To Shanghai: 40s. weight, 32s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42. To Shanghai: £45. To Hong Kong: £36 to £38. To Penang: £24. To Singapore: £23 to £24. To Batavia: £21. To Galle: £18 10s. to £19. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 39s. to 40s. To Chefoo: 37s. 6d. to 40s. To Shanghai: £2 3s. 6d. to £2 5s. To Hong Kong: 37s. 6d. To Manila: 25s. To Colombo: 17s. To Galle, 20s. To Singapore: 24s. 6d. to 25s. To Batavia: 22s.

From Birkenhead, per ton.—To Galle: 15s. To Hong Kong: 31s. To Shanghai: 36s.

Insurances.

By steamers via S.C., or sailing vessels, f.p.a.:—To Yokohama, steamer 40s., ship 45s.; to Shanghai, steamer 35s., ship 40s.; to

Digitized by Google

Hong Kong, steamer 30s., ship 35s.; to Singapore, steamer 25s., ship 25s. to 27s. 6d.

MISCELLANEOUS.

At St. Helena.—Oct. 22, Cicero, Alexander, from Manila, and sailed, 23, for Liverpool; 23, Nicolette, Bouten, from Batavia, and sailed for Dordt; 24, Ystavat, Blom, from Zebu, and sailed for Falmouth; 25, Sir Harry Parkes, Chapman, from Hong Kong, and sailed, 26, for New York; 27, Mohely, Renier, from Singapore, for Marseilles; Ernest, Mocair, from Singapore, and sailed for Boston.

Off St. Helena.—Oct. 28, J. L. Hall (ship), from Padang.

At Table Bay.—Oct. 7, Canton, Deucken, sailed for China; 16, Yokohama, Pant, sailed for Batavia.

At Payta.—Oct. 1, America (Peruvian ship), Parks, from Macao, and sailed, 6, for Callao; the mate had been murdered by one of the sailors.

The Avon, of London (off. No. 55,907), Owens, from Cardiff, with coals, for Hong Kong, which sailed from Penarth Roads, Feb. 21 last, has been posted by the committee of Lloyd's as a missing vessel, not having since been heard of.

The cargo of the Priam, Jamieson, from Ilo Ilo to London, which put into Mauritius, Aug. 17, leaky, will be sent on by the Margaret Falconer.

A telegram from Batavia, dated Nov. 18, states as follows:—New master and mate will be appointed, Nov. 20, to the Veronica, from Canton to London, before reported as having put in here with crew mutinous and master in irons, the Court having suspended the certificate of the master (Stratford) for twelve months, and that of the mate for three months; the vessel will sail on the 22nd.

At Mauritius.—Oct. 11, Esperance, Boju, for Macao; 17, Mystery, Ewan, for Colombo; Solway, Rucker, from Singapore.

CASUALTIES.

The Natal Star, from Colombo, which arrived at London Nov. 12, experienced a very severe gale from Oct. 28 to Nov. 1, veering from N.W. to N.E., during which she had part of bulwarks carried away and cabin skylights stove in.

A telegram from Hong Kong, dated Nov. 21, states as follows:—The Yang Tsze, Smith, from Foochow to New York, with tea, has been totally lost on the Paracels; fourteen of the crew have arrived; master and four men lost.

Advices from Mauritius, dated Oct. 20, state that the Nimrond, Lowther, from Manila to New York, which put in there, July 27, with damage, proceeded Oct. 5 for her destination, after undergoing repairs and reloading the sound portion of her cargo.

Advices from Amsterdam, dated Nov. 20, state that the Vier Gebroeders, V. D. Zee, which arrived at Texel, Nov. 20, from Macassar, had sustained damage by collision.

Private advices received at Rotterdam Nov. 21 state that the Aldebaran, Meyboom, from Batavia to New York, which put into Simon's Bay, Sept. 8, leaky, had been condemned there.

Advices from Cape Town, dated Oct. 20, state that the Landbouw, from Batavia to Amsterdam, put into Simon's Bay, Oct. 6, leaky, having experienced very bad weather on the 29th Sept.

A telegram from Macao, received at Callao, stated as follows:—Camillo Cavour sailed July 27, and had put back dismasted.

The steamer Gordon Castle took on board at Glasgow, from the yard of Messrs. A. and J. Inglis, the engines for two steamers built at the Chinese Arsenal at Foochow, noticed in a late issue. The Gordon Castle is now in London, and will leave on Dec. 7.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS:—

From LONDON to SAIGON and COCHIN CHINA	**£5 17 0**
" " " HONG KONG	**7 0 0**
" " " SHANGHAI	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

68, Old Broad-street, July 31, 1871.

Digitized by Google

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three: Saturdays Ten to Two
Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France). Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.
COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.
BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

T. W. JACKSON,

COMMISSION AGENT
SAN FRANCISCO.

FINE FLAVOURED
STRONG BEEF TEA
AT ABOUT 2½D. A PINT.
ASK FOR
LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness
Excellent economica stock for Soups, Sauces. &c.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.
JOHN GOSNELL and Co.'s La Noblesse Pomade.
JOHN GOSNELL and Co.'s La Noblesse Soap.
JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

HOLLOWAY'S OINTMENT

AND PILLS.—SORE THROAT.—There is in our variable clime no complaint more common than this; few more annoying, or more troublesome to cure when neglected. The moment there is any hoarseness or dry cough, the part affected, after fomentation with salt water, should be briskly rubbed with a piece of new flannel to open the pores, for absorbing the Ointment to be instantly applied. Repeat the process twice a day. The most obstinate sore throat or cough will disappear before this treatment. It would always be as well, while treating the disease externally with the Ointment, to take a course of the Pills, which would give tone to the system, and expedite and confirm the cure.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

THE WRECK of the "DON," s.s., in the China Sea.—Shippers of goods from Liverpool to Shanghai are requested to FORWARD COPIES of BILLS of LADING and INVOICES to Messrs. W. ELMSLIE and SON, of Lloyd's, Average Adjusters, 12, St. Michael's-alley, Cornhill, in order that the salvage may be distributed.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,
KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft, large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
STEAMER POINT, ADEN.
Drawing and Reading-room free to Passengers.
THE *London and China Express* ON SALE.

THE LONDON & CHINA EXPRESS.

THE SUBSCRIPTION to this JOURNAL for fifty-two numbers is £3 3s. per Annum including Export Cargoes and Postage. Vol. XIII was commenced on the 6th January, 1871. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 60 Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW
Point de Galle	FREDK. PITERS
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE and Co., Singapore.
Penang	SANDILANDS, BUTTERY. & Co.
Saigon	
Batavia	HOUGHTON & Co.
Samarang	JACOBSON, VAN DEN BERG & Co
Sourabaya	HOUGHTON & Co.
Anjer — Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao, & Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foo-Chow	HEDGE & Co.
Shanghai	H. FOGG & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Tien-tsn	JAMES HENDERSON
Nagasaki—Japan	PIGNATEL & Co.
Yokohama ,,	GODFREY A. TALLERMAN.
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S COURT, CORNHILL, Over the Jerusalem.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable to

THE MANAGER,
CHINA AND JAPAN AGENCY,
2, Cowper's-court, Cornhill, London, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

GIBRALTAR MALTA	From Southampton. Every Saturday, at 2 P.M.	From Brindisi. —
ALEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Nov. 11, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Nov. 21, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Nov. 25, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Dec. 5, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight, WHICH HAVE BEEN MUCH REDUCED, and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR nd Co., Agents 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 15, October 29, Nov. 12, Nov. 26, December 10, December 24 — For — Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 29th Oct., 26th Nov., and 24th Dec. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius. The steamers of the 15th Oct., 12th Nov., and 10th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... — By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.

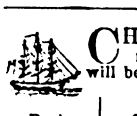
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama...	Ziba	A1 13 yr.	SWID	With des.
Yokohama & Hiogo.....	Thracian ...	A1 10 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.



CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai & Nagasaki..	Lahloo	A1 16 yr.	E.I.D.	With des.
Shanghai ...	Deerhound .	A1 17 yr.	E.I.D.	With des.
Hong Kong.	Wm. Fruing	A1 13 yr	W.I. D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

To sail on the 30th November.

FOR SHANGHAI, the splendid clipper ship, OBERON, A 1, 16 years, 1,023 tons register; W. H. BURGOYNE, Commander; South West India Docks.

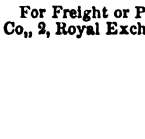
For Freight, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship LEUCADIA, *AA1, 896 tons register; A. MEARNS, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. With des patch.



FOR HONG KONG, the splendid clipper-ship CORONA, A1 15 years; 1,199 tons register; H. BATE, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

PENANG, SINGAPORE, & CHINA.—The following high-classed STEAM and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng. Day
Pen., Sing. Hg.Kg., & Shanghai, via S.C...	Hong Kong (s.s.)	Highest..	1221	SWID	Nov. 28
Shanghai..	Norman Court ...	A1 16 yr.	834	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Steam via the Suez Canal.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking cargo for transhipment to JAVA, JAPAN, &c. at through rates, at shippers' risk.—Last shipping day 28th November, unless previously full.—The splendid full powered screw steamer HONG KONG, 100 A1 (highest class at Lloyd's). 1,221 tons register, 200-horse power nominal, W. SYMINGTON, Commander, South West India Docks. This magnificent steamer built this year by Messrs. C. Mitchell and Co., Walker-on-Tyne, expressly for the China trade, has proved herself one of the fastest in the trade, having made the passage from London to Hong Kong in 47 days, and Shanghai in 56 days, including all stoppages. Has splendid accommodation for passengers, including Ice House, Bath Rooms, &c.

For Freight or Passage apply to the owners, WATTS, MILBURN, and Co., 85, Gracechurch-street, E.C.; or to NORRIS and JOYNER. 60, Cornhill, E.C.

SHANGHAI DIRECT.—The following high-classed CLIPPER Ships will be despatched as under:—

Blackadder...	917 tons	AA1	E.I.D.	With des.
Cutty Sark..	921 tons	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

CASTLE LINE OF STEAM PACKETS. via the Suez Canal, from LONDON, for PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. THOMAS SKINNER and Co. will despatch the following or other first-class STEAMSHIPS for the above ports, at stated intervals, and punctually on advertised dates. These steamers have all been built and engined on the Clyde, by the most eminent shipbuilders and engineers, under special survey for the highest class at Lloyd's, and are specially adapted for the trade via the Suez Canal:—

	Tons.	Class.	H.-pwr.
Glendarroch.....	1500	100 A1	900
Glensannox	1500	100 A1	900
Glenrosa	2000	100 A1	1500
Glengyle	1670	100 A1	900
Glenroy.....	2000	100 A1	1250
Glenartney	2000	100 A1	1250
Gordon Castle.....	1930	100 A1	1200
Drummond Castle	1930	100 A1	1200
Braemar Castle	2120	100 A1	1250
Cawdor Castle	2120	100 A1	1250

The new steamship Gordon Castle, for the above ports and Foochow, J. Campbell, Commander, will shortly be at a loading berth in the South West India Docks. A day of sailing will be named and strictly adhered to.

For Freight or Passage (having elegant accommodation for first-class passengers) apply to THOMAS SKINNER and Co., 81, Gordon-street, Glasgow, and 5, East India-avenue, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Gordon Castle, s.s....	1,930	Thos. Skinner & Co.	Dec. 6
Roslin Castle, A1 ...	644	Wright Bros. & Co.	Dec. 15
Alcestis, A1.....	398	Mills & Milne.....	Dec. 29

LIVERPOOL.

Sarpedon, s.s. ..... | 1,519 | Alfred Holt ..... | Dec. 2

GLASGOW.

Ulva ..... | 499 | Thos. Skinner & Co. | Dec. 10

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Nov. 27, 1871.

Digitized by Google

FRENCH MAIL EDITION.

The London and China Telegraph. 新聞紙

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 431.] LONDON, TUESDAY, DEC. 5, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 5
JAPAN — Yokohama	Aug. 25	Oct. 13	Oct. 15
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	—	—	" 9
CHINA — Peking	—	—	" 8
Tien-tsin	—	—	" 12
Chefoo	—	—	" 12
New-chwang	—	—	" 8
Hankow	—	—	" 11
Kiu-kiang	—	—	" 12
Chin-kiang	—	—	" 12
Shanghai	Sept. 1	Oct. 17	" 19
Ningpo	—	—	" 16
Foochow	—	—	" 14
Formosa			
Amoy	—	—	" 20
Swatow	—	—	" 21
Hong Kong	" 8	" 16	" 25
Canton			
Macao	—	—	" 23
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	" 15	" 19	" 30
SIAM — Bangkok	" 15	" 16	" 23
BORNEO—Labuan			
Sarawak	—	—	" 26
JAVA — Batavia	—	—	" 28
Samarang	—	—	" 27
Sourabaya	—	—	" 26
MALACCA STRAITS— Singapore	" 29	Oct. 29	Nov. 2
Penang			
CEYLON—Galle			
Colombo			

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, this morning, one day late. The next inward mail (P. and O.) with dates, Shanghai Oct. 26, Hong Kong Nov. 1, Singapore Nov. 8, is due, *via* Brindisi, on Saturday next, the 9th inst. Advices per Pacific Mail, *via* San Francisco, with dates Yokohama Oct. 23, will probably be delivered to-morrow.

Telegrams by the China Submarine and Red Sea Telegraph Lines, dated from Hong Kong this morning, have been received, having occupied, allowing for difference of time, under five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By present (French) mail, per Messageries Maritimes steamer *Alphee*, arrived at Marseilles, Dec. 3.—List not to hand.

PASSENGERS OUTWARD.

Per P and O. steamer *Pera*, from Southampton, Nov. 25.—To Shanghai: Mr. H. G. Howlett. To Hong Kong: Ho Chung Shang. To Singapore: Mr. Gottlieb, Mr Twite, Mr. W. Fargie. To Penang: Mr. E. Leicester. To Ceylon: Mr. Lewis Gordon, Mr. Norman Grieve and servant, Mr. G. E. Strick.

Per P. and O. steamer *Malta*, from Brindisi, Dec. 5.—To Yokohama: Major Koppen, Mr. Lange, Mr. Schmidt, Mr. Landowski, Lieut. Priebe, Dr. Pylugmacher, To Shanghai: Mr John West. To Singapore: Mr. R. Padday. To Penang: Mr. W. C. S. Padday. To Ceylon: Mr. Robillard, Mr. Grindrod, Mr. and Mrs. W. D. Schultze, Mr. J. C. Simpson.

Per P. and O. steamer *Massilia*, from Southampton, Dec. 9.—To Yokohama: Dr. Clay. To Hong Kong: Mr. H. C. Jones, R.N. To Ceylon: Mr. and Mrs. Mainwaring, Mrs E. H. Cameron.

Per. P. and O. steamer *Mooltan*, from Brindisi, Dec. 19.—To Yokohama: Mr. J. R. Davidson. To Ceylon: Mr. J. Buchanan.

Per P. and O. steamer *Simla*, from Southampton, Dec. 23.—To Ceylon: Mr. and Mrs. J. Douglas.

Per steamer *Sarpedon* (Holt's Line), sailed from Liverpool, Dec. 2.—To Singapore: Mr. G. B Hill, Mr. J. P. Campbell. To Hong Kong: Mr. W. Ross. To Shanghai: Mr. and Mrs. E. Byrne, Mr. J. Dunnill.

Per steamer *Hong Kong*, sailed from Gravesend, Dec. 1.—For Singapore: Mr. and Mrs. Elder. For Hong Kong: Mr. Geo. Booth. For Shanghai: Mr. Jas. Purvis M. Reginald Wood.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

LATER ADVICES, VIA SAN FRANCISCO.

The Pacific Mail Company's steamer *Japan* arrived at San Francisco on the 15th ult., with advices from Yokohama to the 23rd Oct. The steamer brought the following passengers for New York:—Mrs. Bonney and child, Miss A Collary, E L. Jones, Nicol McNicol, and H. K. Ferry. The following are for Europe:—Hippolite Minard, R. Eusden and wife, J. C. Bavier, and ten Japanese students. The freight list of the *Japan* included 12,507 packages of teas, 533 of silks, and 55 packages of other merchandise for New York; 2.103 packages of teas and 1,200 of merchandise for Boston; 458 packages of teas and 1,900 of merchandise for Philadelphia · 2,582 packages of teas for Chicago; and 200 packages of teas, silks, &c, for New Orleans, Hartford, Cincinnati, Pittsburg, Mexico and Europe.

The following is the summary of the advices by the *Japan*, as telegraphed to the New York papers:—The Mikado of Japan is throwing off his exclusiveness, and is appearing freely in public. Minister De Long is travelling extensively through Japan, and is visiting the volcanoes and all points of interest.

The new Governor of Yokohama entertained the foreign Consuls at dinner, and made a progressive speech. The steamship *Alaska* will sail from Yokohama about the 2nd of November, with a full cargo of teas already engaged.

CHINA.

TIENTSIN.

We learn from the *North China Herald* that the foreign community held a meeting on the 7th Oct, to take steps to request the Ministers at Peking to lose no time in placing a sufficiently strong naval force at the port during the coming winter, to protect foreign life and property. The following resolution was passed:—

"Whereas, owing to the apprehensions which are entertained by us—the foreign residents of this port—that during the coming winter numerous and large bands of the male population of this region may be urged by want of food for themselves and for their families, arising from an inundation of an extensive tract of this province having destroyed the present year's crops of millet and other grain, to rob and plunder people of property—foreigners as well as Chinese; and that gangs of lawless people may also be tempted by the disturbed state of the country to avail themselves of the opportunity of the dark and long nights of winter to commit acts of brigandage on the residents of the foreign settlement, thereby endangering the lives of their families and of themselves, and the destruction of their properties; it is therefore resolved, that we should beg the ministers of our nationalities at Peking to take measures to provide this port with an ample naval force during the coming winter; and we now, therefore, hereby in this public manner, request the ministers of our nationalities at Peking to be pleased to write to the admirals on the China and Japan stations to place, for each national force, as early as possible, at least one gun vessel at this port during the approaching winter, for the object mentioned above; and we hereby also authorise the Municipal Council of this settlement to address the ministers in question in order to hand them a copy of our resolution passed at this public meeting, and to furnish them with such other information as can be gathered, with reference to the deplorable condition of the surrounding country."

From computations made here, we set down the starving population at over two millions, which calculation allows about two hundred human beings to a square mile. We fear that thousands must die monthly, during the coming winter, of sheer starvation

Digitized by Google

and exposure to the inclement weather, owing to their lacking food and shelter. In our opinion, the proper course would be for the authorities to engage every available steamer in China to transport grain from the South to this port as rapidly as possible, ere the ice closes it. We cannot learn, however, that they have chartered a single steamer, or even a foreign sailing vessel, for any such purpose. We hear of some junks having gone to Liautung, to bring maize here, but their freight will be like a drop in the ocean. One of the Southern Chinese gunboats arrived here the other day from Newchwang, and brought 1,700 piculs of grain. This action towards feeding the population would be a complete farce if it had been done by the Government; but I suppose it was a present from some Shanghai or Ningpo wealthy Chinese, probably connected with the steamer, to obtain buttons and be charitable at the same time. A north wind is blowing to-day, but the waters have not as yet fallen. The *Mula* has been blown ashore at Taku jetty, and will have to be dug out.

SHANGHAI.

Dates extend to the 19th Oct. The French mail, with London dates of Sept. 1, arrived on the 17th Oct.

The following is from the *North China Herald*:—

A meeting of Treaty Consuls was held on the 16th Oct., at which several important questions were discussed. The depth of water on the Woosung Bar proves to be the same now as shown on the Admiralty chart nine years ago. The harbour-master surmises that there may be a difference between the depth in winter and summer. In regard to the Transit Pass question, the information is to the same effect that we have already published. The question of drawbacks was also mentioned, and a solution suggested. The result of the soundings of the North Channel was communicated, and a vote of thanks passed to the officers who had effected the survey. The question of voting by proxy at the ratepayers' meeting was again brought up, but adjourned. Reference was also made to the excessive number of lotteries now going on in Shanghai.

At last the courses of the piers for the new bridge over the Hongkew Creek begin to appear above high water mark. Thus far the work has necessarily been very slow from the interruption caused by the tides, which have been so high lately as almost to stop it, and the difficulty also of securing a sound foundation. This has been done by forming a strong base of piles, iron and concrete work, on which are raised the granite abutments. The lowness of the ground—nearly level with high water—renders it necessary, for the accommodation of the sampan traffic, to build the abutments somewhat high, and the approaches will of course have to be correspondingly inclined. The space of seven feet will be left at high water from the crown of the arch. The placing of the girders will, it is expected, be begun in about a fortnight.

The North-China Branch of the Asiatic Society held its first meeting for the season on Friday evening. T. W. Kingsmill, Esq., who occupied the chair, gave an account of the society's building, which it is expected will be completed in time either for the ensuing or next following meeting. An arrangement has been all but completed with the Shanghai Library for an addition to the edifice, which will prove advantageous to both institutions. Mr. A. J. Little read Mr. Consul Mayers' paper on the Island of Hainan, and Mr. Little, as corresponding secretary, read a communication from a corresponding society at St. Petersburg, which Mr. Redding had translated. Dr. Macgowan handed in contributions to the library from Mr. Consul Swinhoe, of Ningpo, from Skattschkoff, Russian Consul at Tientsin, and from Mr. Korthals, Netherlands Consul at Kobé.

A man named Joseph Rickman, an Austrian, has just been apprehended on a charge of forgery. Rickman was a ship's steward, but deserted from the *Willy Rickmers* on her last visit to Shanghai, and took up his quarters at Au Chalet, representing to the prosecutrix that he was worth a considerable sum, on deposit with the Comptoire d'Escompte. He gave a cheque on the above-named bank, and he next, it is alleged, forged the name of Messrs. Olyphant and Co. to a cheque for Tls. 250, with which he tried to raise money, both at some private offices and at the bank. The cheque was, however, post dated some days, which excited suspicion, and led to his apprehension. He is now awaiting trial.

A Chefoo correspondent writes:—Communication with this port has been latterly very irregular, days without a steamer, then two or three within a few hours. The navigation from outside Taku bar, to and from Tientsin, is now a very difficult and anxious course. The announcement of the sudden death of Mr. Markham caused universal regret, and the testimony to his popularity in Shanghai found an echo in general expression here. All Consular and Customs flags were put half-mast. The weather is beautiful. All southern visitors are gone, and Chefoo is settling down for winter weather. Rumour says a spirited storekeeper has taken Mr. Fuller's house on the beach; so in addition to the Hotel Pignatel and the New Hotel, there will be a third, situated between the two. Possibly the enterprising spirit now dawning may lead to a pier on the shore of the eastern bay, which would be a great boon. In respect of the foreign passenger traffic to and from this place, could not the two lines of steamers issue their tickets available by either line? In the long run neither company would gain nor lose, but the public would be greatly convenienced, and the uncertainty of communication being done away with, traffic would increase in proportion.

HONG KONG.

Dates extend to the 25th Oct.; no later dates had arrived from London.

The following items are from the *China Mail*:—

We are glad to note that the P. and O. mail steamer *Australia*, which leaves this port on Nov. 15, goes on to Suez.

A visit was paid to the Whampoa Docks on Saturday by the Canton Viceroy and Hoppo. They went down in the Hoppo's steam cruiser *Peng Chao Hai*, and spent several hours in seeing the workshops, machinery, &c. What this visit means is not known, but as Chinese high officials are not given to inspecting docks without a purpose, it is supposed that this indicates a contemplated purchase, and we may yet see the long-talked-of arsenal fairly established.

We are glad to announce that the City Hall Museum is daily improving, many new contributions having lately been received. Messrs. Landstein and Co. have presented specimens of fifteen different sorts of Straits wood; Dr. Dods has given the lower jawbones of the spermaceti whale and some Australia manna; Mr. J. M. Armstrong has given several snakes and marine animals, and other contributions are promised. In addition to the foregoing, Mr. J. Kramer, of Canton, has presented, through Mr. Mencke, of Messrs. Pustau and Co.'s, a splendid collection of silk and cocoons. The museum is fast filling, and will, before many months, be worthy of the colony.

Concerning the little tug *Early Bird* we learn the following particulars:—The *Bird* is 60 feet long, 12 feet broad, and 6 feet deep; her engines are nominally 15-horse power, by Messrs. Hall, Russell, and Co. (the builders of Messrs. Douglas Lapraik's steamers), imported by Messrs. MacEwen and Co., and fitted up here. She has a single inverted cylinder of 8 inches in diameter, with a length of stroke of 8 inches. Her boiler is circular, with one flue and multitubular return, 5 feet long outside and 4 feet diameter—which ought to relieve the minds of all excursionists. Her propeller is four-bladed, with a pitch of 4 feet 6 inches, and a diameter of 3 feet 6 inches. The *Bird* goes very smoothly with 50 or 60, or even 70 lbs. of steam, and she can accommodate comfortably from 20 to 30 persons on deck. Her speed is about eight knots, and she has bunk room for say half-a-dozen below, in the cabin, and is, therefore, well fitted for excursions or pic-nics.

The news by the steamer *Yesso* is nearly all of the most discouraging nature, as it speaks almost entirely of disasters at sea. The British steamer *Eastern Isles* (which we understand had a very rough passage up from this port, and went into Amoy on account of her rough treatment or of a slight fire which is reported to have occurred on deck) struck on a sunken rock in Haitan Straits, and returned to Amoy. She was bound to Ningpo and Shanghai, and had a few European passengers on board; and as she has to discharge her cargo and go into dock it is presumed that she is considerably damaged. In addition to the other casualties spoken of in the official report of the *Yesso*, we hear that the *Rantipole* is on shore on the Pescadores; and last, but worst of all, intelligence has been received to the effect that the British barque *Homer* has foundered off the Pescadores, and we regret to learn that, out of a company of twenty-eight lives, only one man was saved.

We are glad to observe that something is at last being done by the Hydrographic or Survey Department of H.I.M. Customs in the way of lighting the coast near Amoy. It was very much needed, and we trust that this action will be followed by the removal or marking of other dangers. Suppose Mr. Bisbee were to examine the many rocky promontories in Amoy harbour itself and have some of them blown up.

We learn from a correspondent in Canton that the shipment of tea and silk continues to go on, notwithstanding most terrifying accounts from the home markets of losses on the former article. The export of silk is increasing, and bids fair to lead to, or at least assist in, a revival of the former glories of Canton trade, when Hankow, Foochow, and Shanghai were as though they were not.

It would appear the the M.M. steamer *Meikong* can travel. The *North China Daily News* says:—"We learn that the M.M. steamer *Meikong*, which left here on the 5th, reached Hong Hong in fifty-seven hours' steaming, and that during the passage she attained a speed of 380 miles in twenty-four hours, or very nearly sixteen miles an hour." Of course, she had something very like a typhoon behind her all the way.

The Hon. Mrs. Yelverton was to give readings on the 26th Oct. at the City Hall.

The following items are from the *Daily Press*:—

We notice that in the official minutes of the meeting of the Legislative Council, on the 22nd September, notwithstanding the suggestion of the Chief Justice, that the paragraph giving Mr. Smith's answer should, after stating Mr. Ryrie's question, run "the charge which *he stated* was implied," it runs that Mr. Smith replied "with vehemence, assuring his Excellency and Members of Council that no grounds exist for imputing either to himself or to any officer in his department, the charge implied by the honourable member." This is to be regretted; but it goes chiefly against Mr. Smith, as it puts on record not that Mr. Ryrie made a charge, but that Mr. Smith chose so to designate a very simple question.

The marriage of Mr. A. McG. Heaton, of the firm of Douglas, Lapraik, and Co., which took place at St. John's Cathedral, attracted a very large number to witness the ceremony, and was ge-

Digitized by Google

nerally the subject of much interest in the colony, on account of Mr. Heaton's well-merited popularity. The steamers in port belonging to the house were gaily decked during the day, and in the evening sent forth a brilliant display of blue lights and rockets, while cheers resounded in all directions.

When the steamer *Yesso* left Amoy, H.M.S. *Ocean*, with Admiral Kellett on board, was at that port, and was to leave for Hong Kong on the 22nd.

Some time ago it was reported that Mr. P. Giquel, director of the Foochow Arsenal, had resigned. This would appear to have been a mistake, as we observe Mr. Giquel's signature to an advertisement inviting tenders for coals.

COCHIN CHINA.

—o—

SAIGON.

Dates extend to the 30th Oct. The outward mail, with London dates to 15th Sept., arrived on the 19th Oct.

The following items are from the *Courrier* :—

The Government has decreed the establishment of *montes de pieté* (pawnbroking offices) throughout French Cochin China. The rate of interest is fixed at four per cent. per month.

The present year has been characterised by general tranquillity and increasing confidence and friendship on the part of the Annamese. Much of this good result has no doubt been caused by the schools which the Government have founded for the education of the natives.

The rice crops are generally full, and in some districts abundant.

The cattle plague, which has been very prevalent during the last three months, is rapidly decreasing, but its ravages have been severe; in Bienhoa, the district which has suffered most, no less than 1,540 buffaloes have died from it.

The business hitherto carried on at Saigon under the style of Hauschild and Sornsen has been amalgamated with that of Messrs. W. G. Hale and Co. The firm now consists of Messrs. W. G. Hale, J. G. Caswell, L. Hauschild, and F. Sornsen.

(FROM A CORRESPONDENT.)

SAIGON, Oct. 30, 1871.

H.M.S. *Teazer* arrived here from Labuan on the 8th inst., having on board Mr. and Mrs. Pope Hennessy, who availed of the opportunity to visit this rising colony *en route* to Europe, for which they left by the Messageries steamer *Meikong* on the 16th inst.

On the 15th inst. the master and eleven of the crew of the celebrated clipper ship *Taeping* arrived here in a native junk, their vessel, with a cargo of tea from Amoy for New York, having been lost on Ladd's reef on Sept. 22. The master's boat safely reached Nahtrang, on the Cochin Chinese coast, thirteen days after leaving the wreck, and were there well located by the natives and forwarded on to this by the junk; but of two other boats, containing the officers and remainder of the crew, nothing whatever has been heard, although the *Teazer* (which happened to meet the junk containing the master on her way down the river *en route* for Bangkok) at once proceeded in search. She returned to this on the 26th inst., having also visited the wreck, but was unable to save anything, the vessel being so badly bilged, and all the cargo washed away. I hear that no naval court is to be held here, but that the master will be tried at home; doubtless H.M. Consul has done all necessary. It is generally supposed that the missing boats have been picked up by some passing vessel.

With the exception of the above items of news, there has been little stirring here likely to interest your readers.

In order to relieve the mother country as much as possible of the expenses attached to the maintenance of this colony, our energetic Governor (Admiral Dupré) is adopting all reasonable means possible to increase the revenue, and quite recently a native spirit farm has been introduced, which (by public competition) realised f.971,000 per annum, for a term of three years. Considering that this tax does not include spirits of foreign manufacture the sum obtained is very large, and should give you "gentlemen of England" a slight idea of the extent of the French possessions in Cochin China. It is also rumoured that import and export duties are to be levied, and (now that the place has obtained its position as the most important rice port in these parts) this could be well done, but the French Government, with a greater regard for trade than it gets credit for, considers this a desperate measure, not to be resorted to, if it can possibly be avoided.

In rice a very extensive business has been done with China, at high prices, and there is every prospect of another lively season with that quarter, which will again prevent anything being done with Europe.

SIAM.

—o—

BANGKOK.

Dates extend to the 23rd Oct.

The following items are from the *Advertiser* :—

During the past week his Majesty the first King of Siam has visited a number of the prominent temples that are under the special patronage of the Government.

We hear that orders had been given that the Siamese screw steam brig of war *Enemy Chaser*, Captain Waldron, leave this port for Java on the 17th of Oct. The ambassador for the occasion is his Excellency Phya Smud Puranurax, the Governor of Paknam. The brass elephant for the great esplanade at Batavia, and the decorations for the prominent officials of Java who participated in the reception of his Siamese Majesty during the recent visit to that island are in the care of the Ambassador.

The inundations and accumulated waters in regions beyond Bangkok are subsiding, and after the new and full moon of October the inundations of the banks of the river in Bangkok will subside. During the remainder of this month we shall probably have a few more gusts of variable winds, and a variable amount of rainfall. We need not apprehend such an amount of rainfall as to affect unfavourably the present prospects of the incoming rice crop. The rice fields of Ayuthia, P'anatsani-k'om, Bangp'lee, and in the vicinity of Bangkok, are spoken of as being in most promising condition. The slight failures of the earlier crops at Nokburi and a few other localities will not very greatly affect the aggregate of the incoming crop, unless unusual casualties occur before the close of this month. From this time till into next December it will be a difficult task, if not next to impossible, for sailing vessels to work their way up to Bangkok without steam tugs.

There is a rumour that there are grave disturbances in the province of Tak, and his Highness the P'usamret Rajakan Pendin, his Excellency the P'ra Kalahome, and H.E. the P'ra Naiwai have consequently proceeded there.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

The following items are from the *Straits Times* :—

After lasting barely three days, the rioting reported in our last was almost entirely suppressed. On the 27th Oct. our contemporary wrote :—"The night has passed off in perfect quiet, and this morning the streets are full of life and animation, and business is everywhere resumed. There is no indication of any desire to renew the disturbances. Both factions seem to be heartily tired of fighting, and are glad to resume their usual avocations. It is now plain that the outbreak has been brewing for some time; and the great increase of gang robberies and crimes of violence that has been so marked during the past few months has been directly attributable to the feud between these two clans. The robbery of a house in Orchard-road, where a gang of armed Teo Chews entered a Hokien's house and took from him $800, with which he was about to leave for China; the robbery at Bukit Timah, the attack made in South Bridge-road and Tanjong Pagar-road on men on their way to the steamer to return to their country; the fight between the Teo Chew and Hokien boat-coolies in the Singapore river some three months ago, in which one man was killed; have all been slowly and surely tending to the general outburst which has put a check upon all business from Saturday night until yesterday.

The successful efforts to provide the country people with food have aided very materially to restore order; after obtaining a supply of rice and other necessaries, we are told they appeared perfectly happy and contented and went to work again. The strong guard established and maintained by the Government in town effectually prevented any serious riot during the last three days; and as the object of the contending parties appeared to be plunder rather than open fighting, and this was rendered impossible in town, where the great bulk of the property was, there was a limited field of operation for the outside fighting men. A few rice shops were sacked, and pigs were stolen, but the amount thus obtained did not afford sustenance to the hundreds of mouths that had to be fed. Hunger did in a day what fighting, however fierce, would not have effected in a week—made them anxious for a cessation of hostilities. Another plan adopted by the authorities has helped to restore good feeling between the hostile factions. Respectable and well known Teo Chew and Hokien Chinese were paired off and sent to the disturbed parts of the town and to the country villages, to endeavour to effect a reconciliation; they conferred with the various leading men in the districts with very good result, and it is to be hoped their efforts will have a lasting effect.

We regret that it should have been deemed necessary by the Government to close the Stamp Office during the past few days, without even giving notice to that effect, owing to the fact that the Commissioner of Stamps, as also the Assistant Treasurer, and the subordinates in both departments, have been availed of to serve as justices of the peace and special constables to assist in quelling the riots. But the closing of the Stamp Office seriously affects the mercantile business of the port—no document, not even a bill of lading, being legal without it.

We think what is wanted in the colony is a law enabling the commissioner of police, on occasions of more than ordinary difficulty, independently to augment the force under his control, without having to wait the action of the Governor and Executive Council; by this means frequently a riot might be nipped in the bud, while the Preservation of the Peace ordinance is not called into operation until the disturbance has wholly outgrown the power of the police.

Digitized by Google

We have more than once taken exception to the appointment of coroner being given to the officers of police and the police magistrate. We are glad to observe that this rule, which has been pertinaciously adhered to for a long time, has been broken through. Some months since, J. D. Vaughan, Esq., barrister-at-law, was appointed deputy-coroner, and last week was appointed a full coroner of the Straits Settlements.

It is notified in the *Government Gazette* that the Police Force ordinance shall come into operation in the Straits Settlements on the 1st day of November.

We understand the Rev. W B. Keer, who has for the past few months been labouring among the seamen, intends returning to England shortly *via* Bombay and the Persian Gulf.

Commercial Report.

(For dates see first page.)

IMPORTS.

SHANGHAI.—The market for Grey Cotton goods had become more active, and the prices obtained for several articles showed an improvement, while the prospects for all classes were decidedly more cheerful than they have been for some time past. Woollens, on the other hand, were in less demand, but they had fairly maintained their position, and the firmness of holders precluded the idea of lower values. Grey Shirtings: Enquiry for 7 lbs., and there were few sellers under Tls. 1.73 for fair quality. For 8¼ lbs. a better feeling prevailed, and goods that were sold at Tls. 1.88 last mail were worth Tls. 1.90. Former speculators were offering "Lie," Eagle chops at the latter figure for cash. Nothing doing in heavy Shirtings. White Shirtings: slightly higher in favour and value. T-Cloths: Common 6 lb. and 7 lb. weights still in good demand at Tls. 1.25 and 1.45 respectively for Dewhursts T quality. Mexican descriptions slow of sale at last mail's rates. Drills showed a marked improvement. Sales of fine English are reported at Tls. 3.1.9, and other qualities at proportionate rates. Best Dutch held for Tls. 3.20 and over. Value of American unchanged. Jeans also improved, but to a less extent; fine to finest English 8lb. and 8¼ lb., Tls. 2.34 to 2.37. Sheetings: Decline of 5c. per piece, and a dull market. Fancy Cottons: Damasks wanted, but light stocks and higher rates had checked business; there was no noticeable change in the position of other kinds of Fancy Cotton Goods. Woollens.—Camlets: Settlements at Tls. 14.50 to 14.75; best quality and assortments held for Tls. 15. C. P. H. Long Ells Scarlet quieter, but quoted Tls. 6.15; assortments slow of sale at last quotations. Figured Orleans of Tientsin—or small—designs saleable at Tls. 3.95 to 4.10, according to quality and assortment. Lastings inquired for at former prices. Crape Lastings found no buyers at a reduction of 2 to 3 mace on former rates, but Crape Lustres in speculative request at hardening prices. Spanish Stripes showed a slight improvement in value, and were in fair request. Metals.—Nail Rod Iron: The week's business had been by no means extensive, settlements not having been larger than 6,800 bundles; prices, however, had advanced fully 5 candareens per picul, and were it not for the exceeding firmness of holders, an active market would result Lead quiet; holders showed a willingness to lower the rate 5 candareens, but buyers were requiring a further concession. Coal: Few arrivals, and no change in quotations.

FOOCHOW.—The following sales were reported:—300 pieces 8¼ lbs. Grey Shirtings at $2.70, and 200 pieces 7 lbs. T-Cloths at $2.05. Lead —1,500 piculs at $6.50 for cash, and $6.75 to Teamen. Quotations:—Grey Shirtings, 8¼ lbs., at $2.70 to 2.75; 7 lbs., at $2.35 to 2.40. T-Cloths, 6 lbs., at $1.80 per picul; 7 lbs., at $2.05 to 2.25. Lead at $6.75 per picul.

HONG KONG.—Little or no change had occurred in the market since last mail.

SAIGON.—There had been little or no change in the market during the month. Current quotations were, Grey Shirtings, 8¼ lbs., 2.52½; 7 lbs., $2.15/20; Supers, No. 1 and 2, no demand; T-Cloths, 7 lbs., $1.85; 6 lbs., $1.70; 5 lbs., $1.40; 4½ lbs., $1.25/30; 4 lbs., $1.15; Irish Linen, No. 150, $1.72; No. 120, $1.65.

SINGAPORE.—Closing quotations were as follows:—Gambier, $3.27½; Black Pepper, $13.75; White Pepper, $23; Sago Flour, Singapore, $2.70; do., Borneo, $2.77½; Pearl Sago, $3.15; Tin, $34.50; 40's Mule Twist, $114 to 115; 8¼ lbs. Shirtings, $2.50 to 2.47½; 7 lbs. Shirtings, $2.15 to 2.12½; 5 lbs. T-cloths, $1.35; 6 lbs. do., $1.65; 7 lbs. do., $1.82½ to 1.85.

EXPORTS.

TEA.

SHANGHAI.—Black: A quieter feeling had prevailed in the market, and Teamen were disposed to accept offers which they would have declined previously. There were very few parcels offering above low to good common. Nothing had been done in Shongtams below Tls. 13, but holders of these kinds were very anxious to sell. Settlements 5,200, and stock 16,000 chests. In Green Tea great activity prevailed, and the competition for desirable chops was as keen as ever. Prices were very firm, stocks were exceedingly small, and supplies were coming to hand very slowly. Settlements 27,000 half-chests; stocks, 17,000 half-chests.

FOOCHOW.—During the early part of the week operations for England took place to a very considerable extent, but subsequently a quieter feeling prevailed, and the market closed comparatively quiet. Nothing had been done in Oolongs for America. A trifling business had taken place for the colonies, while some buying had been going on for the Continent. Settlements for the week are 20,755 chests Congou, 1,243 chests Souchong, 2,600 half-chests Oolong, 342 chests Flowery Pekoe, and 7,395 boxes Scented Teas. Arrivals of Congou were still coming in pretty freely from the country, but a large proportion consisted of dust and broken leaf. Prices had ruled very much on a par with the preceding week's; the chief inquiry existing for fair Congou at Tls. 15 to 17. The commoner descriptions had been more neglected. There was no change to notice in Souchongs; prices paid ranged from Tls. 9 to 24½ short. Settlements of Oolong consisted of three lots, bought at Tls. 21 to 21½. These prices showed a considerable decline on former rates. The Teas were not apparently destined for the American market. In Flowery Pekoe settlements had taken place at Tls. 28 to 60 short. In Scented Teas purchases had been made to a considerable extent in the common to fair grades at Tls. 15 to 18 short.

SILK.

SHANGHAI.—The market continued active. About 1,000 bales had been settled for the present mail at last mail's rates, later settlements showing a firmer tendency in prices. No. 3 Tsatlee were quoted Tls. 590; Red Peacock, Tls. 525. Stock estimated at about 4,000 bales.

NEW YORK MARKET REPORT.—Nov. 15.

TEA.

The demand for all descriptions continues light, but as stocks are moderate, and holders are not anxious to realise, full rates are maintained.

COFFEE.—The market for all descriptions is extremely quiet, is in fact almost at a standstill, and quotations show a fall of 1¾c. to 2c. upon the late high range. Small jobbing sales of Java have been effected at 24½c. to 26c. gold, but no other business has been effected in East India kinds.

CORDAGE is steady at previous rates—say 21c. to 22c. for Manila, 20½c. for Tarred Manila, and 19c. to 20c. for Sisal Rope.

CAMPHOR.—China is quoted 14c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.10 gold (duty paid).

FIRE CRACKERS are very quiet; we quote extra No. 1 nominally $3 to 3.10 usual terms.

GAMBIER is in small stock, and firm, at 4½c. gold.

HEMP.—Manufacturers being well supplied with Manila, there is at present no demand for this description, and we have no sales to report; the quotation rules, as before, 13½c. gold.

INDIGO.—The market continues dull at $1.15 for Madras, $1 to $1.10 for Manila currency.

PRESERVED GINGER.—China is quoted $8.50 currency (duty paid).

RHUBARB.—The quotation for China is 50c. to 60c. currency (duty free).

RICE.—Carolina comes forward sparingly, and is in small stock. The demand continues good, and prices are 25c. per 100 lb. higher, bringing fair to prime to $7.75 to $8.25, and choice $8.50. Of foreign we notice 500 bags Rangoon at $6.87½ to $7.12½ currency; and 500 do. for export, $3.25 gold, in bond.

SUGAR.—There has been a steady good demand for Raw Sugar for refining purposes, refiners, after a considerable period of inaction, coming forward freely to replenish reduced stocks, and though their product is dull, and without improvement in price, their purchases of raw have assumed very respectable proportions from day to day. The trade have scarcely been in the market at all, but the advantage has been entirely on the side of sellers, who, by moderate offerings with their reduced stocks and light arrivals, have been enabled to establish an advance of one eighth of a cent. per lb. The only sale of East India has been 24,010 bags Manila, per Chattanooga, at 8c.

SPICES.—There is less buoyancy, except, perhaps, for Nutmegs, which are still very strong. The business has been entirely in jobbing lots at $1.45 to 1.50 for Mace, $1 to 1.02½ for Nutmegs, 36c. to 37c. for Cassia, 18c. to 20c. for Pepper, and 12c. for Cloves, all gold. An invoice of 2,000 piculs Singapore Pepper has been taken, to arrive, due here about next February, at a private price.

TIN is quiet, but stocks are held with much firmness, and a further advance is generally demanded. Straits is held at 37c, and Banca at 41½c. gold.

SHANGHAI SILK SHIPPERS.

From 1st June to 17th October, 1871.

	Bales.		Bales.
Adamson, Bell, and Co. ...	981	Lindsay and Head... ...	67
Blain and Co.	60	Maertens, A. H.	208
Barnet and Co.	1,158	Milsom and Tod	1,245
Birley, Worthington, & Co.	843	Nachtrieb, A., and Co. ...	821
Birt and Co.	201	Pila and Co.	661
Borntraeger and Co. ...	197	Pustau, W., and Co. ...	113
Bourjau, Hubener, and Co.	250	Reiss and Co.	1,182
Bovet, Brothers and Co. ...	268	Robison, J. S.	56
Bower, Hanbury and Co....	1,444	Russell and Co.	448
Brand Brothers, and Co. ...	1,109	Sassoon, D., Sons, and Co.	1,333
Bull, Purdon and Co. ...	32	Scheibler, Matthaei, and Co.	161
Butterfield and Swire ...	593	Shaw Brothers and Co. ...	973
Essex and Co.	1,150	Siemssen and Co.	261
Fogg and Co.	148	Skeggs, C. J. and Co. ...	3,991
Findlay, Wade, and Co. ...	120	Telge Nolting and Co. ...	166
Gamwell, F. R.	550	Texter and Co.	2,142
Gibb, Livingston, and Co...	1,091	Thorne Brothers and Co. ...	353
Gilman and Co.	1,961	Turner and Co.	262
Heard, Augustine, and Co.	539	Vaucher Freres	18
Heibling, J. C. and Co. ...	366	Westall, Brand, and Co. ...	408
Hogg Brothers	722	Wright, Burkill and Co. ...	341
Jardine, Matheson, and Co.	719	Sundries	3,174
Jarvie, John, and Co. ...	1,409		
Lacroix Cous. and Co. ...	549	Total bales... ...	34,844

Digitized by Google

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cses
From June 1 to Sept. 30, 1871	—	58619305	29871102	—	8232706	96723113	35304
Corresponding period last season.....	10826	45977811	24113809	34509	4895758	75032713	19954

Shipments Since:

Sept. 8 per Camboge (str.)	From Shanghai, &c.	...	—	387*
— 14 ... Hong Kong (str.)	... Foochow	...	1,310,530*	
— 20 ... Glensannox (str.)	... Do., &c.	...	134,147	245*
— 21 ... Amoor	... Shanghai	...	402,756	51*
— 22 ... Holmsdale	... Foochow	...	1,663,136*	
... Guinevere	... Shanghai	...	1,261,824*	
— 25 ... Seatoller	... Do.	...	753,895*	
— 26 ... Ottercaps	... Canton	...	541,831*	
— 27 ... Veronica	... Do.	...	418,028*	
— 29 ... Orissa (str.)	... Shanghai, &c.	...	—	1,835*
— 30 ... Thyatira	... Foochow	...	1,315,456*	
Oct. 2 ... Hope	... Shanghai	..	585,196	
— 7 ... Athol (str.)	... Do., &c.	...	1,089,869	93
— 11 ... Meikong (str.)	... Do.	...	—	700
— 12 ... Bernard (str.)	... Shanghai	...	919,316	92

* Included in above totals.

TO THE CONTINENT.

							Bales.
From June 1 to Sept. 30, 1871	...	...	...	...	...	2049174	9992
Corresponding period last season.....	...	...	...	...	...	82255	8374

Shipments Since:

Oct. 13 per Sophie	From Hong Kong	...	90,000

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1871	...	...	...	...	...	22812219	1471
Corresponding period last season.....	...	...	...	...	...	15703048	938

Shipments Since:

Sept. 12 per Gancho	From Yokohama	...	135,096*	
... Star of China	... Amoy	...	838,247*	
— 13 ... Arizona	... Yokohama	...	604,498*	
... Benefactor	... Foochow	...	446,099*	
— 18 ... Flying Spur	... Yokohama	...	595,500*	
— 21 ... Kelso	... Foochow	...	577,000*	
— 22 ... A. L. Banfield	... Canton	...	14,600	125 & 264 cs.*
... America (str.)	... Yokohama	...	285,471	222*
— 23 ... August	... Shanghai	...	334,509*	
— 27 ... Yangtsze	... Foochow	...	750,635*	
... Chingfoo	... Amoy	...	355,547*	
— 29 ... N. B. Palmer	... Shanghai	...	1,161,792	12*
... City of Aberdeen	... Do.	...	578,185*	
... Robert Fletcher	... —	...	—	40
Oct. 2 .. Tonbridge	... Shanghai	...	1,017,960	
— 4 ... Fiery Cross	... Yokohama	...	677,101	
— 7 ... Willy Rickmers	... Shanghai	...	708,390	
— 11 ... Meikong (str.)	... Do.	...	20,193	
— 12 ... Japan (str.)	... Yokohama	...	—	50 & 244 cs.

* Included in above totals.

TO AUSTRALIA.

From June 1 to Sept. 30, 1871	10,915,379 lbs
Corresponding period last year	6,387,099

Shipments Since:

Sept. 2 per Jane Woodburn	From Foochow	...	371,900*
... Marie	... Do.	...	242,200*
— 4 ... Delta	... Do.	...	273,600*
— 9 ... Catharina	... Do.	...	409,000*
— 11 ... René	... Do.	...	306,100*
— 22 ... Ziska	... Do.	...	224,200*
— 25 ... Emma	... Do.	...	198,000*
— 27 ... Gustav	... Do.	...	392,000*
Oct 7 ... Alexandra	... Do.	...	102,500

* Included in above totals.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 5½d.	4s. 5½d.
Shanghai ,, ,, ...	5s. 11¾d.	6s. 0¼d.	6s. 0¼d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 4½d.	4s. 4¾d.	4s. 4½d.
Singapore ,, ,, ...	4s. 5d.	4s. 5½d.	4s. 5½d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	30 3/4	220
,, Hong Kong	27½ to 28 dis.	—
Bar silver	111.2.0	10½ prem.
Mexican dollars	76.6.5	2½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 61 to 62; Old, 63 to 64 per cent. prem.
Hong Kong Gas Company, 60 dols. per share.
Hong Kong and Whampoa Dock, 22½ per cent. discount.
China Traders' Insurance, 2 500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 36 to 36½ dols. premium.
Hong Kong Fire Insurance Company, 350 dols. premium
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 110 premium.
China Fire Insurance Company 66 dols. premium.
Victoria Fire Insurance Company, $68 premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $17 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls 85 premium.
Hong Kong Distillery Company, $15 prem. (nominal).
Hong Kong Pier and Godown Company, $4 dis.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Sir W. Wallace ...	July 19 ...	Shanghai ...	1,382.400
Woodlark	— 25 ...	Do. ...	1,339,000
Daylight*	Aug. 7 ...	Do. ...	818,600
Eliza Shaw	— 8 ...	Do. ...	876,200
Sarah Scott... ...	— 15 ...	Do. ...	815,500
Everest	— 16 ...	Do. ...	752.600
J. R. Worcester ...	— 17 ...	Do. ...	1,152 000
Yeavering Belle ...	— 17 ...	Do. ...	588,700
Red Deer	— 22 ...	Do. ...	1,003 800
Avon	— 26 ...	Do. ...	841,900
Taunten	— 29 ...	Do. ...	841 900
Caller Ou	— 30 ...	Do. ...	902,100
Cutty Sark	Sept. 1 ...	Do. ...	1,315,100
Ariel	— 2 ...	Do. ...	1,221.500
Derwent	— 14 ...	Do. ...	851,300
Avona	— 14 ...	Do. ...	960.500
Amoor	— 26 ...	Do. ...	402,800
Guinevere	— 26 ...	Do. ...	1,261.800
Seatoller	— 26 ...	Do. ...	654,000
Athol (str.)... ...	— 30 ...	Do. ...	1,009 900
Hope	Oct. 2 ...	Do. ...	585.200
Bernard (str.) ...	— 7 ...	Do. ...	919 100
William Ritson ...	Aug. 1 ...	Foochow ...	879,900
Silver Eagle ...	— 9 ...	Do. ...	1,081,800
Her Majesty * ...	— 12 ...	Do. ...	1,346,800
Landerdale	— 17 ...	Do. ...	1,177 200
Rifleman	— 26 ...	Do. ...	539,900
Maiden Queen ...	Sept. 3 ...	Do. ..	1,087.700
Melbrek	— 4 ...	Do. ...	1,085 300
Holmsdale	— 22 ...	Do. ...	1,663.100
Thyatira	— 30 ...	Do. ...	1,315,500
Ambassador ...	Aug. 30 ...	Canton ...	971 900
Ottercaps	Sept. 26 ...	Do. ...	541,800
Veronica	— 27 ...	Do. ...	418,000

* Put back.

LATEST TELEGRAMS.

CHINA.

(RECEIVED DEC. 5.)

HONG KONG, DEC. 4.—Import market very dull, and no business doing. Foochow Tea market firm. Total export of Tea from China and Japan, from commencement of season, 121,750,000 lbs. Exchange on London: bank bills six m.s., 4s. 5d.

SHANGHAI, DEC. 4 —Little doing in Cotton and Woollen goods; prices depressed; Grey Shirtings, 6½ catties, 8½ lbs., Tls. 1.8.6. Tea market dull; Tea freights to London £3. Exchange on London: bank bills six m.s., 6s. 0½d. Silk: More inquiry; market improving; No. 3 Tsatlee, Tls. 590; No. 4 Red Peacock, Tls. 550.

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Southampton, Oct. 14, Australia (str.); from Cardiff, Oct. 15, Lady Louisa; from London, Omba; from Cardiff, Ellen Browse (reported by telegram).

At HONG KONG and CANTON.—From Glasgow, Oct. 23, Albay (str.); from Havre, Oct. 22, Taffarette; from Liverpool, Nov. 21, Achilles (str.) from London, Ulysses (str.), Brockham, Reigate (reported by telegram).

At SINGAPORE.—From Liverpool, Oct. 25, Ulysses (str.); from Glasgow, Nov. 1, Nola; from Rotterdam, Oct. 30, Konigby; from Liverpool, previous to Nov. 28, Diomed (str.), Nyassa; from London, Canton (str.), Cheops (str.) (reported by telegram).

At BATAVIA.—From Glasgow, Nov. 22, Shiraz; from Holland, Nov. 26, Susanna Johanna (reported by telegram).

DEPARTURES.

From SHANGHAI.—For Boston, via Foochow, Oct. 11, Margurita; for London, Nov. 27, Lord of the Isles (str.) (reported by telegram).

From SINGAPORE.—For Boston, via Penang, Oct. 26, Rocket; for New York, Japan.

REPORTS AND CASUALTIES.

AMOY.—The Josephine Amedée, from Takao to Tientsin with sugar, put into Amoy leaky, and with mainmast, &c., cut away, having encountered a typhoon in the Formosa Channel on Oct. 6; was to discharge (Reported by telegram)

SINGAPORE, Nov. 24.—The Danube (str.) has put back, having been driven on the Royal Captain Shoal by an unusual north-west current; part of cargo thrown overboard; vessel's fore foot and several plates carried away; she is discharging sufficient cargo to dock at once. (Reported by telegram.)

Digitized by Google

SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—Nov. 26, at Bremerhaven, from Akyab, Preciosa; 16, at New York, from Batavia, Rapide; from Foochow, Sir Lancelot; 29, off the Start, from Batavia and Simon's Bay, for Amsterdam, Anna Digna (Dutch ship), not arrived, 24, as before reported; 20, at New York, from Amoy, Leander.

Departures.—Nov. 30, from London, for Singapore, China, &c. (via S.C.), Hong Kong (str.); for Shanghai, Oberon; 29, from Cardiff, for Java, Hugo and Otto; for Galle, Heros; from Swansea, for Galle, Clyde; 30, from Liverpool, for Manila (via S.C. and Singapore), Buena Ventura (str.); —, from Amsterdam, for Macassar, Elisabeth Jacoba; for Batavia, Bengalen; from Newport, for Singapore, Cotherstone; Nov. 30, from Glasgow, for Batavia, County of Elgin; Dec. 2, from Liverpool, for Singapore, China, &c. (via S.C.), Sarpedon (str.); from London, for Colombo (via S.C.), Oxfordshire (str.); Nov. 2, from Swansea, for Shanghai, Nyborg.

Laid On.—At Liverpool, for Manila, Victoria; at London, for Yokohama and Hiogo, Albuera; at Liverpool, for Hong Kong, Antipodes; at London, for Colombo, &c. (via S.C.), Vixen (str.).

Spoken.—Prins Hendrik (str.), Nieuwe Diep to Batavia, via S.C., Nov. 24, between Cape St. Vincent and Gibraltar; Cyclone, from Manila, Sept. 14, off Cape of Good Hope.

Casualties.—The Sir Lancelot, Edmonds, from Foochow, which arrived at New York, Nov. 16, reported having experienced when off the Cape of Good Hope heavy N.W. gales, during which she lost a whole suit of sails. A telegram from Gibraltar, dated Dec. 4, states as follows:—The Prins van Oranje (str.), Braat, of and for Amsterdam, from Batavia, which put in here, Dec. 2, will discharge part of her cargo (general) to repair machinery.

Miscellaneous.—At Algesiras, Nov. 24, Carolina, Torres, from Denia, for Manila.

Vessels Passed the Suez Canal—Previous to Dec. 2: Patroclus, for Singapore, China, &c., from Liverpool.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

Crawford—On the 17th Oct., at Shanghai, Mrs. John Crawford, of a son.

Dukes—On the 23rd Oct., at Hong Kong, the wife of W. J. Dukes, Esq., H.M.C.S., of a son.

Elwin—On the 13th Oct., at Shanghai, the wife of the Rev. Arthur Elwin, C.M.S., Hangchow, of a daughter.

Tarrant—On the 26th Oct., at the residence of Sir W. Morgan, Mussoorie, N.W. Provinces, the wife of Henry Jefferd Tarrant, Esq., of the Middle Temple, of a son.

MARRIAGES.

Anton—Tulloch.—On the 21st Oct., at St John's Cathedral, Hong Kong, by the Rev. R. H. Kidd, Colonial Chaplain James Ross Anton, Esq., of Hong Kong, to Jane Stewart Tulloch, elder daughter of James Tulloch, Esq., M.D., of Pembridge-place, Bayswater, London.

Byrne—Duff.—On the 27th Nov., at St. James's, Piccadilly, Mr. E. Bryne, of Shanghai, China, to Jessie, daughter of the late Mr. T. S. Duff, of Brewer-street, Regent-street.

Goddard Fisher—On the 29th Nov., at St. James's Church, Piccadilly, London, by the Rev. James H. A. Phillipps, M.A., of Picton Castle, Pembrokeshire, assisted by the Rev. Edward P. Gregg, B.A., cousin of the bride, Robert Goddard, Esq., of London, and late of Yokohama, to Caroline Phebe, eldest daughter of Edward Fisher, Esq., of Spring Dale, Huddersfield.

Johnston—Baker.—On the 19th Oct., at St. John's Cathedral, Hong Kong, Henry Johnston, of Dundee, to Claudia Agnes Baker, of Carlisle.

Williamson—d'Almeida.—On the 31st Oct., at St. Andrew's Cathedral, Singapore, G. Williamson, M.D., assistant surgeon 19th M.N.I., to Rosalie Sarah, eldest daughter of Jose d'Almeida, Esq.

DEATHS.

Aldridge—On the 15th Oct., at the Shanghai General Hospital, H. Aldridge, master of the British ship *Her Majesty*.

Boyd—At The Hurricane, Singapore, Ralph Sillars Boyd, official assignee of the Supreme Court, aged 47.

De Jong—On the 12th Nov., at ——, W. de Jong, late of Java.

Halley—On the 28th Nov., at Seaton, South Devonshire, Katrine Hay, the dearly-loved second daughter of Alexander Halley, M.D., F.G.S., 16, Harley-street, Cavendish-square, aged 20.

Henderson—On the 1st Dec., Anna, wife of C. P. Henderson, Esq., of Withington Hall, near Manchester, and No. 77, Lancaster-gate, Hyde-park, London.

Nicholson—On the 11th Nov., at Paris, George Nicholson, late of White Hayes, Hampshire, and formerly of Nickerie, Surinam, aged 75. Friends will please accept this intimation.

Swainson—On the 23rd Nov., aged 56, Harriet, wife of the Rev. E. C. Swainson, rector of Wistanstow, Salop, and second daughter of the late Rev. John Rocke, of Clungunford House, in the same county.

Willcocks—On the 24th Oct., at the Government Central Schools, Hong Kong, Alfred Edward Charles, only son of E. J. R. Willcocks, second master, aged one year and eleven months.

THE SHAN-SIN-FAN QUESTION.

The Rev. J. E. Mahood has addressed a letter to *The Times*, giving similar experiences to those in the one published in our issue of the 6th ult. Mr. Mahood appends the following translation of one of the placards circulated at Foochow:—

"Recently foreigners (lit. barbarians) have been secretly concocting schemes for the purpose of grievously injuring the people. They have erected churches, into which they inveigle women for licentious purposes. Whoever sees these outlandish foreigners, with their hideous faces and eyes, is constrained to hate them. How happens it, then, that people are willing to enter their society and associate with them? Truly we are concerned. These stupid foreigners, unable to appreciate the value of money, employ many devices. They bribe persons to feign themselves Tanist priests, and engage old women, all of whom they send into the country villages to circulate false stories concerning a pestilence which they say is about to come on the people. They then offer to the people a poisonous medicine called 'mysterious fairy powder,' and employ women in all the villages to mix it with rice flour in the shape of cakes and tid-bits, which, when cooked, are first offered to the idols and then eaten by those who offered them, in the belief that this will protect them from the pestilence. Alas! they do not think that within twenty days after eating these cakes the feet of the males and the bellies of the females begin to swell, and that the disease is very difficult to cure. In all this the sole object of foreigners is to entice people into their society, and when they succeed in getting them into their society they cause every female to submit to their licentious desires *ad libitum*. Alas! alas! Innocent females after taking this poison yield themselves to pollution, and thus become objects of hatred to all. Whenever any of these persons, whether male or female, enter any village to give out their poisonous medicines they should be treated like vagabonds. Don't by any means spare them. Thus will you protect the lives of the people from the poisonous machinations of these stupid foreigners. This thing has already (in connection with the provincial idols) injured a great many females. We, therefore, prepare and post this placard that all good people may fear and be cautious, and thus avoid being ensnared by idle words. It is our earnest desire that good people will copy this placard and circulate it everywhere, thus performing a most meritorious deed.

"Tung Che, 10th year, 5th moon, 20th day (July 7, 1871.)"

Missions in Mongolia.—The Rev. J. T. Gulick, missionary in North China, now in America, advocates the immediate establishment of a mission to the Mongols, a population of from 3,000,000 to 6,000,000, lying outside of and north from China proper. Methodist missionaries in China are looking in the same direction. I. N. Wheeler, Superintendent of Methodist Missions at Peking, dating at Kalgan, a city of 100,000 inhabitants, says: "I hope we will be reinforced in such numbers as soon to be able to set apart two men for the work in Mongolia and Manchuria. We must occupy this vast territory, for the door of entrance is wide open. The American Board have a station in Kalgan, and the brethren here are beginning to see the first fruits of their labours." Seven native Chinese preachers will be admitted into the several conferences of the current conference year, among the Methodists in the United States; four have already been, and three more are to be, admitted—one each in the Vermont, Black River, and Baltimore Conferences.

The troop ship Tamar arrived at Simon's Bay, Cape of Good Hope, on the 18th Oct., from China. She sailed from Hong Kong on the 5th Aug. with the right wing of the 75th Regiment on board, calling in at Singapore to pick up the left wing, and to disembark a portion of the 20th Regiment there. She afterwards called in at the Mauritius to coal, and arrived at East London, C.G.H., on the 9th Oct., where she landed the left wing of the 75th Regiment. From East London she proceeded to Natal, where she landed the remainder of the 75th. From Natal she proceeded to Simon's Bay to refit and provision. When completed in these respects, she will return to Natal, and embark there the 32nd Regiment for transport to the Mauritius. From the Mauritius she will return with the wing of the 20th Regiment, stationed there, to East London, and, having received on board the remainder of the 20th, which have been stationed there, will sail with the whole regiment on board for Queenstown, where she may be expected to arrive about the 15th proximo.

We quote the following—which appears as an advertisement in the daily newspapers—as the latest specimen of the "puffs" indulged in by retail tea dealers:—Tea: The same and only tea used by his Imperial Highness the Emperor of China.—The China Trading Company, having received a small consignment of this very valuable Tea, have much pleasure in offering it to the public; and in doing so, beg to inform them that they are the first and only company who have ever been able to make arrangements for the same, it being grown solely for the Emperor of China's private distribution, and it is the first shipment that has ever been sent to Europe; and they confidentially assert that after this Tea has once been used, all other Teas will taste rank and obnoxious. Early orders are requested, as this first shipment consists of but 573 chests. All orders to be sent, &c., &c.

Rear-Admiral Charles F. A. Shadwell, C.B., the new commander-in-chief on the China station, arrived in H.M.S. *Iron Duke*, at Aden, on the 5th ult., and proposed leaving again on the 8th, for Trincomalee, to fill up with coal. Thence he would proceed direct to Singapore, where he expected to arrive about the 13th inst., and where he hoped to meet Vice-Admiral Sir Henry Kellet, K.C.B., whom he supersedes.

Mr. F. H. Gottlieb, magistrate of police at Singapore, left for Singapore by the P. and O. steamer *Pera* on the 25th ult. Mr. Gottlieb returns to his magistracy as a barrister-at-law, having been admitted a member of the English bar by the Honourable Society of the Middle Temple at its last call day. A few days previously Mr. George Gottlieb was admitted, after examination, a member of the same society.

The Icarus, recently arrived from China, having returned her guns, ammunition, &c., into store, has been inspected by the dockyard authorities at Sheerness, and been taken into the great basin for the purpose of discharging her stores and being dismantled and paid out of commission, when the officers and crew will be granted the usual six weeks' leave.

Captain Edward Madden has been appointed to the command of the Simoom, 4, iron screw troopship, which vessel is to be commissioned at Portsmouth on the 5th inst. Captain Madden, whose promotion to commander is dated August 11, 1868, was severely wounded in China, and in 1859 was granted a pension of £150.

The appointment of Fort-Adjutant at Hong Kong has been bestowed upon Lieutenant J. S. O'B. Blake, 10th Foot, vice Lieutenant R. H. Ellis, 75th Foot, proceeded with his regiment to the Cape of Good Hope.

The appointment by the Spanish Government of Don Leon Chica as Consul at Hong Kong, and of Don Albino Mercarini as Consul at Singapore, have been approved of by the Queen.

The small steamer *Kobe*, which was noticed in our issue of the 20th ult., as being built in plates for the local Japan trade, was, we omitted to state, shipped out on board the steamer *Zadkia* for Hiogo.

Colonel Harrison, of the 80th Regiment, not wishing to proceed with his regiment to China, has sent in his papers to sell, and several other officers of the same regiment have followed his example.

A telegram from the Eclipse Expedition announces the safe arrival of the party at Point de Galle.

Digitized by Google

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 28.

At the risk of tiring the patience of your readers I cannot refrain from completing the account I gave in my last letters concerning the alteration in the currency, as it is not only an historical event that happens but seldom, and is therefore worth recording, but a subject that cannot fail to interest many of your readers in the Far East, especially those connected with Germany by their commercial relations and family ties. The Bill has now passed through its three stages, but with some very important modifications, effected during the second reading. Art. 1 provides for the creation of an Imperial gold coin, of which 139½ are to be made out of a pound of fine gold. As the metrical decimal system of weights and measures comes into operation on New Year's Day, Herr Bahl proposed that it would be more consistent to say "279 pieces out of a kilogramme;" but as the present pound is exactly half a kilogramme, the amendment was rejected by 196 to 93 votes. Mohl then moved the adoption of a gold piece of the exact value of 25 francs, which would bring Germany into closer connection with the hundred millions of people who adhere to the French system; but this was negatived by an overwhelming majority, and the clause passed without alteration. Art. 2 runs thus:—"The tenth part of this gold coin is called a mark, divided into ten groschens of ten pfennigs each." Bamberger proposed merely to say "divided into 100 pfennigs;" and Miguel, who was unwilling to throw out the groschen altogether, moved the addition of the words, "of which ten make a groschen." Finance Minister Camphausen expressed himself strongly in favour of the retention of the groschen as a most useful denomination; in France the term sou is still in use, though no word had been suggested to a piece of ten centimes. Bamberger pointed out that it destroyed the even working of the decimal system; it should be left to the people to call it a ten pfennig piece if they liked, but it ought not to be mentioned in the Bill. In France they talk of sous, but do not keep accounts in them. Miguel defended the decimal system from the imputation of its being destroyed by retaining the groschen, and was of opinion that in the face of so many different groschens as were current in Germany, an authentic interpretation of its value was indispensable. Patow suggested that the people required the existence of the groschen as a necessary step between one and a hundred. Lasker objected to the groschen as a new value that would be forced on the Southern States. Miguel's amendment was rejected, and that of Bamberger passed by a large majority. *The groschen is thus abolished.* Art. 3 provides for additional gold coins of the value of 20 marks and of 30 marks, containing the same proportions of fine gold. Mohl moved as an amendment to strike out the 30 mark piece, as unnecessary and objectionable, because it would be just ten thalers, and render it more difficult to break completely with the present system. This view of the case was stoutly combated by Delbruck, President of the Chancellor's Office, who spoke in favour of a coin of ten dollars as a great convenience to the public, and a means of preventing the country from being inundated with paper money; to which Prince Bismark added that every facility ought to be given to the public in the approaching period of transition. Mohl's amendment was passed by a great majority, so that there is not to be a coin of thirty marks. Art. 4 specifies the proportions of gold and alloy as well as the weights of the coins, which passed *nem. con.* Art. 5 gave rise to a very lively debate. The original wording was as follows:—"The gold coins shall have on one side the Imperial eagle, with the legend "Deutsche Reichmunze," as also the value in marks and the year when minted; and on the other side the head of the Sovereign of the State where struck, or the arms of the Free Cities, with a corresponding legend, and the name of the mint where coined. They are to have a plain flat rim, with the words, in deep relief, "Gott mit uns." The diameter of the coins is then defined. Count Munster moved that, instead of the local Sovereign, the coins should bear exclusively the head of the Emperor of Germany. This, however, was vehemen ly opposed by the Government Commissioners of Saxony, Bavaria, and Wurtemberg, who all claimed the right of coining money with their own Sovereign's head on it; and as Prince Bismark recommended the House to give way, they did so, and Count Munster's motion was negatived without a division; but, on the other hand, an amendment of Bamberger, to replace the legend "Deutsche Reichsmunze" by the words "Deutsches Reich" (German Empire), was carried. Arts. 6 and 7 relate to details, and passed without alteration.

Art. 8 was the most important for the Free Cities, as it involved the fate of the Hamburg Bank valuta and the Bremen gold currency. The proposed clause was thus framed:—"All payments legally payable in silver, either in thalers, florins, Hamburg currency, or Bremen gold dollars, may be effected in the new gold ten-mark piece at 3⅓ thalers, or 5 florins 50 kreutzers, or 8 marks 5⅓ schillings Hamburg and Lubeck currency, or 3 dollars 24/31 grotes Bremen currency; or in the twenty-mark piece at 6⅔ thalers, or 11 florins 40 kreutzers, or 16 marks 10⅔ Hamburg and Lubeck currency, or 6 dollars 1-17/31 grotes of Bremen." The Hamburg and Bremen members moved as an amendment the addition of the words, "and 6 marks 9-/3-7 schillings Hamburg Bank valuta for the ten-mark piece, and 13 marks 2-26/27 schillings banco for the twenty-mark piece." This calculation is based on the law at Hamburg by which the pound of pure silver is declared to be equal to 59½ marks banco. Dr. Wolffson (one of the members for Hamburg) pleaded strongly in favour of the amendment, claiming the right of Hamburg banco to be included in the proposed tariff as well as any other description of money. This, however, was disputed by Vice-Chancellor Delbruck, who maintained that as there were no coins of Hamburg banco it could not be considered as money; and that if the amendment were acceded to it would upset the whole principle of the Bill, as sanctioning a fixed price in gold for a certain quantity of silver, which was in future simply an article of merchandise, liable to fluctuations, like all other goods, in accordance with the laws of demand and supply. Dr. Wolffson refuted this doctrine, maintaining that this was not a case of silver, but Hamburg banco, which, though not consisting of coin, had every right to be regarded as the legal money of Hamburg, as it is, in fact, the currency of commerce. Finance Minister Camphausen hoped the House would not sanction the amendment, as it would open the door to no end of difficulties; and he recommended the Administration of the Bank of Hamburg not to increase their stock of silver, but rather to get rid of what they had in their cellars with as little loss of time as possible. At the division the amendment was lost, and *thus both Hamburg banco money and Bremen gold currency are to be abolished.* The remaining clauses of the Bill have reference to matters of detail, and passed without alteration. The House then agreed to two resolutions on the motion of Messrs. Bamberger and Tellkampf, one of which was to request the Chancellor of the Empire to bring in a Bill next session for the definite regulation of the currency, and to lay down in it specially the principle that when the mints are not occupied in coining for the Governments they shall be bound to mint gold for private individuals on payment of certain fixed charges. The other was also a request to the Chancellor for a Bill next session to regulate the banking system in Germany. The Vice-Chancellor objected to the words "next session" in both resolutions, which was more than he could promise, as it would depend on other business to be got through. On the proposal of another member, the objectionable words were replaced by "as soon as possible," which gave satisfaction to both parties, and the House adjourned.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 29.

Some weeks ago I told you that a new treaty had been concluded between our Government and that of Great Britain, with reference to Sumatra. You will remember that the Second Chamber refused to ratify the first treaty, and that our Government cons quently opened fresh negotiations with England, in order to meet the principal objections which were raised in our Parliament. That these negotiations were successful is principally due to the friendly attitude assumed by the English Cabinet. The following is the full text of the new treaty:—"His Majesty the King of the Netherlands, and Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, being desirous to consolidate more and more in the spirit of the treaty of 17th March, 1824, the friendship between the two countries, and consequently also to remove all occasion for misunderstanding in their mutual relations in the Island of Sumatra have agreed to conclude a convention for that purpose. Art. I. Her Britannic Majesty agrees to desist from all objections against the extension of the Netherlands dominion in any part of the Island of Sumatra, and, consequently, from the reservations in that respect contained in the notes exchanged by the Dutch and British plenipotentiaries at the conclusion of the treaty of 17th March, 1824. Art. II. His Majesty the King of the Netherlands declares that in the Kingdom of Siak, Sree-Indrapoora and its dependencies, as defined in the treaty concluded by the Netherlands Indian Government with that Kingdom on the 1st of February, 1858, the trade of British subjects and British navigation shall continue to enjoy all the rights and advantages that are or may be granted to the trade of Netherlands subjects and to the Dutch navigation; and further, that the same assimilation shall be granted to the trade of British subjects and to British navigation in any other native State of the Island of Sumatra, that may hereafter become dependent on the Crown of the Netherlands; provided always that the British subjects conform themselves to the laws and regulations of the Netherlands Government. Art. 3. The stipulations of the preceding article shall not interfere with the distinction established by the Netherlands Indian laws and regulations as regards individuals of Eastern extraction, nor with the application of the stipulations of the Convention of 27th March, 1851. Art. 4. The present Convention shall be ratified as soon as possible, and shall remain without force or effect, until it has received, as far as shall be required, the approval of the States General. In witness thereof, &c."

At the same time the Dutch and English Governments having recognised the utility of an additional stipulation to the Convention concluded on the 25th of February, 1851, for the transfer to England of the rights, which the King of the Netherlands possesses on the Coast of Guinea, have agreed on the following:—"If at any time the British Government should allow the recruiting of free labourers in British possessions on the Coast of Guinea, and their exportation to British colonies, such recruiting and exportation from those British possessions shall also, on the same conditions, be permitted to the Netherlands Government on behalf of Dutch colonies." You will remember that this treaty was approved of by the Second Chamber, and that it is still awaiting the decision of the Upper House.

Rumours are in circulation that Mr. Cd. Busken Huet, the famous editor of the *Java Bode*, is engaged as editor of the leading Conservative paper in the Hague.

Mr. P. H. B. Motké, who, as I lately stated, is charged with forming a scheme for a reorganisation of the tax system in Java, will start by the first mail in January for Batavia.

The Stock markets have been inactive, and prices generally have shown no movement. Foreign Bonds are dull, and operations in most sorts of shares inactive. There is a good demand for Rotterdam Bank and Netherlands Trading Bank, and the prices of these shares have advanced considerably in the course of the last few weeks. The Bank "Commandietkas" is now under liquidation, and the general opinion is that this will prove very unfavourable for the shareholders.

The Chamber of Trade at Maastricht has protested against the project of the Minister of the Colonial department to abolish the differential duties with the revisal of the East India tariff.

M. Thiers has conferred the knighthood of the Legion of Honour on Mr. A. K. W. Arutzenius, medical officer of the E. I. army, for services rendered by him in the hospital at Metz during the last war.

Digitized by Google

SHIPPING.

Arrivals.—Nov. 22, at Hellevoet, from Rangoon, Belle; 23, at Brouwershaven, from Akyab, Langstone; 28, at Brouwershaven, from Batavia, Minister Fransen van de Putte.

Departures.—Nov. 20, from Flushing, for Rangoon, Nuava Raffalino; 25, from Brouwershaven, for Batavia, Aegidia and Paulina; from Texel, for Batavia, Noordzeekanaal; 26, from Hellevoet, for Batavia, Triton; for Samarang, Louise; Nov. 26, from Texel, for Macassar, Elisabeth Jacoba.

Passengers Outward.—For Java, per Noach I., Messrs. van Bennekom and family, van Schelle and family, Triesser, C. H. Hiersman, van Veen, Soeterich, and Bruins, and 125 soldiers; per Triton, Mr. Edeling and family, Mr. van Sillevoldt and family, Donkersloot and family, Mr. Beukman van der Wyck and family, Messrs. Vigelius and family, Dumont, Kolsch, Beyerinck, Jhr. Leysfius, Labaar, Miss Heyligers.

OUR RELATIONS WITH CHINA.

(WEEKLY REVIEW.)

It is becoming absolutely necessary that the public of this country should understand clearly the present volcanic condition of our relations with China, so that some remedy may be applied before it is too late.

At first sight it may be thought there is nothing on the surface to cause alarm. The late popular agitation is subsiding, and the conduct of the Chinese authorities is said to be good.

Nevertheless, the danger to foreigners and to foreign trade in that Empire is imminent, and we shall endeavour to substantiate this assertion by a few plain facts.

When the revision of the Treaty of 1858 was under consideration, as the period of ten years for which it was to remain unchanged was about to expire, it was pointed out to the Chinese Government that they must be prepared to meet the growing demand of Western nations for the introduction of modern inventions, and for throwing open the resources of the Empire to foreign commerce. In reply to this they pleaded delay, promising, however, gradually to admit these innovations as the people could bear them.

This inevitable pressure upon China led to the formation of two parties in Peking, the one favourable to concessions, the other anti-foreign. At present a half-concealed anti-foreign policy is in the ascendant, and it is this which has given rise to such conflicting opinions, our own Government giving the Cabinet at Peking credit for endeavouring fairly to carry out the terms of the Treaty, while many of those most intimately acquainted with China believe the very reverse, and that the Peking Government is attempting to carry out a policy which is a masterpiece of duplicity.

They affirm that the Chinese Government, while making great professions of friendship, is in various ways fomenting the popular hatred against us, but at the same time so keeping it under control as to prevent its proceeding to murderous violence, thus to impress us with the belief that the people of China are hostile to foreigners, that even now they can scarcely be restrained, and therefore in the revision of the Treaty not yet completed, instead of their making concessions to our demands, we must withdraw from some of the positions already secured.

In proof of this serious charge we have the following facts:—

1. There has been diligently circulated throughout the Empire a book of the grossest obscenity, containing the foulest charges against foreigners, and this book has been traced to official quarters, leaving scarcely a doubt that the literati and mandarins are the chief abettors of these diabolical slanders.

2. They have issued the now famous circular against Christian missions, containing the most preposterous demands, on the false plea that the people are hostile to missions; whereas in every serious case of violence it has been traced to the action of the literati and mandarins exciting the people against us, encouraged by the comments of those hostile to missions in this country.

3. They have lately given currency or countenance to the most absurd stories about the poisoning of wells by foreigners and their Chinese emissaries—stories which are readily believed by an ignorant people otherwise peaceably disposed towards us. In one case, at Changchew, near Amoy, it is boldly asserted in two proclamations that these stories are well founded, and a poor beggar has been executed, after making a confession under torture that he had actually thrown poison into the wells at the instigation of foreigners.

4. The mandarins implicated in the Tientsin Massacre have really never been punished. There was a pretence of doing so, but the chief offender, Chen-kwa-jui, is quite untouched.

Notwithstanding these serious charges against the Chinese Government, it is feared that concessions in regard to the Treaty are in contemplation which may prove most injurious to our relations with China, and it is, if possible, to avert this danger that we now write.

The true remedy for these difficulties is simply a firm and unflinching policy. The Peking Government should be required to denounce and withdraw the obscene book already referred to; and a further demand should be made that they should distinctly repudiate and condemn the lying accusations of well-poisoning, as they did after the Tientsin Massacre in regard to the charges of killing babies, &c. And finally, we must insist on our just rights in accordance with the Treaty, or we shall inevitably drift into a war which the Chinese would deprecate even more strongly than ourselves.

The speech of President Grant at the opening of Congress contains a very brief allusion to the American expedition to Korea. The President states that the object of the expedition was to conclude a Treaty with the Korean Government, but this was found "impracticable under the circumstances." The only other reference to Eastern affairs is the statement that the President is determined to put an end to the barbarous treatment of shipwrecked sailors in China and Japan.

THE P. AND O. COMPANY'S REPORT.

The following is the director's report of the P. and O. Company, to be presented at the annual meeting on the 7th inst.:—

THE CAPITAL ACCOUNT

Shows that the company stood possessed, on the 30th September last, of stock in ships, less the amount deducted for depreciation, and including instalments paid on ships building .				£3,078,207	15	3
Also, of freehold and leasehold property in England, and docks and premises at Calcutta, Bombay, Hong Kong, Singapore, and other stations				225,569	3	8
And stock of coals, naval and victualling stores, amounting to				201,674	1	3
Also cash at Bankers and on deposit, bills receivable, balances in agents' hands, and debts due to the company				703,166	5	8
Making the total assets				£4,208,617	5	10
That the capital received from the proprietors at that date amounted to	£2,700,000	0	0			
And that there had been received on debentures ...	800,000	0	0			
Total capital	£3,500,000	0	0			
That the liabilities of the company, in bills payable and otherwise, amounted to ...	276,493	9	0			
Making the total capital and liabilities				3,776,493	9	0
And showing a surplus of				£432,123	16	10

This surplus being the balance at the credit of the general reserve fund.

THE REVENUE ACCOUNT

Shows that the gross revenue of the company, from freight, passage money, postal service contracts, and other sources (including balance of undivided profit, £7,343 9s. 2d., brought forward from last year), amounted, for the twelve months ending 30th September last, to				£2,092,656	9	1
That the expenditure and charges on revenue, including interest on debentures, the reserves for insurance and depreciation, and the outlay for repair and renewal of ships, amounted to				1,923,881	16	4
Leaving a net profit of				£168,774	12	9
Deduct dividend of 3 per cent., for the half-year ending 31st March	£81,000	0	0			
And the half-year's dividend of 3 per cent., now about to be recommended	81,000	0	0			
				162,000	0	0
Leaving a balance of				£6,774	12	9

THE PROPRIETORS' UNDERWRITING ACCOUNT.

The annual premium of 5 per cent. on the estimated value of the floating property of the company, covering ordinary sea-risks, credited to this account, for the year ending 30th September, 1871, is	£130,000	0	0
Payment proposed to be made to the proprietors at the rate of 1 per cent.	27,000	0	0
Leaving a balance, which has been carried to the general reserve fund, of	£103,000	0	0

THE COMPANY'S FLEET.

The tabular statement contains as usual particulars of the tonnage, horse-power, and present stations of the company's fleet. It will be seen that the number of sea-going ships is now the same as that shown in the last half-yearly report, namely, forty-one. This results from the sale of the *Ganges* in China, the loss of the *Rangoon* (to be presently referred to), and the transfer of the new ships *Mirzapore*, and *Pekin* from the building to the active list. The superior size of the two latter has, however, produced an increase of 4,574 tons in the total measurement of the working vessels.

The *Mirzapore*, after making one trip on the home station, was despatched to China *via* the Canal, on the 26th October. She reached Suez on the 10th ult., and her performance, with a very moderate consumption of fuel, has fully justified the expectations of the directors.

The *Pekin* was also despatched to China *via* the Canal, on the 24th ult.

The *Peshawur* is rapidly approaching completion, and will probably be delivered by the builders in the course of a month. Notwithstanding the reinforcement of the fleet by eight such ships as the *Deccan*, *Hindostan*, *Australia*, *Khedive*, *Indus*, *Mirzapore*, *Pekin*, and *Peshawur*, the directors have felt the necessity of taking further steps to meet the altered condition of trade with the East by adding to it more vessels of large cargo capacity combined with superior accommodation for passengers. They have accordingly contracted for the construction of four new ships of about 2,700 tons each, builders' measurement, with compound engines of 450-horse power, nominal, namely, two with Messrs. Caird and Co., and two with Messrs. Denny

Digitized by Google

Brothers; and while the proprietors will perceive in this measure a determination on the part of the directors to maintain for the company that position in steam communication between this country and the East which it has occupied for the last thirty years, and although additional measures in the same direction may shortly become necessary, they may feel assured that the Board will not be led by the pressure of competition into any imprudent expenditure of its resources.

LOSS OF THE "RANGOON."

The directors much regret having to report that intelligence has reached them that the *Rangoon*, when leaving Point de Galle for Australia, on the 1st ult., struck on a sunken rock just outside the entrance to the port, and foundered a few hours afterwards. The vessel was in charge of an experienced pilot at the time of the accident, and an official investigation has since been held by the proper authorities on the spot, the result of which has been telegraphed in the following words:—"Official investigation entirely clears Capt. Skottowe and all officers of the *Rangoon*, but blames the pilot."

CHARTER OF THE "MALACCA" FOR A SPECIAL SERVICE.

Immediately on the receipt by the Admiralty of intelligence of the landing of the passengers and crew of H.M.S. *Megæra* on St. Paul's Island, the directors were applied to, and requested to state whether they had a vessel available at Bombay for despatch to the relief of that ship's company. The answer was in the affirmative, and the directors communicated by telegraph with their superintendent at Bombay, who replied that the *Columbian* was available for that service. In the meantime, however, telegraphic reports were received from Hong Kong that the company's steamship *Malacca* had been chartered by the local Government authorities for the same duty, and the Admiralty were consequently enabled to decline the offer to send a steamer from Bombay.

The *Malacca*, after being fully stored, was despatched from Hong Kong on the 7th August, reached St. Paul's Island on the 30th idem, and, having received on board the whole of the shipwrecked crew, landed them safely at King George's Sound and Sydney. The directors consider it due to the commander of the *Malacca* that the narrative of the performance of a service of unusual difficulty should appear in his own words. A copy of his letter is accordingly appended to this report, together with one which the board have had the pleasure to receive from the Lords of the Admiralty, expressing their satisfaction at the successful result of the services rendered.

THE MAIL SERVICE.

The substitution of Brindisi for Marseilles as the port of arrival and departure of the mail steamers has had the effect of bringing about the delivery of the mails in London on Saturday, and, on some occasions, on Friday evening, instead of on Monday morning, as was originally arranged under the existing contract; and the approaching acceleration of the transit of the mails by the continental railways, coupled with the completion of the Mont Cenis Tunnel, has caused the Postmaster-General to call upon the company to carry out a time table for 1872 on the following basis:—

A departure from Brindisi every Monday at 5 A.M., and
A departure from Bombay for Suez every Monday at 5.30 P.M., except during the south-west monsoon, when the departure is to be three days earlier.
All other arrivals and departures to be governed by these.

One result will be a change in the day of departure of the weekly steamers from Southampton from Saturday to Thursday, and the reverting to Monday as the ordinary day for the delivery of the mails in London; the time gained by the accelerations referred to above being distributed among the communities of India, China, and Australia, where it was in fact most wanted, as the intervals between the arrival and despatch of the mails were shorter than in England.

THE PROPRIETORS' UNDERWRITING ACCOUNT AND THE GENERAL RESERVE FUND.

As no loss or casualty occurred during the financial year dealt with in this report, the sum of £130,000, placed to the credit of the underwriting account as the premium on the estimated value of the floating property of the company, is not subject to any charge, but the proprietors will bear in mind that the unfortunate loss of the *Rangoon*, which has taken place so early in the current year, will show itself in the next annual account in the shape of a charge of £78,000 against the premiums for 1872.

With this fact before them the directors have not thought it prudent to recommend a distribution of more than 1 per cent., equal to £27,000, from the underwriting account, and have carried £103,000 to the general reserve fund. This fund would then have stood at £521,923 16s. 10d., and looking to the important additions recently made to the fleet, the directors would have been glad to have left a balance of at least £500,000 to its credit, but the exceptional circumstance of the sale of so many vessels within the year has rendered it necessary in their judgment to revert to a course which was adopted four years ago, for the benefit of the permanent interests of the company, and to charge against this fund the difference between the total proceeds of the sale of the *Azof*, *Formosa*, *Norna*, *Salsette*, *Ganges*, and *Broughton Hall*, and the total sum at which they stood in the company's books, namely, £69,800.

Most of these ships were sold not so much on account of their age, as from the necessity of substituting for them vessels adapted to the altered conditions under which the company's business is now carried on; and as the reserve for ordinary depreciation and wear and tear is insufficient to extinguish the book value of vessels which are disposed of for the above reason, the proprietors will concur with the directors in regarding the General Reserve Fund as the appropriate source from which to liquidate the cost of replacing unsuitable with suitable ships, and thus not only maintain but increase the working power of the fleet. The comparatively small amount expended in repairs during the last year, due to the absence of opportunity of laying up the ships requiring them, and the consequent certainty that the expense of repairs to be met during the current year will be proportionately increased, is another exceptional circumstance which has to be provided for; the directors have therefore set aside the sum of £20,000 from the General Reserve Fund to meet the extra repairs of the current financial year, leaving the balance of the fund, £432,123 16s. 10d.

CAPITAL.—REVENUE AND EXPENDITURE.—DIVIDEND.

The amount of the share capital of the company is the same as at the date of the last annual report, namely, £2,700,000, leaving £800,000 uncalled. The sum borrowed on debentures has averaged about £710,000, according as the bonds have fallen due and been renewed or replaced; the amount on the 30th September happened, however, under this process to stand at £800,000, but this was again reduced to £711,000 by the paying off of a series of bonds which came to maturity during the month of October.

In reviewing the general operations of the company for the year, the directors are scarcely able to vary the words of their recent reports. They have had for the last two years to lay stress on the effects of the great competition which has sprung up of late, and to congratulate the proprietors on the circumstance that a diminution in some of the most important items of expenditure and the exercise of a rigid economy have enabled them to recommend a moderate rate of dividend. A reference to the abstract of the accounts will show that the same remarks apply to the past financial year, and present prospects induce the directors to draw the attention of the proprietors to some points of details in connection with this important subject. It will be seen that the total income for 1871 is, in round numbers, £2,092,000, against £2,317,000 in 1870, a falling of £225,000; and that the total expenditure of 1871 is £1,923,881, against £2,174,672 in 1870, a difference of £250,791.

A diminished receipt of £225,000 in a year is a feature that calls for some explanation, and this is furnished by the fact that competition has necessitated very large reductions in the rates of passage-money and freight. There has been no falling off in the number of passengers conveyed; on the other hand, they have somewhat exceeded those of the previous year, but the increase in number has been on the shorter distances, and the abatement of 20 per cent. in the through rates announced in the half-yearly report has up to the present time told adversely on the total receipts.

The cargoes conveyed have greatly exceeded in bulk those of previous years, but the rates of freight, including those on specie, have undergone serious reductions. This will be understood when it is stated that the steamships which have run from the United Kingdom in direct competition with the company, and with each other, through the Suez Canal during the last twelve months, and exclusive of those belonging to the Messageries Maritimes Company, have measured in all about 280,000 tons. The competition homewards has been equal in degree—and all this in addition to that previously and still existing with the French steamers, and recently with those running from the Italian ports and Trieste.

The contracts entered into for new ships, as reported above, will show that the directors are doing their utmost to hasten the period when, by adopting the use of the Canal, they may compete for the cargo business on more even terms. It has been explained in former reports that the railway through Egypt affords the most expeditious route for the mails; and as this, under any circumstances, will continue to be the case, the company can only hope to take complete advantage of the Canal for their passenger and goods traffic; when they may possess such an increased number of suitable ships as would enable them to adopt arrangements combining the fulfilment of the obligations of the mail contract with the passage of the steamers each way through the Canal.

The proprietors will have observed that several of the company's vessels have made special passages through the Canal during the last year. The total number since the opening has been twenty-six. This route has, of course, superseded that *via* the Cape for all new ships sent out to the Eastern stations, with the gratifying results of causing the disappearance from the company's accounts of an item of expense, which, in some years, reached nearly £30,000.

The directors beg to conclude by recommending a dividend of 3 per cent., free of income-tax, for the six months ending 30th September last, making, with 3 per cent. declared in June, and the payment of 1 per cent. from the underwriting account, a total of 7 per cent. for the year.

The amounts payable under this report will therefore be as follows:—

Dividend	3 per cent.
Underwriting Account ...	1 ,, ,,
Together	4 per cent.

And these payments will be made in one warrant on the 28th instant.

FULL and minute details have been received of the loss of the P. and O. steamer *Rangoon*. These merely give at greater length the same account of the casualty under notice which we first published in the *London and China Telegraph* of the 27th ult. We learn that the P. and O. Company have received by telegram the result of a Court of Inquiry held at Galle, at which the captain and officers were acquitted, but the pilot was censured. The directors have, we understand, ordered the return home of Captain SKOTTOWE. We learn further that a portion of the mails have been recovered from the wreck, and that these is a prospect of saving the remainder.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A Register is kept of the addresses of all persons connected with the Far East and reference can be mad to the same by personal application at the Offic or by letter.

The London & China Telegraph.

LONDON: TUESDAY, DEC. 5, 1871.

THE ABDOOL MOOSA CASE AT HONG KONG.

It was unfortunate for the interests of the commerce of Hong Kong, and the confidence of the native traders in foreign merchants—especially Mussulman—that the state of Mr. Pauncefote's health compelled him to take leave and return home before he had brought the notorious Abdool Moosa case to the satisfactory issue which his exertions entitled him to expect, and which will no doubt be attained by his *locum tenens.* Such abuses as the passing-off of a trader, sometimes as a merchant, sometimes as an agent, sometimes as partner in a foreign firm, or a firm in a foreign port, have become so common among Mussulman, and have been practiced to the great injury of the Chinese, on whom these sharpers habitually impose, that it is high time that the local Government, powerless in Bombay, but paramount in Hong Kong, should interfere for the protection of the native merchants under its jurisdiction, and the punishment of such adventurers as Abdool Moosa, who obtain goods and credit under questionable circumstances, about which, when the bubble bursts, there turns out to be no question at all. Mr. Pauncefote has, however the consolation of knowing that, if he has not yet purified the Augean stable of Mussulman fraud in Hong Kong, yet in his official capacity as Attorney-General he exerted himself to the utmost in the cause of commercial morality; and we feel sure that, when he resumes his office in Hong Kong, if the object which he sought to promote by the prosecution of Abdool Moosa has not been attained by his representative, he will again attack this monster evil himself. It was therefore with surprise that we read an article in the *Daily Press*, on the occasion of Mr. Pauncefote's departure, which, if we had not known our Hong Kong contemporary so long, we should designate as being singularly mysterious and spiteful. It is mysterious because, while on the one hand it seems to depreciate the retiring Attorney-General, on the other it reads very much like an advertisement of the ability of a Mr. Hayllar to fill his place during his absence. It is spiteful because it attacks Mr. Pauncefote in no measured terms, but yet without bringing any distinct charge against him. We cannot congratulate our contemporary on the taste which led him to undervalue, on the eve of his departure, a public servant to whose zeal and abilities he has often borne witness; and we cannot admire the spirit which, after bringing a cloud of shapeless charges against Mr. Pauncefote, proceeds in such a Sphynx-like or Delphic manner:—"Upon this "and some other matters of the same kind we are precluded "from commenting at the moment; but there will be enough "to say by-and-by." Of course there will if we do not say what we mean now, and if we let a gentleman whose health has suffered in the public service, where his exertions have been everywhere gratefully recognised, to proceed ten thousand miles off, and then seize the opportunity of attacking him in his absence. But we are very much mistaken if the editor of the *Daily Press* does not find that not only has his conduct in this case not damaged Mr. Pauncefote in the eyes of the community of Hong Kong, nor that of the Colonial-office, but that it has not contributed either to the general esteem of his journal or to the popularity of his *protégé*, Mr. Hayllar, who must have been ready to exclaim, "Save me from my friends." With this remark we dismiss the case for the present; but we cannot close our article without expressing the hope that the abuses which Mr. Pauncefote so worthily applied himself to remove in the case of Abdool Moosa may be attacked in the same spirit by his temporary successor, for they are a reproach to our mercantile *prestige*, and seriously impair our good relations with the Chinese.

Another instance of the mismanagement of the Italian railways has come to our knowledge. Mr. Thomas Sidgreaves, the new Judge of Singapore, arriving at Brindisi with his wife and a servant, on his way out to assume his appointment, was coolly told that his baggage could not be found, though he had registered it. The negligence of the railway officials thus caused the detention of Mr. and Mrs. Sidgreaves for a fortnight in all the inconvenience inseparable from a place like Brindisi. Besides this, the time of a most important public servant was sacrificed. We trust that Mr. Sidgreaves will feel himself called upon in the interest of the public to take such proceedings against the Railway Company as will convince them of the necessity of taking better care of the property of their passengers. Sydney Smith said that our own railway management would never be properly reformed until a Bishop was killed. Now that a Judge has been made to suffer the inconveniences of the "Italian method" we may hope for an improvement.

Our readers will see by a report in another column that the City authorities persevere in measures to put down the sale of the nauseous stuff generally called "Maloo Mixture." The deputation to the Chancellor of the Exchequer is not likely to be without early and stringent effect when the department within whose jurisdiction it lies take proper steps for the suppression of this disgusting traffic, and the punishment of those concerned in it. Shippers in Shanghai who may hitherto have lent themselves to the exportation of this stuff had better take warning that, before any further consignments can be made, regulations will be in force which will cause shipments to be confiscated and destroyed on arrival in the docks.

Mr. Hyde Clarke, late Cotton Commissioner in Turkey, delivered an address at the Society of Arts on the scheme for a thorough railway to India, which he put forward three years ago. Mr. Clarke, who was listened to with great attention, declared his conviction that a vastly increased traffic with all India, Ceylon, the Netherlands and Spanish India, China, Japan, Australia, and New Zealand was "waiting for us" on the completion of his proposed line through Turkey—indeed, a daily mail to India. We understand that Mr. W. P. Andrew is also again making vigorous efforts to similar effect by the Euphrates Valley route, first designed by General Chesney.

We hear that it is the intention of the Italian Government to appoint an Envoy Extraordinary, who will proceed to Burmah, Siam, and Japan to exchange the ratifications of the commercial treaties lately concluded with those countries.

In another column we give an article from the *Weekly Review* on our relations with China, which very succinctly points out the peculiar nature of our position at the present time, and the danger of echoing Mr. Wade's cry of "All's well."

The memorial of Mr. Robert Hart, Inspector General of Customs at Peking, which appeared in the *Overland China Mail* of Oct. 18, has attracted considerable attention. Our review of it will appear in our next.

Mr. Charles Twite, professor of geology and mining engineer, left by the last mail for Bangkok, under engagement to the Government of Siam, to inspect and report on the extent and quality of the gold deposits in Siam.

Mr. Francis Snowdon, the newly appointed Senior Magistrate of the Straits Settlements, will, we understand, leave for Singapore early in January.

Lieutenant-Colonel Charles George Gordon, R.E., C.B., of "Taeping" celebrity, has been appointed Her Majesty's Vice-Consul in the delta of the Danube.

Mr. Pope Hennessey, the late Governor of Labuan, arrived in London on Friday last. His successor is Mr. H. E. Bulwer, C.M.G.

Digitized by Google

HONG KONG.

It is quite clear that Sir Richard MacDonnell has not returned to China a moment too soon. All departments of the Executive seem to have been vieing with one another in the struggle which could make it most contemptible. The police have been scandalously inefficient; the accounts of the Exchequer muddled with such gross blunders as the commonest care would have prevented; and the respect for law and justice has been greatly weakened by the tergiversation of Mr. Justice Smale in the Kwok-a-Sing difficulty, and the unseemly squabbles in the Supreme Court. In the midst of all these embarrassments the officiating Governor showed himself totally unable to bring public affairs into order, or public men to a sense of what they owed to their position. No doubt this will "all be changed now"—but there is no doubt that a hard task devolves on Sir Richard to restore matters to the state in which he left them. The question of the opium farm is one on which, we are informed, Sir Richard goes out with full instructions from Lord Kimberley, including plans for its final relinquishment, and the application of the accumulated fund of $450,000. Thus far the Governor's course is, therefore, clear, and we hope that he will exercise firmness in dealing with the other difficulties we have alluded to. The dignity of the Legislative Council must be maintained, if any respect for the Government is to be maintained, and the Colonial Secretary must be taught to regulate his conduct in debate with something like the principles which obtain among gentlemen in society. In the case of Kwok-a-Sing, we feel bound in charity to ascribe the conduct of Mr. Smale to weakness or infirmity rather than to wilful desertion of principles. Such a whining exclamation as that "he had never been the same man since he gave judgment" is totally unworthy of an English judge; and we feel that we should not be doing our duty towards Mr. Smale if we failed to point out to him that, if he feels "mentally or morally incapacitated" (as Mr. Disraeli lately put it) "from discharging the high duties of his office," it devolves upon him at once to apply for leave. It would paralyse all Sir Richard MacDonnell's efforts to bring Hong Kong into working order again, if he put the revenue on a safe footing, restored public safety by remodelling the police, made the Council again the scene of rational discussion, and yet permitted the Bench to be occupied by a "judge who has smitten contrary to the law," as he himself enunciated it three months ago. *Rectè, recta,* "Be sure you're right, and then go straight ahead," should be the motto of every high-minded official—a judge more than any other. We feel bound in the interests of the colony to tender similar advice to the Hon. Gardiner Austin, Colonial Secretary; we believe he has also been for a long time incompetent to discharge his duties efficiently.

THE MISSIONARY CLAUSE IN THE TREATY.

Regarding the proposed rescission of the Missionary Clause from a purely secular point of view, and putting out of sight the humiliation which the surrender of *any* of our treaty privileges would inevitably bring upon our country in the eyes of the Chinese, it appears to us that, even if our Foreign Secretary could be induced to consent to the measure suggested by *The Times*, it would be found practically impossible to carry it out. We believe that no considerable number of missionaries could be deterred from the work to which they have devoted their lives by any mere consideration of danger, seeing that missionaries are to be found in almost every accessible part of the world, preaching among nations and tribes with which we have no treaties at all. The withdrawal of Government protection from missionaries, as such, would therefore simply amount to a repudiation of the doctrines of our national Church, and we may be sure that, however prejudiced the Chinese may be against our religion, the contempt they would feel for us, if they suspected that we had no religion at all, would be infinitely more dangerous. It would be utterly impossible for us to conduct Christian worship in our own churches in China if the people knew that we were doing that among ourselves which we were prohibited by law from practising towards them. It would amount to a virtual admission that there was something radically wrong and vicious in our faith—which is exactly what the *literati* have been exerting themselves all along to persuade the people. But they can never persuade the people, as a whole, that the Christian religion is impure so long as that calumny is contradicted by the blameless lives of the missionaries, and the principles of their doctrine, openly preached and explained to the masses, who are yielding in such increasing numbers to their arguments. Assuming for one moment that proselytising were virtually prohibited by law, and that no new converts could be admitted into our Church, how would it be possible for the various bodies of native Christians to worship unless they listened to the exhortations of native preachers, who would do precisely what our missionaries do now, though they could succeed but very imperfectly, without foreign guidance?

If our missionaries are debarred from preaching, are they to be debarred from instructing native preachers? If so, in a very few years our religion will become a sham nondescript kind of creed, which will lay it really open to the libels that are urged against it now. It is only by publicity that the truth can be known in any case; and in religious truth especially it is necessary that there should be no secrets. It was almost entirely through the violent persecutions of religious teachers in the Dark Ages of this country that so many different sects sprang up through the convictions of prejudiced and stubborn men, sometimes ignorant, and sometimes bigoted, but always, we firmly believe, sincere. The Christian Church would have been one Church, from its foundation to this day, if it had not been for the persecution with which its members were subjected in the most remote places to which their religion had made its way and been preached by the missionaries of the time. To place any limit to the diffusion of truth is to poison truth—just as, when the Bible was prohibited in this country, everybody repeated just as much as he could remember of it, and applied that modicum of knowledge to every passage of his life. What, then, is to happen if missionaries are not to be protected as British subjects exercising their lawful vocation, which is all they ask? Is it to be made a legal "misdemeanour" for any English gentleman or lady to explain, or answer any questions that may be addressed to them by servants or native neighbours, anxious to learn the truth of "master's religion?" *The Times* must know little indeed of human nature either in the East or West if it thinks that religious feeling, and faith in the duty of spreading religion, is confined to the clergy and the missionaries. We could mention very many instances in which officers in the Civil Service, and the army, merchants, professional men of all kinds, and their wives, are unremitting in their endeavours to dissipate the ignorance of the natives of every place where they may be located. Here, then, we find the opponents of missionaries have placed themselves on "the horns of a dilemma." Either they would allow a merchant or a merchant's wife to hold family prayers and admit their native servants and hold them, simply because they are *not* missionaries, protected in doing that which, if a missionary attempted it, would imperil his life; or else they would close their mouths on the subject of religion, and thus deprive the lay community of one of their indefeasible rights—which we make bold to say is more than the most unscrupulous Government dare attempt. The more the question is examined, the more clear it appears to us that it would be literally impossible to get the new system into working order at all. By narrowing the rights and withdrawing the protection of the missionaries, *The Times* would encourage calumnies which would lead to bloodshed; and, as surely as there is more blood of our fellow-subjects shed in China, so surely we are firmly persuaded that the heart of the British nation will be so stirred as to exact a terrible atonement.

THE CHINA CUSTOMS RETURNS.

In our last issue we gave a *résumé* of the "China Customs Reports for 1870," just published. The importance of the subject, and the difference of style in which it is treated by the several officers whose Reports we condensed, are sufficiently remarkable to call for some further observations. Speaking generally, by way of commencement, we have great pleasure in noticing the scrupulous fidelity, and the reflective spirit, under which the ten summaries we have given appear to have been composed. We cannot but place implicit reliance on details furnished with so much exactness,

Digitized by Google

and, no doubt, verified with so much labour. So far as they go, the Reports before us are not only valuable as statistical returns, but also satisfactory and encouraging as indicating the line of conduct proper to be observed in the future. Still it must be admitted that there are "differences and differences." Some of the officers, whose reports we have considered, are, if not more zealous, at any rate more prompt and decisive than others; and we need hardly remind our readers that the old maxim "Bis dat qui cito dat" applies with redoubled force to statistics on which the fortunes of individuals, as well as the prosperity of our trade with China, are so largely dependent. For this reason we feel bound to repeat the expression of our regret that the volume before us does not contain the reports of the Custom-house officers in Shanghai, Canton, and Tientsin—three places, which, for widely different reasons, are of more importance than all those which have been published. We can see no reason why the returns from these places should not have been made up in due time for publication with the others, and we are not supplied with any excuse for their omission or delay.

With this reservation we have little to say, except in acknowledgment of the zeal and care with which the present reports have been compiled. Mr. Hobson, in particular, must be mentioned for the lucid manner in which he has arranged the mercantile view of Hankow and Chefoo—a double work for which, both by evident exactness, and by clear-headed reasoning, he deserves double credit. Mr. Lasson's Report from Newchwang labours under the disadvantage of having nothing very prosperous to record; but it is evidently carefully prepared, and the light which it throws on the disposition of the Koreans to open trade with us is as valuable as it is encouraging. Mr. Drew's Report from Kiukiang is a most conscientious and satisfactory work, one that makes us sure that our mercantile interests will never be neglected while he is in office, and which also makes us anxious to listen to any suggestions he may offer for the improvement of our position. Mr. Woodruff has nothing but prosperity to report from Chinkiang. Imports and exports alike rose greatly in the year under notice; and therefore no doubt Mr. Woodruff's task on this occasion was an exceptionally pleasant one. We are therefore the more happy to congratulate him on having steered clear of anything like the exaggeration into which such fair prospects might have misled a less practical and reflective mind. From Ningpo Mr. White's report is by no means sensational, for it shows comparatively slight fluctuations, but it has the more sterling quality of being business-like and well arranged. The Baron de Meritens, writing from Foochow, has a less favourable account to give; but he gives it unaffectedly and clearly, and affords many useful suggestions, unobtrusively furnished through the medium of figures rather than *dicta*, towards the revival of the prosperity of the port. Mr. Cartwright has so very satisfactory an account to give of Takow (Formosa) that we hope we shall hear no more of the proposal to abandon it. The harbour, however, evidently demands prompt attention if we are to do justice to our trade. We feel sure this question will not be lost sight of while Mr. Cartwright is in office, and we shall be happy to ventilate any practical proposals that may be made for the improvement of the landing accommodation. Mr. Hughes has a less pleasant account to give of Amoy, which seems to be in a rapid decline, though no blame can of course attach to Mr. Hughes on that account. And, lastly, M. Huber reports a very satisfactory year at Swatow, and gives figures which fully justify his remarks. Altogether we have great pleasure in acknowledging the ability and hard work which are apparent in all the reports before us

RECEPTION OF CHUNG HOW BY M. THIERS.

(THE TIMES.)

There is something indescribably strange in this story, so rudely is its end contrasted with its beginning. A Chinese mob rose, at the instigation, probably, of some designing persons, and massacred several Europeans, including even a French Consul. Satisfaction was demanded both by France and England, and accorded after some hesitation, but the authorities resolved to make further amends by sending an Embassy with excuses and explanations to the Emperor of the French. In this they were at the time undoubtedly well advised. But the revolutions of the interval upset every calculation, and transformed every feature and character of the scene. The mighty Government of the West, secure at home, and ready, indeed almost anxious, to assert on the slightest occasion its pretensions abroad, was changed into a nondescript State, only provisionally constituted, disorganised by military defeat, torn by intestine contests, and left without a spark of concern available for the missionary establishment at Tientsin. Who, indeed, could give much thought to a street riot in a Chinese town after the wholesale massacres of May and the conflagration of Paris itself? In the best days of Napoleon III. the outrage might have sufficed for an expedition, and the topic, at any rate, would have commanded the sympathies of the capital. But for every Frenchman who died at Tientsin at least a thousand must have been slain in Paris, and the whole affray, so absorbing at the time, was dwarfed into insignificance by the tremendous events at home. The French Empire has disappeared from the face of the globe. The then Emperor of the French is an exile. The French capital has been twice besieged and half destroyed. Had the Commune won the battles of May last, Tchong Haou and his bewildered colleagues might have been left to wander about the country without a Head or an Administration, and to seek in vain for any authorities to receive them.

M. Thiers, however, as might have been expected, was equal to his position, though his speech seems to have been addressed at least as much to the people of Paris as to the Princes of China. "You tell me," said he to the Ambassadors, "of the numerous punishments inflicted on the guilty. The French nation is too humane to take pleasure in the shedding of blood. It demands only that security which is necessary to restrain the wicked, and it believes that to rigorous measures others of a different character must be added. It is the duty of Governments, while repressing the excesses of the populace, to calm its passions, to dispel its prejudices, and to bring it to listen to the voice of reason and humanity." The programme is wisely framed, but who will say that it is the Emperor of China who is most in need of its doctrines? In what city, above all others in the world, are there passions to be restrained and prejudices to be dispelled? Who at this moment has more occasion than the President of the French Republic to remember the duties of a Government, and impress the precepts of reason upon a nation? What, indeed, have the Chinese done to deserve the homily? If they killed some missionaries in a riot, they never murdered an Archbishop in cold blood. Their insurrection was very soon over, and very soon punished. It is probably half forgotten at Tientsin; it has gone utterly out of mind in France.

It could not have cost M. Thiers much to accept the apology ceremoniously tendered by the Chinese, or to acknowledge his satisfaction with the redress thus furnished. The interview, indeed, gave him a favourable opportunity of closing a question which it no longer concerned France to keep open, and for terminating with a good grace and all honour a quarrel which had certainly been provoked, but which France was no longer in a mood to take up. The Chinese could hardly have done more had all the power of the French Empire remained still available for foreign war; indeed, what they actually did expressed a resolution taken when the power of that Empire was unimpaired. For the rest, M. Thiers told the Ambassadors the truth, and gave them exceedingly good advice, though what they will think or what they will report to "their august Master" of the scenes they witness might be a curious subject of speculation. Certainly the Chinese are not unused to revolutions or civil wars at home; but their dynasties are comparatively long-lived, and they have no experience of Republics. Perhaps, indeed, they can hardly comprehend such things, and their perplexity must have been complete if the new French Republic had been, as one of the Republican parties desires, a Republic without a President. It is said the Hindoos could never understand the nature of the "Company" by which they were so long governed, but persisted in giving it some mysterious impersonation of their own. So far the living presence and actual spectacle of a personage directly representing the French State must have produced a desirable impression on the Eastern Envoys. They were received in a magnificent hall of a truly Royal palace; the interview was conducted with becoming ceremony, and they saw and spoke with a ruler who, if he was not an Emperor, might be regarded as filling an Emperor's place. On the whole, perhaps, their conclusions may lead them to a due respect for the Government which they found, and that this may be the case is certainly to be hoped. We cannot afford to release the Chinese from the influence of fear. Whether their periodical outbreaks represent the frenzy of an ignorant populace or the arts of more designing classes above them it may be hard to say, but the position of our countrymen in the East is far from being secure. The interest of France in enforcing upon the Chinese the policy inculcated by M. Thiers is our interest also; indeed, had it been necessary, we must have allowed the duty of exacting amends from the Tientsin Massacre to devolve upon ourselves alone. Fortunately, there is no occasion for these extremities. The Chinese Government has repudiated the acts of its representatives, excused itself for their misdeeds, and punished the most guilty of the rioters, and neither we nor the French should be likely to mend matters by pursuing the question any further.

(THE GLOBE.)

After waiting a whole year or thereabouts, it appears that Chung How, the Chinese Ambassador to France, has been officially received by the President of the Republic. From the published reports of what passed at the interview, it may be inferred that the Embassy has accomplished its purpose, which was to deprecate those retributive measures which the French Government was expected to take by way of avenging the massacre of French officials and subjects at Tientsin on June 21, 1870. As M. Thiers has accepted the apology of the Emperor of China, there is no longer any question of a breach of friendly relations between the two countries; but there is material enough in the speeches delivered by the Ambassador and President respectively to call for some remarks. The late reception at Versailles is one of those mysterious international transactions the full significance of which requires time for its development; but we can already discern in the communications of last Thursday the germs of future discussions which may assume a serious form.

Commissioned to tender an apology for a fiendish outrage, it might have been expected that the Chinese Ambassador would have availed himself of the well-known arts of conciliation in which his countrymen so greatly excel. Above all, the most punctilious care for the tender

Digitized by Google

susceptibilities of the French nation would naturally, we should have thought, be observed, so that no fresh insult or irritation should be added. The facts of the case were simple enough. An atrocity had been committed by persons who were suspected of being the tools of certain official personages in China, and twenty innocent French men and women had been put to a cruel death. The so-called investigation into the occurrences failed to establish any plea, however flimsy, in palliation of this crime. Yet the messenger of atonement, instead of making a full and frank admission of the crime that had been perpetrated, represents the occurrence of June 21 as a mere "disturbance." Twice he calls the massacre an "affair," and once he condescends to observe that the Emperor of China "regretted that affair." Allowance must, of course, be made for the obscuring effects of translation, and something may be set down to Oriental apathy and indifference to human life. But these considerations can hardly explain the perversion of history to which Chung How committed himself when he told M. Thiers that, "on the 21st June of last year some wicked men, having stolen children at Tien-tsin, were the cause of the disturbance there." The truth is that no stealing of children had any connection with the tragedy of the 21st June, and the only disturbance was the simple butchery of unoffending victims. According to Chung How's view of the matter nothing had occurred requiring the official explanation he had been sent to make. No murder had been committed, and for the trifling breach of the peace which had taken place twenty culprits had been executed and twenty-five banished. The creatures who were beheaded were distinctly not condemned as murderers, but, as Chung How puts it, as mere "rioters." Was it, then, to say this that a high dignitary of China was despatched to France? This would be a case of *parturiunt montes* indeed. M. Thiers, to do him justice, seems to have made a slight effort to impress the Chinese emissary with a sense of the crime which had somehow got itself committed; but even with the whole armoury of French logic at his back the President is unable to get beyond the contradictory verdict, "Not guilty, but don't do it again."

The question of the extent of guilt of the Chinese Government and the sufficiency of the atonement is, however, of trivial importance compared with that of the future safety of Frenchmen and other foreigners in China. On this point the speeches at Versailles are not altogether reassuring. If a deliberate and officially organised massacre can be explained away by a species of verbal legerdemain, and made to appear as a kind of Irish scrimmage in which some people get their heads broken, then there seems to be no security whatever against the recurrence of such scenes, and the Chinese apologetic mission may become an institution. Chung How did, indeed, lay some stress on the fact that the Emperor had given orders to "assure security to those who had a right to it," and had "declared his firm will that the French in China shall enjoy peace and tranquillity." But what is the value of such platitudes when we hear by every mail of popular feeling being inflamed in every part of China by the most daring calumnies against the French and other foreigners? A repetition of the very process by which the Tientsin Massacre was prepared is going on over the length and breadth of the Empire, and no sane man can doubt that now, as then, it is the Chinese officials themselves who are directly responsible for the circulation of these inflammatory libels. In the very presence of M. Thiers we find Chung How indirectly endorsing them by asserting, in the face of all evidence, that the Tientsin Massacre was a disturbance brought about by the stealing of children, the Sisters of Charity having been the persons who were accused of this offence. No person much acquainted with contemporary history in China would be greatly surprised to hear of another massacre of foreigners there on a gigantic scale, despite the pleasant compliments that have just been exchanged at Versailles. While Chung How has been waiting the convenience of the French Government, the Government of Peking has been busying itself with anti-foreign manifestoes, condemning beforehand the probable victims of future massacres, and sketching out with cynical candour the programme of scenes which are likely to be enacted on the pattern of the tragedy of Tientsin, and which the Emperor's Government has hinted, in no ambiguous language, that it will be unable to prevent.

There is one point of remarkable divergence in the speeches of Chung How and M. Thiers, of which we shall probably hear more hereafter. The Emperor of China sent a letter to the President of the French Republic, and Chung How volunteered to take back an answer. The President, however, seems, in vulgar phrase, to have "smelt a rat" here, for he announced his intention of forwarding his reply, not by the hands of the Chinese Envoy, but through the Minister of the French Republic at Peking. Now, it would suit the Chinese Government admirably to conduct all its foreign relations in the capitals of the countries with which it holds intercourse if by that means it could fire over the heads of the resident Ministers at Peking. Foreign representatives in its own capital are a trouble and a weariness to the Chinese Government, and they keep alive the troublesome question of according them some day an official reception by the Emperor. If only China could deal with foreigners at a distance, by means of agents whose acts it could at pleasure repudiate, and whose functions could be safely represented in official circles in China in any way that would be gratifying to Chinese vanity, the said agents might allow themselves any license of flattery or of glowing promises that might be needful to appease the demands of Foreign Powers. M. Thiers has not altogether fallen into this trap. He will send his letter through his own Minister. But then comes the question whether the French Minister will be received by the Emperor. If he be so received, it would be a surrender of the Chinese claim to universal supremacy; if he be not received, the President's letter will not be delivered except through the post-office or some equally undignified channel. It can hardly be supposed that M. Thiers would deliberately court this affront; but, on the other hand, if he means to insist on the right of audience for the French representative at Peking, he must be prepared to support his demands by formidable demonstrations. In closing the Tientsin Massacre question, the President has parted with a powerful weapon by which the ulterior questions which remain to be discussed might have been brought to a peaceful issue. Had he simply refused to receive Chung How until Count de Rochechouart had been received by the Emperor of China, France would have occupied a commanding position; but this having been surrendered, it is to be feared that France must brook the indignity of her Minister being refused admission to the Imperial presence.

(PARIS JOURNAL OFFICIEL.)

The satisfaction made by the Chinese Government in consequence of the Tientsin Massacre consists of the following particulars:—1. The Chinese Government has inflicted death upon twenty-one persons whose guilt was proved, and twenty-five others have been transported. 3. The chief magistrate and the second magistrate of Tientsin have been degraded and exiled. 3. Various indemnities, amounting in the whole to f.3,450,000, have been paid. These sums will be applied for the benefit of the families of the victims and for the reconstruction of the buildings that were destroyed. 4. The Chinese Government is at present having works executed at the cost of the city of Tientsin for the purpose of placing memorial stones upon the graves of the victims, and is to erect at the entrance of the cemetery where their remains are deposited a memorial gate, upon which will be inscribed an official proclamation referring to the punishment of the culprits, and denying the calumnious accusations directed against the Christians and the missionaries. 5. The Emperor of China has expressed the regret which these violent acts have caused him in the letter which he has instructed his Ambassador to deliver to the President of the Republic. The Ambassador has also, in the course of the conferences which he has had with our Minister of Foreign Affairs, made declarations which are regarded as satisfactory upon various points, the definitive settlement of which will be left to the care of the French Legation at Peking.

Monetary and Commercial.

The committee appointed by the steam-shipowners to confer with that of the merchants in regard to the unsatisfactory clauses in bills of lading, has not yet arrived at a decision as to the new form. It is urgently needed, and will doubtless provide against such deviations as the conveyance of pilgrims to Jeddah, with a cargo of tea and silk on board, from China.

Some rather considerable purchases of Bar Silver have been made for the East at prices ranging from 60⅞d. to 61d. per oz. standard, for immediate delivery; the market is now quiet, and buyers are holding off until the £500,000 of India Council Drafts are tendered for on the 6th inst. Mexican Dollars have been sold at an increased price on the rates lately quoted, the last transactions having been at 59½d. for new, and 61¼d. for old coinage. The *Pera* has taken £103,000 to China and the Straits, and the *Hong Kong* about £70,000 to China.

It seems that the reports of a loss sustained by the Comptoir d'Escompte have been greatly exaggerated, the amount abstracted by the Shanghai comprador being Tls. 35,000, and from the character of the sureties it is expected that the whole amount will be made good.

The dividend to be recommended at the annual meeting of the Peninsular and Oriental Steam Navigation Company, which will be held on the 7th inst., is 3 per cent. for the six months ending Sept. 30, with a payment of 1 per cent. from the underwriting account, making, with 3 per cent. dividend paid in June, a total of 7 per cent. for the year. The directors' report will be found in another column.

After a delay of over four years the creditors on the estate of Messrs. Mackellar and Co., of Hankow, are rewarded with the magnificent dividend of one-half per cent. The liabilities amounted to Tls. 420,000, or about £140,000, and after four years the assets realised amount to only Tls. 9,000, or £3,000. If the partners in this firm were not ruined some of the creditors must have been.

Mr. C. C. Rainbow, late of Hankow, and Mr. E. R. Holberton have formed a co-partnership under the style or firm of Rainbow, Holberton, and Co., as merchants and commission agents in London. The interest and responsibility of Mr. C. C. Rainbow in the firm of Evans and Rainbow has ceased, and the business will for the future be carried on under the style of J. H. Evans and Co.

A deputation from the Sanitary Committee of the City of London waited upon the Chancellor of the Exchequer last week for the purpose of drawing attention to the imperfect and inefficient state of the law for the importation and sale of unsound and spurious tea.

In introducing the deputation, Mr. Deputy Kelday said the City authorities were most anxious to put a stop to the importation and sale of spurious tea, but, in consequence of the imperfect and uncertain condition of the law, they had failed to put a stop to a practice which was really a public scandal. Dr. Letheby pointed out that the manufacture of spurious tea was a recognised business in China. The spent or exhausted leaves of tea used by the Chinese were also sent into this country and put into circulation, under the name of "Maloo mixture." Large quantities of spurious and exhausted teas had come under his notice at the Commercial Sale Rooms, Mincing-lane. Samples of the tea had

Digitized by Google

with some difficulty been obtained, and were found to be putrid and rotten, being exhausted tea that had been used by the Chinese and then redried. Last April 628 chests of spurious tea were sold by auction; they consisted partly of dust and iron filings, and realised from three to five farthings per lb. Many attempts had been made by the City authorities to bring the offenders to justice, but it had been found, owing to the imperfect state of the law, that it was impossible to reach the guilty parties. It was difficult to get access to the bonded warehouses to inspect the tea, and all sorts of technical legal difficulties had been thrown in their way as to whether tea could be considered as an article of food or drink, or even a vegetable. He contended that the law should be altered, and suggested that the Custom-House officers of the Port of London should be entrusted with the duty of inspecting and seizure of spurious and unwholesome tea, as they already possessed the most ample machinery for this purpose. At present the Customs had the power of refusing a permit for the delivery of unsound tea from bonded warehouses.

The Chancellor of the Exchequer said he was afraid the powers would be too large and delicate to be entrusted to such a class of men as the Custom-House officers. He recommended the deputation to submit their case to the Home Secretary, with a view of obtaining an amendment of the law.

The deputation to Mr. Lowe was the last of a series of efforts which have been conducted by the Sanitary Committee of the City of London to prevent the importation and sale of spurious tea. The history of these efforts is curious. In the early part of 1866 it came to the knowledge of the Committee that some 350,000 lbs. of salvage tea from the fire in Tooley-street was to be offered for sale. It was ascertained that this tea was either so charred by fire, or so exhausted by water from the engines, as to be quite unfit for human consumption. The Committee failed to obtain a condemnation of the wretched stuff, chiefly because the Act of Parliament does not sufficiently define tea, and it was held to be neither a vegetable nor an article of diet. In March, 1870, 201 chests of putrid leaves called Moning Congou, and fifty chests of what were called Orange Pekoe siftings, were advertised for sale. Six chests of the former and nine of the latter were seized under guarantee to the Dock Company, in order to test the powers of the law. The six chests were condemned by the magistrate as unwholesome, but his powers did not extend to the spurious siftings. Meantime the whole of the remaining chests were spirited away. Still more recently, in April of the present year, 628 chests of stuff, the principal ingredients of which seemed to be dirt and iron filings, were advertised, and sold by auction in the City at from three farthings to five farthings the pound; yet the authorities had no power to interfere. Unfortunately, under the existing law neither the Chancellor of the Exchequer, the Customs authorities, nor the Board of Trade are able to assist the civic authorities in preventing the sale of these spurious teas. It remains for the corporation to suggest to the Home Secretary some necessary alteration of the law; and this need not present any great difficulty.

ARTICLES OF IMPORT.

TEA.

The heavy arrivals have caused a quieter tone in the market, the trade showing less disposition to buy, except the more desirable parcels of medium quality, both of black and red leaf Congou, and even in these importers have made some concession in price to effect sales. Good common Teas remain very steady at previous prices, but the low qualities have sold at a further decline upon previous low rates. Fine to finest kinds have been only in limited request. The lower prices ruling for red leafs, valued at 1s. 2d. to 1s. 6d. per lb., have been to the extent of 1d. to 1½d. per lb., and for black leaf, ½d. to 1d. per lb. The demand for export to the Continent and Canada appears finished for the season, as nothing has been done, and to other quarters, transactions have been on the smallest scale. We are not able to give the details of Stock, the returns not yet being issued, but according to the daily Custom's reports the deliveries to the 27th ult. amount to 12,305,000 lbs., against 15,613,000 lbs. to 27th October.

BLACK.—Red-leaf kinds: Siftings of new season have sold in public sale at lower prices; broken-leaf kinds also at ½d. to 1d. per lb. decline; fair to good common have been firm at previous prices, the supply being small; fair Kaisows still command full prices, say from 1s. 1d. to 1s. 3d.; good qualities, from 1s. 4d. to 1s. 6d., have been in over-supply, and prices have given way ½d. to 1d. per lb.; fine have been difficult of sale at rather lower prices; in finest there is nothing new to report. Pak Lin kinds: the good qualities have been in demand for export at about previous prices. Black-leaf kinds: The low descriptions, under 10d. per lb., have sold at public sale at a decline of ½d. to 1d. per lb.; fair to good common remain steady at previous prices; fair to good medium kinds have been sold to some extent, but prices must be quoted ½d. to 1d. per lb. lower; fine have been less in demand at rather lower prices; finest show no alteration. Amoy kinds: Low qualities have been sold at public sale from 4½d. to 5½d. per lb., being ½d. to 1d. per lb. decline Good kinds are saleable at former prices. New make Canton Congous have been sold at about previous rates, say 11d. to 1s. 2d. per lb. for common to fair kinds. Oolongs show no material alteration. Souchongs: Good kinds have been sold 1d. per lb. lower; fine to finest at about former prices. Flowery Pekoes still command high prices for fine descriptions. Scented Teas—Canton Capers: Common to fair have sold without change in prices, good to fine at rather easier rates. Foochow kinds have been difficult of sale at 1d. per lb. decline. Orange Pekoe: Canton kinds have not been readily saleable. Foochow kinds: Good kinds have been sold at the decline last quoted; fine have sold at fully former prices. Uncoloured Japans: The quantity on offer is in excess of the wants of buyers, and prices are rather irregular.

GREEN.—The Albyn's Isle, from Nagasaki, has arrived with 330,000 lbs. Japan Leaf, but only a portion of the cargo has been offered, as this class of Tea for the time being is not wanted, the ordinary outlets being closed for the season, and prices in the United States rule lower than on this market. The few sales are, common skinny leaf 6d. to 7d.; and small curled leaf, called Pekoe, or No. 1 quality, 1s. 3d. to 1s. 5d. per lb.

SILK.

The market has been quiet during the past week, and transactions have been on a small scale, but prices remain very firm and unchanged. Importers are firm holders, and will not accept any reduction from present rates for China Silk. Japans and Bengals are quite neglected. In Cantons there has been some business at 16s. for market Tsatlee. Deliveries from 1st to 29th Nov.:—

	1871.	1870.
China	2,569	2,259
Canton	810	612
Japan	557	410
Bengal	337	301
Total ...	4,273	3,582 bales.

COFFEE.

The market for Ceylon—notwithstanding that the public sales have presented but a small supply—has been very dull during the week; and prices show a decline of 6d. to 1s. per cwt., the business done being extremely small, both privately and at the auctions. The latest rates paid have been—for Plantation, triage 60s. to 62s. 6d., small 66s. to 67s. 6d., low middling grey 70s. to 72s. 6d., bold ditto 74s. to 76s., peaberry 83s. 6d. to 84s. 6d. Native has been in even less demand than Plantation, and all offers have been withdrawn or bought in; but for arrival 75 tons Native Ceylon have been sold during the last few days at 67s. guaranteed good ordinary.

The landings for last week show a decrease of fully 500 tons, whilst the deliveries are smaller than for some time past, and 250 tons less than last year, the deficiency in the stock being increased to 9,500 tons. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 88,512 cwt., against 56,115 cwt. at the corresponding date of 1870; Native 19,694 cwt., against 2,466 cwt. The quantity afloat for the Continent is nil (in both years). The quantity of Coffee landed in the forty-seven weeks ended Nov. 25, 1871, was, of Ceylon, 35,604 tons, against 39,575 tons during the corresponding period of 1870; of all descriptions, 67,412 tons, against 68,165 tons. The quantity entered for home consumption was, of Ceylon, 10.193 tons, against 9,446 tons; of all descriptions, 18,305 tons, against 17,201 tons. The quantity exported was, of Ceylon, 29,912 tons, against 28,237 tons; of all descriptions, 54,977 tons, against 46,711 tons. The stock on Nov. 25 was, of Ceylon, 9,015 tons, against 15,758 tons; of all descriptions, 18,939 tons, against 28,472 tons.

CINNAMON.

The last quarterly sales for the present year were held on the 27th ult. The total quantity of Ceylon offered was 1,965 bales, which met a steady demand, prices at the same time showing some irregularity; fine and superior qualities of first sort brought quite last sale's rates, but medium and second and third sorts sold rather cheaper, fourth being rather dearer. Of the whole quantity offered 1,800 bales found buyers, and the following shows the prices paid for the various descriptions:—

Bales.		Sold at. s. d.	s d.
351	First sort, superior	3 7 to	3 10
	Medium to fine	2 10 —	3 5
834	Second sort, superior	3 6	
	Medium to good	2 7 —	3 2
473	Third sort, fine	2 11 —	3 0
	Chiefly ordinary to medium	2 5 —	2 9
	Low	1 8 —	2 2
166	Fourth sort, good to fine	2 4 —	2 7
	Very low to medium	0 10 —	2 2
141	Spurious	0 1½ —	0 3

Of Cinnamon Chips, 1,038 bags Ceylon were offered and met a moderate demand; only 300 bags were sold at previous sale's rates—coarse bark 2d., fair to good chips 5½d. to 6½d.—the remainder being bought in at 3d. for ordinary to 6½d. for good.

The next auctions are fixed for the 26th February, 1872.

SUGAR.

The market continues very strong at the recent advance, but owing to a further advance being generally required by holders, especially for those descriptions generally sought after by speculators, the business has been considerably restricted. The only sales we have to report are 303 bags fine brown and low yellow Penang at auction, at 30s. 6d. to 31s., and privately 4,980 bags old common Taal Manila, ex last week's auction, at 23s.

The quantity of Sugar landed in the forty-seven weeks ended Nov. 21, 1871, was, of Penang, 1,520 tons, against 3.028 tons in the corresponding period of 1870; of Manila, Java and China, 20,168 tons, against 19,212 tons; the quantity entered for home consumption was, of Penang, 3,536 tons, against 2,161 tons; of Manila, Java, and China, 31,276 tons, against 23,794 tons. The quantity exported was, of Penang, 303 tons, against 120 tons; of Manila, Java, and China, 1,638 tons, against 3,732 tons. The stock on Nov. 25 was, of Penang, 652 tons, against 3,077 tons; of Manila, Java, and China, 14,999 tons, against 27,476 tons.

CAMPHOR.—*China:* The market continued quiet at 70s. re-weights

Digitized by Google

till a few days ago, since when there has been a large speculative demand, and 2.500 cases have changed hands at 70s. to 72s. 6d.; there are few sellers now at those figures. *Japan:* Without transactions.

CUBEBS.—Large arrivals, and prices show a further fall; 251 bags sold at auction at 20s. to 23s. 6d. for middling to good quality.

COPRA.—Scarce; supplies would meet with ready sale.

CHINA ROOT is still in limited supply, and holders will only quit their stocks at high prices, which at present buyers decline to pay.

COLOMBO ROOT.—In good demand, but scarce; business done privately at prices not reported.

CARDAMOMS.—Large arrivals and few buyers, but holders firm; of 61 packages, chiefly Aleppe, at auction, barely one-fourth sold, very good at 10s. 8d.; good bright, little greenish, 10s. 1d. to 10s. 2d.; more brown and mixed 9s. 5d. to 9s. 8d.

COIR GOODS have met with a fair demand, Yarn bringing very full rates; Fibre and Rope are unchanged. At the sales 38 bales middling Cochin Yarn sold at £30 5s.; 94 bales Ceylon were bought in at £44 to £50 per ton; of 75 tons Ceylon in dholls, 45 tons sold at £28 to £35 per ton for common to good middling; 6 tons Ceylon Mattress Fibre sold at £18 to £30 15s.; 84 tons Ceylon Rope brought £18 15s. to £21 per ton for 2¼ to 4 inch.

CUTCH is somewhat less depressed than of late, and about 1,200 boxe have been sold by private contract, Rangoon at 24s., and Penang at 23s. 9d. per cwt.

COCOA-NUT OIL.—The market continues dull at lately ruling prices, Ceylon £38 10s., Cochin £51. At public sale 9 pipes Ceylon sold, rather dull to fair at £38 10s.; of 114 hogsheads offered 95 hogsheads sold, brownish to good at £38 10s. to £38 15s. per ton.

DRAGON'S-BLOOD.—Market steady; supply increased by arrivals; one case good lump reported sold at £7 10s. per cwt.

ESSENTIAL OILS.—*Aniseed* has been dealt in speculatively to a large extent, some 70 cases having changed hands up to 12s. 6d. per lb., but there are no sellers now. *Cassia* has been more inquired for, and 4s. 11d. paid, but there is no quantity offering. *Nutmeg:* A little more offering; 8 cases at auction sold at 10d. per oz. *Cinnamon:* Very scarce, and wanted. *Citronelle:* More inquiry prevails in the absence of any supply brought to auction. *Lemon Grass:* Steady, and of 25 cases offered, half sold at 2¾d. per oz. for good quality.

EBONY.—No change; fine figured Ceylon in request at high quotations. Sale reported of 41 logs (12 tons) Ceylon at £14 15s. per ton.

GAMBIER has met a steady inquiry, and a fair business has been transacted both on the spot and afloat, at about previous rates. On the spot by private contract about 1,800 bales block have been sold at 17s. 6d., a little 18s.; and for arrival 400 tons at 17s. 3d. to 17s. 6d. ex ship, chiefly the latter price. At auction, 536 bales 1,541 mats Cubes sold at 19s. to 23s., and 68 bales Bombay stripts at 18s. 6d. per cwt.

GUMS.—*Benjamin:* Sumatra is quiet; in public sale 90 cases were nearly all bought in; 23 cases Siam also offered, and retired; arrivals of both. *Copal* dull; of 210 cases at auction about half sold, common coated hard 21s. to 22s. *Gamboge* quiet; of 22 cases offered three-ourths sold at £11 10s. to £12 per cwt. for fair sorts. *Damar* quite neglected, and 205 cases offered, and retired.

GALLS.—*China:* Firm, and dearer. Nearly 500 cases have changed hands privately up to 55s. per cwt., but at auction 207 cases were offered, and retired at 56s., only 53s. being bid. *Japan:* No business reported.

GUTTA-PERCHA.—Market very dull; 144 baskets and 4 tons at auction retired. Privately about 50 tons have been sold at 11d. to 1s. 1½d. for common white and reboiled.

HEMP.—*Manila* continues in only moderate request, but some 1,500 bales have changed hands privately, and at auction of 1,460 bales offered, about one-third found buyers at prices a shade lower on the average—viz., good fair roping, £48s 5s. to £48 10s.; mixed, £42 to £43 5s. per ton.

HIDES.—At the public sales held 30th ult. a moderate quantity of East India Kips was brought forward, and nearly all sold without material alteration from last sale's prices. Singapore and Penang Buffalo were in limited demand, and only a few lots found buyers. *Ox and Cow:* 7.237 Penang sold. light 6½ to 7⅞ lb. at 10½d. to 11½d., heavy 8¾ to 9⅜lb. at 9¼d. to 9¾d., extra 12⅝ to 14¼ lb. at 8¾d. to 9¾d., small and calf 9⅛d. to 9¾d., thirds 6¾d. to 8½d., fourths 6½d. *Buffalo:* Of 1,185 Java 375 sold, 27lb. at 5½d. Of 2,567 Singapore and Penang 772 sold, heavy 32¼ to 38lb. at 4¾d. to 4⅞d. 1,170 Manila and 342 Batavian withdrawn.

HORNS.—No transactions.

ISINGLASS.—Market steady for fine; common, still neglected; 97 packages nearly all placed; Pipe or Tongue 1s. 3d. to 2s. 10d. low dark to fair; Leaf, 3s. 8d. to 3s. 9d. fair to fine; common and middling part dark, 2s. to 3s.; Purse, good clean, 1s. 3d. to 1s. 7d.; low mouldy, 4¾d.

INDIA-RUBBER.—Without change; good qualities scarce; no transactions.

JAPAN WAX.—Very dull; scarcely any demand; at auction 55 cases offered and bought in at £5 to £5 2s. 6d. per cwt.

MUSK.—Market steady, and 18 caddies sold in auction, fair-shaped selected pods with a few roughish intermixed at 31s. to 32s.; rough and bally at 16s. per oz.

PEPPER.—*Black* has been very dull, with very restricted trade at lower prices, latest being:—Singapore 6⅛d. to 6¼d.; Penang 5¾d. to 6d. At public sale 3,639 bags offered, and only a few bags Trang sold at 6d. *White* has been very inactive, but of 1,156 Singapore offered at auction, mostly new arrivals. part overland, about 900 sold at 1s. 1¼d. to 1s. 1¾d. for fair to good, and 1s. 1d. to 1s. 1⅛d. dingy brownish; 95 bags Penang also sold at 1s. to 1s. 0⅞d. for fair.

PLUMBAGO.—Market for Ceylon quiet, except for very fine qualities, which are scarce; of 781 barrels at auction, a small proportion only sold; lump, good bright, 26s. 6d.; chips, fair, 14s.; dust, good, 9s. Stock large.

RHUBARB.—Prices of China again rather easier. Of 418 cases offered at public sale, rather more than half found buyers: fine bold selected root of good fracture, 3s. 6d. to 4s. per lb.; good bold and medium of fair and good fracture, 2s. 6d. to 2s. 9d.; high dried fair pale and pinky fracture, 2s. to 2s. 3d.; smaller and rougher. 1s 6d. to 1s. 8d.; dull, wormy bold, 10d. to 1s. 1d.; rather preferable, 1s. 3d.; inferior ough dark, 3½d. to 4d.

RATTANS.—In demand, but there is no supply; no sales to report.

RICE.—The market is steady, but with daily decreasing activity, and the business done during the week has been small, although previous prices have been maintained. Middling to good white Bengal has sold at 11s. 4½d. to 12s., broken at 10s. 9d., Ballam at 9s. 3d., ex quay. For arrival 200 tons Madras, August sailing, sold recently at 10s. 3d., ex quay. In auction 8,676 bags Necransie Arracan, per Waterloo, were bought in at 10s. 6d., excepting 1,800 bags third class sea damaged and loose collected, which sold at 9s. 3d. to 9s. 6d.

SPICES.—*Cinnamon:* See report of quarterly sales above. *Cloves:* Market dull; 5 cases Penang at public sale bought in. *Cassia Lignea, &c.:* Scarce, and higher figures again required. Vera: 427 bales Calcutta retired, but subsequently sold, the bulk at 39s. per cwt. Buds steady. *Mace* continues firm, and 23 cases Singapore at auction were nearly all placed -good bold 4s. 10d., low to fair middling 3s. 4d. to 4s. 3d. *Nutmegs* are a shade lower, and rather less demand prevails; 30 cases offered and sold—63's, 4s. 1d.; 66's, 3s. 10d.; 71's to 76's, 3s. 7d. to 3s. 5d.; 87's, 3s. 4d.; 107's, 3s. 1d.

SAGO.—Market firm; of 3,596 bags in auction, half sold at 17s. 6d. to 18s. for good medium and large, and 16s. 6d. to 17s. good small. *Flour* quiet; 390 bags offered and retired.

SAPANWOOD.—*Manila* and *Siam* in good demand, but very short suppply; 10 tons Cebu at auction sold at £8 5s. to £8 7s. 6d., splinters £1. *Ceylon* scarce, and holders demand high prices; no transactions to report.

SHELLS.—No business since the periodical sales reported in our issue of the 20th ult.

STICKLAC.—Siam scarce, and high; private business at fully last quoted rates.

STAR ANISEEDS.—No supply.

SOY.—Steady, at previously ruling prices.

TOBACCO.—At public sale on the 29th ult. 259 bales Java sold—Banting, 10d. to 1s. 5½d.; Blitah Papoh, 7½d. to 2s. 1½d.; 264 ditto, ditto (damaged). Banting, 8½d. to 1s. 6½d.; Blitah Papoh, 5½d. to 1s. 9½d., two lots 2½d.; 24 bales Japan, 10d.; 137 bales (damaged), 7d. to 8½d.; and 2 bales Manila, repacked, at 1s. 5d. and 2s. 2d. per lb.

TAPIOCA.—Prices slightly lower at the close, but during the fortnight a moderate private trade has been done at former prices. At public sale 2,170 bags Singapore, three-fourths sold, fair to good white, 2d. to 2½d.; dingy dull, 1¾d. per lb.; 216 bags Penang sold at 2d. to 2¼d. for good greyish. Of 230 bags *Pearl* offered half sold at 20s. dingy small medium. *Flour:* Steady but quiet; 203 bags retired.

TIN.—Since our last report the price of Banca and Billiton has advanced £5 per ton. Straits, having been more speculated in, has advanced about £9 per ton. The current quotations are—Straits, on the spot, £155; afloat, £150; Banca, £150; Billiton, £149 per ton. Telegrams from Holland were received yesterday, showing deliveries during the month of 39,017 slabs, and that there are but 16,000 slabs at present shipped towards the spring sale has caused great excitement in Holland as well as here. The quotation there is 88 guilders.

TURMERIC.—Java unsaleable.

VERMILION.—China still out of supply.

ARTICLES OF EXPORT.

METALS.

IRON.—Welsh: Rails, £7 10s. to £7 15s. Bars, £7 10s. Staffordshire Best: Bars, £9 15s. to £10 5s.; Nail Rods, £9 15s. to £11 5s.; Hoops, £10 15s. to £11 7s. 6d.; Sheets, £10 15s. to £12 5s.; Scotch, Pig No. 1, £3 15s. to £4 2s.; Swedes, Bars, Hammered, £11, Swedes, Steel in kegs, ½ and ⅝ in., £14 to £14 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 7¼d.; Sheathing and Rods, 7½d. per lb.

TIN.—English Refined, £158. Tin Plates: Charcoal I C, per box 30s. to 35s.; Coke, 27s. to 28s.

LEAD.—W.B., £21 10s.; do., other brands, £18 to £18 2s. 6d.; Spanish, soft, ex ship, £17 10s.; Sheet, £19; Shot, kegs, extra, £20 15.; White, do., £26; Red do., £21.

SPELTER.—Silesian, £19 10s. to £20; English, smelted from ores £19 10s.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov24	Fire Queen	Hamilton	Foochow	London
25	Whinfell	Jones	Shanghai	Do.
24	Africa (str.)	Gallilee	Sing., Gall, &c.—S.C.	Do.
24	Clymeno	Morgan	Manila	Liverpool
23	Henry Millar	Dickson	Bangkok	Cherbourg Roads
24	Venus	Christensen	Rangoon	Cuxhaven
	Queen of the Seas	—	Singapore	New York
24	Anna Digna	Zaneveld	Batavia and Simon's Bay, for Amstrdm.	Off the Start
26	Humboldt	Reyer	Rangoon, for Cuxhn.	Deal
23	L.C.	Brus	Saigon, for Hamburg	Belle Isle
Oct.23	Amaranth	Steinbock	Do.	Monte Video
Nov14	Jane Sprott	Sprott	Batavia	New York
27	Friesland	Sipkes	Sourab., for Amtrdm.	Plymouth
24	Cama (Dan. brig)	—	Hong Kong	Cuxhaven
Oct.23	Eduard	Sohst	Do.	Callao
Nov26	Antipodes	Trostech	Manila	Liverpool
Oct.19	America	Perks	Macao	Callao

Digitized by Google

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Nederland (Dut. frig.)	—	Batavia	Amsterdam
Nov24	Istaya	Richards	Singapore	London
23	Loo Choo	Beal	Hong Kong	Sunderland
	Trafalgar (str.)	Watson	Galle	Shields
25	Good Hope (str.)	Bainton	Colombo, &c., via S.C.	London
25	Dartmouth	Elsden	Shanghai	Do
24	May Queen	Marr	Galle	Shields
24	Elena	Zabuguirre	Manila	Cardiff
27	Luctor et Emergo	Oswethard	Java	London
27	Belted Will	Braithwaite	Hong Kong	Do.
25	Caroline Lebriquelr	—	Do.	Cardiff
25	Maria Diederika	Von Lindern	Batavia	Do.
24	Huntley Castle	M'Aulay	Colombo	Clyde
25	Hedwig	Nelson	Batavia	Sunderland
13	Cashmere	Kingman	Shanghai	Boston
Oct.24	Hermoine	Shaw	Galle	Rio de Janeiro
Nov27	Britomart	—	China	Off Dover
24	Bhering	Burr	Nicolajefsk	Hamburg
29	Argonaut	Nicholson	Shanghai	London
26	Esther	Luth	Bangkok	Hamburg
29	Ravenscraig	Dunlop	Galle	Liverpool
29	Staffordshire	Hatfield	Shanghai	Do.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Nov. 22—28	Minia	London	Colombo, &c.
	Burmah	Do.	Do.
	Xanthus	Glasgow	Singapore
	Le Japon (Fr. Govt. trspt.)	Toulon	Saigon
	Athol	Sing., China, &c.	London

LOADING.

At London.—Steamers via Suez Canal.—For Penang, Singapore, Hong Kong, and Shanghai: Hong Kong. For Penang, Singapore, Hong Kong, Foochow, and Shanghai: Gordon Castle. For Singapore, Hong Kong, and Shanghai: Parana. For Colombo, &c.: Scotland, Calcutta, Oxfordshire, Thomas Wilson.

Sailing Vessels.—For Yokohama and Hiogo: Thracian. For Yokohama: Ziba, Velocity. For Shanghai: Norman Court, Aracan, Oberon, Deerhound, Weymouth, Leucadia, Blackadder, Duke of Abercorn. For Shanghai and Nagasaki: Lahloo. For Hong Kong: William Fruing, Corona, Jessie Isabel, Forward Ho. For Batavia and Sourabaya: Wistaria, Thomas Blythe. For Singapore: Roslin Castle. For Singapore and Sarawak: Alcestis. For Bangkok: Pelham. For Colombo: Kingdom of Italy, Granville. For Colombo, &c.: Cotopaxi. For Galle (via Cardiff): Lady Hincks.

At Liverpool.—For Yokohama and Hiogo: Oceana. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Sarpedon (str.). For Hong Kong (via Cardiff): St. Andrew's Castle. For Manila: Adolfo, Matilde, Glenduror. For Manila (via S.C. and Singapore): Buena Ventura (str.). For Singapore: Robert Kerr. For Batavia, Samarang, and Sourabaya: Madone. For Colombo, &c. (via S.C.): Hector (str.).

At Glasgow.—For Batavia and Sourabaya: County of Elgin. For Batavia and Samarang: County of Lanark. For Penang, Singapore, Hong Kong, Shanghai, and Japan (via London and S.C.): Glenroy (str.).

SPOKEN.

Kinfauns Castle, Glasgow to Singapore, Oct. 21, 19 S., 30 W.
Queen of India, Shields to Singapore, Oct. 20, 8 N., 25 W.
Alblasserwaard, Rotterdam to Batavia, Sept. 27, 7 N., 23 W.
Champion, Swansea to Galle, Oct. 4, 2 S., 20 W.
Golden Hind (?), Singapore to Hamburg (?), Oct. 9, 31 S., 12 E.
Golden Spur (ship), Hong Kong to Monte Video, Oct. 24, 33 S., 30 E.
Minister Fransen v. d. Putte, Bat. to Rttdm., Oct. 30, 9 N., 22 W.
Lindsay (Norw.), Swansea to Singapore, Oct. 27, 3 N., 23 W.
Wallace, Newcastle to Singapore, Nov. 14, 50 N., 17 W.
Amelia (barq.), Sourabaya to London, Sept 28. 1 S., 20 W.
Canning, London to Galle, Oct. 16, 26 S., 26 W.
Mars (Dan. brig), Batavia to New York, Oct. 7, Off St. Helena.

FREIGHTS AND CHARTERS.

There is but little change to note in outward freights to the East; business is moderately brisk at the undernoted quotations. In coal freights there is no alteration to report.

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. to 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. to 40s. weight, 30s. meast. To Nagasaki: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 30s. to 37s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. to 27s. 6d. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42. To Shanghai: £45 To Hong Kong: £36 to £38. To Penang: £24. To Singapore: £23 to £24. To Batavia: £21. To Galle: £18 10s. to £19. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 39s. to 40s. To Chefoo: 37s. 6d. to 40s. To Shanghai: £2 3s. 6d. to £2 5s. To Hong Kong: 37s. 6d. To Manila: 25s. To Colombo: 17s. To Galle, 20s. To Singapore. 24s. 6d. to 25s. To Batavia: 22s.

From Birkenhead, per ton.—To Galle: 15s. To Hong Kong: 31s. To Shanghai: 36s.

CASUALTIES.

The Shepherd (barque), Armstrong, which sailed, Nov. 15 from Newcastle for Galle, was towed into Harwich on the 25th, for repairs, having been in collision with the Orwell (str), off Hasborough, on the 22nd, when she received damage to port quarter; the vessel is tight.

Advices from Cape Town, dated Oct. 19, state that the Landbouw, Jansen, from Batavia to Rotterdam, which put into Simon's Bay, Oct. 6, leaky, had been surveyed and found to be making two inches water per hour; the cargo between decks had been ordered to be discharged, and amongst the portion already landed some coffee and sugar was found to be damaged.

The Bhering, Burr, which sailed from Hamburg, Nov. 24, for Nicolajefsk, put into Falmouth, 29, with loss of maintopsailyard.

MISCELLANEOUS.

Advices from Rotterdam, dated Nov. 25, state that the hull inventory of the condemned vessel Aldebarran, Meyboom, from Batavia to New York, which put into Simon's Bay Sept. 8 leaky, had been sold for £820; 3,400 bags damaged sugar were sold Oct. 6.

NEW LIGHTS IN JAPAN.

The following notices to mariners, received through the Secretary of State for Foreign Affairs from the Japanese Government, have been issued by the Board of Trade:—

The Government of Japan hereby gives notice that stone beacons have been built on the shallows called Yodsibi, Narusi, and Manaita, in the Straits of Simonosaki, they being the western entrance to the Inland Sea of Japan. The following is a specification of the appearance and position of the beacons:—Yodsibi Beacon is erected on a rock which uncovers about four feet at low water spring tides. It is cone-shaped, and has a plain rounded top, being twenty feet high and eight feet in diameter at the base, and is painted red. It is situated to the eastward of the navigable channel, and the Kilbune bears from it south 63 degrees west distant 4¾ cables. Narusi Beacon is built on a sandbank, which shows about two feet at low water spring tides. It is also cone-shaped, but is surmounted by a pear-shaped top, which is twenty feet above the base. The beacon is eight feet in diameter at the base, and is painted white. It is situated to the northward of the navigable channel, and Kilbune Point bears from it N. 41 degrees E., distant 2½ cables. Manaita Beacon is erected on a rock which scarcely shows at low water. It is cone-shaped, and is surmounted by a ball three feet in diameter, which is twenty feet above the base. The beacon is eight feet in diameter at the base, and is painted with black and white rings. It is situated to the northward of the navigable channel, and Oyamanohana bears from it S. 82 degrees E., distant 4¾ cables.

The Government of Japan also gives notice that a light of the first order will be shown from the Island of Iwosima, at the entrance to Nagasaki harbour, on the West Coast of Japan, every night from sunset to sunrise. The temporary light shown since July, 1870, will be discontinued. The following is a specification of the position of the lighthouse and the appearance of the light:—Nagasaki Lighthouse is situated on the northernmost point of the Island of Iwosima. It is in 32 deg. 43 min. north latitude, and is 129 deg. 46 min. east of Greenwich. It is constructed of iron, is hexagonal in shape, and is painted white, being of a height of 23 feet to the centre of the lantern. The light is a fixed white light of the first order, and will illuminate 245 deg. of the horizon, being eclipsed on one side outside the Mitzuse Rocks, on a bearing of S. 30 deg. W., and on the other to the northwards of Kalgeno Point, on a bearing of S. 85 deg. E., bearings true. The total elevation of the light above the sea is 205 feet, and its range of visibility from a vessel's deck 21½ nautical miles.

The Government of Japan hereby gives notice that a lightship has been moored in Hakodate harbour as a guide to vessels using the port. It will show a fixed white light, from sunset to sunrise. The lightship formerly moored in Hakodate harbour has been removed. The following is a specification of the position of the lightship and the appearance of the light:—The lightship is moored in 7½ fathoms low water spring tides, on the northernmost point of the Spit which runs out from Point Azama. The mouth of Kamida Creek bears from it S. 74 degrees E., White Bluff S. 10 degrees W., and Yanenai Point S. 85 degrees W., bearings true. The lightship is painted red, has two masts, and has a red ball at the foremasthead. A fixed white light is shown from it, at an elevation of thirty-six feet above the sea, which is visible from a vessel's deck ten nautical miles. It is advisable for vessels of large draught to round the lightship to the northward, as there is a rough bank of boulder stones directly to the south of it.

Launch of Steamers on the Clyde.—On Nov. 29 there was launched from Messrs. Robert Napier and Sons' shipbuilding yard at Govan, an iron screw steamer, named the Galley of Lorne, for the East India and China trade of Messrs. Shaw, Maxton, and Co., London. She is of the following dimensions:—Length, 320 feet, depth, 36 feet; and builders' measurement 2,100 tons. The steamer will be fitted up with compound engines similar to those of the sister ship, Lord of the Isles, recently constructed for the same firm. Messrs. Aitken and Mansel, Whiteinch, launched on the same day the Glenrosa, a screw steamer of 2,000 tons, for Messrs. Wm. Ross and Co., Glasgow, for their trade between the Clyde and the East Indies and China. The Glenrosa, which has been built to the highest class at Lloyd's, will be fitted with engines of 300-horse power by Messrs. John and James Thomson, Glasgow.

The Russian Steam Navigation Company.—The steamer Nachimoff, belonging to the Russian Steam Navigation Company, is now loading for a second voyage to Bombay, from which port she will return before proceeding to China to load next season's teas. We understand that this company have eleven steamers in course of construction at English yards for their home trade, in addition to one for the China line which is building at Newcastle.

A Burmese Vessel.—The Ysekya Yeen Byan, built by Messrs. Palmer, of Jarrow, under instruction from the King of Burmah's agents in this country, has left the Thames. This is the first steamer which has gone direct from London to Rangoon *via* the Suez Canal. It is also the first occasion on which the Burmese flag, a peacock, has been hoisted in English waters.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Electro and Plated Ware.	Beer in Bulk.	Beer in Glass	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Hams, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	lbs.	£.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	Cwt.	£
Minia, str., via S.C.	Colombo, &c...	London.	Nov. 8	...	6¼	...	..	...	..	221	870573	36575	99	320	...	...	38	24	...	192	43	174	255	...	15	551	...	...	24	...	...	136	32	8	60
Spirit of the North	Colombo	,,	,, 9	121	48	1	3	1	470	1621	...	...	...	...	...	...	...	...	8	5	317	195	73	1000	24	329	...	...	204	19	10	38	...	...	130
Copernic, str., via S.C	Eastern Ports	,,	,, 11	...	...	...	...	3	1366	977	2924759	25294	843	12922	140	163208	68	...	2	23	60	10	289	8092	369	2260	...	...	473	£10	33	257	241	...	108
Burmah, str., do.	Colombo, &c	,,	,, 11	...	...	...	...	¾	10	468	374063	...	...	...	...	...	...	...	...	5	3	4	42	...	25	2485	...	...	82	40	...	21	148	3	190
Teviot, str. do.	Singapore, &c.	,,	,, 11	...	...	...	...	¾	50	524	384920	3354	25	...	...	1785	225	121	...	6	28	...	80	...	170	645	...	...	201	60	90	232	307	...	10
Do. do.	Hong Kong	,,	,, 11	13	1	33	...	...	...	1039	612821	51210	353	4797	...	110000	...	...	...	88	...	20	386	...	360	1128	400	...	268	128	44	320	93	...	159
Do. do.	Shanghai	,,	,, 11	13	...	19	...	14	1216	1347	3151284	140345	341	19014	...	£187	167	...	16	100	75	...	422	...	87	616	...	...	36	265	...	28	14	7	100
Do. do.	Japan	,,	,, 11	..	...	...	...	...	...	146	17250	...	...	1707	37	...	...	...	...	...	6	...	60	...	...	193	...	...	169	46	...	52	6	..	48
Vanguard	Penang	,,	,, 13	...	...	9	50	...	...	305	...	...	...	...	...	...	...	78	76	43	47	520	438	500	...	...	152	110	310	...	...	74	60	...	...
Undine	Shanghai	,,	,, 14	225	25	¾	200	15	...	269	3339218	85000	30	1152	...	...	...	5	164	613	430	2551	693	1043	70	71	...	...	165	1½	...	339	385	7	35
Catalina	Manila	,,	,, 15	16	...	13	28	85	...	2349	650050	20276	...	4	...	2000	30	...	30	21	437	85	36	1500	540	193	513	...	1916	101	41	112	33	...	...
Teviot	Colombo	,,	,, 18	110	113	...	...	...	31	1127	14500	56000	...	30	...	420	...	504	16	2303	809	12	340	158	20	371	145	...	768	30	...	211	171	£7	...
Solent	Yokohama	,,	,, 18	235	12	...	70	¾	935	713	359550	48536	261	385	...	185100	...	4	236	828	790	1140	1341	1670	627	65	...	361	650	76	...	440	401	3	40
Krishna, str., via S.C.	Ceylon	Livrpool	Oct. 30	...	...	...	...	1¼	9	203	1093989	123098	...	140	...	5500	...	...	20	141	22	12	83	20	29	572	100	5	274	6	6	13	80	...	...
Nestor, str. do.	Singapore	,,	Nov. 1	...	51	...	...	...	...	505	12038855	177956	67	1220	180	120	70	...	...	26	83	47	27	500	50	715	43	52	20	6	...	...	60	...	35
Do. do.	Java	,,	,, 1	...	...	...	...	...	...	...	2006034	18600	90	...	...	...	...	...	...	...	...	...	...	...	...	23	...	...	...	...	...	...	21	...	...
Do. do.	Manila	,,	,, 1	...	...	...	...	...	...	200	713	123967	...	362	...	1260	...	...	...	...	...	110	...	2500	307	164	...	...	...	...	...	...	...	...	...
Do. do.	Hong Kong	,,	,, 1	...	...	¼	...	...	120	146	3454123	41053	...	4847	...	213240	17	...	...	...	...	...	...	...	1cs.	12	...	...	...	...	6	116	246	...	62
Do. do.	Shanghai	,,	,, 1	...	5	...	...	23	...	247	3030271	176157	...	12145	...	10400	26	...	...	...	...	...	...	...	...	760	...	...	6	1box	...	40	99	...	319
Do. do.	Japan	,,	,, 1	...	...	...	...	...	...	1087	38000	14400	...	2114	...	4000	...	...	...	...	...	...	...	...	...	646	...	...	...	25	...	...	...	...	30
Patroclus, str. do.	Singapore, &c.	,,	,, 16	...	10	...	...	...	...	116	642718	55480	126	3950	...	15630	...	...	...	...	...	15	...	500	...	60	...	...	...	...	13	41	58	...	338
Do. do.	Hong Kong	,,	,, 16	...	...	...	...	...	1cs.	375	1971980	35972	33	4384	...	176000	...	...	...	...	4	...	108	...	...	...	...	...	2cs.	1cs.	...	...	40	£20	2cs.
Do. do.	Shanghai	,,	,, 16	3¼	20	...	...	...	4182	55	4367136	33000	...	12145	...	4000	...	...	...	...	22	...	...	...	...	4cs.	...	...	95	608	...	...	16cs.	...	120
Do. do.	Japan	,,	,, 16	...	...	...	...	...	...	30	...	...	...	760	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	209
Penrith	Do.	,,	,, 18	64	35	3 cwt.	...	½	...	175	138319	106800	125	4543	...	355059	69	...	39	...	...	27	35	...	...	325	...	...	58	...	...	...	...	...	...
Norham Castle	Singapore	Glasgow	,, 17	58	...	...	...	...	...	336	...	50400	1661	47	...	29200	...	57	37	...	54	...	...	...	46	...	120	118	590	...	...	...	...	...	...
Huntley Castle	Colombo, &c...	,,	,, 24	...	...	...	...	...	...	...	...	70780	73	...	...	20050	...	271	188	448	1825	1012	1254	...	348	66	...	...	713	...	46	193	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Minia, str., via S.C.	Colombo, &c.	65	...	147	8	99	...	26	...	425	40	95	...	...
Spirit of the North	Colombo	263	31	...	87	...	...	...	54	46	149	10	1920	6
Copernic, str., via S.C.	Eastn Ports	473	7	2739	1722	254	138	349	90	1cs.	13	277	...	65
Burmah, str., via S.C.	Colombo, &c.	82	16	...	132	28	10	103	...	7	45	...	151	...
Teviot, str., via S.C.	Singape., &c.	30	5	330	19	150	123	98	254	...	345	120	771	...
Do. do.	Hong Kong	240	67	337	326	212	35	312	30	25	404	...	80	25
Do. do.	Shanghai	583	...	970	568	78	117	26	84	50cs.	...	1130	28	...
Do. do.	Japan	348	...	795	407	290	...	41	270	...	...	...	...	60
Vanguard	Penang	84	2	2	...	...	45	...	...	...	1300	...	...	...
Undine	Shanghai	74	...	24	255	...	9	...	99	...	19	230	...	45
Catalina	Manila	867	92	957	...	311	224	101	...	167	...	1250	...	...
Teviot	Colombo	441	...	104	59	...	60	12	40	291	...	55	1164	...
Solent	Yokohama	246	6	969	614	69	170	30	182	68	...	...	...	...
Krishna str., via S.C.	Ceylon	81	...	43	37	26	13	18	...	40	...	55	186	210
Nestor, str., via S.C.	Singape., &c.	209	1cs.	9	212	78	14	80	15	...	5	...	...	...
Do. do.	Java	70	...	...	...	...	45	...	...	...	...	...	...	...
Do. do.	Manila	1cs.	...	34	60	50	...	...	...	...	50	...	...	...
Do. do.	Hong Kong	36	15	4cs.	...	...	...	...	35	...	249	...	...	...
Do. do.	Shanghai	203	1cs.	2cs.	...	39	6	4	190	...	20	511	...	...
Do. do.	Japan	60	70	1255	20	...	...	...	288	...	...	...	...	...
Patroclus, str., via S.C.	Singape., &c.	5	...	70	2cs.	407	...	...	...	...	54	470	...	...
Do. do.	Hong Kong	22	...	...	..	30	...	...	...	...	...	...	300	...
Do. do.	Shanghai	221	...	1cs.	4cs.	...	...	...	...	...	...	...	...	1box
Do. do.	Japan	...	...	...	25	...	...	...	...	...	...	...	...	...
Penrith	Do.	...	...	...	...	...	...	...	...	...	...	...	£180	...
Norham Castle	Singape., &c.	...	...	92	...	...	...	...	...	...	...	249	...	...
Huntley Castle	Colombo, &c.	86	...	...	...	...	...	64	...	...	...	...	11881	...

ADDITIONAL.—Per MINIA (str.).—Gold coin, £613; effects, £162; carriage shafts, £8; geneva, 20 gallons.

Per SPIRIT OF THE NORTH.—Grindstones, £7; clocks, £15; water-closets, £11; sleepers, £1,550; india-rubber manufactures, £30; casks, £95; roofing felt, £20; smiths' bellows, £50; zinc, 1 ton.

Per COPERNIC (str.).—Goods, manufactured, £130; condensed milk, 10½ cwt.; musical instruments, 2 cases; glass, 7 cases; grindstones, £15; cottons, £2,660; turnery, £53; india-rubber manufactures, £81; scientific instruments, £15; tin plates, 50 boxes; delaines, &c., £42; cambrics, &c., £70; quicksilver, 200 bottles; carriages, £105; effects, £1,587; sugar, 47 cwt.

Per BURMAH (str.).—Shooks, £60; goods, manufactured, £55; effects, £711 and 1 case; nuts, £8; zinc, 1½ ton.

Per TEVIOT (str.).—To Singapore, &c.: Perambulators, £45; effects, £70; india-rubber manufactures, £20; fowling-pieces, 6 cases; vegetables, 1 case; thread, £12; hair manufactures, £360. To Hong Kong: Effects, £175; photographic lenses, &c., £208; lighthouse stores, £57; ship's rigging, £230; mineral waters, £40; surveying instruments, £25; elastic, £136; flags, £26; goods, manufactured, £44; soap, £145; cottons, £260; tin plates, 250 boxes; quicksilver, 1,540 bottles. To Shanghai: Iron wire, £750; sugar, £32; goods, manufactured, £492; india-rubber manufactures, £18; grindstones, £27; scientific instruments, £262; shop front, &c., £175; effects, £396; cottons, £23,589; delaines, &c., £3,674. To Japan: Goods, manufactured, £117; tortoiseshells £137; flower roots, £8; cottons, £1,277; cambrics, &c., £280. To Batavia: Gold coin, 2,500 ounces; biscuits, £44; rugs, £18; drugs, £14; haberdashery, £10; matches, £20; confectionery, £35; machinery, £230; cottons, £54; goods, manufactured, £30.

Per VANGUARD.—Matches, £250; corks, £18; bone manure, £455; lamp shades, £21; photographic materials, £4; guano, £361; coals and coke, 102 tons; shot, ¾ ton; tar and pitch, 50 barrels; gunpowder, 10,600 lbs.

Per UNDINE.—Matches, £300; sugar, 213 cwt.; carriage, £100; empty cases, £37; bottle envelopes, £3; mineral waters, £53; goods, manufactured, £120; cordials, 50 cases and 5 gallons; geneva, 455 gallons; cottons, £5,040.

Per CATALINA.—Flower roots, £15; goods, manufactured, £35; boot webs, £74; felt, £70; effects, £24; india-rubber manufactures, £888; sponge, £14; pictures, £102; succades, 1 case; cottons, £950; engine packing, £100; pig iron, 100 tons.

Per TEVIOT.—Corks, £60; chalk, £14; mineral waters, £19; perambulators, £10; goods, manufactured, £38; cement, £50; effects, £20; carriage, £40; sugar, 34 cwt.; rum, 38 gallons; geneva, 1,862 gallons; tar and pitch, 10 barrels; gunpowder, 25 lbs.

Per SOLENT.—Sugar, 25 cases and 37 cwt.; corks, £5; goods, manufactured, £85; mineral waters, £33; grindstones, £7; carriages, £300; india-rubber packing, £32; marble mantelpieces, £7; cement, £53; matches, £80; cottons, £140; delaines, &c., £1,905; rum, 128 gallons; geneva, 99 gallons.

Per KRISHNA (str.).—Corks, £5; hosiery, 1 case; effects, £90; sugar, 60 cwt.

Per NESTOR (str.).—To Singapore, &c.: Apparel, 2 cases; clocks, £122; wine, 13 cases; cottons, 2 cases and £350; tin plates, 50 boxes; geneva, 64 gals. To Manila: Tissues, 7 cases; cottons, £44; goods, manufactured, £235. To Hong Kong: India-rubber, £300; clocks, £200; percussion caps, 8 cases; woollens, 5 cases; sugar, 40 casks; silver plate, 720 ounces; haberdashery, 1 case; delaines, &c., 11 cases. To Foochow: Provisions, £39. To Shanghai: Milk, 5 cases; wine, 8 cases; clocks, 6 cases; seeds, £49; cottons, £1,000 and 24 cases; sticks, 1 case; toys, 1 case; provisions, 7 packages; effects, £820; woollens, 22 cases.

Per PATROCLUS (str.).—To Singapore, &c.: clocks, £25; hats, 3 cases; amber, 1 case; apparel, 1 case; cottons, £200. To Java: Plain cottons, 76,620 yards; leather, £192; saddlery, £42; worsteds, £35; tobacco, £219. To Manila: Provisions, £369; woollens, £750. To Hong Kong: Provisions, 1 case; sealing-wax, 1 case; woollens, 1 case; cigarettes, 1 case; amber, 1 case; paper, 15 bales; tobacco, 2 cases. To Shanghai: Books, 2 cases; woollens, 6 cases; apparel, 2 cases; cottons, £2,703; delaines, &c., £30.

Per PENRITH.—India-rubber manufactures, £120; railway materials, £4,291; cotton waste, £1,167; soda-water, £65.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between SINGAPORE, ST. JACQUES (near Saigon), and HONG KONG IS NOW OPEN FOR TRAFFIC, at the following rates for TWENTY WORDS :—

From LONDON to SAIGON and COCHIN CHINA	**£5 17 0**
" " " HONG KONG	**7 0 0**
" " " SHANGHAI	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA AND JAPAN AGENCY,

2, Cowper's-court, Cornhill, London, E.C.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces, &c.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Ollman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all escriptions in the most efficient manner under the upervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at he above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.
Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.
LONDON MANAGER—W. H. Vacher, 24, Lombard-street
BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

SCHOUT AND CO.,
SHIPBROKERS AND FORWARDING AGENTS
AMSTERDAM.

T. W. JACKSON,
COMMISSION AGENT
SAN FRANCISCO.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.
PAID-UP CAPITAL, £1,500,000.
RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.
Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... 20,000,000 ... £800,000
HEAD OFFICE.—14, Rue Bergere, Paris.
AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).
LONDON BANKERS.—The Union Bank of London.
LONDON AGENCY.—13, Leadenhall-street E.C.
MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.
CAPITAL, £1,000,000.
Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.
BANKERS.
Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.
Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HOLLOWAY'S OINTMENT

AND PILLS.—HELP UNDER SUFFERING.—No diseases which afflict the human body are more irksome to bear, or more difficult to cure, than skin diseases, whether superficial sores or deep ulcerations. Holloway's Ointment has proved itself a remedy for these maladies; it clears off scurfy encrustations, heals up cracks and fissures, reduces unnatural heat, mitigates irritation and inflammation, and it at once assuages pain, cleans wounds, and works out a sound and lasting cure more certainly and more rapidly than any other application. In those affections which are probably constitutional or chronic, debilitated habits and constitutional ailments, Holloway's Pills should be taken to increase the salutary effects of his unguent.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
ORNAMENTAL GLASS, English and Foreign
Mess, Export, and Furnishing Orders promptly executed.
All articles marked in plain figures.
OXFORD-STREET, W.
MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.
Established 1807.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
CARE OF W. H. SMITH, UNITED CLUB,
YOKOHAMA.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi.....	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
" Amsterdam	MACKAY, BOOMKAMP, and Co.
ew York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & CO.
Singapore, Labuan, and Sarawak	JOHN LITTLE & CO., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & CO
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO. MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM.)

ART,
PICTORIAL AND INDUSTRIAL.
An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.
SAMPSON LOW, SON, AND MARSTON,
188, FLEET STREET, E.C.

Digitized by Google

TANJONG PAGAR DOCK COMPANY

(LIMITED).

VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Every Saturday, at 2 P.M.	—
ALEXANDRIA ADEN BOMBAY	" " " " " "	Every Tuesday, at 2 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturday, Dec. 9, at 2 P.M. And every alternate Saturday thereafter.	Tuesday, Dec. 19, at 2 A.M. And every alternate Tuesday thereafter.
AUSTRALIA NW. ZEALAND	Saturday, Dec. 23, at 2 P.M. And every fourth Saturday thereafter.	Tuesday, Jan. 2, at 2 A.M. And every fourth Tuesday thereafter.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of Lebeau and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

VIA SUEZ CANAL.

October 15, October 29, Nov. 12, Nov. 26, December 10, December 24 — For — Port Said, Suez, Aden, Point de Galle, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 29th Oct., 26th Nov., and 24th Dec. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius. The steamers of the 15th Oct., 12th Nov., and 10th Dec. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
" Constantinople ... ... "
" Algiers ... ... "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. Fletcher and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15 h calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. Starr and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... in 38 " "
China ..... in 44 " "
New Zealand in 42 " "
Australia ..... in 47 " "

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. Starr nd Co., Agents 22, Moorgate-street, London.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Shanghai ...	Deerhound .	A1 17 yr.	E.I.D.	With des.
Hong Kong.	Wm. Fraing	A1 13 yr.	W.I. D.	With des.

For Freight or Passage apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Thracian ...	A1 10 yr	SWID	With des.
Yokohama...	Velocity	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

STEAM from LONDON, via Suez Canal, for PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1500	240	Jan. 25.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	100 A1	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship LEUCADIA, *AA1, 896 tons register; A. MEARNS, Commander; South West India Docks.

For Freight apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. With despatch.

FOR HONG KONG, the splendid clipper-ship CORONA, A1 15 years; 1,199 tons register; H. BATE, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to Shaw, Maxton, and Co,, 2, Royal Exchange Buildings, London, E.C.

SHANGHAI DIRECT.—The following high-classed CLIPPER Ships will be despatched as under:—

Blackadder...	917 tons	AA1	E.I.D.	With des.
Cutty Sark..	921 tons	A1 16 yr.	E.I.D.	To follow

For Freight or Passage apply to J. D. Willis and Co., 115, Leadenhall-street, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Gordon Castle, s.s....	1,930	Thos. Skinner & Co.	Dec. 7
Roslin Castle, A1 ...	644	Wright Bros. & Co.	Dec. 15
Alcestis, A1.....	398	Mills & Milne.....	Dec. 29

GLASGOW.

Ulva	499	Thos. Skinner & Co.	Dec. 10

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 34, Great St. Helens, E.C.

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, Dec. 5, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 432.] LONDON, MONDAY, DEC. 11, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 9.
Japan — Yokohama	Aug. 25	Oct. 15	Oct. 23*
Yedo			
Osaka and Hiogo	" 18	" 8	" 18*
Hakodadi			
Nagasaki	" 25	" 14	" 14*
China — Peking	—	—	" 19
Tien-tsin	—	—	" 22
Chefoo	—	—	" 23
New-chwang	—	—	" 20
Hankow	" 25	" 15	" 18
Iu-kiang	—	—	" 19
Chin-kiang	—	—	" 20
Shanghai	Sept. 8	" 22	" 26
Ningpo	—	—	" 25
Foochow	" 8	" 24	" 27
Formosa			
Amoy	—	—	" 27
Swatow	—	—	" 28
Hong Kong	" 22	" 30	Nov. 1
Canton	—	—	Oct. 30
Macao	—	—	" 30
Philippines—			
Manila	Sept. 8	" 18	" 28
Cochin-China—			
Saigon			
Siam — Bangkok	—	—	" 30
Borneo—Labuan			
Sarawak			
Java — Batavia	—	—	" 31
Samarang	—	—	" 30
Sourabaya	—	—	" 29
Malacca Straits—			
Singapore	Oct. 6	Nov. 8	Nov. 8
Penang	" 6	" 6	" 14
Ceylon—Galle			
Colombo	" 20	" 14	" 14

* Via San Francisco.

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, on Saturday, the 9th inst. (its due date). The next inward mail (French), with dates, Shanghai Nov. 2, Hong Kong Nov. 8, Singapore Nov. 16, is due, *via* Marseilles, on Monday next the 18th t. Advices per Pacific Mail, *via* San Francisco, with dates Yokohama Oct. 23, were received on the 6th inst.

The Great Northern Telegraph Line to Shanghai is open, but there is a temporary stoppage between Hong Kong and Shanghai. Telegrams by the China Submarine and Red Sea Telegraph Lines, dated from Hong Kong Dec. 9, have been received, having occupied, allowing for difference of time, about five hours in transmission.

List of Passengers.

PASSENGERS INWARD.

By last (French) mail to Marseilles, per Messageries Maritimes steamer *Alphee*, arrived Dec. 3.—From Shanghai: Messrs. Gouthier, Lambert, M. and Madame Tournenr. From Hong Kong: Messrs. Breton, Gubancha, Giquel, Foudre, Vatette, Fittore, Durand, Coignet, Chiapello, Joubert, Pellegrino, Caulet, Roux, Coushiro, Turier, Conte, Withiems, Rival, Ohslaeger, Col. da Costa, Madame Ausselin, Madame Mitter. From Singapore: Messrs. De Fornos, Orbeta, Pottger, Anida, Delfino, Servet, M. and Madame Schutler, M. and Madame Schliep, M. and Madame Valknegger, M. and Madame Von Teschen, M. and Madame Douker.

By this mail, to Brindisi, per P. and O. steamer *Nyanza*, arrived Dec 5.—From Yokohama: Mr. Hartley From Shanghai: Mr. Gordon, Mr. Ballance. From Hong Kong: Mr. and Mrs. Annesley, child, and servant, Mr. Hunter, Mr. Ridge. From Singapore: Capt. Vanderzee. From Galle: Mr. Green, Mr. White.

To Southampton, per P. and O. steamer *Candia*, expected to arrive Dec. 16.—From Shanghai: Dr. Meadows. Mr. J. G. Weston, and one second-class passenger. From Hong Kong: Lieut. F Oldham, Mr. J. Mackenzie, the Rev. R. O'Callaghan, Sub Lieutenant Heathcote, Mr. Sangster, and four second-class passengers. From Singapore: Captain George, Mrs. Vanderzee, child, and servant, and six second-class passengers

To Marseilles.—From Yokohama: Mr. Nicholas.

To Suez.—From Hong Kong: Capt. Iveson, Capt. Schmidt.

To Gibraltar.—From Singapore: Don N. Alonso, Don S. Garcie, wife, and child, Don J. M. Freyre.

By last mail, to Southampton, per P. and O. steamer *Simla*, arrived Dec. 3.—From Yokohama: Mr. C. Seal, Mr. D. Weir. From Hong Kong: Mr. F. H. Chapman, Mr. Fry. From Galle: Mr. Bashford, Mr. Macarthy, Mr. Grinlinton.

To Malta.—From Hong Kong: Mr. and Mrs. Cooper and child.

PASSENGERS OUTWARD.

Per French mail steamer *Mei-Kong*, from Marseilles, Dec. 10 (booked from London).—To Yokohama: Mr. and Mrs. Caill and child, Mr. Hosiira Tsumeniori, Mr. Ban Masatoaki, Mr. Nuva Schoys. To Shanghai: Mr. Percebois and four daughters. To Hong Kong: Mr. and Mrs Leon Checa and servant, Mr. Nuva Kontaka To Singapore: Mr. Court, Mr. Marten. To Saigon: Mr. Haurizot, Mr. and Mrs. Spiedell. To Batavia: Mr. W. Schmit, Mr. G. van Daalem. To Ceylon: Mr. and Mrs Young. Mr. and Mrs. Somes.

Per P. and O. steamer *Massilia*, from Southampton, Dec. 9.—To Yokohama: Dr. Clay. To Hong Kong: Mr. H. C. Jones, R.N. To Ceylon: Mr. and Mrs. Mainwaring, Mrs E H. Cameron.

Per. P. and O. steamer *Mooltan*, from Brindisi, Dec. 19.—To Yokohama: Mr. J. R. Davidson. To Ceylon: Mr. J. Buchanan Mr. Fraser.

Per P. and O. steamer *Simla*, from Southampton, Dec 23.—To Ceylon: Mr. and Mrs. J. Douglas

Per steamer *Gordon Castle*, sailed from London, Dec. 9.—To Hong Kong: Mr Haigh. To Shanghai: Mrs. and Miss Barclay, Mr. Bateman. For Foochow: The Rev. Mr. Hawkins. For Penang: Mr. Hall.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The present (Pacific) mail brings dates to the 23rd Oct. The French mail, with London dates to the 18th Aug., was received on the 5th, and the following English mail, of Aug. 25, on the 15th Oct. The following items are from the *Japan Gazette*:—

Rumour began to busy itself lately with accounts of new troubles in Yedo, arising from the determination of the Government to carry out the late decree of the Government for the abolition of the clan system with strictness and expedition. But it has received a *quietus* from the evident solidity of the Governmental power, and the calm manner in which it is carrying out all its designs. One of the most important matters in its bearing upon trade and commerce that has yet been under discussion by the Mikado's Ministers is now before them. It has been proposed to permit the exportation of rice, the present prospects of the harvest being of a most exceptionally favourable character. Already the price of this staple has fallen so low that it is more advantageous to re-export the Saigon and Chinese rice that had arrived than to sell it here, and all of it has been shipped for this purpose; but it is not yet allowed to export the native article. If, however, the sanction of the Mikado is given to this, we expect that the export may fully equal the quantities imported last year.

The railway has been laid from Yokohama as far as the river Rokugo (Logo) at Kawasaki, just half way to Yedo by the road, and there is some expectation of opening the line so far by the new year.

In the rowing match between Kobé and Yokohama the result was in favour of the Y. A. R. C. Since then three of the gentlemen of the Kobé crew entered the lists at a competition in athletic sports generally. Out of 15 prizes, the Kobé men carried off 9.

Mr. Troup, late H.B.M.'s Consul at Ne-gata, has arrived with Mrs Troup at Yedo. He is about to proceed to Hakodadi, to relieve Mr. Eusden, who has arrived here *en route* for Europe on leave. The British Consulate at Ne-egata is now closed, and only four Europeans remain at the port.

A little after midnight on the morning of Oct. 11 a marine attached to H.M.S. *Barrosa*, returning to the ship from leave, slipped into the water and was drowned.

Much curiosity is excited by the fact that at the Nogé Hill cutting the labourers have struck upon a piece of land, from whence, at every stroke of the pick or dig with the mattock, smoke rises from the soil which is quite hot, and possesses a sulphurous smell. It is generally supposed that there must be a hot sulphur spring beneath.

The following is from the *Weekly Mail*:—We understand that Ito has been appointed one of the executive officers of the Finance department in a position answering somewhat to that of our own Commissioner of Inland Revenue. The Government undoubtedly does well to avail itself of his services, but it must be confessed that he is by no means a popular man with the best class of Japanese officials. His too easy accessibility to foreigners of inferior

Digitized by Google

standing is not calculated to raise his reputation among his own people or among those foreigners who dislike seeing the Japanese made the dupes of those who ill-represent their better types.

A very general complaint among the members of this community is the very scant and unsatisfactory telegrams which reach this port. It is manifestly impossible for us, or for any newspaper in Japan, to obtain exclusive telegrams from Europe at the existing rates. We must again call attention to the unsatisfactory condition of the new road. On the hill leading to the race-course there is a hole stretching completely across the road, and effectually barring any vehicles except those of very narrow gauge from passing, while further down in Mississippi Bay there is a hole which cannot be passed without serious damage. We are glad to see that one of the most obnoxious "corners" on the road up the hill—that near the French barracks—has, through the courtesy of the French commandant, been removed, and the road at this point is now no longer a source of danger. The thanks of the community are due to Captain de Villeneuve.

Just before the U. S. *Colorado* left the dry dock at Yokoska a fatal accident took place. The captain of the forecastle was standing on the sill of one of the ports of the upper tier of guns, when the ropes supporting it gave way, and he was precipitated a distance of fifty feet on to the stones below. When picked up he was quite dead, and the doctor asserts that nearly every bone in his body was broken.

On the 15th Oct. Yokohama was visited by a somewhat severe shock of earthquake, followed by another slight shock. We have lately been comparatively free from earthquakes, but the experience of the last day or two suggests the return of these unpleasant phenomena with all their usual frequency.

HIOGO.

Our advices extend to the 18th Oct. The London mail (French) of 18th Aug., arrived out Oct. 8th, and the Pacific mail steamer with New York dates Aug. 24 on the same day; telegrams from London had been received to the 4th Oct. The following items are from the *Hiogo News*:—

Troubles have arisen in Géshiu, which threaten to develop into a very unpleasant state of affairs. The head of the Government was summoned to Yedo, and was about to answer the summons, when he was informed by some of his faithful subjects that he would not be allowed to go, as they would rather see him in his grave than a servant to the Mikado. A disturbance of a rather serious nature has ensued, and several people have been killed. The *Nautilus* left Yokohama with troops a few days ago to quell the disturbances. The first news of this affair reached Kobe from the Enropean staff, who are employed in laying the telegraph between here and Nagasaki. Serious and extremely practical objections were made to their continuing their work, and they have sent down for instructions. There is no cause for any serious alarm, however, as the disturbance is only local.

Great progress has been made with the railway works between here and Osaka. The site of the station at Kobe has been raised, and is ready for receiving the buildings which are daily expected from England. The engines have been made in England by first-class makers, and on some trial trips in Yokohama gave great satisfaction. The carriages are of a very light and inexpensive character, fitted up with little ornament. They are, however, lofty and well ventilated. Of course the fact that most, if not all, of the European workmen engaged have been employed on the Yedo line has caused a certain amount of delay down here, but not so much as might have reasonably been expected. It has been determined, we hear, to use cast iron sleepers, and we hear also that a quantity has been already delivered at Kobe. We are not aware who is responsible for the giving of the order for these sleepers, but we were certainly very much surprised to hear that any such order had been given. There is plenty of wood about the hills here, which we believe to be very similar in its nature to larch, and why, therefore, people should go to the expense of importing iron sleepers from abroad is rather mysterious. With reference to the extension to Kioto and Ootz on Lake Biwa, the surveys are being rapidly pushed forward, and it is expected that the trial ones will very soon be ready.

A rumour reached our ears that Mr. Nakayama had been superseded in the Governorship of Hiogo, to be succeeded by one Mootzu. Full of hope we made some inquiries on the subject, and were informed that the information was to a certain extent true, but that the arrangement was of a temporary nature.

We are glad to see that Messrs. Lougee, having been temporarily released from their apparently hopeless task of trying to raise the *Hiogo*, have at last got to work on the wreck of the *Pride of the Thames*. She is anything but the pride of Kobe harbour just at present, and setting aside the fact of their being eyesores, these sunken wrecks about the bay are a source of great danger to the navigation. We wonder, indeed, that the Government does not insist on their being blown up when they have cumbered the water beyond a certain period.

The Hiogo Cricket Club of 1869, which collapsed for want of a ground whereon to play, has been resuscitated under the style of the "Kobe Cricket Club;" and at a meeting held at the Oriental Hotel on Saturday last, Messrs. Groom, Corden, Cream, Macpherson and Lucas were elected as committee.

At a meeting of the trustees of the International Hospital, held on the 10th Oct., it appearing evident to the Board that the Governor intended to lend no aid in the matter of appropriating a site, as he had led them to suppose he would, and as the season for the prevalence of small-pox and other contagious diseases was now close at hand, it was resolved that the Working Committee be authorised to see what could be done in the way of leasing suitable premises for the time being, until other arrangements could be made of a more satisfactory nature.

We have reported lately several robberies which have been perpetrated on Europeans, and now we have to record that a Consul has been robbed! A watch and pistol were stolen from the bedside of Gen. P. Frank, U.S. Consul here, and now that matters have come to this pitch, they must, we should think, turn for the better.

It is with great pleasure we observe that the *Kusho-maru*, Capt. Kirby, has been placed on the line between here and Osaka. She has been splendidly fitted up by her owners, Messrs. E. C. Kirby and Co., and supplies a want that has been felt for some time. The arrangements of the *Kusho-maru* give comfortable quarters to about 450 Japanese, besides a room nicely fitted up for foreigners only.

The ceremony of laying the corner-stone of the Masonic Hall took place on Sept. 16, and proved in every way a complete success. The stone was laid by Bro. P. M. Kinder, who afterwards addressed the Brethren.

An Osaka correspondent writes that the protracted election has terminated at last, and Messrs. Real, Hay and Klein are the resulting triplet. That Mr. Real should head the poll is to be explained by the large proportion of the French element amongst our foreign population.

The following news is from the same source:—Although the native retail tradesmen still set their faces against the new coins, the case is very different with the wholesale dealers, and yens are now at 2 per cent. premium against Mexicans. Large quantities of the half yens and smaller silver coins are being produced daily at the Mint, but are absorbed as rapidly as they are struck. The coinage of gold has now commenced, and I hear that a large quantity of five yen pieces has been delivered to the Finance department, preparatory, I suppose, to their being issued to the O.B.C.

The gas works at the Mint are, after so much wearisome delay, at length in working order. For several nights the dwelling-houses of the officials have been lighted with gas, and the lamps surrounding the Mint buildings have been also lit. This is the first successful introduction of gas into Japan.

A want which must have long been felt by the owners of the numerous fleet of steamboats which ply between Kobe and Osaka and Kioto has been at length supplied by the establishment of works for the repair of boilers and machinery. The new comers are Messrs. A. Ross and Co., with several European workmen in their employ.

At the new brewery, Mr. Fiirst, the manager, is hard at work, and the Niphonese seem to take very kindly to his tap. Bottled samples of the beverage, bearing on a red and white label the words "Osaka Beer, brewed by the Kaisosha," may be seen in different parts of the town.

NAGASAKI.

The following items are from the *Nagasaki Express*:—

The Pacific Mail Steamship Company's steamer *Alaska*, Captain Jeff. Maury, 4,012 tons, arrived in this harbour on the 5th inst., from Yokohama, and left again this afternoon for Hong Kong. She is the largest mercantile steamer that has yet visited this port, which of course has made her as great a novelty to many of the natives here as the *Great Eastern* was some years ago in England.

H.M.S. *Ocean* and *Salamis* leave for Hong Kong, the latter *en route* for England. Mr. Annesley, the Acting Consul, and family, leave by the last-named vessel.

We hear that an English engineer, Mr. J. O. Fry, who is connected with the Government Telegraph Department, arrived here on Tuesday last by the Pacific Mail steamer *Oregonian*. He is accompanied by three Japanese officers, and will shortly proceed with them to Simonoseki, in order to survey the road *en route* and make the necessary preparations for laying a section of the overland telegraph between that place and the station at Nagasaki.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, Oct. 14, 1871, VIA SAN FRANCISCO.

I last wrote you 15th ultimo, *via* San Francisco. The interval since my last has been one in which numerous entertainments have been given, the most notable being the dinner given to Mr. Consul Annesley, on the 29th ult., which was a great success, and the farewell ball given to Vice-Admiral Sir Henry Kellett, K.C.B., and the officers of H.M.S. *Ocean*, previous to their departure for Hong Kong, *en route* for England.

The whole of Her Majesty's vessels leave this to-morrow morning, and will make this place present a very dull aspect after the recent festivities. Mr. Annesley leaves to-morrow morning in the *Salamis*, having been relieved by Mr. Marcus O. Flowers, who arrived on the evening of the 10th inst. by the Pacific Mail steamer *Oregonian*.

The subscribers to the ball referred to above included all the

Digitized by Google

names of the leading residents here, and comprised the following nationalities, viz., British, German, American, French, Danish, and Dutch, among whom were the representatives of those countries, which added additional importance to the gathering. The officers appeared in epaulettes, &c. The community always succeed in whatever they undertake in this line, and the present instance is no exception to the rule, and the 12th instant was made a red-letter day not easily forgotten. I do not know whether the band enjoyed the task of playing the "Sir Roger de Coverley," although it was divided into half, each one taking its turn; the band got tired before the dancers, and could not get through the whole of the fifty who stood up for it.

The French mail of the 4th August arrived here on the 21st ult. —48 days. The *London and China Express* of 11th August arrived *via* San Francisco on the 30th Sept.—50 days—but the bulk of this mail did not arrive until the 5th instant—55 days—together with the French mail of the 18th August—48 days. The English mail of August 25 arrived this morning—50 days. The British barque *Deogaum*, with general cargo from Liverpool, has arrived here. The British barque *Zohrab* is still loading for London, and will sail in about a week. Bus (nebukin) 372 to 378 sterling per dollar. The movements of the men-of-war have been confined to arrivals of British vessels—viz.: *Hornet*, from Yokohama, 3rd; *Ringdove*, from Chefoo, 4th; *Salamis*, Yokohama; all of which, together with the *Ocean* and U.S. corvette *Alaska*, remain in port.

CHINA.

SHANGHAI.

Dates from this port are to the 26th October; the P. and O. mail, with advices from London to the 8th Sept., arrived out on the 22nd Oct., two days in advance of due date. The following items are from the *North China Herald*:—

Almost every steamer lately has taken a small instalment of Presbyterians to Ningpo to attend the meeting of the Synod. Besides all the Presbyterians alluded to, there were present representatives of other denominations. The sermon was preached by the retiring Moderator, the Rev. Dr. Nevius, and the Rev. Mr. Mateer was elected Moderator for the coming year.

We hear that Captain Hutchinson, late of the *Rona*, has received from the Acting Vice-Consul for Russia, through H.B.M.'s Acting Consul, a handsome testimonial for humane services rendered to the crew of the Russian steamer *Nahodka*, wrecked on the Corean coast about eighteen months ago. The testimonial is bestowed by the Czar, and consists of a gold medal and a *brevet*, or warrant, stating the service for which it is given.

The *May Queen* has arrived in Chefoo from Australia, with 400 tons of coal; this is all the news our correspondent has, except the purchase of an extraordinary bunch of grapes, 9½ catties on one stem, which the purchaser has sent to Shanghai.

In default of the usual autumn races, the Tientsin people had a regatta on the plains behind the Club. A robbery of gold bars took place on board the *Shanse*, on her last trip down from Tientsin. Two boxes containing gold to the value of Tls. 16,000 were received on board at Tientsin, consigned to a Shanghai firm, but disappeared on the downward voyage. No trace of them has yet been discovered; but the police are making active inquiry.

The *Sin Nanzing* was somewhat delayed on her downward trip to Taku, by having to tug a Chinese man-of-war off the river bank, and then a Chinese junk, which, in trying to clear the man-of-war, also got ashore. It is said the water on the Taku bar is shallowing, but that a new and deeper channel is forming. The *Millet* has got off the bank on which she had contrived to embed herself.

A sad accident occurred during the passage of the *Shantung* down the Peiho. One of the quarter-masters, in trying to avoid or mitigate a collision with a junk, got jammed between the two and was crushed to death.

Li is discharging a number of the foreign *employes* at the Arsenal. This is said to be simply to eradicate what has been done by Chung How.

HONG KONG.

Our advices extend to the 1st Nov. The outward French mail of Sept. 15th arrived on the 25th, and the following P. and O. mail, with London dates to Sept. 22, on the 30th Oct. The following intelligence is from the *China Mail*:—

As famine and the squeezes of corrupt officials are in China the certain forerunners of brigandage and insurrection, grave fears are felt by all at the probable effect of the floods up North. Thousands of natives have been left houseless: tens and hundreds of thousands will be left without food if the waters do not abate; and the lavish expenditure necessitated by the approaching Imperial nuptials, together with the rapacity of dishonest, money-clutching officials, fill all (native and foreign) with the gravest fears.

Hong Kong has been honoured by a visit from the Tartar-General of Canton—a mandarin of high rank who is connected by marriage with Prince Kung and is spoken of as the future father-in-law of the reigning Emperor. He was suitably received with salutes and official attentions, and left after two days' stay. The Tartar-General is said to be an intelligent and able man, and it is rumoured that he has many progressive schemes in view, which will probably be duly enforced when he succeeds to the Viceroyalty of Canton. Amongst other things it is said that he is in favour of telegraphic communication being established between this colony and Canton, and we understand that, on his advice, a project for removing all the guard boats and junks which infest the creeks and rivers, and supplanting them in proportion of one to three, by large steam launches, has been adopted, and is now being put into execution. The scheme is being carried out, we believe, by the Commissioner of Customs, with whom it is said to originate; and several of the steam-launches are actually being made at the present moment in this colony.

The Chinese who were detained in Victoria Gaol pending their extradition to the Chinese authorities were handed over on the 27th Oct. The charges against the prisoners are murders, burglaries, and robberies, and from the depositions there appeared to the magistrates to be sufficient evidence to recommend the surrender of the offenders. Though we are of opinion that none but bad characters would be applied for by the mandarins, yet we still think it undesirable that men given up for one offence by the English authorities should be tried for another by the native Courts. This, at any rate, would not raise us in the opinion of the Chinese, who would certainly come to the conclusion that they have out-witted the wise rulers of this colony.

Mr. C. F. A. Sangster, of the Registrar-General's Department, who goes home on leave by the next English mail, has been presented by the Chinese clerks of the department with an ivory jewel casket of rare workmanship.

Several symptoms of independence have appeared in the unofficial members of our Legislative Council, but no direct influence is the result.

A case of some interest has been brought before the Police Magistrate, in which a seaman alleged to have deserted from the North German corvette *Hertha* at Portsmouth was charged with that offence. His Worship decided that he had no jurisdiction, either under the Extradition Treaty or local ordinance, to try the case.

We learn that the Rev. T. F. Morton, M.A., formerly chaplain on board the flagship *Ocean*, has been appointed naval chaplain to the *Princess Charlotte*, *vice* the Rev. R. O'Callaghan, B.A., who goes home.

We hear that H.M.S. *Ocean* sunk a Chinese junk on her last downward trip, at Chefoo. The junk was bound for Tientsin with a valuable cargo, estimated at upwards of Tls. 22,000. The vessel was cut in two by the stem of the iron man-of-war, and was sunk immediately, but without loss of life.

Referring to the memorial of the foreign residents at Tientsin to their Consuls—that necessary protection may be provided them before the river and the flooded plains be frozen up, the *Mail* says:—"In favour of the idea that the Chinese Government pulled the wires in the Shan-sin-Fan excitement—that it was, in fact, an outflow of the celebrated circular against missionaries—it is said that not a word has been heard of the movement in the province governed by Tseng-kwo Fan. It is argued that, either Tseng thought the experiment too dangerous, or disapproved of the scheme entirely. War preparations and martial ardour appear to have been damped by the floods. The report that Li-kwei-men, a high mandarin, had risen in rebellion in Hunan is discredited by some. Chen, the Shanghai Chehsien, has been laudably active against the squeezing propensities of his yamen-runners. Mr. J. T. Meadows, who rendered himself so conspicuous in the defence of the Chinese on the occasion of the Tientsin Massacre, is said to have been dismissed the Chinese service, along with a number of others."

We take the following from the *Overland Trade Report*:—

The annual meeting of the Canton Insurance Company was held on the 28th October; the Hon. W. Keswick in the chair. The statement for 1870 showed net receipts of $836,681.83 and the profit to date was estimated at $326,650.68, out of which the general agents recommended an immediate payment of a dividend of $750 per share. Some discussion took place upon making certain changes in the principles of the office to meet the progress of insurance business in the present day. The chairman suggested that the funds of the company should be deposited in one of the banks, as was the practice with other insurance companies; and it was also proposed that the number of shares should be slightly increased, and that the distribution of the reserve to contributors should be changed. After some discussion, it was agreed that the various points should be reduced to writing, and submitted to the Committee, who should report upon them afterwards to the shareholders, and take their opinion.

A rumour has come from Canton in connection with illegal levies by the Chinese authorities on the trade of Hong Kong, which demands some attention. Hitherto they have succeeded in taxing the trade of the port by means of cruisers stationed at the entrance to the harbour, but it is now stated that they intend establishing a floating station in Chinese waters, as near the limits of the colony as possible, whereat all junks leaving Hong Kong will be called upon to report and pay the duty on their cargoes. Unless a stop is put to this mode of Chinese encroachment, the colony will soon be hampered with all the disadvantages, without being benefited by any of the advantages of a treaty port. We can hardly believe that the Canton officials will have the temerity to make the attempt which is spoken of; but it

Digitized by Google

is very likely that the rumour is the prelude to some movement in the same direction, though perhaps not of so bold a nature.

The Legislative Council met on the 18th Oct., when a great deal of discussion took place concerning the charge which the Government have brought against the Hon. Mr. Ryrie, one of the non-official members of the Council, of bringing a charge against the Registrar-General. A great deal of interest is taken in the matter, as it is felt to be an unwarrantable attempt to curb free discussion. The old grievance of the defective constitution of the Council has been revived by it, and it is felt that the public is most unfairly represented by the limited number of non-official members, who at all events in matters of finance, and questions directly affecting the commercial interests of the colony, ought to have much more voice than they have at present.

The following items are from the *Daily Press*:—

The new "roof" on Government House, for which $10,000 were voted, is equally worthy of attention in an architectural, æsthetic, or financial point of view. Notwithstanding what was said to the contrary, it appears to have been quite possible to build a flat roof, and this has been done; but apparently to relieve the eye, one large and two small "looks out," or sleeping apartments have been placed on the flat, each of them having its own tiled roof, and the whole presenting the appearance of a large village or moderate sized town. This may be convenient for walking about in the cool of the evening; but, in the name of everything verging upon taste, we beg our readers to gaze upon, and weep at, the result of spending $10.000 on this business. Lastly, may it be asked how it is that a vote is asked for a roof and part of the money spent in building new apartments in a high and airy position? Is it that we are at last to have publicity in Hong Kong, and that what was done in secret will now be proclaimed on the house tops?

The Eureka Troupe again performed to a crowded house. The first part consisted of some well-selected songs, a comic duet between Mr. Small and Miss Hosmer being very cleverly performed, while the latter gave "Auld Robin Gray" with much effect, and Miss Wiseman repeated "He lo'ed me faithfully," which was highly appreciated. The burlesque of *Fair Rosamond* was given amidst vociferous applause. It is one of the best pieces of the kind which has been seen in Hong Kong, and we doubt not will prove a standing favourite with the public.

It is stated that some residents in the colony have it under contemplation to form a kind of company or club for building suitable quarters at the Peak. We are confident that if something of the kind were started in shares, say, of about $100 each, the use of one or two rooms—say a bedroom and dressing room—being guaranteed to each member, the scheme would be largely supported. We trust sincerely it may be carried out, as the advantages of being able to get to a climate fifteen degrees cooler than in the town can scarcely be over-estimated.

At the last meeting of the Council, the Government agreed, at the suggestion of the non-official members, that the repairs to the Praya should only be of a temporary nature, until the subject had been thoroughly discussed at the next meeting. How this is being carried out may be seen at and near Pedder's Wharf, where a number of Chinese are busy repairing the wall with large solid blocks of granite—in fact, making it exactly what it was before. In one sense at least these repairs may be considered temporary, as they will no doubt be washed down by the next typhoon.

BORNEO.

—o—

SARAWAK.

The following items are from the *Sarawak Gazette*:—

At a meeting of the Supreme Council, on the 4th Oct., H.H. the Rajah proposed a tax upon lucifer matches of one cent. on each box of the usual size sold heretofore for one cent. Should large boxes with double the number of matches come into the market. the tax to be then doubled and increased according to size of box or number of matches contained in it. The tax has already received the consent of the leading merchants, and is to come into force in three days.

The Rajah has been pleased to appoint Mr. James Innes to be Assistant Resident of Sibu.

A pamphlet addressed to the lay members of the Church in Sarawak, on some questions connected with educational work in the country, has lately been published by the Bishop. In it he declares his willingness to welcome co-operation on the part of the laity, and gives a somewhat favourable account of what the Mission has done to further improved farming and industrial skill, but, practically, the matter remains very much where it did. No adequate scheme of instruction has been put forward.

Visitors to Sarawak who have any recollection of what the Bazaar was eighteen months or two years ago will be surprised at the rapid progress made in the Government improvements, the whole of the houses as far as Ken What's being now approaching completion in solid style. The transformation which has taken place in Carpenters'-street is still more wonderful. The old tumbledown abodes, inhabited for the most part by the poorer artisans among the Chinese have given place to neat plank houses, roofed with billian, and built with some approach to regularity. Another side is being run up to this street on the ground before occupied as a timber store and receptacle of rubbish; the framework of houses has been set up along the whole front of this vacant space. Further on the new shops, ending with the Dispensary, have filled up another abode of emptiness. These are to be continued to the corner of the Church road, and down it till they meet the houses in the Bazaar facing the river. On the grass plot opposite the Fort landing-place the foundations of a new Court-house have been built.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates are to the 8th Nov. On the 29th Oct. the French mail, with London letters to 29th Sept., arrived, four days in advance of due date; the following P. and O. mail, of 6th Oct., arrived on the 8th Nov., two days early. The following is from the *Seraits Times*:—

The Chinese riots have been crushed out by the prompt action of the Government. A few days since some excitement was occasioned by a murder committed in a boat outside the harbour limits, the victims being two Teo Chew and one Kay Chinese. There is every reason to believe the perpetrators of this crime will be brought to punishment. Two or three armed boats have been secured by the marine police, and it is probable the attempts to prolong the quarrel between the two factions by murdering boatmen at sea will not be repeated. After the fighting had ceased the assistance of the justices of the peace was sought by the Chinese who had lost property during the riots, to enable them to regain possession of it. The plunderers however, appeared to think themselves lawfully entitled to the spoil they had taken, and strongly resisted the authorities; it was found necessary to obtain a strong force in every case before any of the property could be recovered and quiet fully restored. There will probably be a very heavy criminal session of the Supreme Court in January next, owing to cases arising out of the riots.

The new police law, which has been passed by the Legislative Council was put into operation on the 1st Nov. The reason for its early introduction is that the police was found utterly incapable of preserving the peace during the riots, and it has been found necessary for the good order of the Settlement that the force should be placed upon a more effective footing at once. It is, of course, impossible to judge as yet whether the "reorganisation" will effect the needed improvement; but if it makes any improvement at all, it will have done some good. The European element in the force is being augmented, but doubtless it will be found necessary to make numerous changes before a sufficient number of men of the right stamp are secured. At present there seems to be a very limited field to choose from, but probably in course of time a very good class of men will be selected for the purpose. The increase of pay to the constables will permit the employment of a better class of men; those who have proved themselves good will be retained, and the worthless ones replaced by others. In this way there is no doubt that the police will be made much more effective. One requirement of the force—a mounted patrol—is still unsupplied, and until this is provided it will be always at a disadvantage in the event of disturbances in the country districts, or even in the town at any distance from the police stations.

The Siamese war steamer *Enemy Chaser*, Captain Walrond, arrived here from Bangkok on the 27th Oct., with a brass elephant sent by the King of Siam, to be placed on the Esplanade here to commemorate his visit to Singapore, and decorations were offered to the officials of this colony, but Her Majesty the Queen did not permit them to be received. The Governor of Paknam was entrusted with the mission of making the presentations. The vessel afterwards proceeded to Batavia, which place is to be similarly honoured. We have no doubt the King's visit to Calcutta will be a very grand affair, and that his reception by the Viceroy of India will be a splendid one, far eclipsing anything his Majesty has yet experienced. He will leave Siam, we hear, on his way to Calcutta, on the 15th Dec.

The wreck and cargo of the clipper ship *Taeping*, lost on Ladd Reef, China Sea, has been put up at public auction here, but realised nothing.

PENANG.

Advices extend to Nov. 9; the outward mail (P. and O.) of 6th Oct. was received on Nov. 6. The following items are from the *Argus*:—

On dit that Khoo Boo An, the opium farmer of Perah, has instituted legal proceedings against the Police Magistrate of Butterworth, and that a suit for heavy damages will be at once commenced.

The fishermen at Tulloh Ayer Tawar and in that neighbourhood are emigrating to Salengore and Singapore. It appears these poor fellows are not allowed to throw their nets and fish within two miles of the beach.

Small-pox is raging to an alarming extent in Province Wellesley; the Malays, however, alone are sufferers—the men who refused to be vaccinated.

The hearing of the case against Mr. Edward Bacon commenced on the 6th November. The witnesses for the defence are one hundred and twenty in number.

Digitized by Google

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—Grey Shirtings had been in fair request, but without any quotable alteration in prices. In Yarns the demand had been for Nos. 28-32, and for these counts a slight advance was obtainable on last quotations. Woollen Goods of some descriptions had been saleable to a small extent. Metals, &c., were without change. Quotations:—GE Grey Shirtings, 7 lbs., $2.15 to 2.20 per piece: ditto, 8¼ to 8½ lbs., $2.50 to 2.55; ditto, 9 to 9¾ lbs., $2.80 to 2.82½; GE White Shirtings, 56 to 60 reed, $2.60 to 2.80; ditto, 64 to 72 reed, $2.90 to 3.05; T-Cloths, 6 to 7 lbs., $1.85 to 2.07½; Chintz, assorted, $2 to 2.50; Handkerchiefs, $0.55 to 1 per dozen; Turkey Red Shirtings, $2.60 to 2.70 per piece; Turkey Red Chintz, $2 to 2.50; Taffachelas, double weft, $2.85 to 3.10; ditto, single, $2.30 to 2.70; Velvets, black, $8 to 9.25; Cotton Yarn, Nos. 16 to 24, $38 to 38.50; ditto, Nos. 28 to 32, $43 to 43.75; ditto, Nos. 38 to 42, $40 to 41; Alpaca, 42 yards, $7.40 to 7.85; Camlets, S and BBB, $13.50 to 14.50; ditto, SS, $12 to 13; ditto, SSS, $9 to 10; Cloth, medium and broad, $1 to 1.75 per yard; Lastings, $10.25 to 11.25 per piece; Long Ells, assorted, $6 to 6.50; Orleans and Lustres, plain, $3.75 to 4.25; ditto, figured, $4.50 to 5; Lead, $5.50 to 6 per picul; Iron, Nail Rod, $2.60 to 3.20; Bars, $3.50 to 4; Hoop, $3 to 3.30.

HIOGO.—The position of the market appears to have slightly improved, especially for Woollen Goods, and holders were firmer. Cotton Yarn: The demand for 28-32 had somewhat improved. Other counts were almost unsaleable. Grey Shirtings: A limited inquiry only existed, and prices had been but barely maintained. The market at closing, however, was a little stronger. Black Velvets had advanced, owing to the smallness of supplies. Turkey Reds were asked for at quotations. Taffachelass was in better demand, good patterns having been placed at an advance. Camlets: The price of all colours had improved, in sympathy with the China markets. Figured Orleans were inquired for. A good business continued to be done in Black Lustres, at improving rates. Mousselines de Laine were still readily saleable, and former quotations were fully maintained. Blankets were saleable at gradually advancing prices. Quotations:—Cotton Yarn: No. 16 to 24, per bale, $115 to 120; 28 to 32, $130 to 132; 38 to 42, $115 to 120. GE Grey Shirtings, 7 lbs., 38 yds. 39-in., per piece, $2.18 to 2.25; 8¼ to 8½ lbs. 38 yds. 39-in., $2.50 to 2.52½; 9 lbs., 38 yds. 44-in., $2.80 to 2.85. White Shirtings, nominal; T-Cloths, 6 to 7 lbs., $1.75 to 2; Drills, Dutch, 40 yds., $3.90 to 4.06; Handkerchiefs, assorted, per dozen, $0.62 to 0.75; Brocades and Spots, white, per piece, $2.50 to 2.75; dyed, $2.90 to 3.10; Chintz, assorted, 24 yds. 30-in., $1.50 to 2.50; Turkey Red, 24 yds. 30-in., $2.50 to 3; Turkey Red Cambrics, 24 yds. 30-in., 3 lbs., $2.50 to 2.60; Velvets, black, $8.50 to 9.25; Taffachelass, double warp, 12 yds. 43-in., $3 to 3.25; single, $2.40 to 2.80; Camlets, SS, scarlet, $18 to 18.50; black, $12 to 12.50; assorted, $14 to 15; Lastings, black, 30 yds. 31-in., $12 to 12.50; Crape Lastings, 30 yds. 31-in. $5.50 to 7; Lustres and Orleans, figured, 30 yds., $4.50 to 5.50; Orleans, black, plain, 42 yds. 31-in., $7 to 8.30; Long Ells, assorted, 12 lbs., $5.75 to 6; Blankets, per lb., $0.43 to 0.45; Iron, Bars, per picul, $3; Nail Rod, $3.15 to 3.20; Hoop, $2.62 to 3.20; Lead, $6.55.

NAGASAKI.—Grey Shirtings, 8¼ lbs., $2.46 per piece. Turkey Reds, 24 yards 2½ catty, $2.79. Dyed Shirtings: Indigo, $3.24; Gentian, $3.18. Camlets: SS scarlet, $16.10; orange, $13.10; dark blue, $13.50; gentian, $14; purple, $15; green, $14.50; black, $12. Lastings, $13. Black Lustres: 30 yards 32-in., $5.70. Black Velvets, $7.40. Blankets, 32c. per lb. Metals: Pig Iron saleable at $1.50 per picul; Nail Rods without enquiry at $3.30; Lead, $7.50.

HANKOW.—News from the interior still unsatisfactory, markets being glutted with goods and financing difficult; so that there had been no inclination to make purchases on the part of the Hankow dealers, and clearances of former contracts were going on slowly. Grey Shirtings: No demand, and quotations nominal. T-Cloths: Same remarks apply to these; prices weak and nominal. Drills: Prices unchanged; ordinary Tls. 3 to 3.05, best English at Tls. 3.13 to 3.16. Jeans: Some inquiry for good chop at Tls. 2.32 to 2.35. Fancy Cottons: In better request; small sales of White and Dyed Brocades and Spots, Turkey Reds and Chintzes. Woollens and Worsteds: Quotations for assorted Camlets 2 to 3 mace higher, but advance checks demand. Lastings and Spanish Stripes: Slightly stronger. A few long ells quitted, but Chinese were too heavily stocked for any material improvement. Figured Lustres: Firmer; Tls. 3.85 to 3.92 offered for ordinary, and Tls. 3.85 to 4.05 for best quality. Metals: Lead slightly improved in value, and quoted Tls. 4.70 to 4.75. Quicksilver: Owing to large arrivals worth only Tls. 73.00 per picul.

SHANGHAI.—The market was quieter save in a few articles which were scarce; heavy arrivals had checked buying. From the North and the River accounts were not encouraging. The weather was wet, warm, and unseasonable. Grey Shirtings: A speculative business in 8¼ lb. had continued, prices being as last quoted. Dealers, however, had bought very sparingly of this weight, but had operated freely in 7 lbs., which could not be met under Tls. 1.72 to 1.73. Dewhurst's quality, Tls. 1.75 to 176 nominal value. White Shirtings: More enquiry. Prices stronger closed with an upward tendency. Best chop 64 R. placed at Tls. 2.15, others quoted Tls. 2.00 to 2.05. T-Cloths: Considerable sales and resales of every quality and weight. Common counts attracted most notice, but moderate business also in Mexican; value of both common and fine 1c. to 3c. higher. 8 lb. 36 in. M Ts Tls. 1.85 to 1.88 lowest qualities of 6 lb. and 7 lb. Tls. 1.20 to 1.22 and Tls. 1.42 to 1.45, finest Tls. 1.37 to 1.45, and Tls. 1.57 to 11.63 respectively. Drills: English and Dutch in active request at improved quotations. American not much sought after, but one mace higher. Jeans: Also improved. Sheetings: Sales establish a further decline, and difficult to place at Tls. 3.50. Fancy Cottons: Transactions again very small. Woollens: Camlets advanced 25c. per piece for best, and 30c. to 35c. for ordinary, but demand not active. Assorted Long Ells also risen 25c., Scarlet 30c. to 35c. for medium. Quotations for Spanish Stripes 2 candareens higher, and in fair inquiry. Figured Orleans active to Tls. 3.95 to 4.10. Metals: Lead, sales of L.B. at Tls. 4.55; iron, strong market, prices ranging from Tls. 2.60 to 2.75. Coals: Prices firm, arrivals small; Cardiffs, Tls. 11.50 ship's side; English, wanted Tls. 9.50; American, Tls. 14.50, to arrive.

FOOCHOW.—Sales had been:—T-Cloths, 7 lb., 200 pieces at $2.05 per piece; Grey Shirtings, 8¼ lbs., 300 pieces at $2.70 per piece; Lead, 800 piculs at $6.75 per picul.

HONG KONG.—A somewhat more cheerful tone had pervaded the market. The demand, although by no means strong, had been rather more lively than for some weeks previously, and had imparted more firmness to values generally. Prices of Cotton Yarn and Goods were about as last quoted, and in some cases rather higher. In Woollens some excitement had existed, and an advance had been established. Cotton Yarn: Improved $2 to 3 in lower qualities of 16/24s and 28/32s; finer spinnings unchanged. Fair to best 16/24s quoted $112.50 to 120.00; 28/32s, $117.50 to 122.50; and 38/42s, 125.00 to 136.00. Of higher counts only best qualities saleable. Grey Shirtings: In very limited demand, weight of stocks seriously interfered with their prospects. Improvement recently established had been lost; both 7 lbs. and 8¼ lbs. 2½c. lower. White shirtings: In better demand, at an advance of 10c. on all qualities. T-cloths: Unchanged in value, except in one or two instances, where a slight decline must be recorded. 6 lbs. in better supply, and declined to $1 57½; inquiry very limited. 7 lbs. unchanged, at $1.80 to 1.85. Mexicans: Quiet, and in some cases rather lower. Grey Twills: Steady demand, and advanced 10c. to 15c. English, $3.90 to 3.95 for 14 lbs., $4.15 to 4.20 for 15 lbs. Medium Cloths: Taken to fair extent at a decline of 5c. to 10c. Spanish Stripes: English 2c. to 5c. higher; German are unchanged. Blankets: Placed at last quotations. Long Ells: Scarlet advanced 20c., Assorted 50c. Camlets, owing to smallness of stocks, advanced no less than $2 per piece all round, with the exception of Dutch. Lastings advanced 50c.; good qualities worth $16.50. Metals: Nail Rod Iron 10c. to 15c. higher. Bar and Hoop inquired for at previous rates. Tin Plates advanced 30c. Quicksilver $1 to 2 higher. Lead showed considerable improvement, owing to firmness of holders; LB and Co. worth $6, WB $6 50, with fair inquiry.

MANILA.—Comparatively little business had been done during the fortnight, but rates for all plain staples were firm, and holders had not shown any disposition to force sales. The demand for coloured goods continued moderate, and, owing to heavy stocks, prices were still somewhat irregular. A steady improvement as the season advances was anticipated.

SINGAPORE.—Messrs. Boustead's Circular contains the following:—39-inch Grey Shirtings: More inquiry for 8¼ lbs., fair sales at $2.45 to 2.47½; 7 lbs. very quiet; 6 lbs. in some demand at $1.82½ to 1.85; stocks small; 45-inch, 8 lbs., no demand; 9 lbs. wanted, other weights neglected; 32-inch Grey T-Cloths: Stocks of 5 lbs. nearly cleared, and in active demand at $1.37½, 6 lbs. in fair inquiry at $1.62½ to 1.65; 7 lbs. very quiet at $1.82½; light weights in no request. Grey Madapollams: Inquiry for 2¾ lbs. at $1.18½; 3 lbs. dull at $18 30 to 18.75. White Shirtings unchanged; in little request, and nominally lower. Woollen Goods dull of sale, and quotations unchanged. Grey Yarns: 40s in better demand, moderate sales at $114 to 115; small transactions in 30s at $104 to 107; 18-24s dull. Turkey Red in fair demand at $127½ to 130 for 10 lbs., and $135 to 137½ for 12 lbs., Glasgow dye. Stocks of Iron light; fair inquiry but only small sales; Govan flat bar $2.50 to 2.60; Nailrods $2.50; Swedish flat bar $3.55 to 3.60. Lead quiet, L.B. nominally worth $5.65 to 5.70; Common $5.60.

PENANG.—There had been a somewhat improved inquiry, and prices were firmer, although no actual advance can be reported.

EXPORTS.

TEA.

YOKOHAMA.—Business during the interval had continued about on a par with that previously reported, and settlements since the last American mail had reached about 5,000 piculs; these consisted of most grades from common to fine, but of finest and choice leaf there had been very little on offer, and prices for these latter were fully maintained; for the former quotations were unchanged, but the quality of stock on offer showed a great falling off compared with that of two months previously. Supplies had continued fair and stocks remained with little change. The Black Prince had sailed with 791,022 lbs., and the Mikado and Walton were loading, for New York. Quotations:—Common, $19 to 22 per picul; good common, $23 to 25; medium, $26 to 30; good medium, $31 to 33; fine, $35 to 40; finest, $42 to 50; choice, $52 upwards.

HIOGO.—The market had been quiet during the month, with settlements amounting to only about 3,000 piculs. Prices showed a decline of about $2 per picul, except for choicest descriptions, which were being offered only in very small parcels. Stocks were estimated at not less than 5,000 piculs, exclusive of old leaf. The Adriatic sailed for New York on the 7th Oct. with 298,918 lbs., and the present mail steamer takes about 200 tons. Quotations: Common, $17 to 19 per picul; good common, $20 to 23; medium, $24 to 28; good medium, $29 to 34; fine, $35 to 41; finest, $42 to 47; choice, $48 to 55; choicest, $56 and upwards.

NAGASAKI.—Of finest qualities there had been no arrivals, and dealers were stating that this season no better parcels than those offering may be expected. Stocks of medium fine, at $19 to 23 per picul, were large, and purchasers were holding back for lower prices. Common to medium were also plentiful at $15 to 19 per picul.

HANKOW.—Only 1,718 chests settled, and but 6,500 chests shipped by teamen to Shanghai. No alteration in prices; supplies falling off, and very few chops classed as fair Congou. Quotations were:—Oopacks, common, Tls. 14¼ to 15½; Oonams, low to common, Tls. 9 to 13¾.

KIUKIANG.—Black: Thirteen chops had arrived from the country, and forwarded to Shanghai for sale; unfavourable weather was retard-

Digitized by Google

ing the arrival of further quantities. Green: About twenty chops had been shipped to Shanghai. It is currently reported that a much larger quantity of Green Tea than usual would be forwarded via Ningpo, instead of through this port, and arrivals were already much smaller to date than they were last season.

SHANGHAI.—We take the following from Messrs. Drysdale, Ringer and Co.'s report:—Black: We have to report the settlement of 10,700 chests and 4,500 half-chests, but a small business as compared with the transactions during any fortnight of the present season. Stock is reduced to 11,600 chests, and as we cannot now receive any large supply from the country, the Black Tea business may be regarded almost at an end. Our export of Congou is in excess 14,000,000 lbs. as compared with corresponding date last year, from which time to end of season about 15,000,000 lbs. were shipped, whereas this season, if latest advices from the river can be relied on, we shall not add more than 5,000,000 lbs. to our present figures, giving total export of Congou for 1871, 66,400,000 lbs., against 62,200,000 lbs. for 1870. Prices:—Shuntam Teas have been taken to a fair extent at Tls. 12 to 13; common to fair Hohows and Oonams at Tls. 15.5.0 to 17; fair to medium Ningchows, Oopacks, and Oonfas at Tls. 20 to 22.7.5, rates which do not show any change in value. Green: In our last report we advised fine and finest Fychows, Teenkais, and Moyunes selling at full prices and finding ready buyers for the American market; this demand has continued throughout the past fortnight, and the only chops not taken at once on arrival are of common quality, unsuited for the requirements of American buyers, and such as are selling at home at rates the equivalent of which holders are not inclined to accept. Fine and finest Teenkais, Moyunes, and Fychows have ranged from Tls. 40 to 51 proportion: medium to fine at Tls. 34 to 40. Pingsueys at Tls. 38 to 51, and Shanghai packed at Tls. 34 to 35 per picul proportion.

FOOCHOW.—The Congou market had been fairly active, but latterly the settlements had been confined to two or three operators. The grades ranging from Tls. 16 to 19 short showed an advance of nearly Tl. 1, and as these qualities were getting scarce the teamen were very firm for full rates. The only alteration was a slight decline in broken-leaf and inferior. The settlements of Souchongs and Scented Teas consisted of rather inferior qualities, which had nevertheless obtained good values. Of the undernoted purchases of Oolongs, about 2,000 half-chests had been for the London market; firmness of teamen prevented any extensive transactions on the part of American buyers. Settlements had been:—Congou: 41,353 chests—Tls. 6.55 to 11.8 o.b. for dust to broken-leaf, Tls. 12.8 to 15.3 o.b. for leafy to ordinary, Tls. 15.8 to 17.8 o.b. for fair to good common, Tls. 18.8 to 25.3 o.b. for flavoury to medium, Tls. 26.8 o.b. for good medium in boxes. Souchongs: 2,789 chests—Tls. 16.8 to 21.3 o.b. for common to medium, Tls. 22.8 to 26.8 o.b. for good medium. Oolong: 5,671 half-chests—Tls. 18 to 20.8 o.b. for common to fair cargo, Tls. 21.3 to 24.3 o.b. for good cargo, Tls. 26.8 to 29.8 o.b. for superior cargo, Tls. 31.8 to 39.8 o.b. for fine to finest, Tls. 40.8 to 51.8 o.b. for choice to choicest. Scented Teas: 4,251 boxes—Tls. 17.8 to 20.3 o.b. for common. Flowery Pekoe: 1,178 chests—Tls. 25.3 to 58.8 o.b.

AMOY.—Oolongs had been briskly dealt in at rather dearer rates; and since the news of the loss of the Taeping Teamen had endeavoured to establish still higher prices, but without success, as buyers had shown their disinclination to meet any increased demands. It was expected that 15,000 half-chests would complete the season's supply of these Teas. Settlements had been, 19,558 half-chests Oolong at $20 to 23 for fair, $24 to 25 for good, $27 to 30 for superior, $32 to 35 for fine, and $36 to 45 for extra fine to choice. The Emperor and Lubra had sailed for New York, and there was no ship on the berth.

CANTON.—Moderate settlements of Scented Teas had been made, and Capers had commanded somewhat higher prices. Green Teas had been but little asked for, and Congous had been neglected. Holders of Scented kinds were firm, but the Teas offered were, with few exceptions, poor in quality and deficient in scent.

SILK.

YOKOHAMA.—Buying had been somewhat restricted, dealers being unwilling to accept buyers' offers, owing to a high rate of exchange ruling in native currency. Settlements had amounted to about 600 bales, of which Oshus and other Brick sorts formed an unusually large proportion. Prices for Hanks had again advanced fully $20 per picul, whilst other kinds generally were very firm at quotations. Silkworms' Eggs: Purchases were estimated at 500,000 cards; for best cards Sinchu and Oshu Annuals $1.50 to 2 had been paid; the market closed weak, and medium to inferior cards were to be had at from 50c. upwards. Quotations:—Hanks: Mybash and Sinchu, extra nominal, 30s. 3d. per picul; best, 28s. to 29s. 4d.; medium, 25s. to 27s. 3d.; inferior, 20s. 3d. to 24s. 9d. Oshu: best, 30s. 3d. to 31s. 8d.; medium, 26s. 6d. to 28s.; inferior, 24s. to 25s. 3d. Hamatski: inferior to best, 23s. 5d. to 27s. 3d. Coshu: medium, 23s. 5d. to 25s. 3d.; inferior, 21s. 9d. to 22s. 9d. Sodai: medium, 25s. to 26s. 6d. Etchesen: medium, 23s. 5d. to 25s. 3d.; inferior, 21s. 3d. to 22s. 9d.

HIOGO.—Transactions had been on a limited scale, settlements being estimated at 150 bales of 80 catties. Dealers had not been willing to operate, except at an advance, owing to the position of the value of native coin, buyers for the most part operating in dollars, which, on conversion into native coin, had given dealers a bad rate throughout the month. Quotations:—Idah (bricks), fair, 25s. 4d. to 26s. 1d. per picul; Sodai, medium to good, 23s. 6d. to 25s. 4d.; Nagahama, medium to common, 19s. 10d. to 22s. 1d.; Tamba and Tasima, medium to fair, 21s. 8d. to 22s. 9d.

SHANGHAI.—Messrs. C. J. Skeggs and Co. report as follows:—There has been a fair business doing during the fortnight, last mail's prices being maintained, and in some few instances slightly higher rates have been paid for the American market. The demand has run upon chops and the better classes of Tsatlee, many of which have had to be rejected on account of inferiority, some of the well known No. 4 Chop Silk is so bad, that it can barely be called a No. 5. Very little good Silk is now left on the market, that which remains being held for extreme quotations.

CANTON.—There had been a fair demand during the fortnight for 30/40 dens short reels for France, but only a few bales of market No. 1 had been taken for Bombay at $475 to $480 per picul. Fine weather, and the failure of the fifth crop, had tempted some Loongkong growers to attempt a seventh crop, but this would be attended with considerable risk, as the return of the north-east wind might in a few days sweep away every worm. Without calculating the out-turn of this seventh crop, the estimated export for the present season of 1871-72 was placed at 11,800 bales. Re-reels had been quite neglected, and finest Cotengown were very scarce. Stocks were estimated at 120 bales Loongkongs, 640 bales Tsatlee Reels, 200 bales Kowkongs, 130 bales Cumchucks, Lacklows, &c., and 300 bales of inferior description.

JAVA AND STRAITS PRODUCE.

BATAVIA.—Arrack, f.97.50 per leaguer; sales. Cubebs, f.15 per picul. Mace, f.270 to f.290 per picul. Gum Dammar, f.35 to f.35.50 per picul; sales. India-rubber, f.110 to f.120 per picul; scarce. Gutta-percha, f.70 to f.150 per picul; best quality in demand. Hides: Cow, f.35 to f.45; Buffalo, f.22 to f.28 per lb.; sales. Coffee: in demand; the Government sale on Oct. 28 averaged 25,000 piculs, at f.40.39. Sugar: Jacatra, f.12.50 to f.15.50; sales. On the Coast, No. 14 and lower f.16.75; sales. The Government sale on Oct. 27 averaged 150,000 piculs at f.15.71. Tin:—Billiton: An auction of 7,800 piculs advertised for December 6.

SINGAPORE.—The market had been very firm, with an upward tendency, and good demand for all the principal staples; a considerable business had transpired. Gambier steady at $3.27½, at which rate about 1,050 tons had been contracted for; the market closed quiet. Rhio had sold at a reduction. Tin was bought in the early part of the fortnight at $34¾, but telegrams of higher prices at home had caused an advance, and the market had been cleared at $35.45. Black Pepper rising in value, and readily taken at higher prices. White had likewise advanced.

PENANG.—With the exception of Tin the arrivals of produce had been small. Prices were in some instances higher, and in all cases were firm.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to Sept. 30, 1871	—	58619305	29871102	—	8222706	96723113	35304
Corresponding period last season.....	10826	45977811	24113809	34509	4895758	75032713	19954

Shipments Since:

Oct. 17 per Lorne (str.)	From Shanghai	...	351,663	37
— 18 ... Travancore (str.)	... Do., &c.	...	—	1,393
— 19 ... Constantia	... Shanghai	...	581,617	
... Fort Regent	... Do.	...	813,298	68
— 20 ... Elizabeth Graham	... Do.	...	820,343	
— 21 ... Centurion	... Do.	...	1,283,428	66
... Hopewell	... Foochow	...	791,779	
— 22 ... Florence Nightingale	... Do.	...	625,488	
— 23 ... Celestial Queen	... Shanghai	...	990,132	
— 25 ... Alphe (str.)	... Do., &c.	...	—	499

TO THE CONTINENT.

							Bales.
From June 1 to Sept. 30, 1871	...	...	...	...	...	2049174	9992
Corresponding period last season.....	...	...	...	...	...	82255	837

Shipments Since:

Oct. 14 per Falke	From Shanghai	...	270,432	
— 18 ... Travancore (str.)	... Do., &c.	...	8,000	276
— 25 ... Alphee	... Do.	...	—	845
— 26 ... Falke	... Foochow	...	109,600	

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1871	...	...	...	...	...	22812219	1471
Corresponding period last season.....	...	...	...	...	...	15703048	938

Shipments Since:

Oct. 10 per Margarita	From Shanghai	...	52,501	
— 11 ... Black Prince	... Yokohama	...	791,022	
... New York (str.)	... Shanghai	...	414,562	220
— 12 ... Japan (str.)	... Do.	...	—	50
— 16 ... Oregonian (str.)	... Do.	...	328,703	
— 20 ... Tartsing	... Do.	...	959,736	
— 20 ... Alsatia (str.)	... Do.	...	—	20
— 21 ... Emperor	... Amoy	...	364,367	
— 23 ... Costa Rica (str.)	... Shanghai	...	390,999	85
— 24 ... Lubra	... Amoy	...	201,653	
— 26 ... Margarita	... Foochow	...	297,300	
— 26 ... Lord Macaulay	... —	...	—	200

TO AUSTRALIA.

From June 1 to Sept. 30, 1871 ... ... 10,915,379 lbs
Corresponding period last year 6,387,099

Shipments Since: None.

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4¾d.	4s. 5¼d.	4s. 5¾d.
Shanghai ,, ,, ...	6s. 0d.	6s. 0¼d.	6s. 0¼d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 4⅝d.	4s. 4⅞d.	4s. 4¾d.
Singapore ,, ,, ...	4s. 5d.	4s. 5⅛d.	4s. 5⅛d.
Manila ,, ,, ...	4s. 3d.	4s. 3¼d.	—

Digitized by Google

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	304	221
,, Hong Kong	27¾ to 28 dis.	—
Bar silver	111.5.0	10 prem.
Mexican dollars	76.2.0	2½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, 62 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,400 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 36½ to 37 dols. premium.
Hong Kong Fire Insurance Company, 350 dols. premium.
Union Insurance Company, 1,500 dols premium.
China and Japan Marine Insurance Company, Tls. 100 premium.
China Fire Insurance Company, 64 dols. premium.
Victoria Fire Insurance Company, $63 premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $17 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls 85 premium.
Hong Kong Distillery Company, $10 to 15 prem. (nominal).
Hong Kong Pier and Godown Company, $8 to 10 dis.

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From Liverpool, Oct. 19, Lizzie Iredale.

At HIOGO.—From Liverpool, via Yokohama, Sept. 26, Bertha Marion.

At NAGASAKI.—From Liverpool, Oct. 11, Deogaum.

At SHANGHAI.—From London, Oct. 23, Ailsa.

At HONG KONG and CANTON.—From London, Oct. 27, Lord of the Isles (str.); 29, Odessa; from Liverpool, 30, Commander (str.); from London, previous to Dec. 5, Delta (str.); Glendarrock (str.) (reported by telegram).

At MANILA.—From Newcastle, Oct. 16, Mina; 23, Greyhound.

At SINGAPORE.—From London, Nov. 3, Danube (str.); from Aberdeen, 4, Hailoong (str.); from Newcastle, Windermere.

At BATAVIA.—From Clyde, Oct. 24, County of Ayr; from Sunderland, 25, Maassluis; from Glasgow, Nov. 2, Governor General Meyer (str.); from Liverpool, Oct. 28, Lennator; from Newcastle, Nov. 1, St. Louis; from Amsterdam, Oct. 20, Ortelius; from Montevideo, 24, Wallace; from Boston, 24, Borneo; 28, Bengal; from Deal, 31, Juanpore; from Texel, 30, H. W. M.

DEPARTURES.

From YOKOHAMA.—For New York, Oct. 18, Black Prince.

From HIOGO.—For New York, Oct. 7. Adriatic.

From SHANGHAI.—For London, Oct. 21, Constantia, Centurion; for New York, 22, Taitsing.

From FOOCHOW.—For London, Oct. 21, Hopewell; 22, Florence Nightingale; for Boston, 26, Margarita; for Falmouth, Falke.

From AMOY.—For New York, Oct. 21, Emperor; 24, Lubra.

From HONG KONG and CANTON.—For New York, Oct. 18, Feiga; for London, previous to Dec. 6, Lord of the Isles (str.) (reported by telegram).

From MANILA.—For Falmouth (f.o.) Oct. 11, Glamorganshire; for Liverpool, 14, Mic Mac; for Havana, 14, Dona Feliciana; for Boston, 20, Mariano, 13, St. Albans; for New York, 24, Asa Eldridge.

From SINGAPORE.—For Boston, Nov. 3, Stord; for New York, via Penang, 7, Marco Polo.

From BATAVIA.—For Channel, Oct. 28, Bezoekie; for Rotterdam, 19, Regina Maris; for Holland, 21, Maasnymph; 22, Staatsraad van Ewyck; 23, Phillip van Marnix; 25, Insulinde, Amstelstroome; 29, Nymph; 28, Aria and Betsy, Ary Scheffer; 31, Friedeburg; for America, 21, Peruvian; 29, Anna Knell; Nov. 2, Percy Edwards.

From PENANG.—For New York, Nov. 8, Rocket.

VESSELS LOADING.

At YOKOHAMA.—For New York, Mikado, Walton.

At HIOGO.—For London, River Avon.

At NAGASAKI.—For London, Zorab.

At SHANGHAI.—For London, Glengyle (str.), Hector (str.), Ailsa, Victoria, Nyanza; for New York, Endeavour, Midnight, Lady Louisa, Havilah, Jeanie Louttit.

At FOOCHOW.—For London, Devana, Columbus; for New York, Mary Whitridge.

At HONG KONG and CANTON.—From London, Burdwan, Chanticleer, Onward, Corea, Crest of the Wave; for New York, St. Pauli, Birdstone.

AT MANILA.—For London, Sir Jamsetjee Family; for Channel (f.o.) via Cebu, Josefina; for Falmouth, Peter; for New York, Clytie, Sea Flower, Horatio, Dunedin, Sylva; for Boston, Galatea, Alumina; from Cebu, for Boston, Bunker Hill; from Ilo Ilo, for Channel, Monsoon; for Liverpool, Erie.

At SINGAPORE.—For Liverpool, Frances, Strathmore, Windermere; for New York, W. A. Farnsworth.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, nothing loading, and no inquiry for tonnage; to New York, £3 per ton of 40 cubic feet.

At HIOGO.—To London, £2 15s. per ton; to New York, the same.

At NAGASAKI. To London, £3 per ton of 50 cubic feet.

At SHANGHAI.—To London, per sailing vessels, £3 to £3 5s.; per steamer, £3 10s.; to New York, £3 15s. per ton.

At FOOCHOW.—To London, £3 5s. to £3 10s. per ton of 50 cubic feet; to New York, £3 10s. per ton of 40 cubic feet.

At HONG KONG and CANTON.—To London, £2 15s. per ton of 50 feet.

At MANILA.—There is no alteration to report.

At SINGAPORE.—To London or Liverpool, £3 dead weight, £3 15s. to £4 light cargo.

At BATAVIA.—To Holland, f.72.50 sugar; to America, £4 per ton, to load at the Eastward.

At PENANG.—To London; £3 5s. to £3 10s.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Oct. 17	Archos	Singapore	Glasgow
,, —	City of Agra	Manila	New York
,, 19	Collar	Singapore	London
,, 20	Slandy	Amoy	New York
,, 21	Amitié	Singapore	Marseilles
,, —	Johanna	Hong Kong	Bremen
,, 23	St. Roch	Singapore	Marseilles
,, —	Engelbert	Japan	London
,, —	Merse	Passaroeang	Queenstown
,, 24	Fair Leader	London	Singapore
,, 26	Hohusdale	Foochow	London
,, —	Thyatira	Do.	Do.
,, —	Mary Nelson	Singapore	New York
,, 27	Star of China	Hong Kong	Do.
,, —	Maiden Queen	Foochow	London
,, 29	Derwent	Shanghai	Do.
,, —	Sarah Scott	Do.	Do.
,, —	Flying Spur	Yokohama	New York
,, —	Avon	Shanghai	London
,, 30	Sidonie	Marseilles	Yokohama
,, —	Sarah Nicholson	Zebu	Liverpool
,, —	Caprera	Shanghai	England
,, —	Helena	Rotterdam	Samarang
,, —	Nyassa	Liverpool	Singapore

SHIPPING POSTCRIPT.

—o—

ARRIVALS.—Dec. 9, at Deal, from Rangoon, City of Montreal.

DEPARTURES.—Dec. 1, from Copenhagen, for River Amoor, Havfruen; 6, from Shields, for Batavia and Sourabaya, Nation's Hope; 7, from London, for Singapore, China, &c. (via S.C.), Gordon Castle (str.); from Liverpool, for Hong Kong (via Cardiff), St. Andrew's Castle; 6, from Sunderland, for Hong Kong, Contest; 7, from Cardiff, for Galle, Lady Hinks.

LAID ON.—At London, for Colombo, &c. (via S.C.), Stanley (str.); at Glasgow, for Penang, Singapore, Java, Saigon, and Bangkok (via S.C.), Tanah Marah (str.).

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

DAVIES—On the 1st Dec., at Hillside, Widford, near Ware, the wife of C. Langdon Davies, Esq (late of Hong Kong), of a daughter.

DUKES—On the 23rd Oct., at Hong Kong, the wife of W. J. Dukes, Esq., H.M.C.S., of a son.

GREEN—On the 26th Oct., at Hong Kong, Mrs. Thos. Green, of a daughter.

HANISCH—On the 11th Oct., at Shanghai, the wife of F. O. Hanisch, Esq., of a son.

HOWELL—On the 4th Oct., at Yokohama, the wife of W. G. Howell, of a daughter.

KERSHAW—On the 3rd Dec., at Park House, Willesden-lane, N.W., Mrs. John Kershaw, of a son.

MAXWELL—On the 5th Dec., at Florence Villa, Heathfield-road, Birmingham, the wife of Dr. Maxwell, Formosa, of a son.

SHAND—On the 19th Oct., at Yokohama, the wife of A. A. Shand, Esq., of twins, a son and daughter.

TURING—On the 27th Nov., at Rotterdam, Holland, the wife of Henry Turing, Esq., of a daughter.

MARRIAGES.

HEATON—SMALLBONE.—On the 23rd Oct., at Hong Kong, by the Rev. R. Hayward Kidd, assisted by the Rev. Thomas Talbot, Alexander McGlashan Heaton, of Hong Kong, to Ada Elizabeth Fanny, eldest daughter of William Jas. Smallbone of Wawbeck, East Croydon, Surrey.

KOPSCH—HUMPREY.—On the 7th Dec., at Monkstown Church, by the Rev. Latham C. Warren, Henry C. J. Kopsch, F.R.G.S., Commissioner of Imperial Chinese Maritime Customs, to Carolina Louise, daughter of Alexander John Humfrey, Esq., Clerk of the Peace, County Carlow.

M'MILLAN—PATON.—On the 30th Nov., at 481, St. Vincent-street, Glasgow, by the Rev. Thomas Miller, of St Stephen's Church, Mr. John M'Millan, of Shanghai, China, to Jessie, eldest daughter of the late Alex. Paton, of Aberdour, Fifeshire.

DEATHS.

BLACKWOOD—On the 4th Oct., at Yokohama, Henry Blackwood, Chief Engineer of U.S.N. Co.'s steamer *Rona*.

MEADOWS—On the 16th Oct., at Ningpo, Mary Madeline, wife of Robert Meadows, M.D., aged 28 years.

MOUNICOU—On the 15th Oct., at the Catholic Mission, Kobe, the Rev. Father Mounicou, Provicare of the Mission.

WILLCOCKS—On the 24th Oct., at Hong Kong, Alfred Edward Charles, only son of E. J. R. Willcocks, aged 1 year and 11 months.

WOODWARD—On the 20th Oct., at Yokohama, R. H. Woodward, of Shanghai.

The amount of bullion by the P. and O. Company's steamer *Massilia* from Southampton, on the 9th inst., was, in gold, to Galle, £470; to Bombay, £22,047; to Madras, £6,904: in silver, to Bombay, £65,000; to Madras, £5,000; to Calcutta, £61,000; to Hong Kong, £54,197; to Shanghai, £7,405; total, in gold, £29,421; in silver, £192,602.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 11, 1871.

MR. HART'S MEMORIAL TO THE CHINESE GOVERNMENT.

IN China there is a class of privileged persons called "censors," whose duties are to expose the abuses committed by officials in public departments, and the errors of Government policy, in memorials to the EMPEROR. We are not aware whether Mr. ROBERT HART, the Inspector-General of Customs, has had that office added to his multifarious duties at Peking; but it almost appears as if such were the case, if we may judge from his memorial to the Chinese Government, of which a translation appears in the *China Mail.* Be that as it may, in the lengthy document he has published he not only assumes that office, but his memorial is one of the most sweeping censures upon the domestic and foreign policy of the Government that we remember having read, not only in translations from the *Peking Gazette*, but in the columns of foreign journals. It is not merely a memorial showing up some isolated abuse, but it criticises the whole fabric of Chinese politics, in their internal and external relations. Mr. HART certainly shows somewhat of a Herculean courage in thus attacking the hydra-headed monster of officialism in China within its own domain, and with literary weapons, after their own fashion. But he approaches his subject with all the consciousness of power, as may be seen by his droll preliminary comparison of himself to a short man seated on the shoulders of a tall tall man, seeing things from a higher point of view, and hence disinterested. Then he opens his censor-like budget by stating that "in the discussion of Chinese politics, one "has to speak of the domestic and of the foreign policy "of China. The foreign policy of to-day owes its origin "to the domestic policy of yesterday, while the domestic "policy of the future will certainly be influenced by the "foreign policy (of to-day)." This is a simple way of putting the question, and likely to stimulate inquiry into the subject by Chinese politicians. Mr. HART illustrates his text by pointing out the corrupt system of officials being paid such insignificant salaries, as tempt them to enrich themselves by oppressive illegitimate demands on the industrious population. The insufficiency of the Tartar troops, and the war-taxes frittered away without raising forces sufficiently disciplined to suppress local rebellions before they assume national magnitude, are thoroughly exposed. Touching on foreign policy, our author proves the necessity of adhering to treaties in an honest manner, and shows that all the disasters that befel the Government in 1860 arose from their repudiation, and resulting in foreign Powers securing forced concessions. Moreover, as they have proved themselves stronger in warlike measures than the Chinese, any new attempt to bring about another would assuredly end in the discomfiture of their troops, and the payment of fresh indemnities. As to the treaties he justly observes their leading stipulations "were all classed under three heads, Terri-"tory, Missionaries, and Commerce, and the three Powers "were England, France, and Russia." These different heads are discussed in an impartial manner, and the leading arguments are similar to what has appeared from time to time in the Press. The impoverished financial condition of China is represented as the one great obstacle to effecting the necessary reforms in its domestic policy. This, it is stated, does not arise from the absence of wealth amongst the people, or their objection to pay reasonable national taxes, but "that what the "officials grasp from the people is much, while the money that "is devoted to the revenue of the country is little." If these officials were paid salaries commensurate with their posts, and these corrupt practices put a stop to, then the State treasury could have ample funds to keep up both the civil and military administration. Lastly, in pointing out the future commercial policy that should be pursued, the memorial says:—"Permission has yet to be given to foreign "merchants, in conjunction with Chinese merchants, to pro-"mote the establishment of railways, steamers, telegraphs, "&c.;" and, "to grant audiences, is, at the worst, harmless, "to appoint ambassadors is self-protection, and to co-operate "mutually is to enrich the people."

In the above *résumé* of this remarkable document there is a thorough earnestness in advocating the rights of nations and foreigners as against corrupt officialism that does credit to Mr. HART, and we appreciate the outspoken boldness in which his arguments are advanced. Hitherto a general impression has been entertained by all foreigners interested in China that the Inspector-General, being an employé in Chinese pay, furnished information to his chiefs that proved prejudicial to his countrymen. If this memorial is a faithful reflex of his opinions, then he has been misjudged; but even then he has but himself to blame if his reputation has suffered from his previous reticence. Perhaps he now sees the necessity of putting himself right with foreigners; and possibly in taking this bold step as a censor, he may be looking forward to an early *congé* from the Chinese service. But, in any case, the memorial before us appears to be so favourable to foreigners—animated by such a far-sighted and just perception of the necessity for the Chinese Government to approach the revision of the Treaty in a conciliatory spirit, and filled with such sound advice to them—that we are only anxious to see it fully corroborated, so that we may be sure that there is no mistake in it. "Not to have an early settlement"—of the questions in debate between Chinese and foreigners—Mr. HART tells the former, "is to have another war." We have always held and expressed this opinion, in spite of the temporising and vacillating politicians who have opposed anything like decision and firmness. Now that we find an officer, who has so long enjoyed the confidence of the Chinese Government, converted to our way of thinking, we think we may fairly count on the prompt settlement of all vexed questions, if our Foreign Office will but seize the opportunity.

THE POSTAL SERVICE.

AT length the POSTMASTER-GENERAL has finally contracted with the French and Italian Governments for the conveyance of the India and China mails *via* Calais, Paris, and the Mont Cenis Tunnel to Brindisi. The P. and O. Company will, as before, carry the mails from Brindisi to Alexandria, leaving, however, on Monday, at five A.M., instead of Tuesday, as heretofore. This change is in consequence of the saving of time between London and Brindisi by the Mont Cenis Tunnel. The first mails from London under this arrangement will be that of Friday, the 5th January, for Bombay, and 12th for China, &c. The Southampton portions of these mails will leave on Thursday, the 28th December, and Thursday, the 4th January, respectively. The homeward mails, *via* Brindisi, will, as we have before intimated, be timed to arrive in London on Monday morning. The P. and O. Company are now negotiating with the Italian Government to run their steamers from Brindisi on to Venice. The service of the Messageries Maritimes, *via* Marseilles, will, no doubt, be framed in harmony with the P. and O., and we trust to be able next week to present our subscribers with our Time Table for 1872. The rates of postage on letters, books, and patterns will remain as at present, the rate on newspapers and prices current will, however, be reduced to the old rate of threepence for papers not exceeding four ounces. This reduction has given great satisfaction, and the memorial to the POSTMASTER-GENERAL, which we drew up some months since, has, we are glad to see, been respected.

Digitized by Google

THE report of the P. and O. Company, which appeared in our last issue, is one upon which, on the whole, we think the shareholders may be congratulated. Making due allowance for a state of transition like the present condition of our communication with the East, and for the effects of the competition with which the P. and O. Company has this year been assailed on all sides, a dividend amounting to seven per cent. per annum cannot be deemed unsatisfactory; on the contrary, it is a result which appears to us to reflect great credit on the management, and, backed up as it is by the directors' avowal of their determination to continue and develop the liberal and enterprising policy which has distinguished their operations this year, we can see no reason why the prospects of the next should not be deemed even more promising. The new contracts for ships into which the directors have entered show that they are fully prepared to go with the spirit of the times.

WE understand that steps will be taken by the STRAITS ASSOCIATION to protest against the TREATY just concluded—but not yet ratified—by our Government with the Dutch Government, regarding the trade of Sumatra. This TREATY, the text of which we gave in our last issue, will operate very seriously against the interests of British merchants at Penang.

IT is reported that negotiations are pending between our Government and those of several European Powers for securing the neutralisation of the Suez Canal. Both Mr. ODO RUSSELL and Sir HENRY ELLIOTT have, it is understood, made representations on the subject at Berlin and Constantinople respectively.

STRAITS SETTLEMENTS.

LORD KIMBERLEY'S DESPATCH ON THE FINANCES OF THE COLONY—PROPOSED NEW STEAMER, &c.

Lord Kimberley's despatch of the 15th of August to the Straits Government is an admirable document. A prosperous revenue, the Secretary of State tells colonial governors, furnishes no reason for lax and injudicious expenditure; and the expenditure in the Straits is declared to have been unsatisfactory. Year after year there has been a surplus of revenue, and year after year there has been a constant and considerable increase in the ordinary services, while no public work has been undertaken except the Government House at Singapore. Such is the plain and unvarnished judgment pronounced by Lord Kimberley on Sir Harry Ord's four years' financial administration. The Straits Association could hardly have been more severe. For the future, the Secretary of State goes on to say, when the colonial revenue exceeds the expenditure, let the surplus be accumulated to provide for special and important public works which are not likely to cause subsequently a permanent charge on the revenue of the colonies. And further, when the Government wants money for any particular purpose, let it come forward and ask for it in a straightforward manner, instead of getting a good-natured unofficial member to propose the vote. A Governor, Lord Kimberley hints, does not escape from the responsibility of misapplying the public money by a transparent expedient which has been but too often resorted to in Singapore. The business of unofficial members is to restrain, not to promote, the spending of the revenue; and the Secretary of State not only tells them so, but tells them also that they have not always been sufficiently mindful of their duty in this respect. He has noticed that they have not taken as keen and watchful an interest in checking and controlling the details of the public expenditure as is shown in other colonies, but that, on the contrary, they have too frequently allowed lar e and unnecessary expenditure to pass unquestioned; and he directs that in future the estimates shall be referred to a committee consisting mainly of unofficial members, and that their report upon them shall be sent to the Colonial-office.

There is something fine in this manly appeal to the guardians of the public purse to protect the Colonial Minister against the "lax" tendencies of his local agents in dealing with the public resources; and if it makes the salutary impression which it deserves to make, it may galvanise for a time the "colonial system" into fair working condition. But we must be forgiven for doubting whether in the long run the officials will not prove stronger than the Secretary of State and his unofficial allies combined; and we shall take one subject of expenditure to explain our meaning. We venture to say that the history of the Straits steamers will justify our misgiving. The demand for new steamers, which began with Sir Harry Ord's arrival in the Straits in 1867, has never ceased down to the present time; and the amount which has been squandered under that head, if compared with the revenue of the colony, would throw into the shade, a hundred times over, that outlay on royal yachts which has so much offended Sir C. Dilke. Without raking up the figures of that "lax and unnecessary" expenditure, however, it is enough to say that the Straits officials, not satisfied with a new steamer which was sent out to them last year, and a steam launch which cost the colony from £1,200 to £1,500, are now clamouring for another vessel, which is to cost, as they propose, $15,000. But what is all this steam power wanted for? Is it to carry officials from one settlement to another? They would be more expeditiously and far more economically carried by the numerous passenger steamers which ply in the Straits. Is it to carry reliefs and provisions to the light houses? This could be done for a mere trifle by contract. Are steamers wanted for making war against pirates? It is denied on good authority that there are any pirates in the Straits; but if there are, it is the business of the Royal Navy to put them down; and there is always one man-of-war, sometimes more, lying at Singapore or Penang, quite prepared to undertake the task. The truth is, and the more the subject is examined the more the truth will appear, that what steamers are really required for is the convenience and recreation of two or three officials. Nothing perhaps can put this in a clearer light than the amusing divergence which is to be found in the views put forth for the new steamer by the two authorities who are asking for it, the Governor of the colony, and the Lieutenant-Governor of Penang. The former would have the craft in Singapore harbour to be used for police and lighthouse purposes in order to save the larger vessel in wear and tear; the latter thinks that she ought to be at Penang to "detect" pirates at that end of the Straits, to serve the lighthouse near Malacca, and last, but not least, to enable him to cross over from Penang to Province Wellesley—a passage of, perhaps, a couple of miles, possibly as perilous as the passage of Bangor ferry, but certainly not so formidable as the voyage between Portsmouth and Ryde. Lord Kimberley at first vetoed the new steamer altogether, but Sir H. Ord so far prevailed over his better judgment as to persuade him to sanction a small one not exceeding thirty tons. And now Col. Anson's proposal for a larger one has thrown the whole question once more open. If each of these gentlemen is to be believed as regards his own needs, it is clear that what is required is not one, but two steamers. But if he is questioned as to his neighbour's wants—a matter in which he is more likely to be impartial—it is equally clear that no steamer whatever is required. Sir Harry Ord evidently does not want a vessel for Penang, and Colonel Anson as evidently is unable to see any use for another at Singapore, where there are two already. If the stewards of the public purse are true to their trust they will protest against the lax and unnecessary expenditure into which the Governor and Lieutenant-Governor, each in his own way, are endeavouring to lead them. Let them review the various grounds which have been put forth for keeping up steamers at the expense of the colony. In 1867 Sir Harry Ord represented to the Council that they were needed for carrying officials, relieving lighthouses, doing police duties, fighting pirates, communicating with Malay rajahs who jeopardised British interests, and finally for keeping up British prestige. He then admitted that the two first purposes might be accomplished by charter. The steam launch was built for police duties, and has never found any to perform. As to the other purposes they are the business and always have been performed by Her Majesty's Navy. Let the unofficial members, then, review the purposes for which the colonial steamers have actually been employed, and they will find, unless the local press has strangely and persistently misinformed us, that they have been frequently put to uses purely private and personal. The colonial steamer was employed in 1868 to carry the Governor and a party of friends to Siam to see an eclipse, and it is worth asking whether the colony did not pay for the table, as well as for the coals, on that expedition. On other occasions she has carried the Governor and select party to Johore for pig or snipe shooting. She was painted, gilded, and decorated, to carry the Governor to

Digitized by Google

Java in 1869, although a man-of-war had been placed at his service to carry him there. The Straits papers have for years remonstrated in indignant terms against the employment of a colonial steamer, at a cost not far from £100 a trip, in carrying the Governor's private letters (not the official correspondence, which was left for him at Penang) from Singapore to Penang every fortnight during his visits at the latter Settlement. On one occasion the Master Attendant is said to have been reprimanded for having suffered what Sir Harry Ord called *his* yacht to be employed in saving a burning vessel. One night not long since the steam launch was plying from one man-of-war to another in the harbour of Singapore, carrying a distinguished official, on an errand very evidently social only. These are the purposes for which steamers are really demanded in the Straits. If Lord Kimberley will again look into the whole question and see the enormous sum that steamers have cost the colony since the transfer, and what they have done for the money (and the materials for the investigation are at hand in his office), we hardly think it probable he will sanction any further outlay in this direction.

THE SALANGORE AFFAIR.

(FROM A CORRESPONDENT.)

We are all astonished in Singapore at the opinions of Sir Benson Maxwell with respect to Salangore. The only sane and wholesome action the Government has taken for many years with respect to native States is abused and held up to public scorn, and if our late Chief Justice has lived fifteen years in the Straits not to know that Salangore, under its present opium-smoking ruler, has long been in a state of anarchy, all I can say is that he should not, Quixote-like, take up the cudgels and indulge in inflated language. The piratical affairs brought on a political action which we in Singapore have every reason to believe will be of the greatest benefit to Salangore in particular and the Straits in general.

The political action arose in this wise. Some years ago Sultan Samat gave to his brother-in-law, Rajah Abdoolah, and to his family, the province of Klang. This chief set to work to open up the tin mines, and by giving countenance and protection to Chinese capitalists in Malacca a large trade arose and his revenue increased. This aroused the cupidity of the Sultan and of his followers, and the former undoubtedly encouraged his grand nephew, Mahadie, to raise the standard of revolt. This rajah had hitherto been living at a place called Lama Sorah, twenty-five miles up the Klang River, on a salary of $100 a month. He was in disgrace, having married one of his grandmothers, or, rather, one of the widows of his grandfather. Joined by others who viewed with jealousy the prosperity of Rajah Abdoolah, Mahadie attacked him at his chief trading establishment, and, after some months of fighting, drove him away to Malacca, but not before General Cavenagh, having visited the place in the *Pluto*, had been grossly insulted by the insurgent chief.

Rajah Abdoolah died soon after, and his sons, having raised a force, blockaded the Klang River. This was what the Sultan desired, as so long as Klang was disturbed the tin from the mines was carried down the Langut River, up which he lived, and there levied duties, to the detriment of the people at Malacca, whose funds were meanwhile seriously jeopardised. The war was carried on with various success. If Mahadie was hard pressed the Sultan sent him provisions and food by the Langut River; when the rajahs were getting the worst, this type of a sovereign assisted them temporarily with men and arms. At last the sons of Rajah Abdoolah sought for assistance from Ourdah, and Tungko dia Oodin appeared upon the stage with a numerous suite of followers. The Sultan sought to cajole him too, and so, I believe, gave him his daughter in marriage, and appointed him to settle the disturbances in Klang.—(See *Government Gazette* of April 22, 1870.)

This did not, however, prevent H.R.H. coquetting with Mahadie, and going on as usual, so much so that when Sir Harry Ord went to Langut as pacificator and failed, the Sultan declared that he knew nothing of his nephew, although it came out afterwards that they were talking together when Sir Harry's visit was announced, and were together again within an hour after his departure. At last Tungkoo dia Oodin drove Mahadie away from Klang, the latter flying to Salangore, where he quickly fortified himself against an attack of his successful rival under the auspices of the Sultan's son. Then appeared the pirates and the consequences of that visit, and then the interview of Mr. Birch with the Sultan, who of course abused those he had supported, but who had lost the day, but wished to keep up the old game of "divide et impera" by proposing a mixed form of Government. This was prevented, and Rajah dia Oodin, the Governor of Klang, was created Governor of Salangore, with every probability of opening up the trade of the country and of enabling the Malacca people to recover their jeopardised funds. This is the history of the treacherous savage whom Sir Benson coolly compares to Her Majesty the Queen of Great Britain.

The town of Salangore was not burnt; it is some thirty miles from the destroyed forts. Langut is not up the Salangore River, please, Sir Benson, but thirty to forty miles up a river of that name thirty-five miles from the Salangore River. Klang River is between the two.

THE AMOOR RIVER NAVIGATION COMPANY.

The following statement has been published in connection with the Loan of £200,000 introduced by Messrs. Schroder and Co., and noticed in our commercial article:—

The river Amoor is formed by a junction of two rivers, the Shelka and the Argoon, the former rising in Siberia, and the latter in Chinese Tartary. The length of the Amoor, from the junction to the sea, is about 2,500 versts (1,700 miles). The Shelka is also navigable for about 500 versts, making 3,000 versts (2,000 miles) from point to point. There are two other navigable tributuaries which feed the Amoor, namely, the Sungari, which rises in the centre of Manchouria, a very densley populated country, and the Oossouri, which rises in the southern part of Eastern Siberia, close to the Pacific, and to the Russian ports on that ocean. There are many gold mines now being worked on the Amoor, and during the years 1868, 1869, and 1870, there were no less than seventy setts in which gold was found, and application was made to the Government in each case for permission to work them. The resources of the Amoor country are very great. There are enormous tracts of land suitable for colonisation and pasturage and capable of cultivation, with immense quantities of timber; oak, elm, ash, larch, pine, and maple, and also vast supplies of limestone. The attention of the Imperial Russian Government has lately been directed to these resources, and the Governor-General of Siberia has been instructed to expend a considerable yearly sum in order to encourage the colonisation of the Amoor country.

The Amoor is the natural means of communication between the Pacific Ocean and the interior of Eastern Siberia and Manchouria, so that the requirements of about four million inhabitants will be provided for more expeditiously and at a cheaper rate by this than by any other route. The Amoor and its tributaries being the only means of transport for the traffic through the country, the Russian Government has, during the last fourteen years, established and worked a line of steamers on the rivers. In furtherance, however, of the recent policy of the Russian Government, which is to promote private enterprise (as exemplified in the late transfer of Government railways to private companies), the Government gave notice that it was prepared to transfer all its interests in the existing line of steamers on the Amoor and its tributaries, and also all the stock and property appertaining to the said navigation to a responsible company constituted for that purpose. Several applications were made to the Government from different quarters for the concession, but the Imperial Government granted it to this company in consequence of the directors being already largely interested in the prosperity of Siberia. The Board is composed as follows:—Nicolas Bernardaky, president of the Kharkoff Krementchug Railway, Serge Abasa, Henry Isenbeck, Alexander Etoline, all of St. Petersburg; and the subscribed share capital amounts to 700,000 roubles.

The chief inducement to the Russian Government to transfer the working of this important line to a private company was to obtain a development of the resources of the country greater than could be expected from an official and exclusively military organisation. This will be peculiarly effected by the development of one element of commerce, namely, the importation of tea into the Eastern Continent of Russia. Hitherto, the whole of the tea required in Eastern Russia (80,000 chests of about 100 lbs. each yearly) has been conveyed thither by caravans, and the time required for its transport has been upwards of twelve months. By the Amoor route the maximum time of transport will be seventy days, and the saving of cost in the transport will be six roubles per chest, in addition to a saving of twelve per cent. (the interest of money in China) on the whole capital of the caravan tea trade with Russia, arising from difference of time occupied in the transport. The transport of the tea will be effected by ocean steamers, belonging to this company, from Hankow, on the Yangtsze River, to Nikolaievsk, at the mouth of the Amoor, a distance of only 2,000 miles. The climate, though severe in the north, is healthy; but in the southern parts it is mild, the ports in the south, which are the most important for the purposes of the company, being frozen only two months in the year.

If one article of freight alone is taken into consideration, namely, tea, it will be found that the annual import into Eastern Russia amounts to 240,000 poods, nearly 10,000 cubic tons English. The transport of this tea at present, by caravans, costs, from Hankow, in China, to Irkoutsk, near the Lake of Baikal, 7½ roubles per pood. The price for land transport between Strelensk (the highest navigable point on the Amoor) and the Baikal Lake is from 1 rouble 20 copecks to 2 roubles 50 copecks per pood. Taking the highest price—2 roubles 50 copecks per pood—there remains 5 roubles per pood for the transport of tea by water from Hankow to Strelensk, *via* Amoor River. The actual expenses of the company for river transport from the mouth of the Amoor to its highest navigable point are about 50 copecks per pood. Supposing that the freight from Hankow to Nikolaievsk (about 2,000 miles distance) attains the price of £3 per ton of 40 cubic feet, which would be equal to 1 rouble per pood, the cost of the whole transport by water would not exceed 1 rouble 50 copecks. Consequently there remains a surplus of 3½ roubles in favour of the company. In order to induce the exporters of tea from China to adopt the Amoor route, the company has already entered into negotiations with the largest tea firms in Russia and Russian firms in China, and have promised them a reduction per chest on the transport of tea from China to Irkoutsk. At the prices agreed on for this traffic the company would derive a profit of £360,000.

Independently of the income shown by the above statements the company will derive a new and considerable revenue by the establishment of a line of sea-going steamers of its own, to run from Hankow to Nikolaievsk. The amount of sea freight imported annually by that route would amount to 10,000 tons. Assuming the company to charge (as stated above) £3 per ton, the gross receipts from tea alone during the summer months would be £30,000—a sum sufficient to keep up four steamers the whole year round. A considerable sum would also be realised on the return journey by the transport of timber, coal, and seaweed, 5,000 tons of which last are now yearly exported from Siberia to China alone. There is no question that so soon as these ocean steamers

Digitized by Google

are established, the Imperial Russian Government will avail itself of the line for the transport, not only of all Government freight, for which it frequently now charters private vessels, but also for the establishment of regular communication between the different Russian ports on the Pacific Ocean, a communication which is much needed, and at present can scarcely be said to exist. In this case the company has every reason to believe that it will receive an important additional income, by way of subsidy, from the Russian Government for carrying the mails and Government freights.

P. AND O. COMPANY'S MEETING.

The meeting of shareholders in this company was held at the offices, Leadenhall-street, on the 7th inst., under the presidency of Mr. P. D. Hadow, chairman. The notice calling the meeting was read by Mr. C. W. Howell, the secretary, who also presented the report of the directors.

The Chairman said he found, on looking over the report of his observations at the last meeting, that if he were to repeat them that day they would be equally applicable to the present moment. The principal points at the last meeting were that there had been an increase in the competition and a decrease in the expenditure. On the present occasion he was able to say that the receipts had not been greater, but the expenditure had been less.

The company had sold four vessels at a loss, but they would be replaced by new ones, consuming less coal, having more carrying capacity, and better adapted in every way for the requirements of modern trade. So that though for the moment the sale entailed some pecuniary loss, yet in the end there would be a considerable gain to the company. The fleet had been strengthened, as stated in the report, and it was a matter of deep satisfaction to the board to know that the old ships had been replaced, and the company's fleet vastly improved, without calling upon the shareholders for any fresh capital. So far as they had gone up to the present, the new ships had entirely satisfied the expectations of the board. The last new vessel went to Galle at the rate of eleven knots with a consumption of thirty-three tons of coal, in place of old vessels which consumed fifty tons of coal and could convey only half the quantity of cargo. Referring to the underwriting account, he said that on the last occasion the board presented a clean bill of health, whereas on the present they had to deplore the loss of the *Rangoon*. The paragraph in the report referring to that matter was very short, not because the board desired to withhold any information from the shareholders, but because the full report of the circumstances was not yet before the board, and as the inquiry was still pending the directors deemed it just and prudent to await the finding of the Court before commenting upon the sad accident. As soon as the Board were in possession of full information the public and every one else should have it. It was satisfactory to know that the captain and crew were acquitted of all blame, and, in addition to the fact that passengers and crew were saved, there was the consolation that the mails had been recovered uninjured. This was more than could at first have been expected, as the divers who first went down were carried away by the strong undercurrent, and it was therefore the more creditable. Turning from a dark picture to a bright one, it was a source of deep satisfaction that the company's officers and ship had been able to render such signal service in rescuing the crew of the ill-fated and unfortunate Megæra. The letter of Captain Bernard was appended to the report, and spoke for itself. It was a simple narrative of events, and showed that there were still in the service of the company gentlemen who were distinguished for skill and bravery, and who, in the management of vessels under the most trying circumstances were second to none. (Loud cheers.) He concluded by moving the adoption of the report and statement of accounts.

Mr. Gibbins seconded the motion with a very great deal of pleasure. He had examined the accounts at the office, and found them satisfactory in every respect. To his mind the shareholders were greatly indebted to the board for their exertions in meeting competition and maintaining the high position of the company.

Mr. Gliddon thought that the report was most satisfactory, and that the provision which the board had made for next year was a wise one, and would commend itself to the minds of the shareholders generally. He did not believe the officers of the company were in any measure responsible for the loss of the *Rangoon*, as she was at the time in the hands of the pilot, and expressed his approval of the policy of the board in getting rid of the old, large coal-consuming ships, and replacing them with new ones, consuming less coal, and having greater cargo-carrying capacities.

Mr. Davies wished for a more detailed statement of accounts. He was sorry to see the large loss on the sale of the old ships, and thought that the 5 per cent. annually written off for depreciation was too small. He rejoiced to see the diminution in the expenditure, but believed there was ample room for a still further reduction. He suggested that a large saving might be effected by the company importing its own wines and spirits for consumption. He was not satisfied with a 6 per cent. dividend.

Mr. Jones expressed deep regret at the loss of the *Rangoon*. He had upon many occasions called the attention of the directors to the dangerous state of Galle Harbour, and thought that a special protest or representation should go from that meeting to the Government of Ceylon. By the refusal to expend a sum of less than half a million to render the harbour safe the Government was responsible for the loss to the shareholders of 3 per cent.

Dr. Schulhof, referring to the loss of the *Rangoon*, gave it as his opinion that the disaster was mainly attributable to the fact of the ship being detained whilst she took in the local China mails.—Dr. Stokes thought the company's manager at the station was greatly to blame in the matter, and the harbour-master as well.

The Chairman, in reply to the various speakers, said the loss on the *Broughton Hall* was only about £2,000. She was a very old ship and practically useless. No doubt the loss on the sale of old ships was a matter for regret, but it would have been a loss still more serious if the company had attempted to reconstruct them. As to the company importing its own wines, he hoped the shareholders would leave those details of management to the board. For the present the directors did not deem it prudent to make any change. As to the company having done more work and earned less money, it was the fact. But the same causes which increased the work tended to diminish the expenditure. There was a great deal of competition, and the company's rates for passengers had been reduced fully 20 per cent. The debentures of the company falling due were being renewed at a lower rate of interest. The captain of the *Rangoon* was an old, very efficient, and trustworthy officer of the company. The pilot in whose charge the vessel was had been uniformly employed by the company for the past 20 years. Before stopping the vessel to take in the mail from the boat the captain asked the pilot if she was out of danger, and was answered in the affirmative. The stoppage to take in the local mails only occupied thirteen minutes, and the delay was occasioned by the local mail from Ceylon not being ready in time. The board had received letters from the company's agents at Galle, and did not think them or the harbour-master to blame. The captain had never before had an accident, and the board, despite the unfortunate occurrence, had the utmost confidence in him and all the company's officers. (Cheers.) The captain and officers were anxious to beach the ship when the accident happened, but the pilot told them it was too dark, and impossible to do so, and the captain, properly thinking life the most valuable thing he had in charge, at once made for the nearest ship outside the harbour, in order to save those on board. (Cheers.)

The report was adopted *nem. con.*, and the dividend declared. Upon the motion of the Hon. J. Norton, seconded by Mr. Stuart, the retiring directors were re-elected. The auditors having been reappointed, the proceedings closed with a vote of thanks to the chairman and his colleagues. The directors' report appeared in our last issue.

Monetary and Commercial.

Subscriptions have been invited by Messrs. J. Henry Schroder and Co. for £210,000 Six per Cent. Bonds of the Amoor River Navigation Company of St. Petersburg, at the price of 87, in instalments extending to the 1st of May next. The company has recently been constituted by a decree of the Russian Government, to take over and extend the arrangements hitherto carried on by the State for the performance of the postal and general traffic service *via* the Amoor, especially in connection with the importation of tea and the regular communication with the various ports of the Pacific Ocean. The Government have entered into an exclusive contract with the company for twenty years for a certain amount of transport service, on defined terms, accompanied also by a subsidy equal to about £56,000 per annum, and the Bonds are to be redeemed at par within that period by annual drawings, which will commence on the 1st of December, 1872. Some lengthy extracts from the prospectus of the undertaking appear in another column. The subscription list was closed on the 8th inst., the applications having exceeded the amount required. The scrip is quoted 1 to 1½ prem.

The "Imperial Marine Insurance Company" is being formed, with a capital of £300,000, in £10 shares. The prospectus says:—

The opening of the Suez Canal route to India and China, and the large increase in steam tonnage between Liverpool and America, have added enormously to the trade of the country during the last three years, and for this increase no special facilities for insurance have been provided in Liverpool, where the head office of the new company is to be situated, so that insurers are compelled to send a portion of their risks to be covered elsewhere. The directors have made arrangements for taking over the business of the Liverpool Marine Insurance Company, on placing at the disposal of its liquidators 5,000 shares, with £2 credited thereon, for distribution amongst the shareholders in that company. The Imperial will thus secure immediately a carefully-selected business, yielding, under the present management, a premium income of about £60,000 a-year, which is believed to be capable of great and immediate expansion. The directors have also secured the services of a complete office staff in excellent working order, including an experienced underwriter, and propose to have agencies in the principal ports of the United Kingdom, India, Australia, and China. As a proof of their confidence in the undertaking the directors themselves take upwards of 4,000 shares in the company.

At the meeting of the P. and O. Company, the directors' report was adopted, and a dividend and bonus, equal together to 4 per cent., were declared for the half-year. The proceedings at the meeting will be found in another column.

The tenders for £500,000 in bills on India, or £100,000 above the total offered on the last occasion, were received on the 6th inst. at the Bank of England. The amounts allotted were—To Calcutta, £363,100; to Bombay, £131,000; and to Madras, £5,900. The minimum price was fixed, as before, at 1s. 11d. on all the Presidencies. Tenders on Calcutta and Madras at 1s. 11½d will receive about 37 per cent., and on Bombay at that rate in full. These results show no change of importance compared with the last occasion.

Digitized by Google

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and eleven months ended 30th Nov. have been issued. The following is a summary of those figures which relate to our Export trade with China and other countries in the Far East :—

COTTON YARN.

To		1869.	1870.	1871.
		For the Month ended 30th Nov.		
China and Hong Kong	lbs.	992,400	571,320	975,500
Japan	,,	1,067,120	534,224	798,050
Straits Settlements ...	,,	362,810	254,300	98,320
Ceylon	,,	20,800	26,000	7,000
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	lbs.	4,632,722	10,641,669	8,577,480
Japan	,,	4,793,136	9,132,824	9,030,380
Straits Settlements ...	,,	1,365,925	2,532,340	2,284,160
Ceylon	,,	385 534	269,262	304,760

COTTON MANUFACTURES.

To		1869.	1870.	1871.
		For the Month ended 30th Nov.		
China and Hong Kong	yds.	23,830,753	40,676,626	33,863,500
Japan	,,	3,003,130	4,258,450	997,900
Philippine Islands ...	,,	2,476,100	1,973,500	700,400
Java	,,	2,315,500	2,383,200	487,700
Straits Settlements ...	,,	3,593,790	7,371,902	4,603,700
Ceylon	,,	1,117,380	4,031,610	4,654,900
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	270,695,137	340,105,479	443,983,975
Japan	,,	16,180,137	32,257,598	34,623,044
Philippine Islands ...	,,	28,378,939	26,688,110	11,096,536
Java	,,	17,577,257	29,982,042	29 882 754
Straits Settlements ...	,,	56,192,610	88,752,014	66,487,480
Ceylon	,,	21,792,472	27,813,360	27,992,063

WORSTED STUFFS.

To		1869.	1870.	1871.
		For the Month ended 30th Nov.		
China and Hong Kong	yds.	1,544,583	587,942	1,105,520
Japan	,,	111,920	34,400	86,350
		For the Eleven Months ended 30th Nov.		
China and Hong Kong	yds.	20,095,898	15,257,480	14,758,581
Japan	,,	3,043,772	1,618,994	1,630,484

WOOLLEN AND WORSTED CLOTHS TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month ...	yds.	115,406	184,693	151,274
For the eleven months	,,	1,904,483	1,961,452	1,632,670

LEAD TO CHINA AND HONG KONG.

		1869.	1870.	1871.
For the month ...	tons	1,724	669	1,143
For the eleven months	,,	13,658	11,556	8,600

ARTICLES OF IMPORT.

TEA.

There has been but little doing during the week, and the market appears to have settled down into the condition of quietude which usually prevails during the few weeks which precede the Christmas holidays. In the limited transactions which have been entered into prices have shown no alteration.

Only one public sale has been held during the week, and at this the unimportant quantities offered were nearly all taken off at previous rates ; of 3,061 packages put up 2.720 packages sold without reserve. 800 boxes Scented Orange Pekoe from Macao sold at 1s. 2¾d. to 1s. 3d., 507 boxes Canton ditto at 1s. 4½d. to 1s. 6¼d., and 123 boxes Canton Scented Caper at 1s. 6½d. per lb.

Home consumption for London	1871.	1870.
from 1st Jan. to 30th Nov. ...	82,114,000 lbs.	76 397,000 lbs.
Export do. do. ...	36,233,000 ,,	29,176,000 ,,
Sent coastwise do. ...	33,564,000 ,,	34,472,000 ,,
Total delivered ...	151,911,000 lbs.	140,045,000 lbs.

SILK.

There is a small but steady business doing, chiefly for the home trade, and although at this season manufacturers limit their purchases as much as possible, yet being well employed, their actual wants have sufficed to produce moderate daily transactions. China Silk is firm in price, and good clean Silk is not easily obtainable. Japan Silk of the best quality is in demand, but lower classes are dull and declining. Canton Tsatlee reel of the ordinary quality sells freely at 16s. to 16s. 3d., but this Silk is firmly held, consequent upon the telegram from Hong Kong reporting the season abruptly closed by the failure of the later crops.

Deliveries from 1st to 5th December inclusive:—Bengal, 56 bales ; China, &c., 570 bales; Japan, 143 bales.

COFFEE.

The market has exhibited a steady tone during the week, but the business has been small in extent, and has consisted wholly of Plantation Ceylon, the prices realised being: triage and ordinary, 59s. to 67s. 6d. ; small gray, 67s. to 68s. ; low middling gray kinds, 70s. to 72s. ; bold ditto, 72s. to 74s. ; middling, 74s. 6d. to 77s ; pea-berry, 82s. to 83s. 6d. Privately plantation has sold at 67s. for small to 74s. for middling, about 300 bags Native at 66s. 6d. to 67s., and 72 bags ordinary mixed Singapore at 64s. to 64s. 6d. For arrival 50 tons Native Ceylon have been sold at 67s., guaranteed good ordinary bold at 69s.

SUGAR.

A quieter tone has pervaded the market within the past few days; the demand has been small, and to effect business holders have been constrained to submit to a decline of 3d. to 6d. per cwt. upon our last quotations. The following are the sales effected during the week:—

Manila: In auction 12,243 bags Cebu unclayed, per G. F. Handel, of fresh import, were bought in at 25s. to 25s. 6d. ; privately, 5,000 bags clayed Manila have been sold at 27s. 3d., and 350 tons Ilo Ilo at 25s. 9d. ; for arrival, 120 tons Taal have been sold at 24s. 6d. landed terms.

Penang.—At auction 553 baskets pasty date were bought in at 24s. 6d. to 25s. ; these were subsequently sold privately at 24s. 6d. Of 528 mats good soft coloury (duty 5s. 3d.) offered, 150 mats sold at 34s. 6d. to 35s.

Java, Siam, &c.—No sales.

COIR GOODS.—At the public sales moderate supplies of Yarn brought forward met a good demand, and were mostly disposed of at fully previous rates. Of 347 bales Ceylon about 200 bales sold—middling to good middling, £33 15s. to £36 10s. ; good to fine, £38 15s. to £47 15s. ; superior well made, £52 15s. to £58 5s. ; 26 tons in dholls all sold—common to good common at £28 to £30 10s., middling, £31 to £32 15s. Of Fibre, 2,400 ballots (10 tons) Ceylon were bought in at £18, except one lot which sold thereat.

COCOA-NUT OIL continues quiet at £38 10s. for Ceylon. At auction 224 hogsheads Ceylon chiefly sold, fair at £38 10s., dark brown weak £33 5s., the remainder and 84 other packages being bought in at £35 to £38 10s. for dark weak to good.

CAMPHOR.—The market continues firm ; China has been sold on the spot at 80s., and for arrival (500 cases) at 75s. per cwt.

CUTCH.—200 boxes fine Pegu, Elephant mark, have been sold at 24s. 6d.

GAMBIER continues in good demand; for arrival 100 tons near at hand have been sold at 17s. 10½d. for distant shipment; 18s. is obtainable.

HEMP.—Of recent arrivals of Manila, per Mary Blundell and Thomas Bell, a large portion, amounting to 4,889 bales, has been offered by auction ; only 1,500 bales found buyers, brown at a decline of £1 per ton, better qualties 10s. lower ; common brown sold at £37 15s. ; middling to good ditto, £40 to £41 10s. ; barely fair current (1,000 bales mark BC), at £46, a few lots £46 5s. ; good fair, £47 10s. ; good Boluzan, £51 10s. to £51 15s.

PEPPER.—*Black* continues dull, and in auction of 1,082 bags Penang offered only 600 bags sold at easier rates, chiefly sea-damaged at 5¾d. to 5⅞d. for first class, a few sound at 5⅞d. to 6d. ; of 136 bags Singapore 116 bags common sold at 6d. *White:* In auction of 708 bags Singapore offered 620 bags sold at a further decline of fully 1¼d. per lb., viz., at 11½d. to 1s., chiefly at 11¾d.

PRESERVES.—250 cases good Chyloong China Ginger sold readily at advancing prices, commencing at 10d. and rising to 11d. per lb. Of 100 casks common 30 casks sold at 6¾d. to 7d. per lb.

RICE.—The market has been very dull ; in auction 7,042 bags Necransie were bought in at 10s. 6d. to 10s. 9d., except 1,500 bags sea-damaged, which sold at 9s. to 9s. 9d , 3,879 bags Moulmein bought in at 10s. 3d., except 1,100 bags damaged, which sold, repacked and fourth class 8s. 9d. to 9s., 1,639 bags damaged Rangoon bought in at 10s., 1,354 bags white Bengal were bought in, low middling to middling at 11s. to 11s. 6d., of 7,500 bags old Necransie, per Sapphire, 500 bags sold at 10s., one lot 10s. 3d., being cheaper, the remainder bought in at 10s. 6d. ; privately 1,550 bags middling white Bengal have been sold at 11s. 3d to 11s. 6d.

SPICES.—*Cinnamon Chips:* At public sale 1,649 bags Ceylon met a moderate demand, and only 900 bags sold at previous rates—coarse bark 2d., thin bark 2¼d. to 2½d., barky chips 3¼d. to 3½d., fair to good 5¼d. to 6¼d. ; the remainder bought in at 3d. for ordinary to 6½d. for good. *Cassia Vera:* 40 cases China bought in at 60s. *Cloves:* 39 cases Penang met less demand, and only 10 cases sold at an important decline at 1s. 3½d. to 1s. 3¾d., one case 1s. 4¾d. ; 20 bags Java sold at 4½d. *Nutmegs* : 37 cases Penang, chiefly import 1865, sold at full rates; average 65 nuts to the lb. at 3s. 10d., 69's at 3s. 8d., 71's at 3s. 7d., 88's at 3s. 6d., 107's (30 cases) at 3s. 1d. to 3s. 2d., 118's at 3s. 1d. *Mace:* 7 cases fresh Penang sold at rather lower prices—fair reddish, 4s. 6d. to 4s. 7d. ; ordinary dark, 3s. 10d. to 3s. 11d.

SAGO.—At auction only 40 bags small pearl were offered and bought in at 17s. to 18s. *Flour* · 1,090 bags Singapore bought in at 16s. 6d.

TAPIOCA.—684 bags Penang sold steadily—good 2d. to 2¼d., middling 1¾d. to 2d. ; 186 bags Singapore sold at 2d. to 2¼d. Pearl : 35 bags large bought in at 20s.

TIN.—The market continues strong ; Straits has sold for arrival at £148 to £149, and for delivery during the first four months next year at £147 10s. ; Banca at £149 to £150.

NEW YORK MARKET REPORT.—Nov. 29.

TEA.

The following is from Messrs. Beebe's Circular :—Since the date of our Circular for October a large business has been reported in Oolongs, at essentially unchanged prices. Sales made public during the month show an aggregate of 73,800 half-chests, including 24,000 new crop to arrive from Amoy, 16,700 to hand, ex steamer Wm. Miller, and 31,800 old, chiefly Foochow kinds. At the close there is less enquiry, and further transactions of magnitude, either in old or new, could only be effected at some concession in prices. For Greens the demand has been quite moderate, and the business noted has been mainly in old crop, and from second hands. Sales include 17,500 half-chests, and quotations show a decline in nearly all grades of old, with a more marked one in some grades of new. In Japans the transactions are also on a moderate scale. Sales for the month foot 15,500 half-chests, of which 4,200 only are new crop—the latter indicate a declining and unsettled market, with quotations 3c. to 6c. lower for medium to finest. For old, no change in values can be quoted since our last. Sales of Congou and Souchong are limited to 3,700 half-chests, the market closing with but little inquiry for any grade.

The following are the current quotations (in gold, duty 15c. paid) : —Greens (Moyune, Teenki, and Fychow, new crop): Gunpowder, first

Digitized by Google

quality, 105c. to 110c.; second, 80c. to 85c.; Imperial, first, 85c. to 90c.; second, 70c. to 75c.; Young Hyson, first, 95c. to 105c.; second, 75c. to 85c.; Hyson, first, 80c. to 85c.; second, 67c. to 72c.; Hyson Skin, 33c to 43c.; Foochow Oolongs (old crop), common and good, 39c. to 46c.; superior and fine, 52c. to 65c.; finest, 70c. to 90c.; Amoy Oolongs (new crop), common and good, 43c. to 54c.; superior and fine, 57c. to 67c.; finest, 70c. to 80c.; Souchong and Congou (old and new crop), common and good, 27c. to 38c.; superior and fine, 43c. to 55c.; finest, 60c. to 70c.; Japans (new crop), common, nominal; medium, 53c. to 55c.; good medium, 57c. to 60c.; fine and finest, 68c. to 72c.; choice, 75c. to 85c.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Nov. 18, 1871. were as follows:—Greens, 18,376,971 lbs.; Japans, 13,895,459 lbs.; Souchongs, 3,476,915 lbs.; Oolongs, 13,385,917 lbs.; other sorts, 383,783 lbs.; total, 49,519,045 lbs. The stock on Jan. 1 was 16,748,661 lbs.; which, added to the above total, gives a result of 66,267,706 lbs. as the total supply. Subtracting from this total the exports from Jan. 1 to Nov. 18, 4,593,416 lbs., and the withdrawals for home consumption during that period, 44,550,177 lbs., there remains a total of 17,124,113 lbs., representing the stock on the last-named date. The receipts from Sept. 18 to Nov. 18 amounted to 4,454,766 lbs.; the withdrawals for home consumption to 3,142,200 lbs.; and the exports to 224,609 lbs.

SILK.

The following is Mr. O'Donoghue's report:—Our issue of the 18th ult. found a moderately active market for fine Re-reeled Tsatlee and Haineen Silk. Since that date the stock of these descriptions has been augmented by recent arrivals, and we cannot say that business is satisfactory, though manufacturers are purchasing continually to supply their immediate wants, but with a great deal of caution as the end of the year approaches. Settlements for lines would necessitate a concession on quotations, which are current for small parcels. Usual Reel Tsatlee: Quite neglected; stock good. Usual Reel Taysaan: Sales frequent in small deliveries. Re-reeled Cantons: No. 1 Cotingoun is scarce, and sold at quotations. Cumchooks are slow of sale; not in much demand, except for superior quality for twist manufacture.

Prices current for China and Japan Raw Silks (currency prices six months' terms):—Tsatlee, No. 1, $9.1-4; No. 2, $8 75; No. 3, $8.1-4 to 8.1-2; No. 4 to 5, none. Taysaam, No. 1, $7.75 to 8; No. 2, $7.1-4 to 7.1-2; No. 3, $6.3-4 to 7. Canton, re-reeled, No. 1 Cotingoun, $7.25 to 7.3-8; No. 2 $6.50 to 6.75; No. 1 Cumchook, $6; No. 2, $5.75; Mahang and Hongtang, $5.25 to 5.50. Tsatlee, re-reeled, best, $8.1-2; fair, $8 to 8.25; medium, $8. Taysaam, none. Haineen, re-reeled, best, $8 3-4 to 9; fair, $8.1-2. Japans:—Maibash, no stock. Koshio, good, $8.25. Atchezan, no stock. Sodai, Oshio, and Tamba, nominal.

COFFEE.—Since our last report a better inquiry has sprung up for Brazil, and the sales have been larger than for a long time past. The business, it is understood, has been mostly of a speculative character, the regular trade still buying very sparingly, as their country demand is small, as usual, at this period of the season. The market for the other kinds is without improvement, the demand being very light, and stocks accumulating in first hands. Several arrivals of Java have produced a liberal supply both of mats and Government in bags. Two cargoes of the former, say 25,191 mats, per Jane Sprott, and 24,514 do., per Rapide, were sold before arrival, and go into second hands; in addition 4,191 piculs in mats have arrived, per Mars, of which all but one-fourth goes into stock; 3,600 bags Government have come forward from Liverpool, and remain in stock. Java is, in consequence, quite unsettled, and we reduce our quotations to 22½c. to 24c. for Government, and 23½c. to 25c. for mats, with only jobbing sales. An arrival of 487 mats Singapore, per Beatrice, was sold while afloat. At auction 738 bags damaged native Ceylon sold at 17¾c. to 20⅞c., cash.

CORDAGE is steady at previous rates—say 21c. to 22c. for Manila, 20½c. for Tarred Manila, and 19c. to 20c. for Sisal Rope.

CAMPHOR.—China is quoted 16c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.15 gold (duty paid).

FIRE CRACKERS.—With considerable receipts in prospect, prices have receded a little; 1,000 boxes extra No. 1 have changed hands at $2.90 currency.

HEMP.—A better demand has sprung up for Manila from manufacturers here and at the Eastward, and to provide for their future wants they have made purchases of parcels to arrive in December and January, as follows:—3,500 bales, per City of Agra, to arrive here at 13c.; and to arrive at Boston, 1,110, per John Temperley, 750 per L'Imperatrice, 1,000 per Sooloo, 480 per St. Albans, and 1,800 per Lochnagar, at 13⅛c., all sixty days, gold. On the spot, 1,000 bales, good quality, ex Samuel G. Glover, have been sold at 13½c., gold, sixty days prompt; and 294 bales ordinary at 12¾c., gold (same terms). At the close the quotation remains firm at 13½c, to 13½c., gold.

INDIGO.—The demand is very limited, and prices generally are not very strong. Sales have been made of Manila at $1.05 to 1.17½; Madras at $1.15, currency.

PRESERVED GINGER.—China is quoted $9 currency (duty paid).

RHUBARB.—The quotation for China is 50c. currency (duty free).

RICE.—The market for Carolina continues buoyant at full prices. The receipts are small, the demand good, and the stock very light. Other kinds are without alteration, and the sales of Rangoon for the week have amounted to 1,000 bags at $6.75 to 7.12½ currency, and 500 bags in bond at $3.25 to 3.30 gold.

SUGAR.—The market continues to gain in strength, as holders, favoured by light receipts, moderate stock, and rising prices in Cuba, continue to offer their supplies sparingly, and only at gradually advancing rates. The only sale of East India has been 15,994 bags Manila, per Great Admiral, at 8¾c.

SPICES.—Remain quiet, and in whole parcels we have only to notice the sale of 2,000 piculs Singapore Pepper, to arrive, on private terms; there is a better distributing demand, but the market for most descriptions still lacks that buoyancy that has been so prominent a feature for several months past. Invoices of Mace, Nutmegs, and Pepper at hand per Beatrice were sold and reported before arrival. In large lots there has been no business. In small lots Mace is selling at $1.42½ to 1.45; Nutmegs, 99c. for casks, and $1.02½ for Penang cases; Cassia, 36c.; Black Pepper, 18c. to 19½c.; White ditto, 37½ to 40c.; and Cloves, 12c., all gold. The invoice of 2,000 piculs Singapore Pepper sold, to arrive about next February, at a private price, reported in our last, should have been written 3,000 piculs, per C. C. Leary.

TIN.—The accounts from London relative to Straits continue of a very favourable character for holders, telegrams quoting a considerable advance. Here the market, though quiet, is very firm, higher prices than those previously current being at the close generally demanded; Straits is held at 38c., and Banca at 42c. gold.

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov26	Preciosa	Franke	Akyab	Bremerhaven
29	Anna Digna (Dut. s.)	—	Batavia and Simon's Bay, for Amstrdm.	Off the Start*
16	Sir Lancelot	Edmonds	Foochow	New York
16	Rapide	Petersen	Batavia	Do.
20	Leander	Knight	Amoy	Do.
24	Mars	Rasmussen	Batavia	Do
25	Ardentinney	—	Amoy	Do.
24	George Treat	Ginn	Ilo Ilo	Boston
Dec. 5	Vriesland	—	Java, for Amsterdm.	Off Dungeness
7	P. Rohland	—	Manila	Falmouth

* Not arrived 24th as before reported.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov30	Hong Kong (str.)	Symington	Sing., China, &c., S.C.	London
30	Oberon	Burgoyne	Shanghai	Do.
29	Hugo and Otto	Ricketts	Java	Cardiff
29	Clyde	—	Galle	Swansea
29	Heros	Diedrichsen	Do.	Cardiff
	Elisabeth Jacoba	Bakka	Macassar	Amsterdam
29	Cotherstone	Laurence	Singapore	Newport
30	County of Elgin	Miller	Batavia, &c.	Glasgow
	Bengalen	—	Do.	Amsterdam
Dec. 2	Sarpedon (str.)	—	Sing., China, &c. S.C.	Liverpool
2	Buena Ventura (str.)	—	Singapore, &c.—S.C	Do.
2	Oxfordshire (str.)	Park	Colombo, &c., via S.C	London
2	Nyborg	—	Shanghai	Swansea
1	Cleopatra	Druscovich	Singapore	Dublin
Nov24	Montana	Atwood	Hong Kong	Boston
Dec. 6	Calcutta (str.)	Frederickson	Colombo, &c., via S.C.	London
6	Earl Dalhousie	Henderson	Cardiff & Singapore	Do.
Nov25	Scotia	Drummond	Yokohama	Penarth

(*See Commercial Postscript and Correspondents' Letters.*)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Previous to Dec. 2	Petroclus	Sing., China, &c.	Liverpool

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Vixen. For Penang, Singapore, Hong Kong, Foochow, and Shanghai: Gordon Castle. For Singapore, Hong Kong, and Shanghai: Parana. For Colombo, &c.: Scotland, Thomas Wilson.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera, Thracian. For Yokohama: Ziba, Velocity. For Shanghai: Norman Court, Aracan, Deerhound, Weymouth, Leucadia, Blackadder, Duke of Abercorn. For Shanghai and Nagasaki: Lahloo. For Hong Kong: William Fruing, Corona, Jessie Isabel, Forward Ho. For Batavia and Sourabaya: Wistaria, Thomas Blythe. For Singapore: Rollin Castle. For Singapore and Sarawak: Alcestis. For Bangkok: Pelham. For Colombo: Kingdom of Italy, Granville. For Colombo, &c.: Cotopaxi. For Galle (via Cardiff): Lady Hincks.

At LIVERPOOL.—For Yokohama and Hiogo: Oceana. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Glaucus (str.). For Hong Kong: Antipodes. For Manila: Adolfo, Victoria, Matilde, Glenduror. For Singapore: Robert Kerr. For Batavia, Samarang, and Sourabaya: Madone. For Colombo, &c. (via S.C.): Hector (str.).

At GLASGOW.—For Batavia and Samarang: County of Lanark. For Singapore and Penang: Ulva. For Penang, Singapore, Hong Kong, Shanghai, and Japan (via London and S.C.): Glenroy (str.).

SPOKEN.

PRINS HENDRIK (str.), Nieuwe Diep to Batavia (via S.C.), Nov. 24, between Cape St. Vincent and Gibraltar.

CYCLONE, from Manila, Sept. 14, off Cape of Good Hope.

SIR WILLIAM WALLACE (ship), Shanghai to London, Oct. 20, 26 S., 5 E.

GLENBURG (Ger. ship), Bat. to Falmouth, 42 d. out, Oct. 17, 34 S., 17 E.

BŒOTIA (Norwegian barque), Zebu to Falmouth, Oct. 26, 33 S., 16 E.

RUDOLPH EBEL (Dutch ship), Batavia to Dordt, Sept. 27, 35 S. 26 E.

FREIGHTS AND CHARTERS.

There is a large supply of steam tonnage available for the Eastern ports, and rates in consequence do not rule quite so firm; business in coal freights from the North is brisk, especially for China, and the undernoted quotations are well maintained.

Digitized by Google

Current Rates of Freight for Vessels on the Berth.

Per Steamers via Suez Canal.—To Yokohama: 90s. to 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per Sailing Vessels.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. to 40s. weight, 30s. meast. To Nagasaki: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 30s. to 37s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. to 27s. 6d. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £36 to £38. To Penang: £24. To Singapore: £24. To Batavia: £21. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Chefoo: 37s. 6d. to 40s. To Shanghai: £2 3s. 6d. to £2 5s. To Hong Kong: 37s. 6d. To Manila: 25s. To Colombo: 17s. To Galle, 20s. To Singapore. 25s. To Batavia: 22s.

From Birkenhead, per ton.—To Galle: 15s. To Hong Kong: 31s. To Shanghai: 36s.

CASUALTIES.

The Sir Lancelot, Edmonds, from Foochow, which arrived at New York, Nov. 16, reported having experienced when off the Cape of Good Hope heavy N.W. gales, during which she lost a whole suit of sails.

A telegram from Gibraltar, dated Dec. 4, states as follows:—The Prins van Oranje (str.), Braat, of and for Amsterdam, from Batavia, which put in here, Dec. 2, will discharge part of her cargo (general) to repair machinery.

The Matador, of Bremen, Kimme, from Ilo Ilo to London, with sugar and hemp, put into St. Helena, Nov. 5, leaky; having encountered a gale, Oct. 12, which caused the vessel to make water; on Nov. 3, in lat. 19 S., lon. 2 W., the leak increased to three inches water per hour, and continued to increase until her arrival at St. Helena. The vessel was surveyed and recommended to discharge, so that the position of the leak could be found, when a further survey would be held.

A telegram from Manila, dated Dec. 6, states as follows:—The Banda, which sailed from Ilo Ilo, Sept. 18, for the Channel, struck on a reef near Balaback; the cargo discharged; mate at Manila seeking assistance; cost of repairs probably $6,000.

MISCELLANEOUS.

At Algesiras.—Nov. 24, Carolina, Torres, from Denia, for Manila.

Off Cape Agulhas.—Oct. 19, Selim, from Hong Kong, for Hamburg; Cresswell, from Trincomalee, for London.

At St. Helena.—Oct. 28, Noach II., v. Looyen, from Batavia, and sailed 29 for Rotterdam; Australia, Lucas, from Batavia, and sailed 29 for Amsterdam; 29, Ben More, Proud, from Hiogo, and sailed 30 for Falmouth; 31, Jupiter, Kiewit, from Batavia, and sailed for Amsterdam; Malay, Clough, from Manila, and sailed for New York; Nov. 1, Kobe, Prins, from Padang, and sailed for Amsterdam; 6, Zaanstroom, Oepkes; 7, Cornelia, Croese, both from Batavia, and sailed for Amsterdam.

Off St. Helena.—Nov. 1, Dilkhoosh (ship), from Singapore, for London; 3, Enfants Nantais (French barque), from Singapore; 5, John Temperley (ship), from Manila, for Boston; 8, Hebe (Dut. ship), from Java.

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS NOW OPEN FOR TRAFFIC,** at the following rates for **TWENTY WORDS**:—

From **LONDON** to **SAIGON** and **COCHIN CHINA**	£5 17	0
„ „ „ **HONG KONG**	7 0	0
„ „ „ **SHANGHAI**	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the **United** Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street, July 31, 1871.

Digitized by Google

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two

Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL LIGHTS and LUSTRES for Gas and Candles.

CHANDELIERS in Bronze and Ormolu.

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign

Mess, Export, and Furnishing Orders promptly executed.

All articles marked in plain figures.

OXFORD-STREET, W.

MANUFACTORY AND SHOW ROOMS.—Broad-street, Birmingham.

Established 1807.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB, YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economica stock for Soups, Sauces. &c.

HOLLOWAY'S OINTMENT

AND PILLS.—SORE THROAT.—There is in our variable clime no complaint more common than this; few more annoying, or more troublesome to cure when neglected. The moment there is any hoarseness or dry cough, the part affected, after fomentation with salt water, should be briskly rubbed with a piece of new flannel to open the pores, for absorbing the Ointment to be instantly applied. Repeat the process twice a day. The most obstinate sore throat or cough will disappear before this treatment. It would always be as well, while treating the disease externally with the Ointment, to take a course of the Pills, which would give tone to the system, and expedite and confirm the cure.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, January, 1870.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Saturdays, Dec. 9, 16, and 25; and Thursday, Dec. 28. And every Thursday thereafter, at 2 P.M.	— —
ALEXANDRIA. ADEN BOMBAY	,, ,, ,, ,, ,, ,,	Tuesdays, Dec' 12, 19, and 26, and Jan. 2, at 2 A.M.; Monday, Jan. 8, and every Monday thereafter, at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturdays, Dec. 9 and 23, Thursday, Jan. 4, at 2 P.M. And every alternate Thursday thereafter, at 2 P.M.	Tuesday, Dec. 19 and Jan. 2, at 2 A.M.; Monday, Jan. 15. and every alternate Monday thereafter, at 5 A.M.
AUSTRALIA NW. ZEALAND	Saturday, Dec. 23, Thursday, Jan. 18. And every fourth Thursday thereafter, at 2 P.M.	Tuesday, Jan. 2, at 2 A.M. Monday Jan 29. And every fourth Monday thereafter, at 5 A.M.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,
WHICH HAVE BEEN MUCH REDUCED,
and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

ALTERATION IN DAYS OF DEPARTURE OF PENINSULAR AND ORIENTAL COMPANY'S STEAMERS.

By order of the Postmaster-General the Steamers advertised to leave Southampton on Saturday, 30th Dec., at 2 p.m., and Brindisi on Tuesday, 9th Jan., at 2 a.m., will be despatched from Southampton on Thursday, 28th Dec., at 2 p.m., and from Brindisi on Monday 8th Jan., at 5 a.m.; and thereafter the Company's Steamers will leave Southampton every Thursday, instead of Saturday, and Brindisi every Monday, instead of Tuesday.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10
December 24
January 7
January 21
February 4
February 18
} For Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 24th Dec., 21st Jan., and 18th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their rths in London are entitled to the conveyance of eir luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA. HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15 h calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days rom England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,
New Zealand in 42 ,, ,,
Australia ..... in 47 ,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan. China, Australia, &c., by the magn ficent steamers of the United States. New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR nd Co., Agents 22, Moorgate-street, London.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Peng., Sing., Hg. Kg., & Shang., via S.C	Vixen, s.s. ...	A1 18 yr	E.I.D.	Dec. 21
Shanghai ...	Deerhound .	A1 17 yr.	E.I.D.	With des.
Hong Kong.	Wm. Fruing	A1 13 yr	W.I.D.	With des.

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama & Hiogo	Thracian ...	A1 10 yr.	SWID	With des.
Yokohama...	Velocity	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

STEAM from LONDON, via Suez Canal. for PENANG, SINGAPORE, HONG KONG, and SHANGHAI taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1500	240	Jan. 25.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	100 A1	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship LEUCADIA, *A1, 896 tons register; A. MEARNS, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. With despatch.

FOR HONG KONG, the splendid clipper-ship CORONA, A1 15 years; 1.199 tons register; H. BATE, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co,, 2, Royal Exchange Buildings, London, E.C.

CHINA AND JAPAN.—The following high-classed CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Tns	Class.	Dock.	To sail.
Shanghai.	Blackaddr	917	AA1	E.I.D.	With des
Shanghai:.	Cutty Sark	921	A1 16 yr.	E.I.D.	To follw
Yoko. & Hiogo ...	Albuera ...	774	A1 17 yr.	E.I.D.	With des

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

GLENROY, s.s., to follow the "Gordon Castle."—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, the magnificent new Clyde-built steamship GLENROY, 100 A1, 2,000 tons register, 250-horse power nominal, 1,250-horse power effective, will be at her loading berth in the South West India Dock on Dec. 11 inst., and will have quick despatch.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, London.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Tons	Brokers.	To Sail
Glenroy, s.s.	2,000	Thos. Skinner & Co.	Dec. —
Roslin Castle, A1 ...	644	Wright Bros. & Co.	Dec. 15
Alcestis, A1.....	398	Mills & Milne.....	Dec. 29

GLASGOW.

Ulva	499	Thos. Skinner&Co.	Dec.10

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

JAPANESE AYAH.—A Lady proceeding to Yokohama can have the SERVICES of a JAPANESE AYAH (recently arrived from Japan) for the cost of her passage money out.

Address, "London and China Telegraph" Office, 2, Cowper's-court, Cornhill, E.C.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five line and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi.....	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
ew York.....	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSKASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapor
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON, VAN DEN BERG & Co
Sourabaya.....	HOUGHTON & Co.
Anjer—Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO. MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL N Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C
(Over the JERUSALEM.)

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 11, 1871.

Digitized by Google

FRENCH MAIL EDITION.

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 433.] LONDON, MONDAY, DEC. 18, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

Latest Advices.

Ports.	Outward. From London.	Outward. Arrived out.	Homeward. Received Dec. 16.
JAPAN — Yokohama	Aug. 25	Oct. 15	Oct. 29
Yedo			
Osaka and Hiogo	" 18	" 8	" 18
Hakodadi			
Nagasaki	" 25	" 14	" 14
CHINA — Peking			
Tien-tsin			
Chefoo	—	—	" 28
New-chwang	—	—	" 27
Hankow	—	—	" 26
Kiu-kiang	—	—	" 26
Chin-kiang	—	—	" 27
Shanghai	Sept. 15	" 31	Nov. 2
Ningpo			
Foochow	—	—	" 2
Formosa			
Amoy	—	—	" 3
Swatow			" 8
Hong Kong	" 22	" 30	"
Canton			
Macao			
PHILIPPINES— Manila			
COCHIN-CHINA— Saigon	" 29	Nov. 3	" 12
SIAM — Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA — Batavia	—	—	" 11
Samarang	—	—	" 10
Sourabaya	—	—	" 9
MALACCA STRAITS— Singapore	Oct. 13	" 14	" 16
Penang			
CEYLON —Galle			
Colombo	—	—	" 20

THE MAILS, &c.

The French mail, bringing the above dates, was delivered, *via* Marseilles, on Saturday, the 16th inst. (its due date). The next inward mail (P. and O.), with dates, Shanghai Nov. 9, Hong Kong Nov. 15, Singapore Nov. 22, is due, *via* Brindisi, on Saturday next, the 23rd inst. Advices *via* San Francisco to Nov. 3, per extra Pacific Mail steamer *Alaska*, may be expected in the course of the present week.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Maritimes steamer *Provence*, arrived Dec. 13.—From Yokohama: Messrs. Botto, Bertone, Antongini, Meynard, Nazzoldi, Mezza, Montalbetti, Meloncelli, Reboul, Cheynez, Dubief, Pini, Falco, Civetta, Pougny, Causse, Simon, Norlachi. Raoux, Argenson, Lemeè, Thomas, Lablaime, Berthezene, Rouviere, Bastiani, Rodier, Lesni, Dauzel, Mosnier. From Shanghai: Messrs. Usill, Hargreaves, Jautini. From Hong Kong: Messrs. Brousmiche, Raimond y Ossa, Guillome, Madame Ribiere. From Saigon: Messrs. Birard, Agaisse, Barthelemy, Baud, Barriard, Pichon. From Batavia: Messrs. Beth Rejgers, Van der Meulin. Nicol, Mr. and Mrs. Straiter. From Singapore: Messrs. Ramon-Blanco, Gerra, Fernandez, Madame Van Teren and child.

PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, Dec. 9.—To Yokohama: Dr. Clay, Mr. E. A. Bird. To Hong Kong: Mr. H. C. Jones, R.N. To Penang: Mr. W. Barrett. To Ceylon: Mr. and Mrs. Mainwaring, Mrs. E. H. Cameron.

Per. P. and O. steamer *Mooltan*, from Brindisi, Dec. 19.—To Yokohama: Mr. J. R. Davidson. To Singapore: Mr. Sharpe. To Ceylon: Mr. Fraser.

Per P. and O. steamer *Simla*, from Southampton, Dec. 23.—To Ceylon: Mr. and Mrs. J. Douglas.

Per steamer *Gordon Castle*, sailed from London, Dec. 9.—To Hong Kong: Mr. Haigh. To Shanghai: Mrs. and Miss Barclay, Mr. Bateman. To Foochow: The Rev. Mr. Hawkins. To Penang: Mr. Hall.

Per P. and O. steamer *Poonah*, from Brindisi, Jan. 2.—To Yokohama: Mr. S J. Elder. To Ceylon: Mr. J. Buchanan.

Per P. and O. steamer *Candia*, from Southampton, Jan. 4.—To Singapore: Mr. Stevens. To Ceylon: Mr. A. B. Oliver.

Per P. and O. steamer *Delta*, from Brindisi, Jan. 14.—To Hong Kong: Mr. and Mrs. J. Robertson.

Summary of News from the Far East.

JAPAN.

LATER ADVICES BY PACIFIC MAIL.

The Pacific Mail Company's extra steamer *Alaska* arrived at San Francisco on the 29th ult. with Yokohama advices to Nov. 3. We reproduce the summary of the Japan news, brought by this steamer as telegraphed to the New York press. We trust that inquiry will be made with the view of discovering who is the perpetrator of the glaring inaccuracies, the frequent recurrence of which render these summaries utterly unreliable. As an instance we may point to the absurd allusion to the export of rice from Japan to the Saigon market.

There was much comment by foreigners and Japanese at the action of the American Government in abandoning the expedition to Corea. This action, it is considered, is detrimental to our national honour and highly prejudicial to the interests of foreigners, both in China and Japan. The naval demonstration against Corea never should have been undertaken, it is said, unless the American people were prepared to carry out their intention.

There is a rumour that Corea has made an attack upon the Japanese island of Tausima, lying between Nagasaki and Corea, it being claimed as Corean territory.

The Japanese Ambassadors to China had returned to Jeddo, owing to some diplomatic mistake having occurred. It is said the Ambassadors have brought no treaty with them. China wanted a treaty of alliance, defensive and offensive, which Japan is hardly in a condition to accede to.

Serious troubles have taken place in the southern districts of Japan, in consequence of the Government edict abrogating the position of Daimios and absorbing their territories and giving nothing in return.

Rice was never more plentiful than the present year, and the Government is called upon to export the surplus and supply the Saigon market, where the crops have entirely failed.

The railroad to Yedo from Yokohama will probably be finished in the present year, it is so poorly ballasted that it will have to be rebuilt within another year.

Telegraphic communication between Nagasaki and Osaka will soon be completed, and then direct communication with Europe and America will be insured.

Mexican dollars are 325 boos.

CHINA.

SHANGHAI.

Advices are to the 2nd Nov.; the French mail, with London dates Sept. 15, arrived out on the 31st Oct. The following items are from the *North China Herald*:—

The great event of the past week has been the Shanghai Rowing Club Regatta, and the great event of the regatta was of course the international race between the Scotch and English eights. Public sympathy went rather with the Scotch, because they had pluckily come forward to fill a gap, left by the withdrawal of the Americans; their success, therefore, gave general pleasure. The Rowing Club had their usual dinner at the Club on Monday evening, after the conclusion of the second day's sport.

The Shanghai Yacht Club holds the second regatta of the season on Monday next. It will be seen that the cup to be contended for is one presented by the Commodore; and it is a very handsome specimen of workmanship, being a fac-simile of one designed by Benvenuto Cellini in the sixteenth century. It is now on exhibition at Lane, Crawford and Co.'s. The race is likely to be an interesting one, as every kind of sail is permitted, and many new rigs are expected to be developed. Yachts entered

Digitized by Google

have been handicapped by the committee, thus giving a fair chance to all. We hear that Mr. Reynolds has kindly placed his new steamer at the disposal of the committee, so that a pleasant day may be expected for the club and their friends.

The Supreme Court has been occupied by a long Admiralty case, arising out of a collision between the S.S.N. Co.'s steamer *Kiu-Kiangse*, and Messrs. Jardine, Matheson and Co.'s steamer, *Kiu-shin*, in which the former claimed damages, but was defeated.

The news from Tientsin is no more reassuring; 2,000,000 people will be starving and homeless during the coming winter, dependent on charity, or on Government, for their support; and the mandarins do not show the necessary energy in procuring supplies before the port is frozen. It is now believed that the waters of the Yellow River are contributing to the flood, finding their way north by way of the Grand Canal.

NINGPO.

The Synod is still in session, and likely to be for some time yet. Like some other great bodies, it moves slowly, much time being consumed in translating from Chinese into English, and from English into the various dialects.

Considerable solicitude has been felt here on account of the steamer *Eastern Isles*, supposed to have left Hong Kong, bound for this port, about the 12th inst. She has on board a large party on their way to attend the Synod, and the typhoon reported in the vicinity of Formosa has served to increase the anxiety of friends.

The report of the *Suwonada* published in the *Daily News* of yesterday is calculated to allay this feeling. The *Suwonada* passed her on the 18th inst. (the *Suwonada's* second day out from Hong Kong), and though she may not arrive before the adjournment of Synod, she will probably be here "before Christmas."

Last night the first of a series of conferences was held at the Rev. Mr. Butler's. It was well attended, and the discussion lively and interesting. The subject covered the whole ground of mission schools, qualification and education of native ministers, &c. This evening the foreign members of the Synod are invited to attend the regular meeting of the Ningpo Association, to be held at Dr. Parker's. The subject is one recently discussed in Shanghai, viz., "Should the missionary societies map out the territory, giving to each denomination its special field?" It will probably be a very interesting meeting.

HONG KONG.

Dates extend to the 8th Nov.; no mail had arrived out since that of the 22nd Sept., but the French mail of Sept. 29 was due on the 9th Nov. The following items are from the *China Mail*:—

The special committee sitting to investigate the provisions of the Pier and Godown Company's Ordnance has sat again. Mr. Burrows and Mr. MacIver gave evidence in favour of the construction of the pier. Mr. Hayllar, the company's counsel, then addressed the committee, dwelling upon the advantages which would be given to the trade and public interests of the colony. He gave it as his opinion that (excepting the large house represented by Mr. Keswick) the firms most largely interested in the shipping business were all in favour of the pier; and he contended that the other alleged private interests were insignificant as compared with the general trade of the port. Besides, he believed that the great bulk of the native cargo-boat traffic would be attracted to the company's pier, so that would do away with much of the alleged inconvenience. And he called the attention of the Council especially to the character and position of those gentlemen who appeared as directors of the undertaking. If they could not carry out such a scheme, it was very improbable that any scheme of the kind could be carried out at all. And it ought to be borne in mind that, when all civilised ports were being supplied with such facilities, Hong Kong was somewhat scandalised by the want of facilities for the speedy loading and discharging of goods.—It was then suggested by the Colonial Secretary that the discussion should be left to the Committee; and the Council-room was cleared accordingly.

The Chief Justice delivered his written judgment on the 6th November in the suit of Henderson *v.* the Chartered Bank of India, Australia, and China. His Lordship felt bound by the decision of the Privy Council in "Roger and Others *v.* Comptoir d'Escompte and Another" (the *Min* case), and decided in favour of the plaintiffs on the ground that the trust created by the special heading of the invoice and the correspondence prevailed over the pledge to the defendants of the Bill of Lading for an antecedent debt not being for valuable consideration. The decree is that an account be taken of sums paid by the plaintiffs in taking up the dishonoured bills and all incidental expenses, with interest at the English rate of 4 per cent. per annum. That a further account be taken of the proceeds of sale of goods with interest at the rate of 12 per cent. per annum. Out of the aggregate of such proceeds and interest, let the whole, or so much thereof as shall be necessary, be applied in satisfaction of the sum found to be due to the plaintiffs by the first account, so far as the same may extend. Defendants to pay plaintiffs' costs.

We regret to say that Charles Brown, second mate of the American ship *Golden State*, who was stabbed by one of the crew on the 4th September, when that vessel was preparing to leave port, died on the 26th Oct.

The new regulations for street chairs and chair-coolies have at length appeared. No street-chairs may ply for hire after midnight; they may, however, carry their fares as long as required. Each chair is secured for a sum of $50. Should articles of a higher value than this be lost in any chair, there will very little hope of their recovery through the security. The fares range from 10c. for half an hour to one dollar for twelve hours.

The rates of boat and coolie hire are also published. First-class cargo boats of 900 piculs are fixed at $5 per day, or $2 per load; and so on in proportion.

The following news is from the *Daily Press*:—

The steamship *Douglas* brings the intelligence that the steamship *Azof* parted from her moorings on the night of 31st Oct., in Amoy harbour, and went on to the rocks on the left side of the harbour. By this time it is expected she will be bottom up.

We hear that a ship's gig was found floating in the Lyeemoon passage on the 31st October. It had apparently got away from its moorings. It is not known who is the owner, and it has been taken to the harbour-master's office.

A concert by the German community for the benefit of the sufferers by the Chicago fire is to take place at the City Hall.

It is difficult to understand the following paragraph, which also appears in our contemporary, seeing that the Chinese Envoy only left Marseilles for China last week:—

ARRIVAL OF THE PACIFIC MAIL.

The Pacific Mail steamer *Great Republic*, Captain Cobb, arrived this morning. Time does not permit us giving the detailed news; but the following is of special interest, as showing that the Chinese Embassy left Europe in a very quiet manner, but have been asked to return:—

THE CHINESE EMBASSY.

New York, Sept. 22nd.—Three of the Chinese diplomatists who have been staying at the Westminster Hotel left for San Francisco last evening, on their way to China. Chung How. First Minister of the Embassy, with the other Chinese officials, and the English and French Secretaries, will sail for Europe to-morrow in the steamship *St. Laurent*. The Embassy was unsuccessful in their previous mission to France, and were to have departed for home yesterday, but were notified by the French Government that they would be received if they returned to France, and therefore changed their intentions. The object of their mission, as stated heretofore, is to make reparation for the massacre of French citizens at Tientsin.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates from this port are to Nov. 16; the outward mail (French) of Oct. 13 arrived Nov. 14. The following items are from the *Daily Times*:—

The Chinese riots, which raged here on the departure of the last mail, were fortunately crushed out by the prompt action of the Government in a few days. There has been very little fighting since our last overland; one or two attempts were made by the "fighting men" of the two clans to renew the disturbances, but these signally failed; in one instance no less than forty of these vagabonds were secured by the police, military, and special constables, and summarily punished by flogging, fine, or imprisonment. This attempt virtually ended the riots, and there has been shown no disposition to renew them since.

The new police law, which has been passed by the Legislative Council, was put into operation on the 1st of the present month. The reason for its early introduction is, that the police was found utterly incapable of preserving the peace during the riots, and it has been found necessary, for the good order of the Settlement, that the force should be placed on a more effective footing at once. It is of course impossible to judge, as yet, whether the "reorganisation" will effect the needed improvement; but if it makes any improvement at all it will have done some good. The European element in the force is being augmented. Inspector Adams, of the Singapore police, is to go to Penang, to replace Inspector Magness, who retires on his pension.

The *Java Bode* of the 24th Oct. thus sets forth the success met with by Mr. Crawfurd in Timor:—"We learn from a good authority that the copper mining operations in Mid Timor have had to be stopped for want of ore. This surprises us very much, because in a pamphlet (which has reached a second edition) written by Mr. H. de Bruijn on this subject, the richness in copper of the districts of Jenilo, Harneno, and Bebokki, over which the so much talked of Crawfurd concession extended, is very highly spoken of. Amongst other things it is stated in Bruijn's work that Mr. Crawfurd has seen this coppery treasure with his own eyes, and had met with veins eighty feet thick. A thorough investigation by two English mining engineers has taken place in the aforesaid districts. One of these experts came from Australia, where he had long been employed in copper mines; the other, an engineer of repute, was sent out by a London banking house to convince himself of the asserted coppery wealth of Timor on the spot. This investigation has, alas! shown that copper-holding stones are indeed met with here and there in Mid Timor, but that is all. Yet, in one of the appendices to Mr. Bruijn's pamphlet, the often-mentioned Mr. Crawfurd held out to the credulous public the prospect

Digitized by Google

of a yearly yield of 75,000 piculs of copper, and promised fully a dividend of 19½ per cent. if a capital of only f.500,000 could be got together! Luckily, however, the loss is not so great, although this unsuccessful copper affair will cost those who have advanced the money about f.40,000. A second copper mining undertaking, much nearer the town of Kupang, will, it seems, likewise not come to anything from scantiness of yield. A mineralogical investigation has brought to light the fact that it is only the surface of the ground that contains any ore.

The speeches of the non-official members on the steamer question at the Legislative Council are so far at one with the community that they appear to be thoroughly disgusted with the vessel which has been palmed upon the colony—one unsuited for the work she has to do, burning a large quantity of coal, and costing a large sum yearly for maintenance. What was the sum actually disbursed on her before she was approved for the public service is still unknown, but it is not believed to be an exaggeration to say that she stands in the colonial books at nearly, if not quite, a hundred thousand dollars. The history of her proves this—that no dependence can be placed in the Colonial-office nor in the Crown Agents, or they would not have connived at such an evident job. As to selling her, it is absurd to entertain the idea, for, as Mr. Adamson says, it would be a good thing to know in what port she could be sold; but her expenses might be diminished if she were not always driven full speed. She may manage eight knots upon a moderate consumption, and if she relieves the lighthouses—performs picnics, or carries the officials at that rate, except in emergencies, the coal bill will be considerably reduced. The next time the colony requires a steamer—and the *Pluto* will not last long at the present rate of driving—let our non-officials make a stand and insist on the public money being applied to the purchase of a steamer suited to the general requirements of the Settlements, supplied with the latest improvements, and an economical fuel consumer—which any first-rate builder on the Thames or the Clyde will readily supply, and not require Mr. Reed to supply the draft for £500.

At the meeting of the Legislative Council, on Nov. 10, the Colonial Secretary laid on the table the Report of the Auditor-General on the Accounts for 1870, and proposed to take the discussion on the Supply Bill at the next sitting. The Hon. Thomas Scott then gave notice of motion of the following resolution:—That, in the opinion of the Council, it is necessary that the Government should, as early as possible, make arrangements by which the revenue of the colony would be relieved from the charge now incurred for ecclesiastical establishments.

The Colonial Secretary moved the first reading of a Bill to apply a portion of the surplus revenue of the colony for the erection of a lighthouse at the North Sands.

The Auditor-General moved the first reading of a Bill to apply a further sum of $50,047.41 to certain public services for the year 1870, and the Bill was accordingly read.

The return match between the wing of the 10th Regiment and the Singapore Cricket Club resulted in the victory of the Singaporeans by a majority of 15.

A telegram from Batavia states that the M.M. steamer *Newa* had broken her shaft sixty miles from Batavia. The *Capitole* was despatched with a spare crank shaft for her, and the remaining gear needed to fit her up again went down by the Dutch mail steamer.

Commercial Report.

(*For dates see first page.*)

IMPORTS.

SHANGHAI.—There had been a very dull market, owing to the regatta and the coming race week. Stocks were generally very heavy, and in textile fabrics would increase until spring trade opens. Piece goods had been extremely quiet since the departure of last mail. In 8¼ lbs. Grey Shirtings there had been absolutely nothing done, and the demand which existed for 7lbs. had completely died out. The quotations for both were nominal. A few sales of White Shirtings, common T-cloths, and Drills had taken place, at about last mail's rates for the first and last, and at a slight decline for the second article. Common 6 lbs. T-cloths had been in some enquiry at Tls. 1.20 to 1.23, but sellers showed some reluctance to close with the offers made to them; 7 lbs. of similar standard had also been asked for at slightly easier prices; and there was a sale of Mexicans reported at Tls. 1.53 per piece. Better news regarding Drills from Tientsin had enabled holders to maintain last mail's rates. In Jeans there had been no business, and only a trifling trade in Fancy Cottons, the most prominent transaction of the latter being a small parcel of Cotton Lastings at Tls. 3.65 per piece. For Woollens, very little inquiry had prevailed, but there was no indication of weakness in the market, holders being very firm. Figured Lustres were in fair demand, and for Hankow designs better offers were being made. A sale of inferior cloth at Tls. 3.88 per piece was the chief transaction of the week. A few Medium Cloths had been taken for Japan, and some Spanish Stripes and Camlets had changed hands at former rates, but altogether the business in Woollen goods had been very trifling in character and extent. Metals: Lead in slight inquiry, but not sufficient to obtain an advance on last mail's rates. Nail Rod Iron: Not a single transaction effected; the market was very strong, and holders entirely refused to do business at current rates. Quotations unchanged. Coals: Without arrivals rates were firmer, and unless the market be relieved by supplies, would further advance.

HONG KONG.—The import market had presented no material alteration since last mail.

SAIGON.—The market had been quiet, and lower rates had been accepted. Quotations were:—Grey Shirtings, 8¼ lbs., $2.52½ per piece; do., 7 lbs., $2.25; T-Cloths, 6 lbs., $1.70, 5 lbs. $1.40, 4½ lbs. $1.25, 4 lbs. $1.12; White Irishes $1.72½.

SINGAPORE.—The following were the current quotations: Gambier, $3.27½; Black Pepper, $13.75; White Pepper, none; Sago Flour, Singapore, $2.70; do., Borneo, $2.75; Pearl Sago, $3.15; Tin, $36; 40s Mule Twist. $115; 8¼ lbs. Shirtings, $2.50 to 2.47½; 7 lbs. do., $2.15; 5lbs. T-cloths, $1.37½ to 1.40; 6 lbs. do., $1.65; 7 lbs. do., $1.85.

EXPORTS.

TEA.

SHANGHAI.—During the week there had been a very small business done in Black Teas. Prices had been slightly easier, especially for the very common grades, of which the stock principally consisted. Arrivals had taken place in very small quantities, and the season was rapidly drawing to a close. The supplies of Green Teas had been more plentiful and had comprised some desirable parcels, all of which were being freely taken up at fully former rates.

SILK.

SHANGHAI.—Since the mail, about 500 bales had been settled, but prices showed little or no change; Kahing Taysaams and re-reeled Hainings appeared to have been the favourite classes in demand. The natives continued to feed the market with supplies according to settlements made, and the unsold stock remained at about 3,500 to 4,000 bales.

COCHIN CHINA PRODUCE.

The following is from Messrs. Kallenbach, Bugler and Co.'s report:—

RICE.—The course of the Hong Kong market during the past month has disappointed a great many of our Chinese exporters, whose shipments had been effected at a higher cost than prices ruling there at the time of despatch. At first no one had much belief in a retrogade movement in China, and a speculative business sprung up after rates had declined here about 15c. Continued weaker reports, combined with a very small amount of tonnage in port, reduced, however, our prices fuethermore, so that our present quotations are fully 40c. lower than those current a month ago. The export during the last three and four weeks from this to China show a considerable decrease compared with preceeding months, but the Hong Kong market has been well supplied from other quarters too. Even from the northern provinces of China, where the new crop now gathered turned out better than was expected, grain has been directed to Hong Kong. With regard to the future Rice trade in Hong Kong there is another fact of great importance to be mentioned. According to to-day's news there is hardly any doubt that the Japanese Government, owing to a very abundant crop, will soon withdraw the law prohibiting the export of Rice, and in this case a good portion would certainly be thrown on the Hong Kong market. We entertain therefore some hope for the new season that our prices, even if China continues buying, will be comparatively low. We quote Gocong $1.75, equal to 7s. 2d. f.o.b., and Vinlong $1.70, equal to 6s. 11d. f.o.b. Of new Rice 20,000 piculs have been contracted at $1.75, with 50 days' delivery in China town. New grain, however, is expected the next month already. The exports for the last four weeks amount to 142,165 piculs.

HIDES.—Several lots have been exported to Singapore at about former rates. Cowhides are in very good demand at $12 per picul.

HORNS are firm at last quotations, viz., $8 small, and $8.25 large sized.

GAMBOGE.—There are offers in the market at $59 per picul, but very little is arriving.

EXPORT OF TEA AND SILK, SEASON 1871-72.

TO GREAT BRITAIN.

Date.	From Yokohama & Nagasaki.	From Shanghai and Hankow	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales & Cases
From June 1 to Sept. 30, 1871	—	58619305	29871102	—	8232706	96723113	35304
Corresponding period last season	10826	45977811	24113809	34509	4895758	75032713	19954

Shipments Since:

Oct. 17	per Lorne (str.)	From Shanghai	351,663	37
— 18	Travancore (str.)	Do., &c.	—	1,393
— 19	Constantia	Shanghai	581,617	
	Fort Regent	Do.	813,293	68
— 20	Elizabeth Graham	Do.	820,343	
— 21	Centurion	Do.	1,283,428	66
	Hopewell	Foochow	791,779	
— 22	Florence Nightingale	Do.	625,488	
— 23	Celestial Queen	Shanghai	990,132	
— 25	Alphe (str.)	Do., &c.	—	499

TO THE CONTINENT.

							Bales.
From June 1 to Sept. 30, 1871	...	...	...	...	...	2049174	9992
Corresponding period last season	...	...	...	...	...	82255	637 4

Shipments Since:

Oct. 14	per Falke	From Shanghai	270,432	
— 18	Travancore (str.)	Do., &c.	8,000	276
— 25	Alphee	Do.	—	845
— 26	Falke	Foochow	109,600	

TO UNITED STATES.

							Pcls.
From June 1 to Sept. 30, 1871	...	...	...	...	...	22812219	1471
Corresponding period last season	...	...	...	...	...	15703048	938

Digitized by Google

Shipments Since:

Oct. 10	per Margarita	From Shanghai	...	52,501	
— 11	... Black Prince	... Yokohama	...	791,022	
—	... New York (str.)	... Shanghai	...	414,562	220
— 12	... Japan (str.)	... Do.	...	—	50
— 16	... Oregonian (str.)	... Do.	...	323,703	
— 20	... Taitsing	... Do.	...	959,736	
— 20	... Alaska (str.)	... Do.	...	—	20
— 21	... Emperor	... Amoy	...	364,367	
— 23	... Costa Rica (str.)	... Shanghai	...	390,900	85
— 24	... Lubra	... Amoy	...	201,653	
— 26	... Margarita	... Foochow	...	297,300	
— 26	... Lord Macaulay	... —	...	—	200

TO AUSTRALIA.

From June 1 to Sept. 30, 1871 ... ... 10,915,379 lbs
Corresponding period last year 6,387,099

Shipments Since: None.

TO GREAT BRITAIN.

From	Tea—lbs.	Silk bales China & Japan.	From	Tea—lbs.	Silk bales China & Japan.
1843 to 1844.....	51,022,600	...*	1862 to 1863.....	121,273,580	72,887
1845 to 1846.....	57,334,200	18,600	1863 to 1864.....	117,463,586	46,603
1850 to 1851.....	63,972,000	22,144	1864 to 1865.....	121,236,870	32,313
1853 to 1854.....	77,327,800	61,283	1865 to 1866.....	118,333,042	62,890
1855 to 1856.....	92,240,300	50,481	1866 to 1867.....	118,423,290	50,052
1857 to 1858.....	76,990,255	68,315	1867 to 1868.....	116,890,430	57,449
1858 to 1859.....	65,789,792	83,134	1868 to 1869.....	142,789,804	70 917
1859 to 1860.....	85,560,452	64,169	1869 to 1870.....	139,740,193	63,807
1860 to 1861.....	90,066,160	70,644	1870 to 1871.....	131,969,850	51,329
1861 to 1862.....	109,854,040	79,199			

* Including the Continent.

SHANGHAI SILK SHIPPERS.

From 1st June to 31st October, 1871.

	Bales.		Bales
Adamson, Bell, and Co. ...	1,025	Lindsay and Head... ...	67
Blain and Co.	60	Maertens, A. H.	251
Barnet and Co.	1,163	Milsom and Tod	1,245
Birley, Worthington, & Co.	977	Nachtrieb, A., and Co. ...	919
Birt and Co.	278	Pila and Co.	665
Borntraeger and Co. ...	197	Pustau, W., and Co. ...	113
Bourjan, Hubener, and Co.	253	Reiss and Co.	1,182
Bovet, Brothers and Co. ...	268	Robison, J. S.	56
Bower, Hanbury and Co....	1,339	Russell and Co.	448
Brand Brothers, and Co. ...	1,247	Sassoon, D., Sons, and Co.	1,338
Bull, Purdon and Co. ...	32	Scheibler, Matthaei, and Co.	162
Butterfield and Swire ...	593	Shaw Brothers and Co. ...	978
Essex and Co.	1,170	Siemssen and Co.	316
Fogg and Co.	148	Skeggs, C. J. and Co. ...	3,991
Findlay, Wade, and Co. ...	120	Telge Nolting and Co. ...	166
Gamwell, F. R.	572	Texter and Co.	2,237
Gibb, Livingston, and Co...	1,097	Thorne Brothers and Co. ...	353
Gilman and Co.	2,212	Turner and Co.	297
Heard, Augustine, and Co.	539	Vaucher Freres	18
Helbling, J. C. and Co. ...	375	Westall, Brand, and Co. ...	408
Hogg Brothers	732	Wright, Burkill and Co. ...	356
Jardine, Matheson, and Co.	719	Sundries	3,285
Jarvie, John, and Co. ...	1,426		
Lacroix Cous. and Co. ...	739	Total bales... ...	36,127

SHANGHAI SHARES AND STOCKS.

	Shares. Taels.	Paid up. Taels.	Latest Qtn. Taels.	Divnd
Shanghai Dock Company ...	500 ...	500 ..	220 ...	4 p.c
Shanghai Gas Company ...	100 ...	100 ..	142½ ..	12 p.c
Shanghai S.N. Company ...	100 ...	100 ...	181 ...	12 p.c
S. Tug and Lighter Company ...	850 ...	850 ...	400 ...	5 p.c
French Gas Company	50 ...	50 ...	63 ...	10 p.c
Hong K. Fire Insurance Co. ...	$1,000 ...	$200 ...	$550 ...	12 p.c
North China Insurance Co. ...	Tls.1,000	Tls.200 ...	Tls.485 ...	trien.
North China Steamer Company	100 ...	100 ...	75 ...	
Union S.N. Company	100 ...	100 ...	120 ...	10 p.c
Yangtsze Ins. Association ...	500 ...	500 ...	910 ...	15 p.c
Union Insurance Society	$5,000 ...	$1,000 ...	$2,500 ...	trien.
China Traders Co. (Limited) ...	1,000 ...	1,000 ...	3,500	$475p.s
China and Straits S. N. Co. ...	100 ...	25 ...	25 ...	
Hong Kong and China Gas Co.	£10 ...	£10 ...	nom. ...	10 p.c
China and Japan Marine Ins. Co.	Tls. 500	Tls. 100 ...	Tls.200 ...	12 p.c
Victoria Fire Insurance Co. ...	$500 ...	$100 ...	$66 ...	12 p.c
China Fire Insurance Co. ...	500 ...	100 ...	64 ...	12 p.c
Hongkew Wharf Co.	Tls. 100	Tls. 100 ...	Tls.160 ...	

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 4¾d.	4s. 5¼d.	4s. 5⅝d.
Shanghai ,, ,, ...	6s. 0¼d. to 6s 0⅜d.	6s. 0⅝d. to 6s. 1d.	6s. 1d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 4⅝d. to 4s. 4¾d.	4s. 4⅝d.	4s. 4¾d.
Singapore ,, ,, ...	4s. 5d. to 4s. 5¼d.	4s. 5⅝d.	4s. 5⅝d.
Manila ,, ,, ...	—	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305	220
,, Hong Kong...	27½ to 28 dis.	—
Bar silver	111.2.0	10 prem.
Mexican dollars	76.2.5	2½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 60; Old, 62 per cent. prem.
Hong Kong Gas Company, 62 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 37½ to 38 dols. premium.
Hong Kong Fire Insurance Company, 350 dols. premium.
Union Insurance Company, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 95 premium.
China Fire Insurance Company, 62 dols. premium.
Victoria Fire Insurance Company, $62 premium.
China Sea, Saigon, and Straits Steamship Company, 5 per cent. dis.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $18 dis.
North China Insurance Company, Tls. 360 premium.
Shanghai Steam Navigation Company, Tls. 85 premium.
Hong Kong Distillery Company, $10 prem.
Hong Kong Pier and Godown Company, $12 dis.

LATEST TELEGRAMS.

CHINA.

(Received Dec. 16.)

Shanghai, Dec. 15.—Import market dull, and prices mostly nominal. Tea market quiet. Silk steady and firm; total export from commencement of season from China and Japan, 41,000 bales. Exchange on London: bank bills six m.s., 6s. 1d.

Hong Kong, Dec. 13.—Little doing in Cotton and Woollen goods; Cotton Yarn, 16-24, $116; Grey Shirtings, 6½ catties, 8½ lbs., $2.47. Tea, total export from commencement of season, from China and Japan, 126,750,000 lbs; Foochow market quiet. Exchange on London: bank bills six m.s., 4s. 5d.

STRAITS SETTLEMENTS.

(Received Dec. 16.)

Singapore, Dec. 15.—Little doing in the import market. Grey Shirtings, 7 lbs., $2.15; 8½ lbs., $2.47½; T-Cloths, 6 lbs., $1.65; Cotton Yarn, 40's, $116. Tin, $37. Gambier, $3.20. Exchange on London: Bank bills, six m.s., 4s. 5⅝d.

TEA CARGOES AFLOAT.

Ship.	Sailed.	From.	Cargo. lbs.
Woodlark	July 25 ...	Shanghai ...	1,339,000
Daylight*	Aug. 7 ...	Do. ...	818,600
Eliza Shaw	— 8 ...	Do. ...	876,200
Sarah Scott... ...	— 15 ...	Do. ...	815,500
Everest	— 16 ...	Do. ...	752,600
J. R. Worcester ...	— 17 ...	Do. ...	1,152,000
Yeavering Belle ...	— 17 ...	Do. ...	588,700
Red Deer	— 22 ...	Do. ...	1,003,800
Avon	— 26 ...	Do. ...	841,900
Taunten	— 29 ...	Do. ...	841,900
Caller Ou	— 30 ...	Do. ...	902,100
Cutty Sark	Sept. 1 ...	Do. ...	1,315,100
Ariel	— 2 ...	Do. ...	1,221,500
Derwent	— 14 ...	Do. ...	851,300
Avona	— 14 ...	Do. ...	960,500
Amoor	— 26 ...	Do. ...	402,800
Guinevere	— 26 ...	Do. ...	1,261,800
Seatoller	— 26 ...	Do. ...	654,000
Athol (str.)... ...	— 30 ...	Do. ...	1,009,900
Hope	Oct. 2 ...	Do. ...	585,200
Lorne (str.) ...	— 18 ...	Do. ...	351,700
Elizabeth Graham ...	— 20 ...	Do. ...	820,300
Centurion	— 23 ...	Do. ...	1,283,400
Constantia	— 23 ...	Do. ...	581,600
Celestial Queen ...	— 23 ...	Do. ...	990,100
Fort Regent ...	— 23 ...	Do. ...	799,700
Silver Eagle ...	Aug. 9 ...	Foochow ...	1,081,800
Her Majesty * ...	— 12 ...	Do. ...	1,346,800
Lauderdale	— 17 ...	Do. ...	1,177,200
Rifleman	— 26 ...	Do. ...	539,900
Maiden Queen ...	Sept. 3 ...	Do. ...	1,087,700
Melbrek	— 4 ...	Do. ...	1,085,300
Holmsdale	— 22 ...	Do. ...	1,663,100
Thyatira	— 30 ...	Do. ...	1,315,500
Hopewell	Oct. 21 ...	Do. ...	791,800
Florence Nightingale	— 21 ...	Do. ...	625,500
Falke	— 26 ...	Do. ...	127,100
Ambassador ...	Aug. 30 ...	Canton ...	971,900
Ottercaps	Sept. 26 ...	Do. ...	541,800
Veronica	— 27 ...	Do. ...	418,000
Chanticleer... ...	Oct. 9 ...	Do. ...	73,600

* Put back.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From London, Oct. 26, Cleta, Albert Victor, Glendaroch (reported by telegram).

At HONG KONG and CANTON.—From Liverpool, Nov. 3, Ulysses (str.); from London, Dec. 11, Canton (str.) (reported by telegram).

At SINGAPORE.—From London, Nov. 7, Fairleader; from Liverpool, Nov. 12. Achilles (str.); from Shields, 11, Radiant; from London. Sree Singapura (reported by telegram).

At BANGKOK.—From London, Nov. 4, Advancement.

At PENANG.—Dec 12, Ulysses, from China; Ben Nevis, from United Kingdon (reported by telegram).

DEPARTURES.

From SHANGHAI.—For London, Oct. 24, Celestial Queen.

From HONG KONG and CANTON.—For Hamburg, Nov. 6, Bertha.

From SINGAPORE.—For London, Nov. 13, Lorne (str.); for Liverpool, 10, Frances; for New York, 11. W. A. Farnsworth: Dec. 15, for London (via Penang), from Shanghai and Foochow, Lord of the Isles.

REPORTS AND CASUALTIES.

While the Australia was leaving Shanghai she unfortunately collided with the Duna, lying at Olyphant's wharf. The Australia was moored in the stream, and had raised her anchors, but let go one from her bows to enable her to swing safely. From her great length, however, she was caught by the tide, thrown across the anchor, and her bow came down upon the Duna's starboard side, tearing away the iron rail and davit forward, but doing no damage to the hull of the vessel. We believe the Australia suffered no damage, and that to the Duna is trivial.

SINGAPORE.—The Rollo, China to London, has put into Singapore dismasted (reported by telegram).

The Banda, reported by telegraph from Manila to have struck on a reef near Balabac; cargo discharged. Mate at Manila seeking assistance. Cost of repairs probably $6,000.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 26, at Boston, from Ilo Ilo 13, from Sunderland, for Batavia, Erasmus; 14, for Singapore, Eveline Franklin; Dec. 15, at London, from Foochow, William Ritson; at Plymouth, from Rangoon, Echo; at Falmouth, from Akyab, Florentine; 14, off the Lizard, from Shanghai, Sir William Wallace; off Liverpool, from Manila, Cicero; off Queenstown, from Maulmain, City of Liverpool; Nov. 13, at Monte Video, from Saigon, Isabella Henriette; Dec. 16, at Liverpool, from Colombo, Charles.

DEPARTURES.—From Glasgow, for Hong Kong, Anne Main; Dec. Wood; 14, from Cardiff, for Shanghai, Ousuri; 15, from Liverpool, for Yokohama, Oceana; from Sunderland, for Batavia, Giuseppe, d'Abundo, Cammarota; 14, from Newcastle, for Hong Kong, Stavers.

SPOKEN.—County of Argyle, Glasgow to Batavia, Nov. 7, 2 N., 25 W.; Noach II. (Dutch ship), Batavia to Rotterdam, Nov. 13. 15 N., 33 W.; Havfruen, Cronstadt to River Amoor, Dec. 6, outside the Scaw; V C G H (Hindostan), of Newcastle, for Penang, Oct. 24, 11 N., 28 W.

LAID ON.—At London for Colombo, &c. (via S. C.), Virago (str); at Liverpool, for Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal), Priam (str.).

CASUALTIES.—Advices from St. Thomas, dated Nov. 28, state that the Ferdinand Meyer, from Singapore to New York, which put in here, Sept. 30, with masts sprung, &c., had been recoppered on the slip, and re-embarked her cargo, and would be ready for sea in a few days. The Erasmus, Hulshoff, which sailed from Sunderland, Dec. 13, for Batavia, with coals, had been on Cromer rocks, but was assisted off by steamers. A telegram from Singapore states as follows:—the Rollo, Way, from Hong Kong to London, has put in here dismasted. The Bali, Rossen, from Dordt to Batavia, in ballast, put into Rio Janeiro, Nov. 15, had gone into dock for repairs, having struck on a wreck and sustained damage. The master, Cooper, of the Ceres (barque), of and from Shields, for Galle, which vessel was assisted into Harwich, Dec. 13, after being ashore, reported that on her arrival there she was making about four inches water per hour, and is of opinion that the cargo must be discharged; agreement £300.

VESSELS PASSED THE SUEZ CANAL.—Between Nov. 29 and Dec. 6, from Nieuwe Diep, for Batavia, Prins Hendrik (str.); between Dec. 6 and 12, from London, for China, Teviot; from Newcastle, for Galle, Trafalgar; from China, for England, Tordenskjold (?); from China, for London, Hector.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SHANGHAI, HONG KONG, and SINGAPORE (via S.C.), to LONDON, per Bernard (str.), entered Dec. 12.—839 half-chests 609 boxes tea (in transit), 3758 chests 5261 half-chests 3361 boxes 654 packages tea, 34 packages merchandise, 56 bales silk, 332 boxes Japan wax—Order; 119 half-chests 1584 boxes tea—Gledstanes and Co.; 384 half-chests tea—D. Sassoon and Co.; 3 packages tea—Harrison and Co.; 1 package tea—S. Berger; 5 packages merchandise—R. Gibson; 4 packages merchandise—Hall and Co.; 4 packages merchandise—J. P. Hertz; 10 bales silk—Springfield, Son, and Co.; 30 bales silk—Thorne Bros.

From MANILA to LONDON, per Peter Rohland, entered Dec. 15.—29,491 bags sugar—Drake, Kleinwort, and Co.

MR. WADE ON THE CHINESE MANIFESTO.

THE official correspondence relating to the China Circular on the missionary clauses, of which we give a *résumé* in another column, will be received with a general feeling of relief and confidence. The "missing despatch" has turned up at last; and, if the fact of its being missing so long has caused a great deal of gratuitous suspense, it cannot be denied that its appearance now has at least the merit of showing at a glance the difference of the views of the situation taken by our Foreign Secretary and our Minister at Peking. Our readers, whose conviction of the true policy to be adopted with the Chinese, we believe, concurs with our own, will read with peculiar satisfaction the manly, frank, almost impatient, despatch of Earl GRANVILLE—not in answer to Mr. WADE, for the simple reason that Mr. WADE had sent him nothing to answer, but in anticipation of the document which he knew he should have to consider when it was vouchsafed to him. "The sooner the better," would seem to have been Earl GRANVILLE's reflection when Mr. WADE's failure in sending it home—which, by-the-bye, has not been accounted for—necessitated our Government's indebtedness to the French Minister for the translation of a document which our Foreign Secretary ought to have had in his hands at almost the same moment as his neighbour of Versailles. Mr. WADE's despatch seems inspired by the very genius of periphrasis and hesitation; Earl GRANVILLE's, on the contrary, is clear, decisive, high-minded, and becoming a statesman who has a due appreciation of the responsibilities of his office. It affords us the greater gratification to express our sense of the straightforward conduct of our Foreign Secretary in this affair, because we feel bound in honour to plead guilty to the charge of having—throughout the present complication in China—thought that Earl GRANVILLE was holding back Mr. WADE, not dreaming that Mr. WADE might be really clogging our Foreign Secretary's wheels, as appears now from the severe reprimand which Earl GRANVILLE does not omit to publish—for the delay of the missing "despatch," and his firm repudiation of the insidious clauses which the Chinese Government put forward with no other real reason than that the French were, as they fancied, *hors de combat* for the time. Earl GRANVILLE has plainly shown, by the despatch before us, not only that he is firmly resolved to maintain the Treaty-rights of Great Britain in the Far East, but that he is also not forgetful to chide those of his subordinates whose slow apprehension fails to keep pace with the astute policy of Asiatic, and to vindicate the honour of European, Powers. Let Earl GRANVILLE only abide by the terms he has laid down; let him only act on the principles he has now enunciated; let him, moreover, consult Mr. HART's memorial to the Chinese Government; and there must yet—in spite of vacillation and delay, which it would be idle to deny—remain a hope that the *prestige* of England will be maintained in China, and that even Mr. WADE may in time be persuaded to the right way of maintaining it.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HOLT—On the 7th Dec., at the Manor House, Farnley, Leeds, Mrs. Edward Holt, of a son.

LAW—On the 5th Nov., at Hong Kong, the wife of Alexander Law, Esq., of a son, stillborn.

SILLAR—On the 10th Dec., at Shrublands, Sydenham-park, the wife of John Charles Sillar, of a daughter.

WHITE—On the 24th Oct., at Ningpo, China, the wife of Francis W. White, Esq., Commissioner of Customs, of a daughter.

MARRIAGES.

CAMPBELL—PRITCHETT.—On the 28th Nov., at St. Stephen's Church, Shepherd's Bush, W., by the Rev. H. Bentley, Henry William Campbell, Esq., youngest son of Colonel J. Campbell, of Athlone, Ireland, to Alice, eldest daughter of the late John Pritchett, Esq., of Colombo, Ceylon.

EDE—BREEBAART.—On the 7th Nov., at St. John's Cathedral, Hong Kong, by the Rev. J. Hayward Kidd, Colonial Chaplain, N. J. Ede, Esq., of Hong Kong, to Mary Louisa, eldest daughter of the late Nicholas Breebaart, Esq., of London.

IRVING—KIRBY.—On the 4th Nov., at St. Andrew's Cathedral, Singapore, by the Rev. Canon Beckles, assisted by the Rev. Thomas Dingley, Edward Alexander Irving, Esq., Assistant Colonial Secretary, Straits Settlements, to Christianna Margaret, only child of John Lawrence Kirby, Esq., of Singapore.

DEATHS.

ELLIOT—On the 30th Oct., at Shanghai, the wife of Capt. John Elliot, of the British barque *Rifle*.

GARDNER—On the 14th Oct., at the British Legation, Peking, Robert Gardner, Esq., H.M.'s Consular Service, aged 21.

HOWLETT—On the 11th Dec., suddenly, aged 63, Emily, the beloved wife of John Howlett, of Bowthorpe Hall, Norfolk.

NORMAN—On the 12th Aug., at sea, on board the American ship *Ellen Monroe*, of Boston, William Norman, of Germany, from disease of the heart.

SMITH—On the 14th Dec., at 3, Haddo-villas, Blackheath, the Right Rev. George Smith, D.D., formerly Bishop of Victoria, Hong Kong, in the 57th year of his age.

SOUTHERN—On the 13th Dec., in her 34th year, deeply lamented, Mary Elizabeth the beloved wife of R. L. Southern, Esq., of Messrs. Southern, Quilty, and Co. City, and Croydon, Surrey.

Digitized by Google

LEGAL.

COURT OF EXCHEQUER.

LANE V. LAY.

This case was heard on the 15th inst., before the Lord Chief Baron and a special jury. Mr. Horace Lloyd, Q.C., Mr. P. J. Murphy, and Mr. Nasmyth were counsel for the plaintiff; Sir John B. Karslake Q.C., Mr. Henry James, Q.C., and Mr. Murray for the defendant.

The plaintiff, Mr. Edmund Lane, had formerly been engaged as district engineer of the Great Western Railway Company in the west of London, and in the August of 1870 he had been employed by the defendant, Mr. Horatio Nelson Lay, C.B., commissioner acting on behalf of the Japanese Government in this country, as first assistant-engineer, to devote his services, under a Mr. Morrell, to the formation of a new line of railway, which the Japanese authorities were about constructing in that country. Plaintiff went out to Yokohama, and was ready to carry out the contract which he had entered into with the defendant in this country, and for a breach of which these proceedings were instituted.

The jury found a verdict for the plaintiff for £2,059, subject to certain points of law reserved.

COURT OF QUEEN'S BENCH.

BRYANT V. LAY.

This was an action for breach of an agreement to employ the plaintiff as an engineer. Mr. Digby Seymour, Q.C., Mr. Murphy, Mr. Nasmith, and Mr. W. English Harrison appeared for the plaintiff; Sir John Karslake, Q.C., Mr. H. James, Q.C., and Mr. Murray for the defendant. The hearing commenced on the 11th inst. before Mr. Justice Mellor and a special jury, and occupied two days.

The plaintiff carries on business as an engineer at Beaufort-buildings, Strand, and in August, 1870, he entered into an agreement with the defendant, Mr. Lay, who was then acting as agent in this country to the Japanese Government, to go out to Japan as first assistant engineer to superintend the making of a railway there. The plaintiff stated in his evidence that he had engaged platelayers and labourers to go out to Japan, and started for Japan himself with a Mr. Lane, who was to be assistant engineer with the plaintiff. On his arrival, however, he found that a hitch had occurred between the Japanese Government and Mr. Lay, and that the Japanese Embassy had received orders to terminate Mr. Lay's agency for the Government. According to the plaintiff's statement, Mr. Morel, the chief engineer of the railway, required him to sign a new agreement throwing over Mr. Lay. He also stated that Mr. Morel had requested him to look at the line and make a report upon the plant which was coming out from England, suggesting that Mr. Lay should be thrown over. Both the plaintiff and Mr. Lane declined to sign the new agreement, and ultimately, after some negotiations, they sailed for England, and found on their return that the Oriental Bank had been substituted as agents for the Japanese Government in the place of Mr. Lay. The Oriental Bank declined to compensate the plaintiff, who thereupon brought this action against the defendant as the party with whom he had contracted. The evidence for the defendant was that the agreement in question was merely a set of rules and restrictions for the regulation of the plaintiff's and Mr. Lane's conduct in their several capacities, and that when they refused to sign them Mr. Morel waived that condition and did not insist upon it.

The learned Judge left the following questions to the jury:—First, were the regulations reasonable and proper to be signed by the plaintiff and Lane previous to their entering on their duties; secondly, did Morel insist on the signing of them; thirdly, did he waive the signature; and fourthly, was Morel's insisting on the signature the *bona fide* reason of the plaintiff and Lane throwing up their agreement with the defendant.

The jury returned a verdict for the plaintiff, damages £750.

WILLIS AND SON V. SAUNDERS.

This case came on before Baron Bramwell and a special jury on the 13th inst. Mr. Giffard, Q.C., Mr. Ridley, and Mr. A. L. Smith were counsel for the plaintiffs; Sir John Karslake, Q.C., and Mr. Mathew for the defendant.

The plaintiffs are well-known shipowners in the City, and the defendant is one of the underwriters at Lloyd's. The action was on a marine policy on a fine clipper vessel called the *Black Adder*, belonging to the plaintiffs, which left London in March last on her outward voyage. When she got into the southern latitudes she was caught in a gale, and her mainmast and mizenmast were carried away. She put into the Cape for repair, and afterwards proceeded to China. She was a newly-built ship, and there was a desire that she should make an unusually quick passage, but the accident frustrated it. The cause was the slackening of some of the rigging, and on that fact coming to the knowledge of the underwriters they declined to pay the insurance, on the ground that the vessel was unseaworthy when she left the Thames.

The case has not yet concluded.

BANKRUPTCY COURT.

IN RE JOHN GILLESPIE.

The bankrupt had traded as a merchant in Great Winchester-street, and since in Great St. Helen's, in partnership with a Mr. Rangel, the title of the firm being Rangel, Gillespie, and Co. He failed about eighteen months since with liabilities of about £66,000, and the case now came before the Court on the hearing of an application to confirm a scheme of settlement passed under the 28th section of the Act, a majority of the creditors having accepted the bankrupt's proposal to pay £11,000 into Court for distribution and in satisfaction of the claims upon him, providing for the annulment of the adjudication.

Mr. Munns, on behalf of Mr. Rangel, a large creditor, opposed the confirmation of the scheme, contending that the arrangement was not *bona fide*, and could only result in the payment of a trifling dividend. Mr. Knight, as representing the trustee, submitted that the scheme of settlement was *bona fide*, and that having received the approval of a large majority of the creditors, it ought to be confirmed by the Court. Mr. Sedgwick appeared for the bankrupt, to support the confirmation of the scheme.

A question having arisen respecting the authority under which the liquidators of certain companies had signed in favour of the scheme, it was arranged that the necessary evidence should be furnished upon this point, and his Honour (Registrar Hazlett) reserved his decision.

MISCELLANEOUS.

JAPANESE PROGRESS.

The *Daily News* says:—The progress of the Japanese in adapting themselves to European ways is extremely rapid. They no sooner heard of paper money than it was substituted for specie, and immediately after understanding the principle of public loans, the Government appeared in the London market as the borrower of a million sterling. While the Chinese reject every offer made to construct a railway the Japanese are making one of several hundred miles in length. While persons of consideration deprecate in Parliament the introduction of tramroads into London they are being laid in Yokohama. While our Australian brethren, so shrewd in other respects, are permitting themselves to be deluded with the fallacies of Protection, the Japanese are declaring for Free Trade, and, as a beginning, have resolved when the treaties are revised next year to expunge the prohibition on the export of rice. They are the first among foreign nations to follow English example in forming a Society for the Prevention of Cruelty to Animals. Chief among the movers in this new departure is the Mikado. He has emancipated himself from the rule which ordained that he should remain secluded from his people—an invisible Sovereign who was one-half a divinity, and all the more divine, perhaps, because he was never seen by the commonalty. He recently attended at the opening of the first section of the railway. Wishing to cultivate his mind, he is now engaged in the study of German. When he indulges in drinking he prefers champagne to the home-brewed liquors. His soldiers have for some time been armed and drilled on the European model. One thing, however, distinguished them from European troops. This was the manner in which their feet were covered, or sometimes left uncovered. The decree has now gone forth that the soldiers and all the Government officials are to be shod in shoes of European pattern. All these changes, and others equally sweeping, not included in the foregoing enumeration, are equivalent to a revolution in Japan of which we can with difficulty form any conception.

RUSSIA AND THE AMOOR RIVER.

The *Pall Mall Gazette* says a financial advertisement appearing in the English journals is extremely significant of Russian progress in Eastern Asia. The Amoor River Navigation Company, constituted and subsidised by the Russian Government, offers £210,000 six per cent. bonds redeemable by sinking fund. The price of issue is 87 per cent., and we are far from suggesting that the investment is a bad one. But if the relatively moderate rate of return indicates the value of the security, we may assume that Russia not only commands the navigation of the Amoor, but has done much towards developing its resources. Yet when Atkinson published his travels in 1860, promise had gone but a little way towards performance, although he predicted precisely what must have come to pass. "Ten years hence," he writes, "the aspect of this region will be materially changed, flourishing towns will be seen on the banks of the Amoor, the vessels moored on the shore will show that the people are actively engaged in commerce and other industrial pursuits. . . . If a just and wise governor continues to rule in Oriental Siberia, this country is destined to have a great future." No Government, indeed, is more fortunate than the Russian in finding excellent administrators among its agents of every class, and, although the schoolmaster may not be abroad in the Czar's Siberian dominions, the rank and file of its pioneers possess adaptability and intelligence as well as courage. Its irregular troops yield to none in the world, and neither Tartar, Khirgi, Chinese, nor Manjourian has a chance with "the Cossack." Yet, like the men on the Austrian military frontiers, the Cossacks can farm as well as they fight, and the service has an extraordinary attraction for the half savage races Russia subjugates. As she moves along she assimilates the tribes she annexes, and doubtless she holds the Amoor by means of the very men who fought her in the earlier part of the century. The local trade on the river is unquestionably susceptible of great development. To say nothing of the fertile regions through which it flows for great part of its course, and of the fairs for barter that have been held on it for centuries back, according to Atkinson "the valley of the Soungaria and those of its affluents are said to be the most densely populated portion of this part of the Chinese Empire." But nature has played Russia and the shareholders of the Navigation Company an evil turn in twisting the course of the river sharp to the north by the town of Turmi. Had it flowed southward to the Sea of Japan, it might have been open to commerce all the year round. As it is it runs into the Sea of Okhotsk, and frost seals it for seven months in the year. However, the steamers should supply themselves cheaply with fuel, as the island of Saghalien, which lies off the Amoor's mouth, is rich in coal beds. Notwithstanding the limits nature sets to "through traffic," we make little question that Russian enterprise assures the future of the Amoor River Navigation Company.

DEATH OF BISHOP SMITH.

The Right Rev. Dr. George Smith, the first Bishop of Victoria, Hong Kong, died on the 14th inst., at his residence, Haddo-villas, Blackheath. He was a son of the late Mr. G. Smith, of Wellington, and was born in 1815. Having been privately educated, he entered as a commoner at Magdalen Hall, Oxford, and took his B.A. degree in 1837, when he was third class in classics, Dr. Stanley, Dean of Westminster, being a first class in the same year, and Dr. Francis Hesse a second. In the following year he was ordained, and for some time

Digitized by Google

held the curacy of Marr, near Doncaster, and was afterwards presented by the Archbishop of York to the vicarage of Goole. In 1844 he placed his services at the disposal of the Church Missionary Society, and was nominated to Hong Kong. Dr. Smith was consecrated the first bishop of Victoria, Hong Kong, in 1849, and continued to discharge the duties of his office until 1865, when ill-health compelled his retirement, when a pension of £300 per annum was granted him by the Hong Legislative Council. This of course ceases with his death.

Bishop Smith was the author of "A Narrative of an Exploring Visit to each of the Consular Cities of China, and to the Islands of Hong Kong and Chusan," "Ten Weeks in Japan," "Lewchew and the Lewchewans," "China; her Future and her Past," and several other books of travel, as well as of some theological works.

CHINESE MISSIONS.

An influential meeting of the friends of Chinese Missions was held in Freemason's Hall, Edinburgh, on Monday last, the chair being occupied by Mr. Brown-Douglas. On the platform were the Rev. Dr. Duff, the Rev. Dr. Charles Brown, the Rev. Mr. Scott Moncrieff, Mr. David M'Laren, the Rev. Mr. Carstairs-Douglas (China), Mr. Bell, secretary, the Rev. Mr. Guthrie, and other gentlemen. The meeting was opened with prayer by the Rev. Mr. Guthrie, who took occasion, in the course of his petition, to ask for the recovery of his Royal Highness the Prince of Wales, or, if that were not to be, for his spiritual good hereafter. The chairman briefly referred to the object of the meeting, and expressed his confidence in the great good done by the work of the Mission, and his hope that our Government would never be induced in any way to restrain the work of the missionaries in China. The secretary (Mr. Bell) thereafter read the seventeenth annual report, which spoke of a very satisfactory advance in the beneficial results of the Mission, as regarded at once the work of the missionaries sent from this country, of the native evangelists, of whom there were now twenty-eight, and of the medical agency. The financial report for the past year showed a considerable deficiency in the ordinary revenue compared with the ordinary expenditure, which had only been met by the income received from extraordinary legacies and donations. On the motion of the Rev. Dr. Charles Brown, seconded by the Rev. Mr. Scott Moncrieff, the report was adopted and ordered to be pridted and circulated; a cordial welcome was accorded to the Rev. Mr. Carstairs-Douglas, who is now on a short visit to this country after sixteen years' labour in the China mission-field, and the meeting further gave thanks to God that the labours of Mr. Douglas in that field had been so signally blessed. Mr. Carstairs-Douglas thereafter addressed the meeting, which, after some further business, was brought to a close with the benediction.

THE "MALACCA" AND THE "MEGÆRA."—The *Broad Arrow* says:—"Whether the Royal Humane Society intend to present their 'medal' to Captain J. Bernard, commander of the Peninsular and Oriental Company's steamship *Malacca*, for coming to the assistance of the wrecked *Megæra*, off St. Paul's Island, and embarking 268 officers and men, with their baggage and stores, under circumstances of great danger, owing to the heavy swell of the sea, we are of course unable to say. But the Admiralty has offered nothing more than 'acknowledgments' and 'thanks,' not to Captain Bernard, but to his employers, the 'Peninsular and Oriental Steam Navigation Company.' 'My Lords' have requested the Secretary to the Admiralty to convey to the Peninsular and Oriental Steam Company 'the expression of their lordships' satisfaction at the successful result of the service rendered by the *Malacca* under circumstances of unusual difficulty;' further, 'to express their lordships' thanks for the various information from time to time furnished by you in connection with the loss of the *Megæra* and the relief of her shipwrecked crew.' We presume this is the customary way of the Admiralty in dealing with matters of this kind, namely, the saving of all a Queen's ship officers and all her men from perishing on a desolate rock; yet we could imagine it to be as easy to use a stronger expression than 'satisfaction' in thanking the salvors. At any rate, the captain of the *Malacca* as well as her owners deserved a complimentary acknowledgment of his services; and this we have heard he has not received. The letter of the Lords of the Admiralty to the Peninsular and Oriental Company, it appears, is published in their annual report, with the heading 'Letter from the Secretary of the Admiralty to the Directors of the Peninsular and Oriental Steam Navigation Company, acknowledging receipt of copy of Captain Bernard's letter,' thus leaving the captain personally out of the question and unrequited. The directors of the Peninsular and Oriental Company are of course proud that they have been enabled to head their report of the assistance rendered to Her Majesty's ship *Megæra*, 'Charter of the *Malacca* for a Special Service.'"

WE understand that another vessel (the *Zebra*, sloop, on the China station) has broken down in her machinery. She was only paid off and recommissioned at Hong Kong in May, 1870, having left this country in March, 1867. H.M.'s ships *Hornet* and *Elk* have been paid off and recommissioned at Hong Kong, with volunteer crews from H.M.S. *Ocean*.

DR. KARL SCHERZER'S official account of the recent Austro-Hungarian expedition to Siam, China, and Japan has just been published at Vienna by the Ministry of Commerce.

In consequence of the urgent representations of the Political Resident at Aden, that port will in future become a station for one of Her Majesty's ships in the East Indies.

MR. BOURJAU, of Hamburg and China, has obtained damages of £875 from the London and North-Western Railway, for injuries sustained by an accident on their line last year.

Foreign Intelligence.

GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Dec. 12.

It was not to be expected that the merchants and bankers of this city would quietly consent to have their Hamburg Banco Valuta swept away and become a thing of the past without making a struggle to retain this ancient institution, to which they have been accustomed from their earliest childhood upwards; and though the Humburgers can certainly not be accused of want of patriotism in cases where the exercise of that virtue is required, they may have a right to complain when the German Parliament—most of whose members are totally ignorant of the merits of the case, and probably never heard before of Hamburg Bank Valuta—pass such a sweeping measure without giving any notice to the parties concerned, without remuneration, and simply as a mark of confidence in the wisdom of the statesmen at the head of affairs, and whose knowledge on the subject is certainly open to doubt; whilst on the other hand it is but fair to suppose that the Hamburg merchants can manage their affairs for themselves and know best what is most advantageous for their own interests. It is therefore no wonder that the passing of the Bill has made a very deep and unfavourable impression on the Exchange, and given rise to much grumbling and discontent. At a meeting of the principal merchants, shipowners, money-dealers, and others, convened by the Chamber of Commerce, it was attempted to prove that this was a question beyond the province of the German Parliament, and being an institution called into being by local legislation, it could only be legally rescinded and abolished by the joint agreement of the Senate and Burgerschaft. This was also the view taken by the Chamber of Commerce, who drew up a memorial to the Senate, in which they set forth their objections and strongly protested against any such one-sided infringements of their rights and liberties; but the High and Mighty Senate, in the exercise of their sovereign power and authority, were of a different opinion, and refused to make any representations on the subject at Berlin, or take any steps in the matter, but leave it to take its course.

When one considers for a moment the immediate consequences of the sudden disappearance of Hamburg Banco money and its substitution for a coin not yet in existence, it is quite appalling to reflect on the inconvenience it will occasion to every one connected with German trade in all parts of the world. The foreign exchanges will have to be revised; the whole of the price current, in which the quotations are given in marks and schillings banco are noted, must undergo a thorough transformation; the daily stock and share lists must be altered into the new currency; the bonds and obligations of State loans now made out in round sums of Banco money must be changed into inconvenient appoints, ending in awkward fractions, which will also be the case with mortgages. To this may be added the alterations that will come home to everybody in their domestic arrangements and objects of every-day life, such as the amount expressed in the new currency with regard to rents, schooling, wages of servants, doctors' fees, tradesmen's bills, the price of coals, wine, and other household expenses, freights, cab-fares, the railway tariff of charges, entrance money to theatres, concerts, and other places of amusement,—in fact, this catalogue might be extended *ad infinitum*; and the change will effect a perfect revolution in all monetary matters, and come as suddenly as it will be unexpected and inexplicable to by far the greater part of the population.

In the meantime the law passed by the German Parliament has been promulgated by the Emperor under the date of the 4th of December, and is published in the official *Reichs-gesetzblatt*, or Gazette of the Empire, of the 7th inst. To insure uniformity of appearance, at least on one side of the gold coins, the dies, with the Imperial Eagle and the value of the piece, are to be engraved at Berlin and forwarded to the other mints, where the dies for the obverse side, with the head of the local sovereign, will be engraved by their own people. For the present the mints to be employed are at Berlin, Hanover, Frankfort, Strasburg, Munich, Dresden, Stuttgart, Carlsruhe, and Darmstadt. Hamburg is not expressly named, but the right has been reserved with reference to the contingency of permitting private bankers to have gold bars minted on payment of certain dues. The mint mark is to be distinguished by Roman letters; thus A is to represent Berlin, B Hanover, and so on in succession as above. The coins minted at Berlin, Hanover, and Frankfort, will bear the effigy of the Emperor, but with style and title of "King of Prussia;" those alone that are issued at Strasburg will have the legend "Emperor of Germany;" all the others will have the effigy and title of their respective sovereigns. The dies are being prepared, and it is expected that the process of coining will commence before the end of the year. For the present 100,000 lbs. of gold in bars and French coin is set apart to begin upon, of which 90,000 lbs. are to be converted into twenty-mark pieces, and 10,000 lbs. into ten-mark coins. As the law provides that 139½ of the latter and 69¾ of the former are to be made out of a pound of fine gold, a simple calculation will show that more than six millions of twenty-mark pieces and about a million and a-half of ten-mark pieces will be coined out of the above quantity, and they are to be put in circulation as soon as they are struck off. The respective mints, though under the management of their several Governments, are bound to admit Imperial commissioners to inspect the books and accounts for the purpose of verification and control, and to give them all facilities, support, and explanations as they may require in the discharge of their duty.

The Berlin *Militair Wochenblatt* states that Herr Koppen, formerly a non-commissioned officer in the army of the Prince of Schaumburg-Lippe—whose contingent to the confederated forces of Germany, according to the authority of the *Almanach de Gotha*, amounts to 245 men—and now described as "Military Instructor at Kischin in Japan, in the service of the Prince of that place," who has done so much to or-

Digitized by Google

ganise the army in that country in imitation of the Prussian system, has been rewarded by a commission as Second Lieutenant, which at least gives him officer's rank.

About twenty young Japanese, who for some time past have been studying at Berlin, having finished their course of instruction, returned lately to their native country, and are now replaced by twenty newcomers for the same purpose. Having already some knowledge of the Dutch language, they have great facility in acquiring German, which is of course essential as preparatory to the commencement of their studies.

The *Hamburg Correspondent* publishes a letter from the captain of a German vessel to his owners here, dated Tientsin, September 18, describing a cowardly attack made by twenty-five French sailors and marines, belonging to a gunboat lying in that port, on five unarmed seamen, belonging to the German merchant vessels *Frisch*, Captain Totain, *Madura*, Captain Theede, and the brig *Hermann* of Kiel, who were all more or less seriously wounded, so that they had to be taken to the hospital for surgical treatment. The case was reported to the German Consul, who took down the depositions, in which they unanimously state that they had given no cause of offence, and that it was a premeditated attack from a desire to take revenge on the Germans for their victories over the French, and caused by their national hatred and jealousy.

COMMERCIAL.

The frost, which has set in already, together with the approaching holidays, have kept the Produce Market in a quiet state, and there is but little to report to-day. The dealings in Teas were limited to a few hundred chests of Congou and Souchong at former prices. Little has been done in cleaned Rice, but the market is firm. Camphor is in more request, and prices have risen considerably. Cassia Lignea moves off quietly at 11½ to 11⅝ sch. bco. per lb. There is no alteration to notice in Pepper. After a long period of inactivity some sales of Silesian Spelter have taken place, among which were 1,000 centners for spring delivery, at 13⅞ mks. bco. per centner; 2,000 ditto, also for the spring, at 14; and 2,000 ditto, in loco, at 14.

SHIPPING.

Sailed.—Esther, to Bangkok.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Dec. 13.

Les jours se suivent, mais ne se ressemblent pas. The financial Budget was carried by 55 against 9 votes. The Budget of the Department of War was then laid on the table, and every one became anxious to know what would happen. Mr. Engelvaart, the Minister of the Department of War, rose and made the statement that he had placed his portfolio at the disposal of his Majesty, for reasons which were mentioned in the telegram which appeared in your last issue. The Minister has gone by his own will, so that the Chamber has been saved the necessity of giving him his *congé* by outvoting his Budget, which must have been the case otherwise. The Chamber was very discontented with his policy; they demanded a comprehensive scheme of army reorganisation—and all that Mr. Engelvaart gave them was but a drop in the ocean. Nothing has been settled. A good many millions have been spent, and we are less prepared for war than ever, and that at a moment when other countries are fully prepared, and that after a fashion never dreamt of in former times. A great work remains to be done—but who will do it? Where shall we find a Minister who will act with vigour? Who will dare ask a sum of forty millions to *partially* improve our means of defence? Rumours say that Colonel Weitzel will undertake this hazardous task, and other names are also mentioned, viz., Major van der Star, Booms, &c. The question now is, in how far the resignation of Mr. Engelvaart will affect the position of the whole Cabinet. In a few days Mr. van Zuylen will interpellate the Ministry as to whether they make themselves answerable for the Bills which Mr. Engelvaart laid before the members; and, of course, this question can only be answered in the affirmative. It is considered that the position of the Thorbecke Cabinet is very insecure, and that the new year will bring us a new Ministry. In the meantime the discussions are going on. The Budget of the Colonial department was carried by 45 against 22 votes, after a very languishing debate. There was a lively, and somewhat personal discussion between Mr. Wintgens, the eloquent mouthpiece of the Conservative party, and Mr. Fransen van de Putte. Mr. van de Putte moved that henceforth the instruction in eastern languages should not be carried on in the first place at the University of Delft. The Minister than delivered a tremendous philippic against the so-called "Consignation-system," viz., the forwarding of colonial produce to Holland for sale. It was his conviction that this system had crippled Dutch trade, and had been injurious to the interests of the State and of all parties. The minister showed himself a thorough Liberal, which of course caused much uneasiness in the opposite camp, where individuals are being whipped up to sign addresses, demonstrating that nothing is more hurtful to the general interest than that the plan of the Minister should be adopted, and the differential duties abolished. To-day a Bill was laid before the members to apply ten millions of guilders to the redemption fund. Our national stock has advanced 2 per cent. in consequence.

The Bill proposing the ratification of the Treaty concluded between the Dutch and English Governments—the full text of which I sent you a fortnight since—has been examined in the sections. By perusing the published report I learn that several members were much pleased with the new Treaty, because it was simpler and clearer than the former one, which the Lower House refused to ratify. It was agreed that this Treaty fully met the grievances complained of, but of which, according to the opinion of some members, too much was made. It made a good impression that so much liberty is secured to Holland, the British Government agreeing to desist from all objections against the extension of the Netherlands dominion in any part of Sumatra, and, consequently, from the reservations in that respect contained in the notes exchanged by the Dutch and British Plenipotentiaries at the conclusion of the Treaty of March, 1824. Formerly foreigners were privileged; they are now put on the same footing with the Dutch. The grounds for the objection that the former treaty opened the possibility for intervention of a foreign Power in our own civil and commercial legislation were now avoided. Our just rights are maintained against the claims of the merchants of the Straits Settlements. The Government, it was stated, deserved all honour for what they had done to protect our interests. The former Cabinet deserved the more blame, because when the negotiations were opened on the first treaty the Government were in a better position to obtain concessions from the English Government, because the Court of St. James's desired the transfer of our settlements on the West Coast of Africa. Some members regretted that the treaty had been concluded. They thought it contrary to our interests that we should bind ourselves about matters which belonged to our own legislation; and now that we had granted rights and privileges to British trade we should be obliged also to grant them to other nations. Some members called the behaviour of our Government with regard to the treaty about the transfer of our settlements at the West Coast of Africa very strange, and they advocated that the Second Chamber should revive this matter, and if the Government did not assent they should vote against the Sumatra Treaty. But, as I stated, the majority was favourable.

With regard to the movements amongst our Catholics some incidents have occurred. It has now become clear what the bishops meant by their "official" steps. The Catholic papers publish an address which the bishops have forwarded to the King, requesting the maintenance of an ambassador at the Papal Court. The tone of this address is very moderate, but the arguments are not very convincing. A great many people are offering money to pay the ambassador, Mr. du Chastel, who, however, proposes to represent Holland at the Holy See *gratis*. The Catholics seem to forget that it is not a monetary question, but a question of principle.

The members of the First Chamber will meet on the 14th inst. for the despatch of business.

The passengers of the steamer *Prins van Oranje* who put in at Gibraltar will be brought by a special steamer to Nieuwe Diep. This fact proves that the damage to the first-named vessel is of a more serious character than was first stated.

I regret that I have to record the death of Mr. C. Pruijs van der Hoeven, emeritus-professor of the University at Leyden.

PRODUCE MARKETS.

In the middle of last week the winter suddenly set in with unusual inclemency. A heavy fall of snow was followed up by most intense frost, which at once put a stop to all traffic. Our inland navigation got immediately locked up by the ice, and the roads were rendered almost impassable by the snow, whilst by rail only small quantities of goods can be forwarded at express train fares. Our market in colonial produce has consequently assumed a wintry aspect. Business transactions have been almost entirely suspended, and although the weather has again been milder since Saturday, the existing impediments for shipping will not soon enough be removed, even if the thaw should continue, to permit our trade to resume much activity prior to approaching holidays in the latter part of the month. Our leading articles of produce continue, however, to exhibit, on the whole, a healthy appearance.

Coffee.—Very firm, and holders keep backward. On account of the interruption of our inland navigation there has, however, been but little stirring in the market, and we have mainly to report a couple of small sales of parcels of private importation, viz., 500 bags Java ex Rotterdam, 280 ditto ex Stad Middelburg. At the close of the week more inquiry manifested itself for Trading Company's Java, on warrants, for which 42c. was paid. The material deficiency of the late crop of Java tends to foster the favourable opinion for the article, and creates sanguine prospects for a further advance of prices.

Tea.—The public sale of the cargo of 841/4 and 2,865/12 chests China, ex steamer Hong Kong, from Foochow, through the Suez Canal, which took place here on the 7th inst., went off as follows:—Superfine Kysou Congou was paid with 89c. to 122c.; extra superfine Flowery Pekoe, 186c. to 220c., extra superfine Lapseng Souchong, 112c. to 160c.; finest Souchong, 96c. to 97c. Out of the portion bought in of the Pekoe, sales have since been closed by private treaty of 61/4 chests at 188c. A public sale is announced at Amsterdam on the 29th inst. of 824/4 chests China Congou, mark G. H., ex Hindostan, from Shanghai, via London.

Raw Sugar.—No sales worth notice are to be reported. The trade s suspended on account of the stoppage of the navigation.

Rice.—Prices keep firm, but hardly any business is done from first hands; 348 bags Java, ex Yokohama, changed hands at f.9¾.

Spices look dull, with sellers at former rates, but in the absence of any transactions of note, prices are hardly better than nominal.

Rattans.—Sales have been closed of 150 piculs ex County of Bute.

Tin.—A quiet tone prevailed for this article, but the market looks firm. Banca sold for usual prompt and for delivery, ex Coming Spring's Sale, both positions at f.88½.

Cotton has been in active demand, and an extensive business has been done in spot and floating parcels at gradually improved rates.

Tobacco.—Java: To-morrow several parcels will be sold by secret tender.

SHIPPING.

Arrivals.—Dec. 9, at Texel, from Batavia, Anna Digna; from Sourabaya, Friesland.

Passengers Inward.—From Java, per Anna Digna, Messrs. Schiff, de Cœnens, Boumeister.

Digitized by Google

EXPORTS FROM GREAT BRITAIN, TO CEYLON, THE STRAITS, SIAM, JAVA, PHILIPPINES, CHINA, JAPAN, &c.

Ship	For	From	Date Cleared.	Bar, Bolt, and Rod Iron.	Hoop, Sheet, and Plate Iron.	Yellow Metal and Copper.	Lead.	Steel.	Machinery.	Hardware and Ironmongery.	Cottons, Plain.	Printed and Dyed.	Delaines and Mixed Fabrics.	Linens.	Woollens.	Flannel and Blanketing.	Thread, Twist and Yarn.	Beer in Bulk.	Beer in Glass.	Brandy.	British Spirits.	Red Wine.	White Wine.	Oils.	Paints and Varnish.	Haberdashery Hosiery, and Millinery.	Canvas & Sail Cloth.	Rope, Cordage and Twine.	Earthenware & Glass.	Candles and Soap.	Ham, Cheese, and Butter.	Oilmans' Stores.	Preserved Provisions.	Fruits.	Apparel and Slops.
				Tns.	Tons	Tons.	Tns.	Tns.	£.	£.	Yards.	Yards.	£.	£.	£.	£.	lbs.	Brls	Brls	Gals.	Gals.	Gals.	Gals	Gals.	£.	£.	£.	£	£	Cwt.	Cwt.	£	£	Cwt.	£
Chacma	Colombo	London.	Nov. 21	54	20	...	...	4	...	550	...	...	...	...	...	...	...	94	10	419	80	45	242	172	47	247	...	...	400	...	...	...	...	...	...
Falcon	Shanghai	,,	,, 21	307	...	...	150	...	...	87	2939050	...	...	...	2580	...	...	...	936	10	48	...	124	...	...	...	...	...	150	...	...	135	12cs.	...	...
Niger, str., via S.C.	Colombo	,,	,, 22	...	...	...	...	...	...	3	460007	452870	...	...	210	...	600	44	...	...	...	...	...	...	...	350	...	...	13	...	...	...	10	5	...
Red Gauntlet, str., via S.C.	Do.	,,	,, 22	9	62	...	...	¾	...	769	777550	93201	...	...	140	...	200	...	...	17	1	20	12	1cs.	45	951	...	...	48	...	22	86	85	..	67
Istapa	Singapore	,,	,, 24	113	¼	31	30	25	525	1094	301500	...	...	...	247	545	...	83	109	875	77	422	799	1890	261	19	180	...	333	316	38	380	72	7	250
Delta, str.	Eastern Ports	,,	,, 24	...	...	...	2	...	393	518	2241351	274723	1440	...	16174	...	243240	...	...	...	97	405	288	4270	80	2160	...	...	776	180	12	814	180	£112	105
Good Hope, str., via S.C.	Colombo	,,	,, 25	...	...	...	...	...	23	...	127100	26575	...	...	269	...	...	30	...	...	...	...	...	...	...	525	...	...	...	...	...	39	...	4	...
Dartmouth	Shanghai	,,	,, 25	244	...	...	300	...	2194	42	2724516	123400	...	...	4390	...	...	...	165	...	181	2810	615	475	233	...	865	...	30	229	8	...	12	...	25
Luctor et Emergo	Batavia	,,	,, 27	161	...	15	...	3¼	...	1700	11880	34000	...	...	...	...	...	5	20	...	...	509	182	...	25	59	...	...	1113	3400	...	...	...	...	...
Belted Will	Hong Kong	,,	,, 27	25	...	16	194	...	...	646	...	...	...	103	...	...	...	60	210	...	10cs.	...	52	2255	385	50	275	...	35	201	30	4	191	...	...
Oberon	Shanghai	,,	,, 30	176	...	...	50	...	...	...	2084750	...	...	...	3550	...	...	42	32	...	16	...	118	...	...	...	182	...	...	...	...	...	...	...	...
Hong Kong, str., via S.C.	Singapore, &c.	,,	,, 30	4	...	5	...	...	160	480	734610	14934	...	...	1510	150	4035	...	...	...	...	6	199	...	80	...	220	...	94	327	...	210	21	...	24
Do. do.	Hong Kong	,,	,, 30	5	5	47	...	1	750	1050	882629	700	60	...	4591	320	40140	20	15	12	110	278	952	...	70	507	...	740	52	21	27	115	356	36	245
Do. do.	Shanghai	,,	,, 30	...	20	1	12	11	...	1816	1958242	116010	2142	...	15303	287	17628	1	...	114	71	246	1423	...	1182	642	...	...	432	35	47	68	145	...	644
Do. do.	Japan	,,	,, 30	...	...	15	...	2	...	1809	170000	...	398	...	125	...	40000	...	...	...	...	91	24	...	...	111	...	...	...	127	...	50	...	...	...
Oxfordshire, str., via S.C.	Colombo	,,	Dec. 2	7	43	5	15	¾	...	459	731190	30589	...	...	...	...	165	258	30	...	145	347	1005	...	4	1180	...	...	716	25	25	382	218	3	132
Buenaventura, str., via S.C.	Singapore	Livrpool	Nov. 30	...	...	...	...	...	...	420	1423324	...	...	...	180	398	26000	...	...	...	...	...	...	500	62	...	...	...	210	...	...	...	...	...	...
Do. do.	Manila	,,	,, 30	5	90	3	...	...	223	727	205300	86625	70	872	825	391	35525	...	...	...	...	...	...	...	205	2242	192	...	145	...	46	78	...	...	340
Sarpedon, str., via S.C.	Singapore, &c.	,,	Dec. 1	...	15¾	...	...	...	...	75	234800	10060	...	...	1524	...	...	3	...	...	...	...	24	...	...	407	...	...	...	15cs.	66	...	4cs.	...	93
Do. do.	Hong Kong	,,	,, 1	...	...	...	...	...	850	89	1274559	72000	...	165	3190	...	21840	...	1	5	...	...	168	...	5	67	...	...	...	...	4	...	18	...	60
Do. do.	Shanghai	,,	,, 1	...	...	...	...	...	795	176	878378	62350	...	1cs.	8586	...	...	...	...	...	...	...	271	...	...	8cs.	...	...	117	...	10	2cks.	3cs.	...	15
Do. do.	Japan	,,	,, 1	...	...	...	...	...	1cs.	354	20000	...	...	...	1945	...	16000	...	...	...	...	...	...	...	1cs.	257	...	...	...	...	£9	...	...	...	102
County of Elgin	Batavia	Glasgow	Nov. 30	...	...	...	...	...	750	...	108575	1128958	...	240	...	...	13345	...	108	...	...	...	54	...	40	95	85	...	555	...	...	...	...	...	...
Anne Main	Hong Kong	,,	Dec. 6	...	...	10	...	...	...	457	...	...	...	...	...	...	1220	82	201	...	...	...	...	...	126	...	...	...	...	...	...	...	...	...	...

EXPORTS FROM GREAT BRITAIN, &c.—(*Continued.*)

Ship	For	Paper, Books, & Stationery.	Perfumery and Brushes.	Drugs and Chemicals.	Manufactured Leather.	Hats & Caps.	Saddlery.	Toys & Fancy Goods.	Upholstery & Furniture.	Confectionery, Biscuits, &c.	Fire-arms & Ammunition.	Umbrellas.	Tobacco.	Pianos & Musical Instruments.
		£	£	£	£	£	£	£	£	£	£	£	lbs.	£
Chacma	Colombo	32	82	832	42	...	...	...	...	150	22	...	598	...
Falcon	Shanghai	35	...	...	...	...	...	...	55	...	...	...	120	...
Niger, str., via S.C.	Colombo	180	...	...	...	...	...	...	...	...	...	22	...	...
Red Gauntlet, str., via S.C.	Do.	326	...	128	249	113	...	39	...	196	72	...	...	50
Istapa	Singapore	224	...	148	94	13	3	...	20	11cs.	186	...	...	110
Delta, str.	Eastn. Ports	448	...	2186	178	61	285	112	83	11	900	600	341	...
Good Hope, str., via S.C.	Colombo	166	...	...	...	...	25	31	...	18	24	11	68	...
Dartmouth	Shanghai	20cwt.	...	29	56	...	...	...	22	...	...	...	...	...
Luctor et Emergo	Batavia	60	...	...	...	...	119	...	10	176	91	...	...	...
Belted Will	Hong Kong	60	...	...	...	...	...	12	...	25cs.	...	350	...	...
Oberon	Shanghai	...	...	...	...	...	...	...	74	...	...	...	...	...
Hong Kong, str., via S.C.	Singape., &c.	272	...	40	82	83	70	146	465	50	...	...	...	37
Do. do.	Hong Kong	197	20	4148	32	132	...	23	225	...	270	140	...	50
Do. do.	Shanghai	233	63	244	1963	167	...	25	220	197	396	12	238	20
Do. do.	Japan	122	...	581	1094	...	...	...	...	20	260	...	...	...
Oxfordshire, str., via S.C.	Colombo	357	110	368	62	319	80	51	20	49	54	...	658	111
Buenaventura, str., via S.C.	Singapore	...	...	15	...	...	...	...	...	...	...	...	...	...
Do. do.	Manila	67	75	45	264	695	349	110	...	47	3	1092	...	80
Sarpedon, str., via S.C.	Singape., &c.	...	...	60	127	7cs.	80	100	...	...	10	2cs.	...	...
Do. do.	Hong Kong	3cs.	...	500	4cs.	...	...	...	...	...	...	10cs.	...	...
Do. do.	Shanghai	302	...	40	2cs.	...	...	...	...	...	101	1cs.	1562	...
Do. do.	Japan	25	...	48	315	...	...	...	...	...	1336	...	...	...
County of Elgin	Batavia	...	...	53	...	...	...	...	...	...	...	...	...	...
Anne Main	Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...	...

ADDITIONAL.—Per CHACMA.—Matches, £278; cement, £117; casks in shooks, £100; clocks, £5; coals and coke, 20 tons; tin plates, 200 boxes; shot, 3 tons; tar and pitch, 190 barrels; gunpowder, 7,000 lbs.

Per FALCON.—Goods, manufactured, £225; mineral waters, £200.

Per RED GAUNTLET (str.).—Effects, £113; hams, 1 case; photographic apparatus, £60; goods, manufactured, £215; cards, 6 cases; condensed milk, 3 cases; geneva, 200 gallons; beef and pork, 18 cwt.

Per ISTAPHA.—Iron wire rope, £656; bricks, £5; carriages, £45; matches, £1,018; mineral waters, £150; corks, £5; cement, £20; spelter, 10 tons; zinc, 9 tons; gunpowder, 3,000 lbs.; shot, 1¼ ton.

Per DELTA (str.).—Effects, £861; scientific instruments, £34; tombstones, £40; goods, manufactured, £40; tortoise hoofs and shells, £495; painters' colours, 2 cases; leather, 5 cases; cottons, £2,100; cambrics, &c., £677.

Per GOOD HOPE (str.).—Effects, £30; pictures, £43; matches, £7; corks, £9; goods, manufactured, £56.

Per DARTMOUTH.—Matches, £418; cottons, £9,420; sugar, 45 cwt.; mineral waters, £75 and 25 cases; corks, £30; geneva, 680 gallons.

Per LUCTOR ET EMERGO.—Cement, £435; carriage, £225; matches, £100; perambulators, £11; indigo seed, £100; felt, £65; coals and coke, 179 tons; electro, &c., ware, £47.

Per BELTED WILL.—India-rubber sheets, £283; goods, manufactured, £84; mouldings, £60; wire rope, 10 tons; coals and coke, 406 tons; tin plates, 500 boxes; tar and pitch, 20 barrels.

Per OBERON.—Soda-water, £54; flints, £70; cottons, £700; coals and coke, 748 tons.

Per HONG KONG (str.).—To Singapore, Penang, &c.: Effects, £96; silver coin, 60,870 ounces; goods, manufactured, £100; india-rubber valves, £30; steam launch, £292; cottons, £649; hops, £89; cambrics, £440; billiard, &c., tables, £22. To Hong Kong: silver plate, 143 ounces; sugar, 84 cwt.; cordials, 4 gallons; goods, manufactured, £358; india-rubber hose, £100; telegraph materials, £175; mineral water, £40; millstones, £55; cottons, £1,410; effects, £60; philosophical instruments, £85. To Shanghai: Carriages, £370; mineral waters, £170; packing, £112; telegraph materials, £50; roofing felt, £4; mathematical instruments, £65; quicksilver, 400 bottles; cambrics, &c., £1,700; goods, manufactured, £35; ether, 1 case; effects, £339; buoys' fittings, £770. To Batavia: Plain cottons, 33,472 yards; coloured cottons, 39,894 yards; cotton handkerchiefs, £95; woollens, £300.

Per OXFORDSHIRE (str.).—Cottons, £100; effects, £144; corks, £40; goods, manufactured, £4; geneva, 10 gallons.

Per BUENAVENTURA (str.).—To Singapore: Cotton, 3 cases. To Manila: Cottons, £465 and 1 case; steam launch, £240; toys, 1 case; perfumery and drugs, 3 cases; porcelain, 2 casks; haberdashery, 2 cases; woollens, 2 cases; leather, 2 cases; hardware, 3 cases; trunks, 2 cases; glassware, 53 cases; cheese, 30 cases; elastic web, £202; compasses, £85; india-rubber manufactures, £125; cambrics, &c., £245.

Per SARPEDON (str.).—To Singapore and Penang: Clocks, £13; cottons, £200 and 5 cases; mineral waters, 5 cases; woollens, 8 cases; hosiery, 5 cases; apparel, 1 case. To Hong Kong: Needles, 10 cases; cottons, £50; india-rubber, 6 cases; amber, £1,500 and 29 cases; apparel, 5 cases. To Shanghai: Cottons, £224 and 20 cases; plants and seeds, £13; woollens, 88 cases; effects, 1 case; clocks, 3 cases; stationery, 5 cases. To Japan: Bulbs and plants, £20; woollens, 3 cases; stationery, 1 case; drugs, 11 cases. To Java: Plain cottons, 152,160 yards; coloured cottons, 16,800 yards; worsteds, £268; buttons, £25. To Manila: British spirits, 64 gallons; cottons and woollens, £290; provisions, £62; coloured cottons, 17,000 yards. To Amoy: Twist, 20,000 lbs.; hardware, £20.

Per COUNTY OF ELGIN.—Soda-water, £24; mixed goods, £75; effects, £150; cambrics, &c., £301.

Per ANNE MAIN.—Roofing felt, £73; tin plates, £323.

Per ARGONAUT, from London to Shanghai, cleared Nov. 29.—Coals, 1,420 tons.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA EXPRESS" is published weekly on the day of departure of the mails, and contains a summary of English, Continental, and American News, Commercial and Shipping Reports, &c. Subscription, £3 3s. per annum.

The "LONDON AND CHINA TELEGRAPH" is published weekly on the arrival of the English and French mails. Subscription, £2 2s. per annum.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, DEC. 18, 1871.

THE RUSSIANS IN JAPAN.

THE St. Petersburg correspondent of the *Morning Post* writes:—"The Japanese are palpably indignant at the encroachments of Russia on the debatable island of Sakhalin (Saghalien), and at the influx of Russian convicts into their colonies there; nor is their indignation at all misplaced. In truth, this remote strip of land has at present an importance which can hardly be overrated. So long as any part of Sakhalin—which flanks the coast of Manchouria for several hundred miles—is occupied in force by the Japanese, a strong check is imposed upon Russia's present design of transferring her centre of action from the Fort of Nikolaievsk, at the mouth of the Amoor, to that of Vladivostok, close to the Chinese frontier. On the other hand, the annexation of the island by Russia secures her hold upon the territory south of the Amoor, and forms the natural prelude to what will undoubtedly be her next step—the conquest and Russification of Korea. In any case a collision with Japan is unavoidable, if the existing programme be carried out. By fixing herself at Vladivostok Russia virtually trespasses upon Japanese waters and challenges their rightful owner to a struggle for the mastery—a fact which, combined with the impossibility of concentrating upon this remote point a force sufficient to withstand the formidable and ever-increasing power of Japan, deserves serious consideration."

Now it is certain that the whole Government of Russia is constructed on a system of deception. The same feeling which made Prince POTEMKIN deceive CATHERINE with the appearance of handsome villages—temporarily constructed of wood—and a thriving peasantry—hired and dressed for the occasion—during her well-known excursion down the Dnieper, is carried through every part of the kingdom. The only principle universally acted upon in Russia seems to be that it is the duty of every one to get as much as possible for himself; and the more adroitly he can deceive others, the higher he ranks in the scale of intelligence. The good offices of all the public functionaries, from the highest judge to the lowest Custom-house officer, may be bought by bribes. It is this great characteristic of the Government as well as the nation that has made us regard with apprehension Russia's advances towards the frontier of our Indian Empire, and her seizing the moment when France was disabled from fighting beside us, to annul the Black Sea Treaty, for which so much British blood flowed at Alma, Inkermann, and Sebastopol. It is refreshing to turn from such scenes of duplicity to contemplate brave, manly, and open actions. The Japanese have always been a noble people—a nation of heroes, who, if mistaken in their motives, have yet presented the only model of chivalry and enlightenment which modern times have seen in Asia. In any dispute that might be provoked by Russia with Japan our sympathies would, therefore, always be with the latter, and we should urge our Government to throw their influence on the side of Japan with as much earnestness of feeling as we have expressed on other recent occasions when Russia seemed to be making preparations for aggression. Nevertheless, we must confess we do not see in the present action of the Russian Government cause for so much alarm as our contemporary's correspondent expresses. And he appears to us to be equally at fault in his estimate of Russian provocation and Japanese force. The latter is neither "formidable" nor "ever increasing." The Japanese have not probably more than a couple of hundred soldiers in Sakhalin, while the Russians have more than a thousand men at one port alone—Aniva Bay—at the extreme south. But, what is more to the point, Vladivostok is *not* on Japanese waters at all, but on the coast of Russian Tartary, and the Russians appear to have a very good excuse for transferring their capital there from Nikolaievsk in the fact that the latter place is not accessible during six months in the year.

The fact appears to be that the Russians intend to secure the whole island of Sakhalin, in order that they may possess *both* sides of what used to be called the Gulf of Tartary, and in order that no other foreign Power may possess Sakhalin, and so be enabled to threaten their opposite coast. So long ago as 1867 the Russian Government persuaded the Japanese Plenipotentiaries at St. Petersburg to consent in a weak moment to the *joint* occupation of the island, and it is easy to see what that meant. The Russians have pushed on and the Japanese have been pushed back; but, as the latter have given the former a fair excuse for their advance, it is not by any means clear how they can resent it now. The Japanese may feel that they have been overreached, but, having given licence for the present proceedings of the Russians, they can scarcely be justified in making it a cause of the collision which our contemporary's correspondent apprehends. Nevertheless the Russian advance in so many parts of the Far East at the same time is certainly noteworthy as a sign of her policy, and, considered in connection with a long series of former encroachments, ought to be attentively watched by those whose duty it is to preserve the balance of power.

THE NEW JUDGE FOR THE STRAITS.

BY the time that these lines reach our readers in the Straits we have no doubt that Mr. THOMAS SIDGREAVES, the newly-appointed Chief-Justice of the Straits Settlements, will have taken his seat on the Bench, and already entered on the judicial career which will, we believe, as well as hope, confirm the wisdom of his appointment. It would be idle to disguise the fact—and it would also be insincere to Mr. SIDGREAVES if we attempted to do so—that, in assuming the mantle of Sir BENSON MAXWELL, the new Chief-Justice has to encounter an amount of responsibility which may well excite the anxious sympathy of his friends, and which will, no doubt, receive his careful reflection. We write these words in no spirit of discouragement. On the contrary, we firmly believe that it is within the power of every accomplished lawyer to contend successfully against the temporary disadvantages to which we have drawn attention, and to win "golden opinions from all sorts of people," if he but firmly resolved to maintain his independence of "the powers that be," to assert the dignity of the judgment seat against the power of the Government, and to be alike blind to the brow-beating, and deaf to the overtures of self-satisfied officialdom. We can assure Mr. SIDGREAVES—whom, by-the-bye, we ought now to call "his Lordship"—that much is expected of him in his new sphere. Of one thing we can assure him—that he will be received by all classes of the community with a cordial and unbiassed greeting; and that he will enter on his duties with the certainty of being fairly and not hastily judged by his own judgments.

Mr. SIDGREAVES will remember that we were the first to enter our indignant protest against the narrowminded spirit in which an anonymous "Templar" in the *Standard* carped at his appointment on the score of his being a Roman Catholic. He will remember that, on that occasion, we stated our honest conviction that the day for such sectarian and petty differences had gone by for ever since the appointment of a Roman Catholic Judge in England. We might add that that conviction has since been strengthened by the appointment of a Jew to the Solicitor-Generalship of England; and Mr. SIDGREAVES will therefore excuse us if we express the hope that neither he in Singapore, nor Mr. JESSEL in Westminster, will forget that they are the representatives of a PROTESTANT QUEEN and country—that they owe a paramount duty to that throne which has promoted them in a spirit of such advanced liberality, and to a people whose interests are so deeply involved in their conscientious and fearless discharge

Digitized by Google

of the great responsibilities committed to them. Let the new Chief Justice discard for ever the Monkish maxim "*Fac officium taliter, qualiter; et sta bene cum Domino Priore.*" "Do your duty as you may; but keep well with my Lord Abbot"—and he will soon discover, not only that he has gained, as he will have deserved to gain, the esteem of the people, but also that his own independence will exercise a silent influence in making converts of some of those officials whom Lord KIMBERLEY's despatch shows to be so much in need of such a quality. As SYDNEY SMITH, preaching before the Judges, said, "It is not in every man's power to say, I "will be a great and successful lawyer; but it is in every "man's power to say, that he will, with GOD's assistance, be "a good Christian and an honest man. Whatever is moral "and religious is in your own power"—and again the same grand authority, referring to the happy lot of Protestant England, says, "First the Gospel has done it, and then Jus-"tice has done it; and he who thinks it his duty to labour "that this happy condition may remain, must guard the "piety of these times, and he must watch over the spirit of "Justice which exists in these times. First he must take "care that the altars of God are not polluted, that the Chris-"tian faith is retained in purity and in perfection; and then, "turning to human affairs, let him strive for spotless, incor-"ruptible Justice;—praising, honouring, and loving, the just "Judge, and abhorring, as the worst enemy of mankind, "him who is placed there to 'judge after the law, and who "smites contrary to the law.'"

WE learn that the Great Northern Telegraph has worked satisfactorily, and, as the rate by this line is only four pounds ten for a message which would cost seven pounds by the Submarine Cable, it has found many to patronise it. It must not, however, be forgotten that while messages by the Submarine are usually conveyed in about five hours, those through the new undertaking vary from fifteen to twenty hours. During the last week, owing to the breakage of the cable between Shanghai and Hong Kong, telegrams from Shanghai have not been received by the Submarine line. We are informed that, pending the decision of the International Conference now sitting at Rome, the Russian Government has restricted the number of English messages over their lines to China and Japan to fifteen per diem. We believe it is not the intention of the directors of the Submarine Company to make any reduction in their present rates, and that the land wires in Australia are not yet sufficiently advanced to enable the company to extend their operations to that part.

MR. NAPIER, the Chairman of the Straits Association, has had an interview with Lord ENFIELD, at the Foreign-office, on the subject of the Sumatra Treaty, lately concluded with the Dutch Government, and a correspondence will follow. We learn by telegram that the Second Chamber of the Dutch Parliament has ratified the Treaty. We may here suggest to the members of the Straits Association that, as Mr. TIDMAN, the Secretary, is not likely to return for some months, another gentleman should be appointed, and we may add that the Association will lose its power for good unless meetings are held more frequently—say once a month.

THE shareholders of the Pacific Mail Steam Company, New York, have elected Mr. ALDEN B. STOCKWELL as President, in place of Mr. MCLANE, who has held that post for some years. The Vice-President, Mr. BELLOWS, remains in office, and the Directors now comprise Messrs. JAMES D. SMITH, H. H. BAXTER, O. P. C. BILLINGS, C. J. OSBORN, A. MASTERTON, E. C. TAYLOR, LEGRAND LOCKWOOD, HENRY CLEWS; THEODORE T. JOHNSON, Secretary.

THE Chinese Ambassador, CHUNG HOW, and suite left by the last French mail for China.

WE have another illustration of the oft-repeated complaint of the neglect of the Chinese Government to appropriate some part of the revenue from duties levied on foreign trade to the dredging and improvement of their harbours. We learn that the French mail steamer *Hooghly*, which arrived outside Shanghai on the 30th Oct., could not get over the bar, and was unable to deliver her letters till the following day.

THE LATE FLOODS AT TIENTSIN.

COMMUNICATED.

The past summer will be long remembered by reason of two great storms, which devastated and almost ruined this and the neighbouring provinces.

The rainy season here is uncertain; one year there is drought; another year there is inundation; we look at the bare hills and think that if they were planted with woods drought would be prevented. European engineering is the great desideratum, but unfortunately the governing authorities cannot be persuaded to undertake any improvements except in the manufacture of munitions of war. Our system of banking rivers and dredging channels cannot obtain a trial. Mr. Wade and Mr. Hart have told the Chinese Government a large amount of honest truth on many occasions during the past few years. They have told them in very plain terms many of their faults and shortcomings. Copies of their letters were sent by the Government to important men, such as Tseng-kwo-Fan, holding vice-royalties, and the censures involved in these communications were taken in apparently good part by the Emperor's councillors, but yet nothing has been done. However much we may long to see improvements, we are perpetually told that a time will come when these things will take place, but that that time has not yet come.

South-west of Peking, and eight miles from the walls, is a long and handsome bridge spanning the river called Hwun-ho. The bridge is several centuries old, and the great south-west road connecting the metropolis with the southern and western provinces passes over it. A fortnight ago I was there with a friend, and walked down the sandy channel to a new breach in the embankment which took place at the time of the flood ten weeks ago; our walk extended for a mile and a half along the old bed. The stream was on our right as we proceeded to the south. It hugged the stone wall which there forms its boundary. Four-fifths of the river bed is hard sand, the rest is water. We found, on arriving at the point where the disaster took place, that the stone embankment had here been replaced by mud. We noticed just above the breach a sudden bend to the south-west; a few feet beyond we saw the river rushing over a chasm in the bank 900 feet wide, and pursuing its way over the adjoining fields; prostrate trees lay in the new channel; the old stones of the embankment scattered across it marked the former line of defence. All traces of field cultivation had disappeared, and where the water failed, banks of sand and small rubble—the sediment left by the inundation—concealed from view the ploughed land beneath. We heard that the new river course rejoins the old bed twenty miles farther to the south-west. Vast tracks of land are for the present year rendered barren by this outburst, and the heavy rains that have fallen this season have also devastated a large portion more.

Since we were there a rain-fall of five days has added much to this ruin. I learn that the river channel was quite full from bank to bank, and rushing down its old course over the sands where we walked, burst into the fields, at another point twenty miles farther on. A friend who witnessed the scene when the vast body of water produced by the rain was rushing through the bridge under him, felt it shake beneath him, and almost feared to pass across it. Much of the country became like the neighbourhood of Tientsin at present—a wide sea. Such a season has not been known for nearly seventy years. Many persons have been drowned. Many villages have been carried away. The number of trees and houses thrown down is vast. The water on the south of Tientsin is not expected to disappear till the winter sets in; it cannot re-enter the rivers from which it has broken out; the land there is too low to admit of this. For the present also the rebuilding of the banks is postponed till the river shall become lower.

In Nieuchwang, six degrees of longitude east of Peking, and on the other side of the Gulf of Liau Tung, only the stronger buildings, such as the church, a stone erection, survived the storm.

It is the prevalence of easterly and south-easterly winds that bring us these storms of rain. They seem to be connected with typhoons in the neighbouring ocean. There was a typhoon at Hiogo five days before the ten days' rain which produced the Tientsin inundation; that place is twenty degrees of longitude east of us. Then there was a typhoon at Hong Kong on Sept. 2, and it was very destructive. Our second great rain began ten days after that date, and swelled the Hwun-ho to an unprece-

Digitized by Google

dented size. Hong Kong is nearly twenty degrees to the south of our position.

The reason why the fall of rain has worked so great a destruction may be found in the structure of our province. The hill country through which the Hwun-ho flows extends for 150 miles to the north-west, from the great bridge just mentioned, to its source on the plateau of Mongolia. It is the only river to drain this extensive western region. Each valley has its torrent, and each torrent finds its way to this river. Such an immense collection of rain water as that from which Tientsin is now suffering could only arise in a region where the features of nature are on a great scale. The plateau of Mongolia by its drainage gives origin to a vast series of vallies all sloping toward the south-east, and down which the waters flow to the Gulf of Pechili. The province is bounded by chains of hills on the north and on the west, and the rivers originated by them all flow to Tientsin, and there enter the sea.

The injury caused by the inundations of the Hwun-ho is chronic. Only four years ago this river changed its course, and vast sums were expended by Tsenkwo-Fan in repairing the embankments. It was thought there was danger only on the lower course of the river towards Tientsin, and there the new defences were placed. But it now appears that the real danger was higher up near the point where it comes out from the mountains and where the sandy bottom had risen so high as to make the channel from bank to bank much too shallow for a stream so difficult to control. For this evil, dredging with European machinery is the only certain cure. But shall we be told the *time has not yet come?* It is said that twenty thousand men are to be set to work in two months to dig out the old bed and restore the river.

THE MISSIONARY QUESTION IN CHINA.

A supplement to the *London Gazette* contains the correspondence with Mr. Wade, Her Majesty's Envoy Extraordinary and Minister Plenipotentiary in China, relating to the Missionary Question in China, of which the following is a *résumé*:—

On the 8th June last Mr. Wade sent to Earl Granville translations of a note or memorandum addressed by the Tsung-li Yamen, in the first instance, to all foreign representatives resident in Peking, and subsequently to those of all foreign Treaty Powers, of eight propositions appended to the memorandum, and of a note addressed by the Minister Wên Siang to Sir R. Alcock shortly before he left Peking in 1869. The note or memorandum is, in the main, an expansion of the note to Sir R. Alcock. Admitting that, so far as trade is concerned, the treaties work well enough, the writer complains that their provisions fail entirely in the regulation of the missionary question, and that, through the unsatisfactory position of this, the whole question of foreign relations is affected.

The growing feeling against propagandism had long rendered the Government anxious before the Tientsin massacre; and now, although mandarins have been exiled, criminals executed, indemnities paid, Government still continues anxious, feeling that if there are to be more such outbreaks, recurrence to such measures will be in each instance more difficult. The Chinese Government would have the missionaries all brought under the same control as in other countries, amenable to the laws of the land, restrained from undue assumption of status and authority, and from acts that produce scandal. There should be no mystery in what they do (this refers to the Orphelinats), and their conduct should in all respects conform to the doctrine they teach. At present they constitute in China an *imperium in imperio*, and it is to be apprehended that their followers, seeing how the Tientsin massacre has been punished, will presume more than heretofore, and that of this will come an uprising of the people beyond the power of Government to control. The responsibility of foreign Governments will be great if they do not join China in devising precautionary measures.

This is the sum of the note. Appended to it is a memorandum containing eight Articles, in which are set forth various griefs, each article being supplemented by a note purporting to supply evidence in support of the charge preferred. As we discussed these articles separately at the time they were published in the French Government's translation, and as we shall have to notice them further on, we need do no more than remind our readers of them now. Mr. Wade says:—

"The papers, especially the supplement, are very badly put together. They contain some statements which will be easily contradicted, and some imputations which cannot be sustained; but, taken with the matter of many a long conversation on the same subject, to which I have listened in the last eight years, they strengthen my conviction that, to secure the missionary against the hostility of the lettered class, one of two courses must be pursued—either the missionary must be supported out and out by the sword of the protecting Powers, or he must be placed by the protecting Powers under restrictions which, whilst leaving him always as much latitude of action as, if simply intent on Christianising China, he is justified in desiring, will yet enable the Chinese Government to declare to those whose Conservatism chafes at the present pretensions of the missionary that he, the missionary, is not authorised by the Power protecting him to put forward the pretensions objected to."

The papers when first circulated appeared to the French exceedingly aggressive. I am not a convert to this view. The Chinese keep back, as might be expected of them, all reference to the barbarous persecution of converts and missionaries in various places, if not at the instigation of the mandarins, at any rate with their full knowledge.

It is fair to add that, by the testimony of Romish missionaries in all directions, the Government is doing its best to prevent any collision with Christians. Three-fourths of the Romish missionaries in China—in all between 400 and 500 persons—are French, and Romanism, in the mouths of non-Christian Chinese, is as popularly termed the religion of the French as the religion of the Lord of Heaven.

A dread of Romish ascendency, as I have more than once reported, I have heard very frequently allowed; and the fear that the ranks of the Romanists, recruited by all who wish to set their own Government at naught, will presently outnumber the well-affected, or that the Romish community, without attaining such proportions, will throw itself for support upon the French, although it is not avowed in the memorandum, is, in my belief, the suggesting cause of its production.

Mr. Wade, in commenting on the above-named documents to the Minister Wen Siang, wrote:—

Article 1 relates to the infant asylums. Protestant missionaries have not, to my knowledge, established any such asylums, but I am assured that in those of the Roman Catholics no objection is ever made to the visits of the parents or friends of an infant.

Article 2 lays down that no Chinese woman should be admitted into the chapels, and that female missionaries should be prohibited in China. I cannot imagine that any Government, Protestant or Romanist, will consent to the exclusion of its female subjects from China, or that in the face of the various treaties allowing freedom to natives and foreigners to preach and practice Christianity, they will attempt to interdict their female subjects, any more than their male subjects, from imparting the truth they prize, as professing Christians, to others.

Article 3 complains of the position arrogated by the missionaries in China in their relations with the authorities of the land, and of various proceedings on their part which irritate both authorities and people, in particular of their interference between the native Christians and the law. The instances given of the offences complained of are not numerous, and only affect Roman Catholics. I am assured by the representative of France that the French Legation does not recognise the claim of the same ecclesiastics to interfere between the Chinese Christian and his official in any question in which the free exercise of his religion is not affected.

Article 4 lays down that, where Chinese and foreigners live together, the law must be impartially administered. This without doubt. But it further seems to imply that, in cases of homicide, popular feeling will not be satisfied unless a life be given for a life. I am at a loss to understand how any missionary can prevent the arrest of a Chinese charged with an offence against the law. Should a missionary really attempt such intervention, the proper course would be an immediate appeal to the consul or minister of his nationality.

Article 5. The passport question referred to in this article does not seem to me to need any particular remark. The instances cited of exchange of passports, or confusion of the names of persons holding them, are but two or three in all. I cannot think that when mistakes of the kind do occur the legation concerned will be unable to furnish satisfactory explanation; or that, if a passport were unduly obtained or transferred by any person—missionary or other—the authorities of his nation would refuse to take notice of it.

In Article 6 it is proposed that no Chinese of bad character should be allowed to embrace Christianity. As to the exclusion of all but good men from the profession, the Christian religion, as every Treaty sets forth, is for the teaching of men to become virtuous. Is it not, then, the duty of its teachers, like the philosopher Mencius, to turn away none who desire to be converted, "not to scan the past, neither to reject those who tender themselves."

Article 7 prescribes the forms which should regulate intercourse between the missionary and the authorities. Speaking for our own missionaries, I see no objection to these. The British Government draws no distinction between the missionary and any other of its non-official subjects, and by Article XI. of the Treaty of Nanking, "ping" (representation) is the form in which subjects not holding official positions are required to address the Chinese authorities.

Article 8 and last treats of the restoration of buildings formerly belonging to Christians. This question, which arises out of the engagement contracted by the Chinese Government in Article 6 of the French Convention of the 25th October, 1860, affects none but the Romanists, and it is one the solution of which would seem to rest so exclusively with the Government of France that I do not feel free to discuss it. I shall only add, therefore, that if in this particular the Chinese Government finds its engagement difficult to discharge, it should avail itself of the presence of its Minister in France to obtain a relaxation of the conditions to which it agreed in 1860.

I shall add to this long commentary but two observations. In the opening of your Excellency's note you remark that in trade there is little to object to. If this be so, it is a matter of regret that so many commercial questions have to be referred from the ports to Peking.

Again, referring to the Tientsin massacre, your Excellency explains that it was the result of the people's exasperation against Romanism; and you express a fear lest, after the severe punishment inflicted, and the ample indemnities awarded, Christians should be emboldened to go greater lengths than heretofore. It is sufficient for my present purpose to repeat what I had the honour to observe to the Prince of Kung in my despatch of the 9th of July last, that the Government is responsible for that ignorance of the people which alone can render possible their perpetration of an act so barbarous upon a pretext so ridiculous; and the fact that the people's continuance in such darkness is due to a want of enlightenment on the part of the Government, will not be held to excuse the Government when foreign life and pro-

Digitized by Google

perty are jeopardised by the simple people whom the Government is not wise enough to teach.

On the 27th August Earl Granville replied to Mr. Wade:—"Her Majesty's Government have hitherto abstained from offering any observations upon the circular of the Chinese Government on the subject of religious missions, of which a translation has been communicated to them by the French Chargé d'Affaires, in the expectation that they might have received some reports from you regarding it. As, however, they learn from your telegraphic despatches that it will be some time before they will be in possession of your views, they consider they cannot allow this important paper to remain longer unnoticed.

"Her Majesty's Government must protest against the general assertions contained in the circular and accompanying regulations, with regard to missionary enterprise in China. They must, moreover, remark that, of the instances of alleged abuses cited, there is not one which is in any way connected with any British missionary establishment. On the particular question to which the circular relates, the policy and practice of the Government of Great Britain have been unmistakable. They have uniformly declared, and now repeat, that they do not claim to afford any species of protection to Chinese Christians which may be construed as withdrawing them from their native allegiance, nor do they desire to secure to British missionaries any privileges or immunities beyond those granted by treaty to other British subjects.

"The 1st Regulation does not apply to the British Missionary Societies, as they do not support any orphanages in China. Her Majesty's Government could not obviously accede to regulations which they had no power to enforce. The second regulation requires that women ought no longer to enter the churches, nor should sisters of charity live in China to teach religion. The objection to women frequenting Christian churches has been met at Fatshan and elsewhere by a screen having been erected to divide the sexes. There are no sisters of charity attached to the British missionary societies, but Her Majesty's Government could not countenance any regulation which would cast a slur upon a sisterhood whose blameless lives and noble acts of devotion in the cause of humanity are known throughout the world.

"The 3rd and 4th Articles, as respects Chinese Christians, have already been dealt with in the preceding part of this despatch; but her Majesty's Government cannot allow the claim that the missionaries residing in China must conform to the laws and customs of China to pass unchallenged. The 7th Regulation calls for no special observation. The 8th Regulation does not apply to British missionaries, who have no ecclesiastical property in China to reclaim, and seems to refer to misunderstandings with regard to the operation of the 6th Article of the Treaty with France.

"If British missionaries behave improperly they should 'be handed over to the nearest Consul for punishment,' like other British subjects, as provided in the 9th article of the Treaty of Tientsin. If the local authorities consider that Her Majesty's Consuls do not in any instance afford redress for their complaints they can appeal, through the Government at Peking, to Her Majesty's Minister, in the ordinary course of international usage; but until it can be proved that Her Majesty's Minister and Consuls are unable to control Her Majesty's subjects in China by the exercise of the powers confided to them Her Majesty's Government must decline to supplement the existing treaties by regulations which, although only intended to deal with a particular class of British subjects, would undoubtedly subject the whole British community in China to a constant interference in their intercourse with the native population."

Monetary and Commercial.

—o—

We understand that the steamers *Lorne* and *Atholl*, from China with tea cargoes, have, like the *Menelaus*—which we lately noticed—taken on board pilgrims at Singapore, for Jedda, and that the detention to the consignees will probably be nearly two weeks in consequence. It is to be hoped that merchants and underwriters will make some stand against such unwarrantable deviations in the voyage.

We understand that the Deutsche Bank of Berlin are offering new shares to the present shareholders at 112⅛ per cent., a larger capital being required, owing to their having established branch offices at Shanghai and Yokohama, where, it is stated, they have secured the German staff dismissed by the Comptoir d'Escompte.

The half-yearly report of the Ceylon Company (Limited), to be presented on the 19th inst., recommends an interim dividend at the rate of 6 per cent. per annum. The report is as follows :—

The crop of coffee from Ceylon this season is comparatively a short one, and it is to be feared the next will be equally so, but the advance which has taken place in the prices of that article will, in part, compensate for this; while, as regards Mauritius, the latest accounts received are satisfactory, both as regards the yield of sugar, and the prices at which it was being sold. The directors have much pleasure in stating that the proposal as to fully paid-up shares, in accordance with their circular letter dated 25th July last, has been carried out, and that in consequence a quotation has been obtained for them, and at the same time debentures have been paid off to the amount of nearly £50,000.

The steamer *Saida*, which left London for Konigsburg, and got ashore in the Baltic, had on board about 13,000 chests tea, purchased here for the Russian market. The vessel is a total wreck, and about half of the tea lost or seriously damaged.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Maritimes, (Head Office in Paris), 97, Cannon street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. C. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, agent, 92, Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Singapore Patent Slip and Dock Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Singapore Johore Steam Saw Mills Company, Paterson, Simons, and Co., agents, 21, St. Swithin's-lane.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 25, Cornhill, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26 Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 34, Great St. Helens.

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 65, Moorgate-street.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, J. H. Gwyther, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Corporation, W. H. Vacher, manager, 24, Lombard-street.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7½ to 8
25	Bank of Egypt	All	47 to 49
20	Chartered Bank Ind., Aust., and China	All	14½ to 15½
25	Chartered Merc. of India and China ...	All	24½ to 25½
20	City Bank	10	12 to 13
100	Colonial Bank	30	53 to 55
500fr.	Comptoir D'Escompte of Paris	All	f.690 to 700
£38½	Hong Kong and Shanghai Bank ...	All	43 to 45
28½	Do. Do. new	22½	13 to 14 pm.
100	Imperial Bank	20	22½ to 22½
50	London and County	20	56½ to 57½
50	London Joint Stock	15	43½ to 44½
100	London and Westminster	20	65 to 66
25	Oriental Bank Corporation	All	43 to 44
50	Union of London	15	43 to 44
	Telegraph Companies.		
100	Anglo-Mediterranean	All	156 to 158
10	British Indian Submarine	All	8½ to 8⅝
10	British Indian Extension	All	11½ to 11⅝
10	British Australian...	All	8½ to 8¾
10	China Submarine	All	8⅝ to 9
10	Falmouth, Malta, and Gibraltar ...	All	10⅝ to 10⅞
10	Great Northern	All	14½ to 15½
10	Do. China and Japan Extension	All	11⅝ to 12½
25	Indo-European	All	11 to 13
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company ...	All	34⅞ to 35½
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	45½ to 46½
	Miscellaneous		
20	British India Tea Company	All	4 to 5
20	Brit. and Foreign Marine Insurance Co.	4	7½ to 7⅞ pm.
20	Ceylon Company	All	15 to 17
20	Do.	10	4½ to 3½ dis.
50	Colonial Company	20	3 to 1 dis.
5	Credit Foncier of England	All	5 to 5½
10	General Credit and Discount Company	7½	1½ to 2½ pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	½ dis. to ½ pm.
98	Japan Loan, 9 per cent.	All	109 to 111
20	London and Prov. Marine Insurance Co.	2	2½ to 3 pm.
25	National Discount Company	5	14 to 14½
2	Ocean Marine Insurance Company ...	5	15 to 16 pm.
500fr.	Messageries Maritime of France ...	All	f.565
50	P. and O. Steam Company	All	50 to 52
50	Do. Do. 1867	10	1 to ½ dis.
100	Royal Mail Steam Company	60	77 to 79
20	Realm Marine Insurance Company ...	3	1½ to ⅞ dis
20	Thames and Mersey Marine Insur. Co.	2	5⅞ to 5¾ pm.
20	Universal Marine Insurance Company	5	10 to 10½ pm.

Digitized by Google

ARTICLES OF IMPORT.

TEA.

There has been a very quiet market during the week; there have been no fresh arrivals, and the trade having bought largely out of the previous ones, have been disinclined to add to stock at this late period of the year, the selection on offer being rather unattractive. Prices show no material change. The deliveries continue on a very large scale, the total for eleven months, reaching nearly 152,000,000 lbs. There have been no public sales.

Red-leaf Congous: Siftings show no change. Broken-leaf kinds remain dull of sale. Fair to good common continue firm at fully former prices. In fair to good Kaisows there has been but little business, but quotations remain unaltered. In fine to finest there is no change to notice, sales being limited. Pak Lin kinds have been inquired for for export. Black-leaf kinds: The lower qualities show no improvement. Fair to good common remain firm at previous prices. The few sales of fair to good medium have been at former prices. Fine to finest show no alteration, but the demand is small. In Amoy kinds there is no material change to notice. New-make Canton kinds have been sold to a fair extent at 1s. 2d. per lb. for fair quality. In Oolongs, Souchongs, and Flowery Pekoes there has been but little doing, prices showing no alteration. Scented Teas: Canton Capers, the few sales made have been at about previous prices. Foochow kinds have been difficult of sale at rather easier rates. Orange Pekoes: Canton kinds remain much as before. Foochow kinds: Fair quality has been saleable at previous prices, fine have been wanted. Uncoloured Japans: The demand has been limited, and prices somewhat nominal. Green Teas: There has been some demand for export, and prices show a slight improvement, the finer grades being most in request. Canton kinds show no change.

The following is from Messrs. Lloyd and Cheshire's Circular:—Our last advised a good general business, and quoted the market as closing with an active demand. Immediately after its issue several vessels arrived and fully supplied the market with medium Monings and Kaisows, from which the trade have freely supplied themselves. There are very few good common red or black-leaf Congous offering, and quotations for these keep very firm in consequence. The market closes rather quiet.

SILK.

There is a firmer tone in the Silk market, with more business doing, chiefly in Chinas and Cantons, at rather improving rates. We quote Tsatlees as follows:—Red Peacock, 25s. 6d.; Blue Elephants, 26s. 6d., and best chop third, 28s. 6d. to 29s.; Canton Tsatlee, 16s. 6d. for ordinary Tsatlee. Japans and Bengals have met with rather more inquiry; prices are unchanged.

COFFEE.

There has been no alteration in the market. A fair supply of Ceylon placed on offer has been taken at rates showing no change from those previously ruling, the prices paid being:—Plantation triage 60s. to 66s., ordinary 67s. to 70s., small grey 66s. 6d. to 68s. 6d., low middling do. 70s. 6d. to 73s, bold do. 72s. to 75s., middling 74s. to 75s., pea-berry 82s. to 83s. 6d. Native garblings 56s., small 60s., good ordinary 66s. 6d., bold 68s. The sales have included 38 bags Singapore at 67s. 6d., and 70 bags damaged Java at 67s. to 68s. 6d.; an offer of 1,397 bags Manila was bought in at 68s. to 68s. 6d., except 60 bags good pale, which sold at 69s.; 640 bags, ex the auction, have since been sold privately at 67s. For arrival 600 bags native Ceylon have been sold at 67s. 6d., guaranteed good ordinary; and 100 tons at the same price, guaranteed good fair.

SUGAR.

The market has been dull during the week; large quantities have been offered at the public sales, but, with a general unwillingness to buy, nearly the whole has been bought in, only a small portion selling at easy rates. By private contract little business has been transacted, sales being only practicable at reduced quotations, to which holders are as a rule disinclined to submit. The following are the details of the week's transactions:—

Penang.—2,585 bags in auction were all bought in, brown date sort at 24s. 6d. to 25s., low brown syrups 26s. 6d., middling ditto (duty 4s.) at 28s. 6d., soft yellow (duty 4s. 9d.) at 31s. to 31s. 6d., except 150 bags of the latter, which sold at 30s. 6d., but since the sales 1,800 bags low to middling brown (duty 4s.) have been sold at 26s. 6d. to 28s., and 400 bags date sort at 24s.

Manila: At auction, 7,419 bags Taal unclayed, import 1868, were bought in at 24s. Privately 12,000 bags Zebu unclayed have been sold at 25s.; 3,000 bags brown at 26s. 6d., and 1,400 bags old Taal at 24s. 6d.

Java: At auction, 1,375 baskets grainy white (duty 6s.) were bought in at 38s. to 38s. 6d. By private contract, 1,000 baskets good strong quality (duty 5s. 3d.) have been sold at 35s.

Camphor.—*China:* The recent speculative demand has wholly disappeared, and prices have consequently declined; there is only a small business doing at £3 15s. to £3 17s. 6d. *Japan:* No business; prices nominal.

Cocoa-nut Oil.—The market continues dull at the prices lately current; at public sale of 322 casks of Ceylon offered the greater part was bought in at £38 to £38 10s., but £38 was accepted for a small portion; privately about 50 tons have been placed at £38 to £38 10s. per ton.

China Grass.—Steady, but with only a moderate demand; 10 tons fine white have been placed at £55 per ton.

China Preserves.—At auction 45 casks Ginger were partly sold at 6¾d., 40 cases Chow Chow were withdrawn.

Copra.—Good demand but no supply.

Coir Goods.—Moderate supplies brought forward have met with a good demand at fully previous rates. Of 347 bales Ceylon Yarn about 200 bales sold at £33 15s. to £38 5s. for middling to fair, and £47 15s. to £58 5s. for fine; 26 tons, in dholls, sold at £28 to £32 15s. for common to middling; and 5 tons Cochin at £28 for common, and £16 per ton for very low; of 380 bales Cochin Mattress fibre 240 bales sold at £20 to £24 for ordinary to middling, and £28 for good; of 10 tons low Ceylon only one lot sold at £18 per ton; 418 coils (16 tons) Cochin Rope sold at £25 to £26 10s. per ton for 2½ to 5½ inch.

Cubebs have been dealt in to a considerable extent, mostly for speculation, and at auction as high as 30s. 6d. per cwt. has been obtained.

China Root.—No change; holders are still firm for high rates.

Colombo Root.—Firm and scarce.

Cardamoms.—Large arrivals continue, and prices are 1s. 6d. to 1s. 9d. per lb. lower; 3 cases Ceylon at sale bought in; good Malabar sells at 8s. 10d. to 9s.

Cutch.—A moderate inquiry has been experienced; and about 500 boxes fine Pegu have been disposed of at 24s. to 24s. 6d. per cwt. At auction 260 bags were taken in, and 470 boxes good fair Pegu sold at 23s. 6d. per cwt.

Dragon's-blood.—Market steady; of 31 cases at auction the bulk was retired; only a single case lump sold at £7 2s. 6d. per cwt.

Essential Oils.—*Aniseed:* The speculative demand recently prevailing has subsided, but still some little business has been done up to 13s. to 13s. 3d.; there are sellers now at the former figure, and afloat at about 12s. 6d. *Cassia* has again improved, and to a considerable extent, a fair trade having been done; closing prices, spot and afloat, 6s. per lb. *Nutmeg:* Of 10 cases offered 2 sold at 10d. per oz., the former value. *Cinnamon* very scarce and wanted; 2 cases rather bitter sold at 2s. 6d. per oz. *Citronelle* firm; of 257 cases offered about three-fourths sold at 1¾d., with a few lots at 1¾d. per oz. for good. *Lemon Grass* steady; of 79 cases offered half sold at 2¾d. per oz. for good.

Ebony.—Very fine figured Ceylon continues to command extreme rates, on account of continued scarcity; 27 tons offered at auction, and half placed at £12 7s. 6d. to £13 per ton, about previous value, the remainder being bought in at £16.

Galls.—*China:* A fair business at 55s. up to 57s. per cwt. has been done, and at the close there are few sellers, except at an advance; afloat 60s. is asked; at auction part of 191 cases offered found buyers at 56s. per cwt. *Japan:* No transactions.

Gums.—*Benjamin:* Sumatra is quiet. In public sale of 116 cases offered nearly half sold—fair second, £7 15s. to £8 5s. per cwt.; old break, £6 17s. 6d.; thirds, 75s. to 77s.; 33 cases Siam also offered, and retired, except 1 case sold at £20. *Copal* rather cheaper; 532 cases at auction, chiefly sold—good hard, 35s. 6d. to 36s.; mixed drossy, 18s. 6d. to 21s. *Damar* lower; private transactions at 57s. 6d. for fine. *Gamboge:* 36 cases offered half sold at £13 to £13 5s. for fair pipe, a little run; pickings, £10 10s. to £11.

Gambier has continued to meet an active demand, and prices have further risen fully 1s. per cwt. At auction, 340 bales block sold at 18s. 3d. to 18s. 6d.; and part of 608 bales 1,174 bags pressed cubes, at 20s. 6d.; 424 bags free cubes, taken at 23s. per cwt. Privately, on the spot, business has been done in block at 18s. 6d. to 19s. 3d., and free cubes at 22s.; afloat 600 tons, chiefly distant sailing, have been sold at 19s. ex ship.

Gutta-percha.—Rather cheaper, but large business done. At public sale, nearly all of 1,110 packages offered were sold at 2s. 6d. for good genuine; 11d. to 1s. 6d. ordinary white to fair reboiled.

Hemp.—There is no improvement in the demand for Manila, and only a small business has been done, at the decline of 10s. to 20s. noticed in our last report, the prices realised being, brown £37 15s. to £41 10s., barely fair to fair roping £46 to £47 10s., Boluzan £51 10s. to £51 15s. per ton.

Isinglass.—Market steady for fine; common still neglected. At auction 183 packages Penang were nearly all retired in the absence of biddings.

India-rubber.—Market firm, especially for good quality; 39 baskets Borneo at auction retired; privately 25 tons realised 1s. 7¾d. to 1s. 8d. per lb.

Japan Wax.—This import is scarce, and business is at present very restricted; of 69 cases offered at auction very few only sold at 90s. per cwt. for mealy saucers. Pending arrivals direct will probably cause a decline in prices,

Musk.—Market steady, but quiet; of 3 caddies Cabardine at auction 1 sold at 15s. 6d. per oz.; 17 tins Grain also offered and retired.

Pepper.—*Black* has been very inactive, with very moderate transactions on former terms; at auction prices have declined about ¼d. per lb., fair Penang selling at 5¾d. to 5¾d.; parcels offer on the spot at 5¾d., and to be shipped at 4½d. cost and freight. *White:* A small speculative tendency has been apparent, and as high as 1s. 0½d. has been paid, which is the price asked now for fair quality; 235 bags dull Penang were sold at auction at 11¾d. to 11¾d. per lb.

Plumbago.—The market is very dull, and transactions have been extremely limited.

Rhubarb.—The declining tendency for China is still apparent; at auction, of 146 cases offered half sold—bold medium good fracture 2s. 4d. to 2s. 11d.; high dried good pale small 1s. 5d. to 1s. 8d.; dull wormy bold 1s. to 1s. 1d. The market continues to be glutted with arrivals of all kinds, and although present prices are stated to leave ruinous losses, yet freight per steamer seems to be the rule rather than the exception, thus adding to the cost very materially. Supplies must cease, or it is impossible to say how much lower the present exceptionally low prices may yet go; the supply is, in fact, far in excess of the demand.

Rattans.—Without change; good demand, but scarcely any supply.

Rice.—The market is very dull, there being scarcely any demand. There are no sales to report.

Shells.—The periodical sales were held on the 12th inst. with the following results:—*Mother-o'-Pearl:* The better qualities, comprising Macassar and Manila, were held for extreme rates and bought in. A good supply of Bombay was all sold, good bold at dearer prices, inferior steadily; 230 cases good Macassar were bought in at £14, also 150 cases Manila at £9 7s. 6d. to £9 10s., except 5 cases small, which sold at £7 5s. *Tortoise:* Eastern descriptions went off slowly at easier prices; 14 cases (1,363 lbs.) Singapore were chiefly sold, middling to fair 16s. to 17s. 6d., a small lot good 21s. *Turtle:* 29 cases (3,808

Digitized by Google

lbs.) Singapore were all bought in at 2s. to 2s. 6d. per lb.; 2 cases (126 lbs.) Manila were withdrawn. *Green Snail:* Of 146 baskets and 46,300 loose offered about one-third sold, large 4½d. to 4¾d., medium 3d. to 4d., small 2¼d. each. *Ear Shells:* 400 packages and 40 tons loose Japan were all bought in at 12s. to 25s., 12 cases trimmed sold at 38s., and 33 mats do. at 27s. per cwt.

SPICES.—*Cassia:* There is a somewhat larger supply of Lignea; of 280 boxes at auction part sold at 113s. to 114s. per cwt., for middling, unsorted were bought in at 116s. per cwt.; Buds steady, and firmly held; 28 boxes at auction retired. *Cloves:* Penang have been offered freely, and sold at a considerable decline; of 39 cases offered a few only were placed at 1s. 3½d. to 1s. 4¾d., 4 casks Amboyna retired. *Cinnamon:* Since the quarterly sales, reported in our issue of 1st inst., transactions have not been of sufficient extent as to influence prices. Chips are steady; about 1,000 bags have been offered at auction, and the greater portion sold—middling shavings at 3¾d., bark, ordinary coarse, 1¾d. to 2d. *Mace:* is rather cheaper; of 119 cases offered, one-fourth sold, middling to good 4s. 1d. to 4s. 7d.; middling reddish broken 3s. 10d. to 3s. 11d. *Nutmegs* firm; at sale 97 cases chiefly sold, 65's 3s. 10d.; 69's to 71's 3s. 8d. to 3s. 7d.; 74's to 80's 3s. 7d. to 3s. 6d.; 85's to 95's 3s. 5d. to 3s. 4d.; 100's to 108's 3s. 2d.; 115's to 120's 3s. 1d.; 155's 2s. 9d.

SAGO.—Market firm, but quiet; of 441 bags at auction half sold—fair small, 16s. 6d.; yellowish large, 17s. to 17s. 6d. *Flour* is rather easier; there are sellers privately at 16s. for fair; 1,347 bags at auction retired.

SAPANWOOD.—*Manila* and *Siam:* Good demand, but the supply has been small; no transactions to report. *Ceylon:* Scarce and advanced, no business done.

SOY.—Steady at last quoted prices.

STAR ANNISEEDS.—Prices rule very high, in consequence of short supply.

STICKLAC.—Siam continues scarce, and realises high prices; 144 cases offered at auction and retired.

TAPIOCA.—Market steady; of 1,418 bags at auction the greater portion sold, fair to good Singapore 2d. to 2¼d.; ordinary grey to good white Penang, 1¾d. to 2¼d. *Flour* quiet at 1¾d. to 2d.

TURMERIC.—Market dull; Java unsaleable.

TIN.—Prices for Straits are a little easier, some of the recent speculators having pressed their previous purchases on the market. The figures, however, are as favourable for the article as a month since, when there were buyers of Straits at £156. The current quotations are—Straits on the spot and afloat £147, Banca £148, Billiton £148 per ton.

VERMILION.—There is no stock, and 3s. 9d. would be readily paid for China.

VEGETABLE TALLOW.—At auction 15 hogsheads Singapore were bought in at 45s.

ARTICLES OF EXPORT.

—o—

MANCHESTER GOODS.

Since the 8th inst. activity in Liverpool has induced producers at Manchester to advance their quotations all round; the rates now asked check business, and few sales are reported in Goods. In Yarns sales to some extent have been made for Germany and Japan. Spinners and manufacturers keep well under contract, and show great firmness in holding for full quoted rates. At the close there is a strong market in face of the comparatively small business in progress, more especially in Goods.

QUOTATIONS.

GREY SHIRTINGS, 38½-39 YDS. S.S.

Width ...	39 in.	...	...	...	...	...	38 in.	39 in.
Quality..	No. 4.	7	10	12	14	16	17	19
Weight..	5 4	6 0	6 8	7 0	7 0	7 0	7 8	8 4
Count ...	12×9	12×12	14×13	14×13	14×12½	14×12½	16×16	16×15
Price.....	6s. 6d.	7s. 4½d.	7s. 10½d.	8s. 3d.	8s. 7½d.	8s. 10½d.	9s. 4½d	9s. 7½d.
Width ...	39 in.	...	...	...	...	...	44/45 in.	...
Quality...	No. 21	22	24	26	25	28	31	33
Weight...	8 4	8 4	8 8	9 0	8 4	9 4	6 0	7 0
Count ...	16×15	16×15	16×16	16×18	17×17	19×19	12×8	12×12
Price.....	10s. 0d.	10s. 4½d.	11s. 6d.	11s. 7½d.	11s. 3d.	12s. 7½d.	7s. 3d.	8s. 3d.
Width ...	...	...	...	...	49/50 in.	...	54 in.	60 in.
Quality...	35	36	39	45	46	49	56	59
Weight...	7 0	8 0	9 0	10 0	9 0	10 0	11 0	12 0
Count ...	14×10	14×12½	16×15	16×18	14×13	16×15	16×15	16×15
Price.....	8s. 3d.	9s. 7½d	10s.10½d	12s. 9d.	10s.10½d.	12s. 1½d.	13s. 3d.	14s. 4½d.

T-CLOTHS.

Width	32 in.	...	...	...	...	36 in.	...
Weight	6 0	6 0	7 0	6 0	7 0	8 0	8 4
Count	14×13	15×15	15×15	18×18	18×18	18×18	18×18
Price	6s. 0d.	6s. 3d.	7s. 0d.	7s. 3d.	7s. 10½d.	9s. 0d.	9s. 4½d.

	s. d.	s. d.
China Grey Shirtings, 8¼ lbs. (Eagle Chop) ...	10 3	—
Maddapollams	3 9	—
Long Cloths	9 4½	—
White Spot Shirtings ... (nominal)	12 1	—
,, Brocade... ... do.	12 4	—
,, Damasks ... do.	21 6	—
Cotton Yarn, Nos. 16-24 China	1 1½ to 1 2½	
Nos. 28-32 do.	1 2½ to 1 3½	
No. 40 do. (mock)	1 2½ to 1 3½	
No. 40 Mule Twist	1 1¾ to 1 3½	

METALS.

IRON.—Welsh: Rails, £7 10s. to £7 15s. Bars, £7 15s. to £8. Staffordshire Best: Bars, £9 15s. to £10 5s.; Nail Rods, £9 15s. to £10 5s.; Hoops, £11 15s. to £11 7s. 6d.; Sheets, £11 15s. to £12 5s.; Scotch, Pig No. 1, £3 15s. to £4 2s.; Swedes, Bars, Hammered, £11, Swedes, Steel in kegs, ½ and ⅝ in., £14 to £14 10s.

YELLOW METAL.—Sheets, 4 by 4 ft., 8½d.; Sheathing and Rods, 8½d. per lb.

TIN.—English Refined, £160. Tin Plates: Charcoal I C, per box 30s. to 35s.; Coke, 27s. to 28s.

LEAD.—W.B., £20 10s.; do., other brands, £18 7s. 6d. to £18 10s.; Spanish, soft, ex ship, £17 10s.; Sheet, £19 to £19 10s.; Shot, kegs, extra, £20 15s. to £21; White, do., £26; Red do., £21.

SPELTER.—Silesian, £23; English, smelted from ores £23.

The following is from Messrs. French and Smith's Circular:—The Metal markets continue very active.

IRON is greatly in demand, with a tendency in prices to advance.

COPPER.—The inquiry is so eager that prices have again improved, and the market closes firm. Chili £84 cash, £85 to £85 10s. three months prompt. Burra and Wallaroo £90 to £91.

LEAD is advancing. This metal having remained stationary when all others were moving has at length sympathised, and is now quoted about 7s. 6d. per ton dearer than last week.

TIN PLATES without change.

SPELTER is strong at £22 15s. to £23.

QUICKSILVER.—No change.

ANTIMONY firmer.

WOOLLEN AND WORSTED GOODS.

Our report from Leeds states that prices of Camlets have advanced, and that all kinds of Woollens and Worsteds are extremely firm at the annexed quotations:—

Spanish Stripes, 62 in., 19 yards, Elephant Chop, 3s. 4½d. per yard for scarlet; Long Ells, 30/31 in., 24 yards, Lion Chop, 33s. to 34s. per piece for scarlet; Camlets, best SS, 30/31 in., 58 yards Elephant Chop, 80s. 6d. per piece for scarlet; Lastings, 31 in., 30/31 yards, Lion Chop, 68s. 6d. per piece for gentian; Brocades, 31 in. 29 yards, Half Moon Chop, 25s. 9d. per piece for scarlet.

NEW YORK MARKET REPORT.—DEC. 2.

—o—

TEA.

The demand has been very light for all descriptions, and with rather liberal offerings prices generally have a tendency to soften. Sales have been made of 2,700 half-chests Japan, 2,400 do. Oolong, and 1,076 do. Green; vessels not named.

COFFEE.—The market for Brazil, although without excitement, has been very firm. The stock is in the hands of a few speculators and strong holders, nd as the receipts for the next thirty days are known to be light, extreme prices are demanded; and though the inquiry from the interior is not large at present, full values continue to be realised, a better country demand being shortly looked for, as stocks in the hands of consumers are believed to have run down below the usual average. The business in Java has been confined to sales of small lots at last-quoted rates. The Mary has arrived with a cargo of 11,811 mats, of which 2,093 mats had been sold while afloat.

STOCK IN NEW YORK, DEC. 1.

		1868.	1869.	1870.	1871.
Java Government ...	... bags	1,336	560	300	7,002
Java	... mats	13,000	14,245	30,326	9,798
Singapore	... ,,	3,190	—	—	—
Manila	,,	4,867	3,027	1,000	—

CORDAGE is steady at previous rates—say 21c. to 22c. for Manila, 20½c. for Tarred Manila, and 19c. to 20c. for Sisal Rope.

CAMPHOR.—China is quoted 16c. gold (in bond).

ESSENTIAL OILS.—Aniseed is quoted $3; Cassia, $2.15 gold (duty paid).

HEMP.—The market for Manila is quiet, and the week has passed without transactions; the nominal quotation is as last given, 13¼c. to 13½c. gold.

	1871. Bales.	1870. Bales.	1869. Bales.
Manila Hemp imported into the United States from Jan. 1 to date	124,566	133,248	136,465
On the way to the United States from Manila, Nov. 30	42,057	24,966	25,574
Stock in importers' and speculators' hands in Boston, Nov. 30...	none	16,000	12,590
Stock in importers' and speculators' hands in New York, Nov. 30	1,400	12,007	13,827

INDIGO continues very quiet; Manila is quoted at $1.05 to $1.12½ currency.

PRESERVED GINGER.—China is quoted $9 currency (duty paid).

RHUBARB.—The quotation for China is 50c. currency (duty free).

RICE.—The tone of the market is without alteration; the sales of the week include 100 bags Rangoon at $6.75 to 7.12½ currency, and 1,100 bags in bond at $3.25 to 3.37½ gold.

SUGAR.—The market has been quiet. The sales are reported of 13,384 bags Manila, per W. G. Russell, on private terms, and 15,000 bags, vessel not named, at 8¾c.

SPICES.—In invoices we have only to notice the sale of 1,500 bags Pepper, ex Ironsides, at Boston, on private terms. The market, as a whole, is dull, and on some descriptions prices shade a little, as will be seen by the annexed quotations. The distributing demand is but moderate for the season, scarcely up to the expectations of the trade. We notice sales of Mace at $1.42½ for Penang; Nutmegs, $1 to $1.02½; Pepper, 18 cents for Sumatra, and 19 for Singapore, the latter in a small way 19½; Cloves, 12; Clove Stems, 7 to 7½ cents; China Cassia, 36; prime Batavia, 34, gold.

TIN.—Telegraphic accounts continue to advise advancing markets in Europe, Straits being quoted in London £153, and Banca £148. The market here is somewhat unsettled and irregular, buyers do not respond very heartily to the higher prices demanded by holders, but the latter interest being strengthened by the favourable accounts noted above, do not urge stocks, claiming that values even now are relatively below those ruling in the principal foreign markets; prices close at 38½c. to 39c. for Straits, and 43c. for Banca, all gold.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Dec. 6	Peter Rohland	Raake	Manila	Falmouth
12	Glenaray	Bailey	Colombo	London
	Sacramento	—	Manila	New York
11	China	Coombes	Rangoon	Deal
	Sara	—	Macao	Callao
Oct. 29	Luisa Canevaro	—	Do.	Do.
Nov. 2	Constancia	—	Do.	Do.
5	Bernard (str.)	Marah	Sing., China, &c., S.C.	London
Dec. 12	Locket	Jessyman	Colombo	Deal
12	Fearnought	—	Bassein	Off Liverpool
14	Amaranth	Steinbock	Saigon	Buenos Ayres
Nov. 3	Golden Spur	Farrel	Hong Kong	Do
7				

DEPARTURES.

Date.	Ship.	Captain.	For	From
Dec. 7	Gordon Castle (str.)	Campbell	Sing., China, &c. S.C.	London
6	Nation's Hope	Blix	Batavia & Sourabaya	Shields
1	Havfruen	Sorensen	River Amoor	Copenhagen
7	St. Andrew's Castle	—	Hong Kg., via Cardiff	Liverpool
7	Lady Hincks	Davies	Galle	Cardiff
6	Contest	Jameson	Hong Kong	Sunderland
9	Scotland (str.)	Hyde	Colombo, &c., via S.C.	London
9	Norman Court	Shewan	Shanghai	Do.
7	Evening Star	Rothbart	Singapore	Dublin
6	Annie Main	Hutton	Hong Kong	Glasgow
11	Forward Ho!	Hossack	Do.	London
9	Shepherd	Armstrong	Galle	Harwich*
9	Papa Derossi	Guiseppe	Singapore	Cardiff
9	Craigie Lea	Westlake	Do.	Sunderland
Nov 25	Kadosh	Hedge	Yokohama	Boston
Dec. 9	Condor	Kroll	Chefoo	Cardiff
12	Thomas Wilson (str.)	Cosens	Colombo, &c., via S.C	London
12	Ziba	Green	Yokohama	Do.
11	Robert Kell	—	Singapore	Liverpool
11	Florence	—	Do.	Newcastle
Oct. 24	Kedar	—	Do.	Valparaiso
Dec. 1	Pegasus	Ellis	Hong Kong	Penarth
Nov 10	Martha Augusta	Harbers	China	Rio de Janeiro

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Vixen, Glenroy. For Singapore, Hong Kong, and Shanghai: Parana. For Colombo, &c.: Stanley.

SAILING VESSELS.—For Yokohama and Hiogo: Alluera, Thracian. For Yokohama: Velocity. For Shanghai: Aracan, Deerhound, Weymouth, Leucadia, Blackadder, Duke of Abercorn. For Shanghai and Nagasaki: Lahloo. For Amoy, Chefoo, and Tientsin: Yarra. For Hong Kong: William Fruing, Corona, Jessie Isabel. For Manila: Maria. For Batavia and Sourabaya: Wistaria, Thomas Blythe. For Singapore: Roslin Castle. For Singapore and Sarawak: Alcestis. For Bangkok: Pelham. For Colombo: Kingdom of Italy, Granville For Colombo, &c.: Cotopaxi.

At LIVERPOOL.—For Yokohama and Hiogo: Oceana. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Glaucus (str.). For Hong Kong: Antipodes, Hermon, Blackwall. For Manila: Adolfo, Victoria, Matilde, Glenduror. For Batavia, Samarang, and Sourabaya: Madone. For Colombo, &c. (via S.C.): Hector (str.).

At GLASGOW.—For Yokohama: Eastern Chief. For Batavia and Samarang: County of Lanark. For Singapore and Penang: Ulva. For Penang, Singapore, Java, Saigon, and Bangkok (via S.C.): Tanah Merah (str.).

SPOKEN.

RADIANSE (?), Shields to Singapore, Nov. 5, off Acheen Head.
FLORENCE NIGHTINGALE (ship), Foochow to London, Oct. 24, 23 N., 117 E
ORIENT, Batavia to New York, Sept. 27, 22 S., 70 E.
PARAGON OF GUERNSEY, for Shanghai, Nov. 12, 40 N., 12 W.
CARL LUDWIG (Dan. brig), Singapore to Hamburg, Sept. 5, 24 S., 66 E.
STANFIELD (barque), Sunderland to Singapore, Sept. 3, 35 N., 17 W.
BATAVIA, Liverpool to Batavia, Oct. 24, 7 N., 24 W.
AURIGA, Cardiff to Singapore, Oct. 31, 6 N., 24 W.

FREIGHTS AND CHARTERS.

Rates to the East continue firm, and our last issue's quotations are well maintained; there is also the same activity apparent in coal freights from the North as noticed in our last number.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. to 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. to 40s. weight, 30s. meast. To Nagasaki: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 30s. to 37s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. to 27s. 6d. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £36 to £38. To Penang: £24. To Singapore: £24. To Batavia: £21. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Chefoo: 37s. 6d. to 40s. To Shanghai: £2 3s. 6d. to £2 5s. To Hong Kong: 37s. 6d. To Manila: 25s. To Colombo: 17s. To Galle, 20s. To Singapore: 25s. To Batavia: 22s.

From Birkenhead, per ton.—To Galle: 16s. To Hong Kong: 31s. To Shanghai: 36s.

CASUALTIES.

The Ardentinney, which arrived at New York, Nov. 27, from Amoy, had lost foretopmast and split sails during a typhoon in the China Sea.

The George Treat, Ginn, which arrived at Boston, Nov. 24, from Ilo Ilo, encountered a succession of heavy gales after passing Bermuda, and sustained considerable damage to sails, rigging, and spars.

Advices from Cape Town, of Nov. 4, state that nearly the whole of the cargo had been discharged from the Landbouw, Jansen, from Batavia to Rotterdam, which put into Simon's Bay, Oct. 16, leaky, and that on further survey it had been found that the vessel still made about 1½ in. of water per hour. Some copper, which was found to be very much damaged, had been removed, but the leak had not yet been discovered. A great part of the cargo was seriously damaged, and a number of the chests still on board were empty, and would be thrown overboard. 1,425 bags of coffee and 317 serons of sugar had been sold.

A later telegram has been received at Rotterdam, from Gibraltar, with reference to the Prins van Oranje (str.), Braat, of and for Amsterdam, from Batavia, which put in there, Dec. 2, with damage to machinery, stating that part of the cargo in the after hold had been discharged into lighters, for the purpose of replacing two screw plates which had been damaged during her passage through the Suez Canal.

Advices from Cape Town, dated Nov. 4, received at Rotterdam, state that the Annie S. had been chartered to take on the remainder of the cargo of the Aldebaran, from Batavia to New York, which vessel was condemned at Simon's Bay.

The Ceres, of South Shields, bound to Galle, with coals, had been assisted into Harwich, from off the Shipwash, leaky, and with loss of kedge and warp.

A telegram from Singapore, dated Sept. 13, states that the Banda, of Liverpool, from Ilo Ilo to the Channel, which struck near the island of Balaback, had discharged her cargo (sugar) undamaged, and the vessel had got off.

RONNE, DEC. 8.—The Saida (str.), London to Konigsburg, which went ashore yesterday about nine miles north of this place, will probably become a total wreck, as she lies in ten feet of water upon a rocky bottom, and is nearly full of water. About 500 chests of tea were landed yesterday and warehoused, but in the afternoon the wind freshened, and all hands were obliged to leave the vessel.

NEXOE, DEC. 12.—4,700 chests of sound tea have been got out of the Saida, steamer, from London for Konigsberg, wrecked nine miles north of Ronne. 3,500 chests are still on board and under water, and will be sold by auction. Salvage steamer arrived.

NOTICES TO MARINERS.

JAPAN.

Iwo Sima Light.—With reference to Notice to Mariners No. 76, dated 28th July, 1870, respecting the establishment of a temporary light on the north point of Iwo Sima, at the entrance of Nagasaki Harbour, until the completion of a lighthouse for a permanent light, the Japanese Government has given further notice that the lighthouse for the permanent light is now completed, and the light exhibited from it. The light is a fixed white light eclipsed landward from N.E. by N. (outside Mitzuse rocks) to W. ¾ N., elevated 205 feet above the sea, and in clear weather should be seen from a distance of twenty-one miles. The illuminating apparatus is dioptric or by lenses of the first order. The tower, 38 feet high, is hexagonal in shape, built of iron, and painted white. Position, lat. 32 deg. 43 min. N., long. 129 deg. 46 min. E. Also that the temporary light has been discontinued.

Simonoseki Strait.—Beacons on Yodsibi, Narusi, and Manaita Rocks.—Also that the following stone beacons have been erected on Yodsibi, Narusi, and Manaita Rocks, in Simonoseki Strait. Yodsibi beacon is cone shaped, painted red, 8 feet in diameter at the base and 20 feet high, with a plain rounded top. Narusi beacon is cone-shaped surmounted with a pear-shaped top, which is 20 feet above the base; the beacon is 8 feet in diameter at the base, and painted white. Manaita beacon is cone-shaped, surmounted by a ball 3 feet in diameter and 20 feet above the base; the beacon is 8 feet in diameter at the base, and painted with black and white rings.

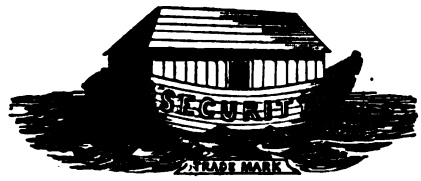
Light-vessel in Hakodadi.—The Japanese Government has given notice that a light-vessel has been placed in Hakodadi Harbour, as a guide to vessels entering the port. The light is a fixed white light, elevated 36 feet above the sea, and in clear weather should be seen from a distance of ten miles. The light-vessel is moored in 7½ fathoms at low water spring tides, off the northernmost point of the spit which runs out from Point Anama (the north-western point of the town), with the mouth of Kamida Creek bearing E. by S. ½ S. and white bluff S. by E.; she is painted red, has two masts, and carries a red ball at the foremast head. Note.—It is advisable for vessels of large draught to go north of the light-vessel, as there is a bank of stones directly south of her. Also, that the light-vessel formerly moored in Hakodadi Harbour has been removed.—Hydrographic-office, Admiralty, London.

JAVA.

Light on the Zwantyes or Koko Reef.—The Netherlands Government has given notice that a lighthouse is in the course of construction from which a light will be exhibited, on the Zwantyes or Koko reef, Madura strait. The light will be a revolving white light showing a fixed light for one and a-half minutes, followed by an eclipse of ten seconds, a flash of ten seconds, and a second eclipse of ten seconds, the revolution being completed in two minutes; it will be elevated 54 feet above the level of high water, and in clear weather the fixed light should be seen 12 and the flash 14 miles. Position, lat. 7 deg. 28 min. S., long. 113 deg. 7 min. E. In foggy weather, or if any interruption of the regular working of the light should occur, a bell will be sounded. Also, that further notice will be given of the time when the light will be exhibited.—Hydrographic-office, Admiralty, London.

Digitized by Google

PROTECTION FROM FIRE.

TRADE 

MARK.

BRYANT AND MAY'S
PATENT SAFETY MATCHES

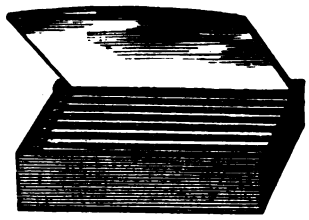
IN LARGE AND SMALL BOXES, ARE DAMP PROOF, FREE FROM SMELL, AND

LIGHT ONLY ON THE BOX.

WARRANTED FOR ALL CLIMATES—INVALUABLE FOR SHIPMENT.

BRYANT AND MAY'S
NEW METAL POCKET VESTA BOX,

WITH PATENT SPRING COVER.


OPEN.

CLOSED.

COMPACT, CHEAP, ORNAMENTAL—INVALUABLE FOR EXPORT.

BRYANT AND MAY'S
RUBY, CROWN, VICTORIA, AND PEARL MATCHES,

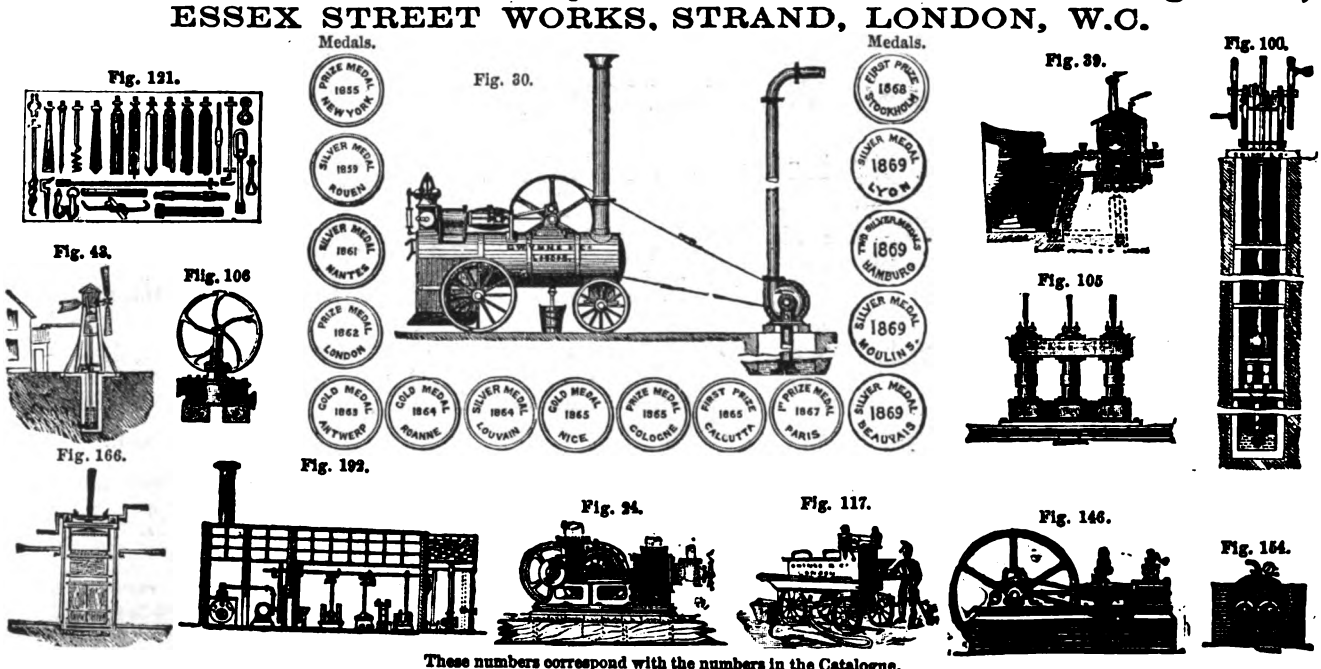
IN LARGE AND SMALL BOXES.

BRYANT AND MAY,

FAIRFIELD WORKS, BOW, AND WHITECHAPEL-ROAD, LONDON. E.

GWYNNE and Co., Hydraulic and Mechanical Engineers,

ESSEX STREET WORKS, STRAND, LONDON, W.C.



These numbers correspond with the numbers in the Catalogue.

Fig. 24.—Gwynne and Co.'s Patent Combined Centrifugal Pumps and Engines for High Lifts.
Fig. 30.—Gwynne and Co.'s Improved Portable Steam Engines and Centrifugal Pumps.
Fig. 164.—Gwynne and Co.'s Improved Cornish Boilers with double flues.

Fig. 43.—Gwynne and Co.'s Patented Wind-power Pumping Machinery designed for Drainage and Irrigation purposes.
Fig. 100.—Gwynne and Co.'s Improved Double-Barrel Deep-Well Pump.
Fig. 105.—Gwynne and Co.'s Improved Treble Barrel Lift and Force Pump.

Fig. 106.—Gwynne and Co.'s Improved Plunger Hand-Pump.
Fig. 117.—Gwynne and Co.'s Brigade Fire Engine.
Fig. 121.—Gwynne and Co.'s Improved Boring Tools.
Fig. 146.—Gwynne and Co.'s Improved High Pressure Horizontal Engine.

Fig. 39.—Gwynne and Co.'s Patent Pumping Machinery, as applied to Emptying Docks.
Fig. 166.—Gwynne and Co.'s Improved Screw Press, worked by bevel gearing.
Fig. 192.—Gwynne and Co.'s Improved Machinery for Pressing Oil from Seeds Olives, Fat, &c., &c.

Large Illustrated Catalogue, with many estimates, &c., forwarded on receipt of Twelve Stamps, or can be had through Merchants, &c.
Steam Engines of all kinds and sizes, Hand and Steam Fire Engines, Water Wheels, Hydraulic Lifts, Cranes and Jacks, Steam and Water Valves, Hydraulic Presse Sheep-Washing Machinery, &c., &c.

GWYNNE and CO., Hydraulic and Mechanical Engineers, Essex Street Works, STRAND, LONDON, W.C.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS OPEN FOR TRAFFIC**, at the following rates for **TWENTY WORDS**:—

From LONDON to SAIGON and COCHIN CHINA	£5 17	0
" " " HONG KONG	7 0	0
" " " SHANGHAI	8 5	0

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street.

ART,

PICTORIAL AND INDUSTRIAL.

An Illustrated Magazine.

THIS Publication was commenced on July 1st, 1870, in the belief that an ample field existed for a high class monthly magazine devoted to Art; and already the result has fulfilled this expectation. 'ART' is produced in a form eminently adapted to the drawing-room table. It is handsomely printed on fine paper, in super-royal quarto, and each Number contains four or more Full-page Heliotype Illustrations, being reproductions of Ancient and Modern Pictures, Engravings, Designs, Sculpture, and objects of Industrial or Decorative Art.

Among the contributors to 'ART' are Messrs. BLANCHARD JERROLD, CHARLES BURTON, J. CORDY JEAFFRESON, G. W. REID, HYDE CLARKE, GEORGE AUGUSTUS SALA, W. R. RALSTON, JOHN FORBES ROBERTSON, HENRY BLACKBURN, G. W. YAPP, JOHN PIGGOT, Jun., E. OLLIER, &c., &c.

MONTHLY, PRICE HALF-A-CROWN.

SAMPSON LOW, SON, AND MARSTON,

188, FLEET STREET, E.C.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

HOLLOWAY'S PILLS

GOOD DIGESTION.—Holloway's Pills are universally acknowledged to be the safest, speediest, and best correctives of indigestion. With the weather alarmingly changeable, and the cold almost penetrating to the very sources of life, the skin will become inactive and the digestion impaired, unless corrected by suitable means. Loss of appetite, acidity, flatulency, and nausea are a few of the inconveniences which are remedied with ease by these purifying Pills. They strike at the root of all abdominal ailments, they excite in the stomach a proper secretion of gastric juice, and regulate the action of the liver, promoting in that organ a copious supply of pure, wholesome bile, absolutely necessary for digestion. These Pills remove all distension and obstruction.

Digitized by Google

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances etween the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two
Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

FINE FLAVOURED STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economical stock for Soups, Sauces, &c.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE,

IN all Districts, Ages, Conditions, varying in size from 40 to 800 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B.—Fifty-five estates now on the register. Thirty-five have been sold.

CAUTION.

STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words "John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN.

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms, Broad-street.

ESTABLISHED 1807.

JAPANESE AYAH.—A Lady proceeding to Yokohama can have the SERVICES of a JAPANESE AYAH (recently arrived from Japan) for the cost of her passage money out.

Address, "London and China Telegraph" Office, 2, Cowper's-court, Cornhill, E.C.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

SEGESSER FRERES and Co., Proprietors.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi.....	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York.....	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya.....	HOUGHTON & Co.
Anjer—Straits of Sunda.....	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow.....	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan ...	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo ...	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C

(Over the JERUSALEM.)

Digitized by Google

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock(

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR MALTA	Saturdays, Dec. 9, 16, and 23; and Thursday, Dec. 28. And every Thursday thereafter, at 2 P.M.	— —
ALEXANDRIA. ADEN BOMBAY	" " " " " "	Tuesdays, Dec 12, 19, and 26, and Jan. 2, at 2 A.M.; Monday, Jan. 8, and every Monday thereafter, at 5 A.M.
GALLE MADRAS CALCUTTA PENANG SINGAPORE CHINA JAPAN	Saturdays, Dec. 9 and 23, Thursday, Jan. 4, at 2 P.M. And every alternate Thursday thereafter, at 2 P.M.	Tuesday, Dec. 19 and Jan. 2, at 2 A.M.; Monday, Jan. 15. and every alternate Monday thereafter, at 5 A.M.
AUSTRALIA NW. ZEALAND	Saturday, Dec. 23, Thursday, Jan. 18. And every fourth Thursday thereafter, at 2 P.M.	Tuesday, Jan. 2, at 2 A.M. Monday Jan. 29. And every fourth Monday thereafter, at 5 A.M.

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of LEBEAU and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

ALTERATION IN DAYS OF DEPARTURE OF PENINSULAR AND ORIENTAL COMPANY'S STEAMERS.

By order of the Postmaster-General the Steamers advertised to leave Southampton on Saturday, 30th Dec., at 2 p.m., and Brindisi on Tuesday, 9th Jan., at 2 a.m., will be despatched from Southampton on Thursday, 28th Dec., at 2 p.m., and from Brindisi on Monday 8th Jan., at 5 a.m.; and thereafter the Company's Steamers will leave Southampton every Thursday, instead of Saturday, and Brindisi every Monday, instead of Tuesday.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10, December 24, January 7, January 21, February 4, February 18 } For { Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.

The steamers of the 24th Dec., 21st Jan., and 18th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
" Constantinople ... ... "
" Algiers ... ... "

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. FLETCHER and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to SMITH and Co., Rotterdam.

*** Passengers eastward of Suez securing their Births in London are entitled to the conveyance of their luggage free to Marseilles.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. STARR and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days	rom England.	
Japan ..... in 38	"	"
China ..... in 44	"	"
New Zealand in 42	"	"
Australia ..... in 47	"	"

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. STARR nd Co., Agents 22, Moorgate-street, London.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... Japan and China... ... } By steamer from Southampton on 2nd and 17th of each month.

For further particulars apply to J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Peng., Sing., Hg.Kg., & Shang., via S.C.	Vixen, s.s. ...	A1 18 yr.	E.I.D.	Dec. 21
Shanghai ...	Deerhound .	A1 17 yr.	E.I.D.	With des.
Hong Kong.	Wm. Fraing	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to KIELLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

STEAM from LONDON, via Suez Canal.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan.—The magnificent new Clyde-built steamship GLENROY, 100 A1, 2,000 tons register, 250-horse power nominal, 1,250-horse power effective, H. W. AULD, Commander, is now actively loading in South West India Dock. She will receive goods all Thursday, the 28th Dec., and sail at 4 P.M. on Saturday, the 30th Dec., full or not full.

For Freight or Passage apply to THOMAS SKINNER and Co., 5, East India-avenue, London, E.C. The Glengyle, s.s., will follow in January.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Amoy, Chefoo, & Tient.	Yarra	A in A1	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yoko. & Higo	Thracian ...	A1 10 yr.	SWID	With des.
Yokohama...	Velocity	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

Regular line of packet ship.

FOR HONG KONG, the splendid clipper-ship CORONA, A1 15 years; 1,199 tons register; H. BATE, Commander; South West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange Buildings, London, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship LEUCADIA, AA1, 896 tons register; A. MEARNS, Commander; South West India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

STEAM from LONDON, via Suez Canal, for PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1500	240	Jan. 25.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	100 A1	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C.

CHINA, JAPAN, AND JAVA. The following high-classed CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Tns	Class.	Dock.	To sail.
Shanghai.	Blackaddr	917	AA1	E.I.D.	With des
Shanghai..	Cutty Sark	921	A1 16 yr.	E.I.D.	To follw
Yoko. & Hiogo...	Albuera ...	774	A1 17 yr.	E.I.D.	With des
Bat & Sour via S.C.	Vider, s.s.	450	3-3rds A1	E.I.D.	Jan. 5

For Freight or Passage apply to J. D. WILLIS and Co., 115, Leadenhall-street, E.C.

STEAM, via the SUEZ CANAL.—To sail 5th January, 1872, direct for BATAVIA and SOURABAYA, proceeding to other ports in Java if sufficient inducement offer, the splendid new full-powered screw-steam VIDER, 3-3rds A1, 450 tons register, 280-horse power effective; East India Docks. This fine vessel is confidently expected to make a very rapid passage, and is specially recommended to shippers, as, by proceeding direct, transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. WILLIS and Co., 115, Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Brokers.	Tons	To Sail
Roslin Castle, A1 ...	Wright Bros. & Co.	644	Dec. 28
Alcestis, A1.....	Mills & Milne.....	598	Dec. 29
Glenroy, s.s. A1 100 years.....	Thos. Skinner & Co.	2,000	Dec. 30
YangTsze, s.s., A1 100 years.....	Norris and Joyner...	1,000	Jan. —

LIVERPOOL.

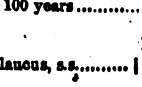
Glaucus, s.s..... | 1,607 | Alfred Holt..... | Dec. 20

GLASGOW.

Ulva, A1 ..... | 499 | Thos. Skinner & Co. | Dec. 23

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs MACTAGGART, TIDMAN, and Co., 34, Great St. Helens, E.C.

Dec. 15, 1871.



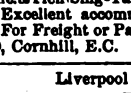
PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destinatn.	Ships.	Class.	Tns.	Dock	Last Shppng, Day
Pen., Sing. Hg.Kg., & Shanghai, via S.C...	Yangtsze (s.s.)	100 A1 ...	1000	SWID	With des
Shanghai..	Langstone	A1.....	746	EID	With des
Che. & Tien	Sing-Tai ...	A1 10 yr.	320	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

Liverpool line of Packets for Japan.



FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clyde-built clipper barque WOODHALL, J. WHITTLE, Commander, 731 tons register. This fine Vessel was built in 1869, under special survey, and classed AA1 at Lloyds. She has proved herself to be one of the finest and fastest clippers afloat, and having always delivered her cargoes in excellent condition, is specially adapted for the conveyance of Fine Goods. Loading in Prince's Dock.

For further particulars apply to MORS LE BLANCH and Co., The Albany, Liverpool; or East India Avenue, London.

Printed for the Proprietors by WOODFALL and KINDER Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, Dec. 18, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 434.] LONDON, TUESDAY, DEC. 26, 1871. [Price 9d.—Subscription, £2 2s. per annum, Postage included.

THE TIME-TABLE FOR 1872.

With the next number of the *London and China Telegraph*, on the 1st of January, we shall issue a Time-Table showing the ARRIVALS and DEPARTURES of the P. and O. and Messageries weekly service for 1872. This Table will be issued *free* to subscribers. Price to non-subscribers, one shilling.

Latest Advices.

PORTS.	OUTWARD. From London.	OUTWARD. Arrived out.	HOMEWARD. Received Dec. 16.
JAPAN — Yokohama	Sept. 15	Nov. 2	Nov. 5
Yedo			
Osaka and Hiogo			
Hakodadi			
Nagasaki	" 8	Oct. 26	" 3
CHINA — Peking	—	—	" 2
Tien-tsin	—	—	" 4
Chefoo	—	—	" 5
New-chwang	—	—	" 1
Hankow	" 8	Oct. 30	" 5
Kiu-kiang	—	—	" 6
Chin-kiang			
Shanghai	" 22	Nov. 6	" 9
Ningpo	—	—	" 6
Foochow	" 22	" 7	" 8
Formosa			
Amoy	—	—	" 12
Swatow	—	—	" 13
Hong Kong	" 29	" 8	" 15
Canton			
Macao			
PHILIPPINES— Manila	" 22	" 1	" 11
COCHIN-CHINA— Saigon			
SIAM — Bangkok	—	—	" 9
BORNEO—Labuan			
Sarawak	—	—	Oct. 31
JAVA — Batavia	—	—	Nov. 15
Samarang	—	—	" 14
Sourabaya	—	—	" 13
MALACCA STRAITS— Singapore	Oct. 13	" 14	" 22
Penang			
CEYLON—Galle			" 30
Colombo	—	—	" 28

THE MAILS, &c.

The P. and O. mail, bringing the above dates, was delivered, *via* Brindisi, yesterday. The next inward mail (French), with dates, Shanghai Nov. 16, Hong Kong Nov. 22, Singapore Nov. 30, is due, *via* Marseilles, on Monday next, the 1st January.

List of Passengers.

PASSENGERS INWARD.

By this mail to Brindisi, per P. and O. steamer *Pera*, arrived Dec. 20.—From Yokohama: Mr. Luisetti, Mr. Panigatti, Mr. Vigano, Mr. Pini, Mr. Fornaca, Mr. Ghiradotti, Mr. Sala, Mr. Bassini, Haroda, Isebuja, Fukuda, and three second-class passengers. From Shanghai: Mr. R. Evans, Mr. E. C. Strobell. From Hong Kong: Mr. F. Leyburn, and one second-class passenger. From Batavia: Mr. G. Winter. From Galle: Mr. Townsend.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Dec. 30.—List not to hand.

PASSENGERS OUTWARD.

Per French mail steamer *Alphee*, from Marseilles, Dec. 24.—Booked from London. None.

Per P. and O. steamer *Simla*, from Southampton, Dec. 23.—To Ceylon: Miss Alice Gladstone.

Per P. and O. steamer *Poonah*, from Brindisi, Jan. 2.—To Yokohama: Mr. S. J. Elder. To Batavia: Mr. H. Weyergang. To Ceylon: Mr. J. Buchanan.

Per P. and O. steamer *Candia*, from Southampton, Jan. 4.—To Singapore: Mr. Stevens. To Ceylon: Mr. A. B. Oliver.

Per P. and O. steamer *Delta*, from Brindisi, Jan. 14.—To Yokohama: Mr. W. McDonald. To Hong Kong: Mr. and Mrs. J. Robertson.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates extend to the 5th Nov. The French mail of Sept. 1 arrived out Oct. 22; the P. and O. mail of Sept. 8 on Oct. 25; and the French mail of Sept 15 on Nov. 2.

The following summary is from the *uapan Herald:*

The right of export of native rice by foreigners, that we mentioned as probable, has been conceded by the Government, and if that grain can be bought at such a price as to leave a margin to the exporter, operations may be looked for, the quality of it always being such as to command sales at foreign ports; the crop of rice this season is so promising as to warrant the re-shipment of grain to China that has been brought hither.

It is reported that the sale of silver itziboos to foreigners has been prohibited by the Government, and that contracts already made by natives have been broken by them in consequence.

By order of his Imperial Majesty a levée was held on the 24th Oct. at Yedo; those princes at the time residing there were presented. At the conclusion an address was handed to his Majesty by the Prince of Satsuma, and was graciously responded to by the Emperor, who afterwards, accompanied by a few attendants, left the castle on horseback for the purpose of inspecting the site upon which the Naval College and Hospital are to be built. On the day following his Majesty, attended by four guards, drove to the Foreign-office. It is said that he will visit Yokohama, where he will inaugurate the railroad at the beginning of the Japanese New Year—in February next.

Of late several meetings of the Consuls have been held for the purpose of devising some means by which a check may be put to the robberies and burglaries that are daily taking place; the recommendations made have been referred to the Government at Yedo.

The yacht that was presented a few years ago by Her Majesty to the Tycoon was sent up as a gunboat to Hakodate, where it was run ashore and sunk. It was then purchased by a foreigner, raised, and sent to Shanghai to be overhauled and repaired; she has now come back under the name of *Emperor*, and presents a very respectable appearance.

Great activity is being displayed at the Mint in the coining of gold and silver yen and other coins. A few of the silver coins have been put in circulation, but nothing in comparison with the demand that exists. The silver yen is already at seven per cent. premium against Mexican dollars. It is said that coiners are at work at Macao on these coins.

Mr. Mutsu Munemitsu, the Governor of Kanagawa, has been elected a member of the Club here, being the first Japanese elected as a member of a foreign club.

A dinner in honour of the Mikado's twentieth birthday took place at the Government House here. It was given by his Excellency the Governor, members of the Consular corps, captains of men-of-war, and military officers only being invited. The foreign Ministers in residence at Yedo dined at Hama-go-ten in honour of the occasion.

Preparations are being made for the revision next year, of the treaties between Japan and foreign nations. It is expected that when the Japanese Government have fully considered the question its proposals will be submitted to the foreign representatives; meantime the committee of the Chamber of Commerce has the subject in hand, but have not as yet reported. Nothing less than the opening up of the interior of Japan to foreign intercourse will satisfy public opinion, and it is almost upon this point alone that public interest and discussion centres.

General improvement under the new *regime* of the new Governor of Kanagawa, Mr. Mutsu Munemitsu, seems to be the order of the day at the Saibansho. New and commodious build-

Digitized by Google

ings have been erected for the convenience of the officials, about two hundred and fifty in number now employed in the several public departments centering there.

Japanese rumour says that it has been decided by the Government shortly to close the Yedo Hotel, and that it is henceforth to be used for a Japanese school.

Mr. Strauss, late manager of the *Comptoir Belge*, and at present officiating Consul-General for Belgium, leaves for Europe early in December next; it is not probable that he will return to Yokohama.

An hospital for Europeans employed in the railway department has been opened on the Bluff, at the quarters lately occupied by the British Legation Guard. Dr. Purcell, of H.B.M.'s 10th Regiment, is in charge of the hospital in Yokohama, and Dr. Wheeler, of the British Legation, in Yedo.

The steamship *Malacca*, recently disposed of by the late Messrs. Alt and Co. to the Japanese Government, has been refitted, and now lies at Sinagawa, where she will be employed as a training-ship.

It was formerly customary to burn the bodies of all criminals decapitated by the officials, but hereafter the relatives may obtain possession by application.

A very destructive fire on the Skidji Hatoba near to the Yedo Hotel destroyed over eighty houses, and the Yedo Hotel was in no small danger. The principal victims are poor fishermen, but we regret to hear that Messrs. Clarke and Lucy have suffered considerably; their schoolhouse has been destroyed, and much of their clothing and furniture burnt. It was an hour and more after the fire had broken out that the fire bell sounded the alarm. Not knowing how to work it, the Japanese firemen abandoned the engine. Messrs. Hartley, Freame, Crowninshields, Siebold, and Da Roza then took charge of it, and it was due mainly to their efforts that the flames were extinguished, and we are informed that the Custom-house in a letter thanked them for their services.

Captain Eyre, who commanded the mail steamer *Bombay* when she ran into the U.S. steamer *Oneida*, in Yedo Bay, is dead.

NAGASAKI.

(FROM OUR OWN CORRESPONDENT.)

NAGASAKI, November, 3, 1871.

I last wrote you on the 14th ultimo *via* San Francisco. The French and English mails of the 1st and 8th of September were delivered here on the 26th ultimo—55 and 48 days respectively. The *London and China Express* published for the latter mail reached here yesterday evening *via* San Francisco. The French mail of 15th September is expected here to-morrow from Shanghai. During the interval little news of any interest has transpired.

It seems pretty certain that the chief station in Japan of the P.M.S.S. Co. is to be Nagasaki, in lieu of Yokohama. Captain Phelps has been here for a considerable time making investigations, and his report, I hear, is very much in favour of this port, which no doubt arises in consequence of its natural advantages, not the least of which is its affording a very safe anchorage to vessels of any size.

The Japanese Government are about to establish a line of steamers between this port and Shanghai, and another steamer or so will run to Tientsin, but it is very doubtful whether they will run at any regular intervals. The object in doing so is to give encouragement to their own people to engage in trade with China. They intend advancing a certain percentage against shipments made, and a number of merchants at this port have formed themselves into a company in order to carry on operations, who have rented premises at Shanghai for the purpose.

H.B.M.S. *Midge* arrived from Shanghai yesterday, and the U.S. corvette *Alaska* left for the north this afternoon. H.M.S. *Ocean* left, as advised in my last, taking away with her the good wishes of this community, with whom Captain Hewett is very popular. The crew appeared to be a very superior lot; amongst whom were some of a very religious turn of mind who used to hold religious meetings on the hills near to this settlement in conjunction with some of the men from the *Alaska*.

The following is the cargo taken by the British barque *Zohrab*, which vessel sailed for London on the 22nd inst., viz., 547 packages tea, 1,336 bales tobacco, 1,794 boxes wax, 46 cases curios, 194 cases merchandise.

Freight to London £3 per ton of 50 feet nominal, but a vessel is expected to take the berth shortly. Exchange six m.s. 4s. 6½d. per $; Nebus 367 per $100.

Cargo per British barque *Zorab*, for London, despatched by Holme, Ringer, and Co.:—Tea, 547 packages; Tobacco, 1,336 bales; Wax, 1,794 boxes; Curios, 46 cases; Merchandise, 104 cases.

CHINA.

—o—

SHANGHAI.

Dates from this port are to the 9th Nov. The French mail of Sept. 15 arrived out on the 30th Oct., and the following P. and O. mail of Sept. 22nd on the 6th Nov. The following items of news are from the *North China Herald*:—

The principal event since our last issue has been the autumn race meeting, which commenced on Thursday and ended nominally on Saturday, though there was the customary "off" day on Monday. The meeting has been a most successful and pleasant one. The weather was particularly fine, visitors were more than usually numerous, and the running exceptionally good.

The Shanghai Yacht Club regatta for the Commodore's Cup, was sailed on Monday. The start was at eleven A.M., and there was a very pleasant day, and a quick race round the course. The *Phantom* and *Emily* were favourites for the race, but the cup was won by *Pretender*, by the time allowance made in the handicap. A ships' boat sweepstakes fell to H.M.S. *Juno's* pinnace. Captain Reynolds's new steamer the *Hoyen* accompanied the race, and many availed themselves of the opportunity thus afforded of witnessing the event.

A meeting of subscribers to the Shanghai Library was held on Monday, when it was resolved to carry out the plan of occupying rooms in the Asiatic Society's new building, and a financial scheme was passed in the form of a resolution to provide for the necessary outlay. A third resolution empowers the Committee, if they see fit, to lower the subscription from Tls. 15 to Tls. 10. We trust that the wise and energetic action shown in these changes will have the desired effect of making the library more popular, efficient, and prosperous than it has lately been. The expenditure for house accommodation will have been reduced to an unavoidable minimum, and a larger balance will, it is hoped, be available wherewith to increase the supply of new books.

The fire alarm was rung for a few moments on Thursday night, on account of an outbreak in a house in Honan-road. Some tea was being dried in an ordinary Chinese bedroom, and the basket in which it was suspended over charcoal caught fire and spread it to some combustibles lying near. Fortunately two foreign policemen happened to be at hand, and adopted such prompt measures that in a very short time the fire was quite extinguished.

The deciding race in the sculling match between Barton and Glass, for the Banker's Cup, which it will be remembered was held over in consequence of a dispute occurring, came off on Thursday. Barton, giving Glass eight seconds' start, as before, overtook his opponent opposite Batt's bungalow, but from Glass's mode of steering a foul again occurred in the last bend. On referring the dispute to the umpire it was decided that Glass fouled Barton, and the latter was therefore declared winner.

We have arranged for mails to be forwarded during the winter to the care of the Customs at Shanghai, Chefoo, and Peking, for letters only, but under such circumstances a good deal may be intimated under one small cover, and news of every kind will be very welcome. The U.S.S. *Palos* takes down the present despatch of letters, on her departure after a three months' stay here, and she bears away two good men from the community—Messrs. McKean, of H.M.'s Consular Service, and T. G. Luson, late Commissioner of Customs at this port. No plate or address has been presented to them, although a song to the tune of "A Fine Old English Gentleman" was composed in honour of Mr. Luson; but it may be truly said no men deserved better of their fellow-residents than they. A void will be felt by their departure, all the more that winter is now closing upon us, and we shall miss the good hearts which cheered us with genial companionship and happy hospitality. If the good wishes which accompany them be but half fulfilled, their lot, where'er they go, must be a fortunate one. And for the officers and men of the *Palos* I can only say that Captain Rockwell has done his very best to earn lasting good repute for his ship, and the impression he has left here any naval officer might well be proud of.

Another correspondent complains of the removal of the light-ship at so early a date as the 1st November, while vessels visit the port up to the 12th and 15th. "Fancy vessels," he says, "coming here, meeting the light-ship going south, they may return also, and who will pay the loss to the charterer?"

The Presbyterian Synod of China has concluded its sittings at Ningpo, and does not again meet till August, 1874, at Chefoo. We refer our readers to our correspondent's letter for a summary of the subjects on which the attention of the rev. members was engaged, and it will be apparent that these meetings must be of much benefit to the Presbyterian missions in China, from the interchange of thought and development of methods for carrying out the ends they have in view. From statements gathered by the Synod, it would seem that there are connected with it six Presbyteries, viz., Canton, Foochow, Ningpo, Shanghai, Shantung and Peking. The total church membership reported is seven hundred and fifty, of which ninety-five were received during the past year. There are three hundred and twenty pupils in Presbyterian boarding-schools, and the native churches have contributed during the year, for benevolent purposes, 660,000 *cash*.

HONG KONG.

Our advices extend to the 15th Nov.; the French mail of Sept. 29 arrived out on the 8th Nov. The following items are taken from the *Overland China Mail*:—

Chief Justice Smale has laid the community under an obligation by his emphatic protest against the application to himself of the doctrine, as enunciated by the Colonial Secretary, that an official member of the Government must vote as the Governor

Digitized by Google

dictates, apart from any conscientious scruples of his own. It would derogate from the honourable office which the Chief Justice holds if he could be made subservient on any point to the "powers that be" here.

We noticed some days ago that a site for a new Catholic Church had been granted by the Government at the eastward of the public gardens between the Garden Road and the Military Nullah. We are glad now to see the work begun, and we hear that the first stone will be laid as soon as the lease of the ground is made out. The subscription list for the erection of St. Joseph's Church is going on very satisfactorily. Besides the Catholics, who have very handsomely and generously contributed, several Protestants have kindly subscribed to it. We hail with pleasure the interest taken without distinction of creed. The plan is drawn by Mr. Salway, and the new church will be a fine ornament to the colony. It is made in such a way as to afford facility of enlarging the church by two aisles, which are intended to be added at a future time.

The following extraordinary paragraph has appeared in the *Advertiser*:—

We understand that the Acting Attorney-General has been heavily feed by the prosecutors in the Moussa conspiracy case, and must express our opinion against his acceptance of any such consideration in very strong terms. He is not only Acting Attorney-General, but (acting) Grand Jury as well, and it devolves upon him to find a true bill or no bill against those tried in the criminal court. If, then, he be retained on one side, how is it likely that he will be able to exercise an unfettered discretion as to whether the criminals should be prosecuted or not?

A similar statement is current to the effect that the Hon. H. J. Ball, when coming into Court as "Her Majesty's own Acting Attorney-General," in Regina *v.* Saint, was also "heavily feed" by the Macao Government. But supposing both statements to be true, where's the harm? Mustn't an Attorney-general have privileges? Suppose the Hon. H. J. Ball, in his capacity as acting attorney-general, has directed that a man should be prosecuted; what is there inconsistent with professional honour or etiquette, or irreconcileable with the dictates of common morality in his accepting fees in order that the prosecution might be fully carried out? Can there be anything more reasonable than the proposition that the labourer is worthy of his hire?

Some uneasiness was caused on the 11th Nov. by telegrams from Shanghai, announcing that business was suspended, and interest among foreigners was 3 per cent. per month, and that natives were paying two taels per day per mille, or at the rate of 73 per cent. per annum. Letters by the mail give the reason, that intending tenderers for the salt monopoly had sent away three million taels of Sycee to be prepared to pay in at once, when it was known who had obtained the farm, and that the unsuccessful tenderers would return the amounts not required by them in a week or ten days. The amount to be returned was estimated at two millions and a-half taels, so that the pressure for money was likely only to be temporary.

From the *Advertiser* we learn that Admiral Kellett's health has greatly improved, and that the flag-ship may leave on the 24th Nov. The *Curlew* has left for Shanghai; the *Thistle* left for Nagasaki on the 9th; the *Opossum* is undergoing a thorough overhauling, and will probably have new boilers put into her; the *Zebra* will probably go into dock on Monday. The *Adventure* is at Aberdeen.

A silver tankard of elegant workmanship has been presented by the choir to Mr. Sangster, the cathedral organist, in acknowledgment of his distinguished services.

At a special meeting of the shareholders in the Indo-Chinese Sugar Company the resolution for the sale of the Bienhoa property to Mr. Kresser, passed at the extraordinary meeting held on the 7th Sept., was confirmed. The terms are that the company receive from Messrs. Wahee, Smith and Co. their four thousand cash shares and one thousand profit shares; that the contract for sugar between Messrs. Wahee, Smith and Co. and the company be cancelled, and that $105,000 be paid to the company—$25,000 in cash, and promissory notes for the remaining $80,000 in instalments at two, three, four, and five years respectively, interest to be paid at 6 per cent.; and Mr. Kresser further guaranteeing to pay the whole $80,000 if he succeed in forming a company to take over the Bienhoa property fromhimself.

STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Dates extend to the 21st Nov. The French mail, with London letters to 13th Oct., arrived on the 14th Nov.

The following items are from the *Straits Times*:—

The Legislative Council has concluded its labours, and was formally closed on the 17th by his Excellency the Administrator. Though but few ordinances have been passed during the session, it has nevertheless been an important one, and its measures are likely to exert a great influence upon the future welfare of the colony. The lighthouse on the North Sands has been contracted for, and the money provided for its construction, and there is a prospect that it will before long be an accomplished fact. The Singapore Water-works, too, his Excellency assures the public, are receiving attention, the plans and specifications having been sent home to the Secretary of State. The most satisfactory statement, however, in his Excellency's speech is that there will probably be in hand at the end of the present year a surplus balance to the credit of the colony for $400,000, out of which the cost of the lighthouse is to be defrayed, and from which it is also proposed to pay for the waterworks, should the expenditure be sanctioned. The paupers of the colony have been provided for, and the principle of island asylums for lepers, recommended by the committee, has been acted upon; the hospital at Pulo Jerajah having been provided for by a vote of the Council is at last being given a trial, and a number of lepers from Penang have already been sent there.

During the late riots 153 rioters were flogged, and the total number of stripes administered was 2,859. The total amount of fines inflicted was $1,342, of which about $1,000 were paid. The number of persons cautioned and discharged was 127; and in addition to these a number of prisoners have been committed for trial at the sessions, and there are other cases pending.

From Bangkok Captain Sachsze, master of the British barque *Burlington*, has been sent to Singapore by H.M.'s Consul-General for trial, charged with the murder of a seaman on board his vessel, while at anchor outside the bar at Paknam. The men were mutinous, and the captain claims to have shot the deceased in self-defence.

PENANG.

The following items are from the *Argus*:—

A meeting of the Chamber of Commerce, on Nov. 15th was called, for the purpose of discussing the proposed introduction of gas into Penang, and also for taking into consideration the question of landing goods from steamers at the Jetty, lately prohibited by the Municipal Commissioners. Resolutions in favour of both objects were ananimously adopted.

In the case against Mr. E. Bacon a verdict was returned of not guilty.

At the trial of the men connected with the late act of piracy at Salengore, the jury could not agree, and the prisoners will have to be tried again.

CEYLON.

(FROM A CORRESPONDENT.)

Reviewing, at the opening of the Legislative Council on 4th October last, the progress of Ceylon as a commercial country, the Governor stated that within the past fifteen years the average tonnage of shipping entered and cleared at our ports had increased 100 per cent.; that the acreage of land under cultivation had increased 100 per cent.; that our chief staple product—coffee—had increased 140 per cent.; that cocoanuts, another staple, had increased 33 per cent.; while cinnamon had increased 180 per cent., and plumbago had increased 800 per cent. He showed that in like manner our revenue, without any additional taxation, had increased 130 per cent., while £980,000, or close on a million of money, had been appropriated from general revenue towards the construction of the railway. The colony defrays the whole of its civil and military expenditure, has a revenue of £1,100,000, and its exports and imports now amount to £8,298,005. Sir Hercules Robinson quoted also many other exports of a lesser value, showing in all a considerable increase. When all are put together, however, coffee towers so high above them that it is equal in value to about four-fifths of the whole productions of the island. It is our Consols; and it will therefore suffice for our present purpose to go a little further back than the Governor has done to mark its rapid development. Had his Excellency dated back his review from 1845 instead of 1855, he would have included a quarter of a century, during which he would have seen that the coffee industry, instead of 140, had increased upwards of 500 per cent.; for in 1845 it was only in its infancy. In that year we shipped 178,603 cwts., while in 1870 we shipped 1,019,242 cwts., or more than five times the export of that leading staple twenty-five years ago. In 1845 we had two banks, and the business then seemed capable of supporting both. One has risen rapidly in wealth and importance; the other, from bad management in the letting out of its capital, lost it, and had to succumb many years ago. We have now three banks. The Oriental Bank Corporation, the oldest, has so well established her reputation for judicious management that she can pretty well afford to do as she pleases—to accept what she likes and reject what she does not like. This she does; and perhaps she has her favourites too; so that all her would-be customers may not have a chance. But in making these remarks it must be borne in mind that the O.B.C., though a strange bank, cannot do everything; and has to meet calls upon her funds from all parts of the East, as well as from this little colony, while small as this colony is, her growth in trade, commerce, and agriculture has of late years been enormous. Consequently her banking requirements have increased in proportion; but in like proportion they have not been met. The O.B.C., doubtless, has to refuse a great deal of good business, which the other two existing banks are either unable or too timid to take their fair share of. Indeed, if they did, they are not nearly equal to the amount of the island's

Digitized by Google

business now. Just think that when we shipped of our staple export coffee less than 200,000 cwts. the business supported two banks, while now with five times the trade we have only three! There is a magnificent opening now for another bank, constituted on right principles—able and willing to do proper and legitimate banking business—both in local bills and exchanges. And any strong bank, occupying the field now, especially if conducted by a manager of local experience, would reap a rich harvest in business of a sound and profitable nature.

The marine engineer, Mr. Townshend, who was sent out by the Secretary for the Colonies to examine into the feasibility of a harbour or docks for Colombo, and also as to the practicability of deepening the Paumben Channel sufficiently to admit vessels of any size bound for the Bay of Bengal or the Red Sea, has given in his report on the various schemes of harbour and docks which were laid before him. It is a clear well-written document, in which he is very pronounced regarding all the different plans that have been placed before him; no fewer than eight different propositions have been brought to his notice for breakwater and docks. Each and all of them have able advocates, but all are ignored in favour of Mr. Townsend's own scheme of docks on the site of the Lotus pond and lake; and certainly for convenience these deserve the palm. They will be just at hand for the merchants' offices—most convenient for the railway—sheltered and so close to the fort that a merchant can step out of his office and in five minutes be on board the ship he is loading or discharging. A great cry is sure to be raised that this will mar the beauty of the lake—deprive Colombo of its lungs, &c., but this is a utilitarian age, when scenery must give place to necessity. It will be said, no doubt, that a harbour in the middle of the town will be unhealthy. I don't see why it should be so. London and Liverpool are among the healthiest towns in England, yet their rivers, full of ships, and their docks, crammed with them, are in their midst. Besides, only part of this lake will be required, and for recreation we must go further out. For £720,000, Mr. Townshend tells us, we can have docks with a sufficient breakwater to protect the approach, and preserve calm water for vessels in and outside the docks. My belief is that, once the docks are made, we shall have dry docks following, so as to attract shipping in want of repairs trading elsewhere than to Ceylon; and the trade that will spring up when Colombo is made a respectable port will be something enormous. The loss of the *Ranjoon* at Galle the other day knocks on the head all chance of competition from that quarter.

Mr. Townshend's report on the Paumben Passage will not likely be out for a month or six weeks.

Commercial Report.

(For dates see first page.)

IMPORTS.

YOKOHAMA.—During the interval no great change had taken place, the principal operations being confined to Yarns Nos. 28 to 32. In Grey Shirtings the market for 8¼ and 9 lbs. was weak, and no transactions of any moment were recorded, but 7 lbs. had ruled rather higher, owing to small stocks. A few sales of Blankets had taken place at prices previously quoted. Alpacas were in slight demand, as likewise was Cloth.

SHANGHAI.—Cottons: Since the departure of the last mail the business in Piece Goods had been only of a retail character, with little inquiry for the outports. 7 lbs. Grey Shirtings had changed hands to a small extent, other weights being in very slight demand. Quotations at the close were almost nominal. White Shirtings were difficult to move. T-Cloths, Drills, Jeans, and Sheetings were somewhat less depressed than other goods, at easier rates. Fancy Cottons inanimate. Woollens: With only trifling transactions in Orleans, Lastings, and Spanish Stripes, quotations must be considered nominal.

HANKOW.—Business in Piece Goods had been limited, and the market closed dull for most goods. 7 lbs. Grey Shirtings in moderate enquiry and quoted Tls. 1.7.0 to 1.7.4; other weights neglected. Mexican 7 lbs. T-Cloths in some request at Tls. 1.5.2 to 1.6.2. Drills and Jeans held for higher prices. Dyed Brocades, Spots, and Chintzes sold to a fair extent. Other Fancy Goods not enquired for. Woollens: Camlets, holders firm, but with little enquiry, SS., Tls. 14 to 15. Lastings, Tls. 10.2.0 to 11, trifling sales. Spanish Stripes, improved in demand; Assorted quoted 58 to 61 cents. Long Ells, Tls. 5.3.0 to 5.4.0 for Assorted; Tls. 6.1.0 to 6.2.5 for Scarlet.

HONG KONG.—Cotton Yarns: Values of Nos. 16 to 24 and Nos. 28 to 32 unchanged, enquiry still ran on the lower grades to the neglect of better descriptions; best chops Nos. 38 to 42, wanted at a further rise of 50 cents to $1. Piece Goods: Grey Shirtings but little dealt in and but slightly asked for: prices of 7 lb. unchanged, 8.4 lb. 2 cents lower. White Shirtings unaltered in value, but firmly held. Drills all quoted 5 cents higher; sales of English and Dutch. American nominally dearer, but none on offer. Prices of T-Cloths advanced 1 to 2 cents in best 7 lb. Mexicans; other weights not much asked for. Assorted Brocades and Spotted Shirtings 10 cents lower. Turkey Reds in demand at a rise of 5 cents. Chintzes saleable. Woollens: Not much business transacted, but holders very firm, and all staple fabrics advanced in value. Scarlet and Assorted Long Ells 5 to 10 cents higher. Scarlet Spanish Stripes easy of sale at a rise of 5 cents, and Assorted English makes wanted at an advance of 2 to 3 cents. Lastings in good request at an improvement of 50 cents to $1. Prices of Camlets well maintained though the enquiry was less active at the moment.

SINGAPORE.—There had been a fair demand during the interval both for Cotton and Woollen Goods at about the quotations given in our last report, and the market closed firmly.

EXPORTS.

TEA.

YOKOHAMA.—A fair amount of business had been done, settlements composed mostly of medium quality amounted to 80,000 piculs. Stocks of fine and choice leaf were small, and prices nominal, but for the lower grades rates ruled easier. Stocks at the close were small, as supplies had not come in so fully. The Mikado and Walton were still loading for New York, and the Miako had been placed on the berth for that port.

SHANGHAI.—Messrs. Drysdale, Ringer and Co. report as follows:—Black: There has not been much doing during the fortnight. Settlements amount to 5,600 chests and 3,100 half-chests. Arrivals have been about equal to the quantity taken, leaving on offer a stock of 13,000 chests. Common Shuntam kinds have been neglected, the settlement having, with but few exceptions, been made between Tls. 18 to 21. All the Tea now coming forward and the greater part of our stock is of very common quality, such as is almost unsaleable at home. It is to this want of a good selection that we attribute the limited nature of the business under report. We cannot quote any change in prices; the disinclination on the part of buyers to operate has, however, made teamen rather anxious to sell, and a few parcels might be secured on more favourable terms; but any active demand would make holders firm for higher rates, the supply of useful tea being so limited. Export of Congou is 61½ millions against 52¼ millions to same date last year, reducing the excess in shipment hence to 9¼ millions. Green: There has been but little done for the English market, American buyers being still able to give prices much above home rates. The settlements are 28,000 half-chests and 7,500 boxes Country Tea at Tls. 35 to 39 for medium to fine Fychows, Tls. 40 to 51 proportion for fine to finest Teenkais and Moyunes, a few fine line realising Tls. 70 per picul. Prices are without change, although the demand is not so active as it has been for some time past.

HANKOW.—A very moderate quantity of Tea had arrived during the fortnight, and had been mostly shipped. Quotations were: Oopacks, common to fair, Tls. 14½ to 15¼; Oonams, common, Tls. 8½.

KIUKIANG.—Black: Thirty-three chops had come to hand, which had all gone forward on native account, with the exception of two chops settled at Tls. 17 and Tls. 14 respectively.

FOOCHOW.—A fair business had been done in Congou, and other descriptions had been dealt in to a moderate extent, but quotations showed little alteration. Congou: Good demand for all descriptions of broken leaf at an advance of from half to one tael for ordinary to good common, and of Tls. 1½ to 2 for flavoury descriptions. Settlements had amounted to 36,387 chests, at Tls. 3¾ to 20, and Tls. 21½ for boxes; arrivals, 19,550 chests. Quotations: Dust and siftings, Tls. 3¾ to 8; broken leaf to ordinary, Tls. 8½ to 12½; fair to good common, Tls. 13½ to 16; flavoury to medium, Tls. 17 to 20. Souchong: Settlements, 3,199 chests, at Tls. 13½ to 24½; arrivals, nil. Quotations: Common, Tls. 14 to 18; medium, Tls. 19 to 26. Oolong: About 9,876 half-chests settled at Tls. 18 to 24½; arrivals, 7,270 half-chests. Quotations: Common to fair, Tls. 17 to 20; good cargo to superior, Tls. 22 to 27; fine to finest, Tls. 31 to 45. Scented Teas: 7,543 boxes settled at Tls. 6 to 17½, principally of dust, at the former rate. Flowery Pekoe: Settlements, 922 chests, at Tls. 22 to 54.

CANTON.—Only a moderate amount of business reported, but prices showed a slight advance considering the quality obtainable. The stock of Scented Orange Pekoe was very small, and holders had been able to obtain an advance of Tls. 1 to 1½. Teamen were asking very full rates for the better parcels of Scented Caper, and though prices had been rather irregular, an advance of Tls. 1 was quoted. In Green Teas the demand had been only for Gunpowders, which commanded higher rates.

SILK.

YOKOHAMA.—Settlements had amounted to nearly 900 bales. This small quantity was doubtless owing to the high rate of exchange existing in native currency. Rates were unaltered, but holders demanded higher prices, which buyers do not feel disposed to give. Stocks, 1,500 bales. Silkworm Eggs: Some little trade had been done, and purchases amounted to 1,000,000 cards. Prices for the best quality were quoted $1.50 to 2, but other sorts were obtainable from 45 cents to one dollar.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—We have to report a more moderate demand throughout the past fortnight, than has existed since the opening of this season; until within the last few days dealers have exhibited great firmness, but the tightness of money, and the high rate of interest has made many of the more needy anxious to sell, especially holders of common Silk; in classical chops we have no change to note, dealers for these descriptions holding out for last mail's rates; most of the business for the fortnight was done before the French mail left, so that we make no change in our quotations.

CANTON.—Messrs. Olyphant and Co. report as follows:—The market has been very quiet, but rates have again slightly advanced, especially for Silks that have any pretensions to superiority, the better classes being very scarce. Some of the sixth crop is on the market; but, although the late more favourable weather led to the supposition that the quality would be good, the musters now on show are coarse and nibby; and we hear from the country that the rest of the crop is expected to be the same: the total yield is estimated at from 600 to 700 bales. Several of the silkmen have been holding back their supplies in expectation of higher rates later on, but no further material advance is at present expected, although present quotations may be firmly maintained in view of the approach of the end of the season, and the small stocks on offer. Settlements for the fortnight are small, and are—247 bales for Europe, 50 to America, and about 30 bales to Bombay. Stock is estimated at 1,700 bales Tsatlee, 50 bales Loongkongs, and 100 bales Re-reels.

Digitized by Google

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	4s. 5⅛d.	4s. 5⅛d.
Shanghai ,, ,, ...	6s. 1d. to 6s. 1½d.	6s. 1½d. to 6s. 1⅝d.	6s. 1½d. to 6s. 1⅝d.
Canton ,, ,, / Hong Kong ,, ,, / Macao ,, ,,	4s. 4⅝d.	4s. 4⅞d.	4s. 5d.
Singapore ,, ,, ...	4s. 5½d. to 4s. 5⅝d.	4s. 5½d.	4s. 5⅝d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Bills on India	305	219½ to 220
,, Hong Kong...	27⅞ to 28 dis.	—
Bar silver...	111.2.0	10½ prem. (nom.)
Mexican dollars	76.2.5	2½ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 50; Old, 52 per cent. prem.
Hong Kong Gas Company, 62 dols. per share.
Hong Kong and Whampoa Dock, 25 per cent. discount.
China Traders' Insurance, 2,500 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, — to — dols. premium.
Hong Kong Fire Insurance Company, 355 dols. premium.
Union Insurance Company, 1,500 dols. premium.
China and Japan Marine Insurance Company, Tls. 97 premium.
China Fire Insurance Company, 60 dols. premium.
Victoria Fire Insurance Company, $64 premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, $25 dis.
Indo-Chinese Sugar Company, $15 dis.
North China Insurance Company, $500 per share.
Shanghai Steam Navigation Company, Tls 83 premium.
Hong Kong Distillery Company, $10 to $15 prem.
Hong Kong Pier and Godown Company, $10 to $15 dis.
The latest quotations by telegram are:—Shanghai bank bills six m.s., 6s. 1d.; Mexican Dollars, 74⅞; Hong Kong bank bills, six m.s., 4s. 5d.

Shipping Intelligence.

—o—

ARRIVALS.

At YOKOHAMA.—From Cardiff, Oct. 29, Oneiza; from London, Dec. 15, Ada (by telegram).

At SINGAPORE.—From Liverpool, Nestor (str.) (by telegram.

At HONG KONG and CANTON.—From Cardiff, Nov. 2, Naval Brigade; from Callao, 4, Neva; from New York, 12, Competitor.

At MANILA.—From London, Nov. 7, Kate Carnie; from Liverpool, Dec. 18, Emiliano (str.), Maria Fidelia (reported by telegram).

At PENANG.—From Liverpool, Nov. 9, Achilles (str.).

At BANGKOK.—From Falmouth, Nov. 4, Advancement.

DEPARTURES.

From NAGASAKI.—For London, Oct. 22, Zohrab.

From SHANGHAI.—For New York, Oct. 31, Endeavour.

From FOOCHOW.—For London, Oct. 28, Lorner (str.); Nov. 2, Devana; 3, Killarney, Columbus; for Falmouth, Oct. 29, Carmelita and Ida.

From HONG KONG and CANTON.—For London, Nov. 11, Glengyle.

From MANILA.—For Falmouth (via Cebu), Oct. 29, Josefina, 31, Peter.

From SINGAPORE.—For New York (via Penang), Nov. 9, Marco Polo; for London, Nov. 19, Hector (str.); for Liverpool, Strathmore.

From PENANG.—For New York, Nov. 8, Rocket; for London, Dec. 18, Lord of the Isles (str.) (by telegram).

VESSELS LOADING.

At YOKOHAMA.—For New York, Walton, Mikado, Miako.

At SHANGHAI.—For London, Ailsa, Victoria, Nyanza; for New York, Midnight, Lady Louisa, Havilah, Jeannie Louttit, Cleta.

At FOOCHOW.—For London (expected), Brockham, Reigate; for New York, Gemini.

At HONG KONG and CANTON.—From London, Crest of the Wave; for New York, Armin, Early Morn, Orpheus.

At MANILA.—For London, Sir Jamsetjee Family; for New York, Clytie, Sea Flower, Dunerdin, Sylvia, Kate Carnie; for Boston, Galatea, Alumina.

At CEBU.—For Liverpool, Erie; for Boston, Bunker Hill.

At SINGAPORE.—For London, Fairleader; for Liverpool, Windermere, Bertie; for Boston, Radiant.

At PENANG.—For London, Ben Nevis.

FREIGHTS AND CHARTERS.

At NAGASAKI.—To London, £3 per ton.

At SHANGHAI.—To London the rate is £3 (strs.) per ton of 40 feet, and £3 to £3 5s. per ton of 50 feet, sailing vessels.

At FOOCHOW.—To London, £3 5s. per ton of 50 feet; to New York, £3 10s. per ton of 40 feet.

At HONG KONG and CANTON.—To London, £2 15s. per ton of 50 feet; to New York, £2 12s. 6d. per ton of 40 feet.

At MANILA.—The Emiliano (str.) has engaged 500 tons sugar for Spain and 500 tons for Liverpool at £4 10s. per ton, and is likely to get some hemp at £5 per ton. The Kate Carnie is fixed to load a full cargo of hemp at $11½ per ton.

At SINGAPORE.—The Fairleader is loading for London at £3 to £3 12s. 6d.; for Liverpool, the Bertie is on the berth at £3 5s. to £3 15s., calling at the Cape for about 60 tons, for which she is to get £5 per ton.

At PENANG.—For London, £3 5s. to £3 15s. per ton.

REPORTS AND CASUALTIES.

The Avonvale, of Grangemouth (official number 18,723), sailed from Newchwang in the beginning of August last, with a general cargo for Hong Kong, and has not since been heard of.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Nov. 1	Golden Steele	Whampoa	New York
,, —	Robert Fletchen	Hong Kong	—
,, 2	Bezoekie	Batavia	Falmouth
,, —	Mountain Laurel	Singapore	Liverpool
,, —	Whingtoor	Amoy	New York
,, 5	Veronica	Whampoa	London
,, —	Amoor	Shanghai	Do.
,, —	Daylight	Do.	Do.
,, —	Glancer	Macao	Havana
,, —	Naples	Do.	Do.
,, —	Adolph	Singapore	New York
,, —	Fiery Cross	Yokohama	Do.
,, 6	René	Macao	Havana
,, —	Otter Caps	Do.	London
,, 7	Chin Chin	London	Hong Kong
,, —	Loch Awe	Probolingo	Rotterdam
,, —	Friedeburg	Samarang	Amsterdam
,, —	Antje	Batavia	Schiedam
,, 8	Lochnagar	Boston	Manila
,, —	Willy Rickmers	Shanghai	New York
,, —	Henrtte. G. Susanna	Batavia	Amsterdam
,, —	Hong Kong	Macao	Callao
,, —	Sophie	Hong Kong	Hamburg
,, 9	Providencia	Macao	Callao
,, 11	Medea	Batavia	Rotterdam
,, —	Hope	Shanghai	London
,, —	Wm. Kr. der Neder.	Samarang	Rotterdam
,, 13	Chasca	Newcastle	Batavia
,, —	Agra	Singapore	London

SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Dec. 21, at London, from Colombo, Granville; from Shanghai, Cutty Sark; off the Start, from Batavia, for Amsterdam, Kaisow; Dec. 20, off Swanage, from Shanghai, Everest; 21, off Dartmouth, from China, John R. Worcester; 22, at Shields, from Rangoon, Mars; 19, at Texel, from Batavia, Australie; 22, at New York, from Foochow, Eme; 19, at Boston, from Batavia, Hazard.

DEPARTURES.—Dec. 21, from London, for Colombo, &c., Cotopaxi; 22, from London, for Hong Kong, Corona; from London, for Cardiff and Hong Kong, Benares; 21, from Dartmouth, for Penang, Result; 23, from London, for Singapore, China, &c. (via S.C.), Parana (str.); for Colombo, &c. (via S.C.), James C. Stevenson (str.); 23, Westeria, Gravesend to Batavia; 26, Erassmas, Amsterdam to Batavia.

LAID ON.—At London, for Batavia and Sourabaya, Alerte; at Liverpool, for Hong Kong, Houri; at London, for Shanghai, Cutty Sark; for Colombo, Southern Belle.

SPOKEN.—Woodlark, Shanghai to London, midway between the Cape of Good Hope and St. Helena; Reichstag (Hamburg), Batavia to Amsterdam, Nov. 29, 6 N., 23 W.; Sumatra, Liverpool to Anjer, Nov. 28, 5 N., 23 W.; TBORD (brig), bound to Penang, Nov. 29, 6 N., 23 W.; Golden Spur, Hong Kong to Monte Video, Sept. 23, 32 S., 32 W.; Elizabeth Levens (ship), Foochow to Falmouth, Oct. 3., 35 S., 22 W.; Nieuwland, Rotterdam to Padang, Nov. 9, 7 N., 25 W.; Maria, Rotterdam to Batavia, Nov. 11, 4 N., 24 W.; Alida (Norwegian barque), Newcastle to Galle, 5 N., 27 W.

CASUALTIES.—The master (Blom) of the Ystavat (Russ. barque), which vessel arrived at Falmouth Dec. 16 from Zebu, reports that on the 18th Aug. she touched the ground on the Whale Fish Bank; estimated damage, £100. According to intelligence from Gibraltar, received at Nieuwe Diep Dec. 19, about 500 tons of cargo had been discharged from the Prins van Oranje (str.), from Batavia to Amsterdam, which put into Gibraltar Dec. 2 with damage to machinery; the repairs having been completed, has commenced reloading, and it was expected that she would be ready to proceed for her destination on the 21st. Later advices, received from Nieuwe Diep, dated Dec. 19, state the Australie (Dutch ship), Lucas, from Batavia to Amsterdam, had been towed into Nieuwe Diep abandoned, with loss of rudder, and in a sinking state, having grounded on the Zuidergronden; crew saved. The vessel was in the outer harbour full of water. The Psyche, of London, lying in Penarth Dock, coal laden, for Shanghai, caught fire Dec. 22, and was scuttled. The Delhi (Nicholls), Manila to Sydney, totally lost (by telegram).

MISCELLANEOUS.—The Hope, from Sunderland to Galle, which vessel anchored off Yarmouth, Dec. 19, on account of a portion of the crew having refused duty, proceeded on the 22nd for her destination.

BIRTHS, MARRIAGES, AND DEATHS.

—o—

BIRTHS.

COUSINS—On the 17th Nov., at Mount Erskine, Singapore, the wife of A. W. Vaughan Cousins, Esq., Commissioner Court of Requests and Acting Postmaster-General of a daughter.

DEACON—On the 9th Nov., at Macao, Mrs. Ernest Deacon of a son.

LAW—On the 5th Nov., at Hong Kong, the wife of Alexander Law, Esq., of a son, stillborn.

MORRIS—On the 9th Nov., at Hong Kong, Mrs. A. G. Morris, of a daughter.

Digitized by Google

ROBERTS—On the 2nd Dec., at Alexandria, Egypt, the wife of W. H. Roberts, Agent P. and O.S N. Company, of a daughter.

SPEECHLY—On the 14th Nov., at Hong Kong, Mrs. J. Speechly, of a daughter.

MARRIAGES.

DUFFUS—WEBSTER.—On the 4th Nov., at St. John's Cathedral, by the Rev. R. H. Kidd, Colonial Chaplain, assisted by the Rev. John Piper, the Rev. William Duffus, English Presbyterian Mission, Swatow, to Margaret, only surviving daughter of Mr. John Webster, Aberdeen.

RITGEN—HEWETSON.—On the 16th Nov., at St. Andrew's Cathedral, Singapore, by the Rev. Mr. Dingley, M.A., Ferdinand Ritgen, Esq., of Deli, Sumatra, to Nancy youngest daughter of the late Wm. Hewetson, Esq.

SAUNDER—WITHER.—On the 2nd Dec., at St. John's Church, Lewisham-road, by the Rev. Julius Kessler, William Saunder, of Shanghai, China, to Clara Wither, of New-cross.

WALLER—MURRAY.—On the 13th Dec., at St. Bartholomew's, Gray's-inn-road, by the Rev. Robert J. Bird, vicar, Edmund Waller to Sarah Marion Murray.

DEATHS.

D'AGUILAR—On the 15th Dec., at his sister's house, 6, Marlborough-street, St. James's-square, Bath, of paralysis, Colonel George D'Aguilar, late 4th Regiment B.N.I., and Bengal Staff Corps, aged 47.

FITZWILLIAM—On the 13th Dec., Elenora, wife of W. S. Fitzwilliam, Esq., of 28, Ovington-square, Brompton, and late of Calcutta and China, aged 62 years.

SEEMANN—On the 10th Oct., at the Javali Mine, Nicaragua, Dr. Berthold Seemann, F.L.S., aged 47 years.

SOLOMON—On the 14th Nov., at Hong Kong, the youngest daughter of Reuben Solomon, aged 2.

STOPFORD—On the 18th Dec., at Hillside House Shooter's-hill, Edward Montagu Stopford, late of H.M.S. Bristol, 2nd son of the late Admiral the Hon. Sir Montagu Stopford, K.C.B., aged 6.

TURNER—On the 16th Dec., at her residence, Hartford Bank, Cheshire, in her 77th year, S—, relict of James Aspinall Turner, Esq., of Pendlebury House, Lancashire.

WELLS—On the 18th Dec., at 9, Mount-street, Grosvenor-square, after three days' illness, Robert Wells, Esq., formerly of the Ceylon Civil Service, aged 62.

WILD—On the 1st Nov., at Foochow, Cecil Margaret, infant daughter of Charles A. and Margaret Wild.

WINGATE—On the 22nd Dec., at Viewfield, Partick, near Glasgow, Jane Robertson, wife of Thomas Wingate, engineer and shipbuilder, Whiteinch, aged 33.

LEGAL.

COURT OF QUEEN'S BENCH.—GUILDHALL, DEC. 19.

(Before Mr. Justice MELLOR and a Special Jury.)

J. L. FRASER *v.* THE TELEGRAPH CONSTRUCTION COMPANY.

This was an action by a merchant against the company in their capacity as temporary owners of a vessel called the *Hibernia* for delay in the conveyance of goods for him from Singapore, by which he alleged markets had been lost, and so loss occasioned by the fall of prices.

Sir J. Karslake, Q.C., and Mr. A. L. Smith were for the plaintiff; Mr. Pollock, Q.C., and Mr. Cohen were for the company.

The company had a steamer at Singapore which had been chartered by them to carry telegraph apparatus to that place, and which they desired to turn to some advantage for the return or homeward voyage. They therefore received goods for conveyance home, and, among others, received a quantity of pepper and coffee for the plaintiff. According to his case, they undertook to carry at the steam rate of speed, whereas, according to their case, it had only what is called an "auxiliary steam power," and was in a great degree dependent upon sails and therefore could not keep up the steam rate of speed. The result was that the plaintiff was not satisfied with the rate of speed kept up, and there was a delay in the arrival of the vessel, which he alleged caused the loss of markets for his commodities, and involved a fall of prices which occasioned him a loss of several hundred pounds, and this loss he claimed to recover in the present action. It was agreed between the parties that the amount of loss sustained by the plaintiff was £500.

In the result the jury found that the *Hibernia* had used reasonable despatch, though occupying 135 days in her homeward voyage, and a verdict was therefore entered for the defendants.

MARINE INSURANCE.—THE "BLACKADDER."—WILLIS AND SONS *v.* SAUNDERS, UNDERWRITER.

This was an action, partly reported in our last issue, to recover on a policy of insurance on the clipper ship *Blackadder*, and the defence was that the ship was not properly equipped, and unseaworthy.

Mr. Giffard, Q.C., Mr. A. L. Smith, and Mr. Ridley were counsel for the plaintiff; and Sir J. Karslake, Q.C., Mr. Butt, Q.C., and Mr. J. C. Matthews, for defendant.

The *Blackadder* was a new clipper ship, built for the London and China trade, and in the course of her first outward voyage it was stated that she encountered bad weather, and lost her mainmast. This caused serious damage to the vessel, and she had to put into the Cape to repair, and the plaintiffs now sought to recover upon the policy in question for the loss they had sustained.

On the part of the Underwriters it was submitted that the mast was not properly secured with the usual rivets in the cheeks, and that to this, rather than to the violence of the wind, the accident was owing. It was also urged that there was nothing in the ship's log-book to show that the vessel experienced such violence as would account for the mast giving way if it was properly secured.

For the plaintiffs, however, it was contended that the mast was properly secured, and the damage to the ship was solely attributable to the storms and perils of the sea.

Mr. Baron Bramwell summed up, and said the jury would have to determine whether the ship was seaworthy, and in a condition to encounter the ordinary weather which might be expected on a voyage of this kind, when she left England. They had heard the evidence as to the condition of the masts and the character of the weather she met with, and if they should be of opinion that her masts were properly secured, and that she was in a fit state to proceed to sea when she left port, and that the damage might be fairly attributed to perils of the sea, then they would find for the plaintiffs; but if, on the other hand, they should come to the conclusion that her masts were not so secured as to withstand the ordinary bad weather which might be expected to be experienced, and that their falling was the result of a defect in the way they were stayed and secured, then they would give their verdict for the defendant.

The jury, after some deliberation, fouud a verdict for the plaintiffs.

NAVAL AND MILITARY.

Her Majesty's troopship Orontes arrived a few days since at Portsmouth, from Nova Scotia. She will shortly go into dock to repair, and will embark the 80th Foot for Hong Kong early in January. As stated in our issue of the 27th ult. several changes are to be carried out in the garrison at Hong Kong and Singapore. The force stationed at these places in future will be as follows:—Hong Kong:—1 battery garrison artillery, 1 regiment European infantry, 2 companies Gun Lascars. Straits Settlements: 1 battery garrison artillery, 1 battalion European infantry. The 1st battalion of the 10th regiment, and the battalion of native Indian infantry will be withdrawn from Hong Kong. After conveying the 80th Regiment to Hong Kong the Orontes will take the headquarters and wing of the 1st Battalion 10th Foot to Singapore to relieve the battalion of native Indian infantry, which is to be withdrawn. One battery of garrison artillery will also be withdrawn from the Straits Settlements and brought home in the Orontes. The Straits Settlements will in future form part of the China command, which arrangement will relieve the Imperial Exchequer of the charge for the two native Indian regiments above mentioned, now quartered in Hong Kong and the Straits.

The *United Service Gazette* says:—We regret to hear that the crew of H.M.S. Iron Duke, flagship of Rear-Admiral Shadwell, C.B., suffered somewhat severely from heat apoplexy during her tedious and protracted passage through the Red Sea, as by last accounts the ward-room messman and two others of the crew had died from this cause. It would appear orders were given, should it be necessary to use steam, that a speed of four knots an hour was not to be exceeded. This is certainly courting death, for the so-called economical saving of a few tons of coal.

A telegram from Vice-Admiral Sir Henry Kellett, K.C.B., dated Singapore, December 19, 2.35 P.M., and received at the Admiralty the same day at 4.25 P.M., announces that the Iron Duke, with Vice-Admiral C. F. Shadwell, C.B., on board, had arrived at Singapore on the 14th inst., and that Sir Henry Kellett had transferred the chief command in China the following day, and would leave by English packet on the 20th inst., and that his own health was excellent.

MR. HART'S MEMORIAL.

The Times this morning reproduces Mr. Hart's Memorial, which we published some weeks ago—we suppose the Christmas holidays have given our contemporary both time and space for the subject. It is accompanied by a leading article, in which it says:—

The Chinese, as Mr. Hart reminds them, have now for upwards of half a century accepted a policy of intercourse with foreign nations. This they have done reluctantly and under coercion; but still they can hardly conceal from themselves that further concessions on their part may have yet to come. Three great Powers have negotiated treaties with them—Russia mostly in the matter of boundaries; France in that of missionary privileges; Great Britain in that of commerce. Four-fifths, in fact, of the whole trade of China is carried on either with us or our dependencies; so that we are the people chiefly interested in commercial arrrangements. To come at once to the point, we may state that what British merchants desire is not so much free trade in the European sense of the word as unimpeded commercial intercourse. They are willing to pay duties and make terms with the Government, provided that these duties can be paid once for all, and that the terms of the bargain are fairly observed. They do, however, besides this, very earnestly wish for such an improvement in the internal communications of the country as may enable them to reach the great centres of population with their goods. Considering that China contains 400,000,000 inhabitants, and that each of its eighteen provinces is as populous as a European kingdom, our trade with the country is very small. It could be immeasurably extended, there is little doubt, by the introduction of railways, telegraphs, and steam navigation on the great rivers, but these reforms the Chinese Government persists in refusing. According to Mr. Hart's view of the case, the real opposition comes from the provincial authorities, who live, and are forced to live, on a system of extortion and corruption to which the proposed changes might put an end.

The best solution of the question would be found in the gradual enlightenment of the Chinese themselves, but for this no fair opportunities are now given. Either the officials or the people, or both, persist in excluding us from effective intercourse as far as they can, and we must say we can draw no very favourable conclusions from Mr. Hart's description of the case as it stands. If the foreign policy of China cannot be based on judicious principles until its domestic policy is entirely reformed, and if this reformation is contingent on changes so radical and comprehensive as the Memorial suggests, we do not see when the consmumation is to be anticipated. Our chief reliance we fear, for the present must be founded on that sense of inferiority in force on the part of its Government to which Mr. Hart does not forget to appeal. The Chinese, for good or evil, voluntarily or involuntarily, have committed themselves to the obligations of treaties; if they do not fulfil these obligations, they expose themselves to hostilities, and in the event of hostilities China would suffer.

CAPTAIN SHERARD OSBORN, C.B., having signified his desire to be relieved from the command of Her Majesty's ship *Hercules*, the Lords of the Admiralty have appointed Captain Dowell, C.B., to succeed him.

THE Forward Ho!, which left London on the 11th inst. for Hong Kong, was detained in the Channel, and did not sail from Portland Roads until the 22nd.

Digitized by Google

HOLLAND.

—o—

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Dec. 20.

The Bill containing the ratification of the Sumatra treaty, concluded between the Dutch and English Governments, in the Second Chamber, was carried by a large majority, viz., 54 ayes against 13 noes. The arguments *pro* and *contra* were for the most part the same as in the section report, of which I gave a summary in my last letter, and it is, therefore, unnecessary to enter into details. The Minister for Foreign Affairs gave some further information in answer to the interpellations and remarks made in the sections. He repeated that England was not favoured in any way to the prejudice of our country. No favours are promised or granted to Great Britain, which would not be allowed to other foreign Powers. The East India tariff—which, I regret to say, will not be examined in the sections before Christmas—is wholly independent of this treaty, as also are the stipulations about the admission of foreigners into Netherlands India. The members of the First Chamber will deal with the Bill at once, and of course there is not the least likelihood that the Lords will refuse to ratify the treaty, as well as that referring to the transfer of our settlements on the West Coast of Africa to Great Britain. The Lower House is now busy with the Bills for the redemption of the tithes, and the members will leave the Hague, probably, the day after to-morrow to spend the holidays. Mr. Thorbecke, the Premier, has been for some days ill and unable to attend the sittings. Mr. van Bosse has consequently been obliged to answer the famous interpellation of Mr. van Zuylen—whether the Ministers make themselves answerable for the Bills which the late Minister of the War Department laid before the members. His object was to overthrow the Cabinet, but in this he signally failed; on the contrary, the united Conservatives, Clericals, and the so-called Radicals were defeated, and obliged to retreat.

The Ministry is still seeking after another Minister of the War Department. Rumours have been current that Mr. Delprat would accept the portfolio, but the *Nieuwe Rotterdamsche Courant* states to-day that one of the other Ministers will be charged temporarily with the department. Does this resolution mean that no Minister can be found? Or does it mean that political events of much importance are impending? Indeed, according to the statements of provincial papers, which are sometimes well informed, a complete reorganisation of the Cabinet is probable. I, however, need not add that these *on dits* are somewhat vague. The public is most anxious to know what the First Chamber will do with regard to the vote of the Lower House, refusing the credit asked for the maintenance of an Ambassador at the Papal Court. The Budgets have already been examined in the sections by the members, and the report has been published, but not much light is thrown on the question. The general opinion is that the Budget for Foreign Affairs will be approved of, and that some members will state their regret that the Second Chamber have taken so "hazardous" a step. In the meanwhile the Catholics are being whipped up in the papers and in the churches to forward addresses to his Majesty to induce him to maintain the Ambassador. Of course these addresses are signed by thousands, but nevertheless the manifestation is but of very little significance, because but a very small number of the petitioners know what they are requesting. It is not only this movement which makes a painful impression on our Protestant population. On the 1st of April next three hundred years will have elapsed since the town of Brielle was captured by the "Watergeuzen" (a cant word for the national party), and the first step thus taken to free the country from Spanish tyranny. On this date next year a memorial will be erected in that town to celebrate this event. Some well-known members of the Catholic party were invited to become members of the commission to carry out this object, but have declined the invitation, and say they think that not one Catholic can conscientiously share this national festival. These opinions of the ultras need no comments.

According to the *Amsterdam Courant*, a private telegram from Batavia has been received in that town mentioning that the new sugar contracts in Java have been fixed by decrees of the Government.

Advices from Gibraltar state that the steamer *Prins van Oranje*, bound from Batavia for Amsterdam, will proceed on her voyage on the 21st inst. Only 500 tons of the cargo were discharged, in order to fix the new screw.

I regret that I have to record the deaths of Messrs. Happe and J. M. Engelberts, both pensioned head officers.

WE understand that Sir HERCULES ROBINSON leaves for England by the mail of 5th January.

NEW STEAMER FOR JAPAN.—Messrs. Cnuliffe and Dunlop, shipbuilders, Port Glasgow, have just completed a fine twin screw steamer, of about 150 tons B.M., for the Japan rivers. She is to be handsomely fitted up, and her engines, of 30-horse power, have all the latest improvements as regards economy of fuel, &c. In consequence of her light draft, she is being shipped in pieces to Hiogo, where she is to be put together again. This steamer, which reflects credit on the builders, has been built for Messrs. Kniffler and Co., under the superintendence of their Glasgow representative, Mr. F. W. Allan.

AN important meeting has been held of the "Silk Committee" of the Macclesfield Chamber of Commerce, at which matters of great interest to the silk trade were discussed. The pressure upon our space compels us to defer a more lengthened notice of the proceedings until next week.

WE understand that Mr. Medhurst, H.M.'s Consul at Shanghai, who is now in England on leave, will shortly deliver a lecture on "The Foreigner in Far Cathay," at one of the institutions in London.

ADMIRAL SIR G. RODNEY MUNDY, K.C.B., will probably succeed Sir James Hope as naval commander-in-chief at Portsmouth.

LITERATURE.

—o—

Birds and their Nests. By Mary Howitt. London: S. W. Partridge and Co.—This little volume is the perfection of wholesome childish literature, as well as the *ne plus ultra* of the typographer's, engraver's, and bookbinder's art. The name of Mrs. Howitt is a guarantee of the purity of style, the fund of information, and the constant under-current of moral reflection that distinguish the letter-press, and the illustrations—of which there are no less than twenty-three full page ones, and we know not how many smaller—are worthy of the reputation of Mr. Harrison Weir, which is the very highest praise we could give.

Bryant and May's Diary and Almanack for 1872 is so useful as well as so amusing, a production of these well-known manufacturers that the public will have some difficulty in finding its *match* in any rival publication. The illustrations are as bright and as parti-coloured as an illuminated missal; the letter-press, devoted as it is mainly to one subject, may fairly be deemed worthy of the name of *light* reading; and the almanack abounds with suggestive dates (such as the anniversary of *Blasius*, which occurs on the 3rd of February) and many other knotted subjects. Jesting apart, the little volume before us is both useful and amusing.

Mr. Effingham Wilson, Royal Exchange, has issued a work titled *The Sewage Question Reviewed*, which is very instructive on the subject of which it treats. The author, Mr. Kirkman, whose improvements in treating sewage are well known, reviews the discussions and facts connected with the subject from 1845 to 1871, establishes by irrefutable arguments the value of sewage manure, and treats of the improvements introduced to prepare the material for the soil. Agriculturists, politicians, and political economists may peruse this little work with advantage; and we think the theories it advances, and the system it describes, may be of great value in many parts of the Far East.

The following is a further extract from Mr. Lewin Bowring's *Eastern Experiences*, published by Messrs. Smith Elder and Co.:—

The Massacre at Tientsin appears to have arisen from a blind hatred on the part of the mob against all foreigners, rather than from purely religious bigotry, but both causes combined, no doubt, led to the outrage. It is to be lamented that certain daily prints took so little trouble to ascertain the real facts, but when allegations of petty larceny against an Emperor found admittance into the columns of a famous paper, it is, perhaps, not strange that Sisters of Charity should be deemed capable of imprudent conduct.

As regards the alleged arbitrary proceedings of French officials, it may be observed that, whatever may be their desire to push French prestige beyond due limits, their past history in the East does not lead to the conclusion that this is done in the interests of religion, to which, as is well known by those who have watched their actions, they are mostly very indifferent. Indeed it may be mentioned in confirmation of this view, that the Bishop of Canton in vain applied to the French Consul at that port to procure the release of a native Christian woman who had been unjustly condemned to death by torture by the Chinese authorities, and that his object was only effected by the timely and humane intervention of the British Consul.

Without discussing further whether the indiscriminate dissemination of the Bible in China, where the copies are often applied to base uses, is judicious, or whether the publication of numerous tracts directly attacking the superstitions of the Chinese may not have aroused religious fanaticism on their part, it is evident that the diffusion of the Scriptures by ignorant zealots like the Taepings, with the wild and distorted commentary put upon the sacred writings by their chiefs, was productive of great mischief.

"Elsie's Dowry, a Tale of the Franco-German War," by Miss Emma Leslie (Marlborough and Co.), is a story which we can unreservedly commend to our readers. Its style is pure, its interest well sustained, and its moral simply and purely pious. Among the mass of books of the season that have passed under our hands, we can think of none that we should put into the hands of young people with more confidence than this unassuming little tome.

The *Phœnix* for November opens with "The Casket of Gems," an interesting tale, translated by Dr. Birch. Mr. Howard gives a continuation of his "Origin of the Manchus," and Mr. Hodgson of his "Buddhist Philosophy." "An Episode in Japanese History" is a welcome extract from the "Illustrated History of Taikosama," by Mr. E. Satow.

Conspicuous among the ephemeral productions peculiar to the present season we have a *brochure* entitled *Pleasure: A Holiday Book in Prose and Verse*, published by Messrs. H. S. King and Co. The contents are varied, including both a prose and verse contribution by the Hon. Mrs. Norton, an essay on "The Critical Spirit," by the Rev. Canon Kingsley, sketches by Holme Lee, Godfrey Turner, and Miss Edwards, and, *mirabili dictu!* a *soi disant* poem by Algernon Charles Swinburne, who has had the consummate assurance to select as his theme the subject of Tristram and Isolt—we presume in rivalry of the last Tennysonian idyll. Mr. Swinburne's production is free from the prurient nastiness which characterises many of his "poems," and is only remarkable for its utter inanity. It constitutes the only blemish in what is otherwise a collection of light literature of a quality above the average of Christmas books.

Digitized by Google

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: TUESDAY, DEC. 26, 1871.

THE *BLACKADDER* INSURANCE CASE.

THE time-honoured fable of "blowing hot and cold" would seem to be no fable at all in marine insurance, if we are to judge from the case of "WILLIS and SONS," owners, *v.* "SAUNDERS" underwriter of the clipper ship *Blackadder*, reported in another column. No vessel ever put keel to sea in a better condition than the *Blackadder*, on the voyage of which the present contention is the result. She was built under LLOYDS' surveyor, and passed and classed by LLOYDS' agents as A 1. Every competent authority had pronounced her seaworthy—and no doubt she was so in every fair sense of the word; but, as SHAKESPEARE says—

"Ships are but boards, sailors but men,"

and the result of her first voyage turned out to be that she happened to lose her mainmast in rough weather off the Cape, where she had to put in for repairs, the consequence being some unavoidable loss. Hereupon the underwriters, forgetting that their own profession entirely depends on the occurrence of unforeseen and unavoidable casualties like this, repudiated the risk, and conveniently putting out of sight the fact that the ship had been inspected and classed by the authority which they justly regard as the highest in the world, challenged its seaworthiness on the ground that the mainmast was not properly secured, and that the accident was not accounted for by the log-book. Nothing could possibly be more shallow or futile than their arguments. Even assuming for a moment that either of them had any foundation—which we believe no more than the jury did—casualties arising from such causes are precisely the kind of accidents to which the underwriting profession owes its existence. For what purpose did Messrs. WILLIS and SONS pay the premium on this new ship, but to provide against such risks? As for the log, if it was not accurately kept, that must have been merely a failure of the officer whose duty it was to keep it, from which there might be good reason for his being reprimanded, but none whatever why contracts, entered into after due precautions, should be nullified. No Life Assurance Company in the world would have dared to dispute a policy if the same officer had died at sea from a disease which had escaped the observation of their professional examiner, *unless it had been wilfully concealed*, which was not attempted to be alleged in the trial before us. We are, therefore, unable to account for, or to excuse, the defence to the present action; and we rejoice that it broke down, as it deserved to do. The times will be bad, indeed, when such arguments find juries pliant enough to be influenced by them; but cases like the present have at least the good quality of showing to what pretexts some underwriters may be found to cling in the hope of getting rid of losses for which they are unquestionably liable. Merchants who are "fair and above board" in their dealings, and who can have no better guide than LLOYDS' surveyors for the seaworthiness of the vessels in which they trust their goods, will do well to note instances like the present, so that they may protect themselves against the unexpected repudiation of undoubted claims by the simple expedient of employing only such underwriters as never fail to acknowledge their responsibilities promptly.

A TELEGRAM from New York announces that according to the last news from Japan, "An Embassy, composed of five "of the most prominent Japanese statesmen and a large "retinue, leaves Yedo on the 17th December for America "and Europe.'

THE ENGLISH RAILWAY ENGINEERS v. THE JAPANESE GOVERNMENT.

Two actions reported in our Legal Intelligence last week—LANE *v.* LAY, and BRYANT *v.* LAY—demand notice, in consequence of the unfavourable influence they seem likely to exercise on the spirit of progress so conspicuous in the Japanese Government, in adopting European inventions, and availing themselves of European skill. The plaintiffs in both actions are civil engineers, who have recovered heavy damages from the agent of the Japanese Government, with whom they had entered into engagements to proceed to Japan to assist in the construction of certain railways. The cases of both plaintiffs have many points of resemblance. It appears that when both gentlemen arrived out, some difficulties in carrying out their engagements arose between them and Mr. MOREL, the superintendent engineer, and that a new agreement was offered to them, which both at once declined to accept, and returned home to bring the present actions for breach of contract. On the part of the defendant it was shown that the alleged proposed agreement was merely a set of rules for the regulation of the parties in their several capacities—and that, when the plaintiffs refused to sign it, Mr. MOREL waived that condition, and did not insist on it. Under these circumstances we are at a loss to account for the verdicts; but we are still more astonished that gentlemen of education, experience, and high standing should have accepted engagements involving so much expense and loss of time to the Japanese Government without the firm resolution to carry them through in spite of the small difficulties which they should know are inseparable from intercourse on English principles with even the most enlightened people in the Far East. We should have expected no less of Messrs. LANE and BRYANT than that their pride in their profession,—to say nothing of the interests of progress in which civil engineering takes so large a part—would have compelled them to make any reasonable concession rather than forfeit their share in so great a work. The influence of these verdicts can hardly fail to be highly prejudicial to the confidence and liberality with which the Japanese Government have ever made their engagements with Europeans.

MR. EDWIN BALDWIN MALET, at present Acting Second Secretary at the Embassy in Paris, and who so distinguished himself during the Siege as to obtain the Cross of the Legion of Honour, has been appointed First Secretary to the Legation at Peking. He will probably take his departure early next month, calling at the Indian presidencies *en route*. By the Foreign-office List we find that the antecedents of Mr. MALET are as follows:—

Appointed Attaché at Frankfort October 10, 1854, transferred to Brussels November 6, 1858, promoted Paid Attaché at Parana August 31, 1860, transferred to Rio de Janeiro, April 24, 1861, and to Washington July 16, 1862. Was appointed a Second Secretary October 1, 1862, and transferred to Lisbon February 2, 1865. Was temporarily employed in the Foreign-office for some months in 1865. Transferred to Constantinople August 15, 1865, appointed to act as a Supernumerary Second Secretary at Paris July 25, 1867.

IN consequence of Christmas-day falling on Monday representations have been made to the POSTMASTER-GENERAL that the passage of the India, China, and Australian Mails should be expedited by special trains from Brindisi in order to secure delivery on last Saturday. It appears, however, that the Post-office cannot interfere in their transit from Brindisi to London, beyond requiring them to be up to contract, which the snow in the Brenner Pass sometimes prevents.

M. DE GEOFROY, whose appointment as French Minister at Peking was made some time before the war, will, we understand, shortly proceed by the French mail from Marseilles to take up his post as representative of the French Republic at the Court of his Majesty the Emperor of CHINA. M. GEOFROY will probably be the first Minister to obtain an audience of the EMPEROR to deliver the reply of the PRESIDENT to the message delivered by CHUNG HOW at his late interview.

THE report of the POSTMASTER-GENERAL of the United States, which is given in another column, states that provision has been made in the Estimates for an increase in the subsidy for the mail services to China and Japan and to the Brazils, which are recommended to be made fortnightly instead of monthly, as at present.

Digitized by Google

THE CHINESE MANIFESTO.

(MORNING POST.)

The correspondence relative to China proves what a difficult and disheartening, if not an impossible task it is to deal diplomatically, internationally, or socially with that perplexing and anomalous country. We have in Mr. Wade a Minister liberal minded and anxious to treat the Chinese with all courtesy and consideration, and convinced that argument and diplomacy should supersede gunboats and military expeditions, and yet even Mr. Wade is driven to expose the hollowness, insincerity, nay, the positive deceit of the high officer of State's despatches he had to comment on. The Chinese Minister fears, and perhaps very reasonably, that troubles will again arise in his country through the action of the foreign missionaries. We have to share that fear with him. The principal dangers menacing the relations between China and civilisation are the zeal and the indiscretion of the missionaries of the several nationalities. The dangers are real, not imaginary. We have had proof as abundant as it is unfortunate of the fact. We should be, and we are, anxious to remove, or at all events reduce to the lowest limits, these dangers. We have given earnest of this desire. We have instructed and exhorted our officers and representatives in China to abstain from all manifestations of either overbearing conduct or physical force; we have formally and solemnly invited the Chinese Government to take their place upon the common platform of civilised diplomacy. How dispiriting the first practical experience of the working of the new system of policy is it is almost unnecessary to remark. It is impossible to read the correspondence without being impressed with the belief that as yet China has only nominally stepped upon that platform. It is true that we have happily been preserved from any hostile collision in respect of the Tientsin massacre. But then nothing is clearer from Mr. Wade's communications than that the action of the Chinese Government in the settlement of this affair was unsatisfactory in the extreme; so unsatisfactory that Mr. Wade, even in an official letter to the Chinese Minister, is led to complain of "the tardiness and incompleteness" with which the "fearful crime" was disposed of. With characteristic barefacedness the Chinese Minister had pretended that the action of his Government in punishing for the crime had been so thorough and rigorous that there was great danger of the Christians in China being encouraged to exercise a boldness that might lead to further complications or disasters. But knowing, as we know so well, that the very reverse was the fact, how can we be but depressed and discouraged by the absence in Chinese diplomacy of every principle which should pervade the international relations of civilised countries?

But it is in that part of the negotiations that relate to the future treatment of the missionaries in China that the most unsatisfactory features are to be traced. The Chinese Minister evidently, indeed pointedly, refers to the Roman Catholic missionaries as the very possible cause of some serious outbreak or complication. He may be right or he may be wrong in this view. But clearly he is not right in abstaining from discriminating between the nationalities to which the several missionary organisations, as a rule, in China belong, and also between the several distinct and well-marked sects of Christian missionaries. It is an old trick of the Chinese to affect to see little or no difference between foreign nationalities; to club all "outside barbarians" in one contemptuous whole. Mr. Wade points out that the Roman Catholic missionaries in China are so exclusively French that practically and really we have nothing to say to the matter. There is an accredited French representative at Peking, and it is of course to him alone that complaints and representations relative to the action of these particular missionaries should be made. The right course is abundantly clear. Chinese diplomatists are wonderfully acute. But now, as ever, they decline to see what they do not choose to see. However, if China is to enjoy immunity from the physical-force diplomacy of the past, if she is to claim the consideration and respect due to countries acting according to the rule of ordinary diplomatic usage, she must learn to conform to that usage. High officers of State must learn to discriminate between nations, and persons, and things, and religions, and even between the sects and subdivisions of religion.

MISSIONARIES IN CHINA.

(DAILY NEWS.)

The official correspondence on the Chinese Missionary question deserves the careful attention of all who are concerned in the mutually beneficial intercourse between the vast and ancient Empire of China and the Christian civilisation of the West. It discloses the secret of many difficulties, and clears up many dangerous misunderstandings. The Chinese Government admits that, so far as trade is concerned, the Treaties work well enough. On this point, as Mr. Wade remarks, the causes of dissatisfaction are to be found on the other side. It is in the regulation of the position of Christian missionaries towards the laws and authorities of the Empire, and in its effect on the foreign relations in general, that the operation of the Treaties is unsatisfactory to the Chinese Government. The grievances of the Government at Peking, as set forth in the several propositions which form a supplement to the official Memorandum, do not, as Mr. Wade and Lord Granville point out, apply in any way to any British Missionary establishment. They are evidently directed against the French Roman Catholic Missions, inasmuch as they refer to orphanages, to sisterhoods, and to property of which restitution is claimed by the French ecclesiastical establishments under a special convention with France. The Chinese Government demands the suppression of the foreign orphanages, or, at least, the exclusion from them of all but Christian children; registration of the children, and free admission of their friends; it protests against the appearance of women in the same chapels as the men, and the employment of women as missionaries; against the assumption by native Christians, under the guidance of the missionaries, of independence of the laws, exemption from taxation and rent, and the custom of betrothal in marriage; and against the pretensions of the missionaries to interfere in private law suits, to abet the alienation of property to their religious uses, to withhold offenders from justice, to insult the religion of the country, to misappropriate and transfer passports, and to receive rebels and other disreputable characters as converts.

Nothing can be clearer or more explicit than Lord Granville's exposition of the policy and practice of the British Government on the Missionary Question. "They have uniformly declared and now repeat that they do not claim to afford any species of protection to Chinese Christians which may be construed as withdrawing them from their native allegiance, nor do they desire to secure to British missionaries any privileges or immunities beyond those granted by treaty to other British subjects." This declaration covers the whole question, so far as England is concerned. With respect to the French Missions, the treaty rights of tolerance and respect for the free exercise of the Christian religion, and the reciprocal duty of missionaries and their converts to respect the laws and the feelings of the country in which they reside, should be sufficient to dispense with those supplementary and general regulations which the Peking Government has proposed. Mr. Wade appeals to the dictates of Confucius himself against the angry prejudices of the Chinese literati with regard to the admission of women to the chapels and the prohibition of female missionaries; he sees no objection to the registration of Chinese children received into orphanages, but defends those institutions from the charge (not unknown in Europe) of forbidding the visits of the parents when the parents are known. Lord Granville, too, declines to countenance any slur upon the Christian Sisterhoods of Charity. It is noticeable, however, that the French Minister at Peking considered the Chinese list of grievances "aggressive"—an epithet not adopted by his English colleague, in whose despatch to Lord Granville we find the number of Roman Catholic missionaries in China stated to be between 400 and 500 in all, three-fourths of whom are French. And it is remarkable that the antipathy of the Chinese governing classes to the Christian missionaries is very much a "dread of Romish ascendency;" or, in other words, the fear that the French missionaries will gather all the disaffected population under the standard of the Cross, and then, when troubles ensue, throw themselves on the French Government for protection. It is only due to the Chinese Government to add that, according to the testimony of the French missionaries themselves, it is doing its best to prevent any collision with the Christians. Mr. Wade's assurances on this point are the more welcome, because he has complained to the Peking Government in severe and stringent terms of the tardiness and incompleteness with which the Tientsin Massacre was punished.

On the whole, this Chinese Memorandum has convinced our able and experienced representative at Peking that, "to secure the missionary against the hostility of the lettered class, one of two courses must be pursued; either the missionary must be supported, out and out, by the sword of the protecting Powers, or he must be placed by the protecting Powers under restrictions which, whilst leaving him always as much latitude of action as, if simply intent on Christianising China, he is justified in desiring, will yet enable the Chinese Government to declare to those whose conservatism chafes at the present pretensions of the missionary, that he, the missionary, is not authorised by the Power protecting him to put forward the pretensions objected to." Which of these two courses the British Government, sustained by public opinion at home, is prepared to adopt, the Foreign-office has more than once, through Lord Clarendon or Lord Granville, emphatically recorded. On our side it only remains for the missionary societies to select for their agents, among a population very different from Polynesian Islanders, such men as will be "simply intent on Christianising China," without presuming to set themselves above Chinese laws, in reliance on British men-of-war, and to withdraw Chinese subjects from the obligations of their national allegiance. In the precepts of their own faith, of its Founder, and of His first disciples, let them seek the proper rule of conduct for a Christian apostolate. Let them bear in mind that in China they find themselves in presence, not of savages or unlettered heathens, but of a highly-cultivated race, and a system of institutions compared with which the most ancient civilisations of the West are the growth of yesterday. On the other hand, it will be well for the Chinese Government to listen to Mr. Wade's excellent and friendly advice, and to accept "the conditions of official intercourse which are the sole guarantees against international differences." An interchange of representatives between the Courts of Europe and Peking would put an end to these incessant recriminations, and to the risks of intermittent wars and expeditions. "If," writes Mr. Wade, "China is wronged, she must make herself heard; and if she would abstain from giving offence, she must learn what is passing in the world beyond her."

A correspondent of the *Standard*, writing in reply to an article in that paper urging the suppression of missions in China, says:—"During the present year I have had the privilege of visiting ports in China, and venture to submit with confidence this one test. To what, if not to Christianity, are we to attribute the marked difference in the conduct of the people in those places where missions are really progressing? I regret I have no date at hand to confirm my impression that Amoy and Ningpo are two of the oldest, as certainly they are two of the most flourishing, mission stations. In the former, accompanied by a devoted Presbyterian, who has laboured there for well nigh thirty-five years without once returning to his native land, I walked through the narrow, crowded, dirty streets without the slightest molestation, almost without exciting observation. In Ningpo I have been saluted with terms of actual respect. That the progress is slow is but to say it is real. No one who knows anything of China could expect other than a *very* gradual change. Having been permitted to witness and join in the worship of hundreds of Chinese Christians, I protest in justice to them, no less than to the devoted labourers, whether Catholic or Protestant, male or female, who are toiling in a (spiritually) dry land, and to the memory of that revered prelate, the close of whose earthly career was recorded in your pages of yesterday evening."

Digitized by Google

PRESIDENT GRANT'S MESSAGE—CHINA AND JAPAN.

The Cunard steamer *Algeria*, which arrived on the 15th inst., brought New York papers containing the full text of President Grant's address to Congress. The following are the passages which relate to the Far East:—

"To give importance and to add to the efficiency of our diplomatic relations with Japan and China, and to further aid in retaining the good opinion of those people, and to secure to the United States its share of the commerce destined to flow between those nations and the balance of the commercial world, I earnestly recommend that an appropriation be made to support at least four American youths in each of those countries, to serve as part of the official family of our Ministers there. Our representatives would not even then be placed upon an equality with the representatives of Great Britain and of some other Powers. As now situated, our representatives in Japan and China have to depend for interpreters and translators upon natives of those countries who know our language imperfectly, or procure for the occasion the services of *employés* in foreign business houses, or the interpreters to other foreign Ministers. I would also recommend liberal measures for the purpose of aiding the American lines of steamers now plying between San Francisco and Japan and China and the Australian lines, almost our only remaining line of ocean steamers, and of increasing their services.

"With Japan we continue to maintain intimate relations. The Cabinet of the Mikado has, since the close of the last session of Congress, selected citizens of the United States to serve in offices of importance in several departments of Government. I have reason to think that this selection is due to an appreciation of the disinterestedness of the policy which the United States have pursued towards Japan. It is our desire to continue to maintain this disinterested and just policy with China as well as Japan. The correspondence transmitted herewith shows that there is no disposition on the part of this Government to swerve from its established course. Prompted by a desire to put an end to the barbarous treatment of our shipwrecked sailors on the Korean coast, I instructed our Minister at Peking to endeavour to conclude a convention with Korea for securing the safety and humane treatment of such mariners. Admiral Rodgers was instructed to accompany him, with sufficient force to protect him in case of need. A small surveying party sent out, on reaching the coast, was treacherously attacked at a disadvantage. Ample opportunity was given for explanations and apology. Neither came. A force was then landed. After an arduous march over a rugged and difficult country, the forts from which the outrages had been committed were reduced by a gallant assault, and were destroyed. Having thus punished the criminals, and having vindicated the honour of the flag, the expedition returned, finding it impracticable, under the circumstances, to conclude the desired convention. I respectfully refer to the correspondence relating thereto herewith submitted, and leave the subject for such action as Congress may seem fit to take."

The report of the Postal Service of the States for the past fiscal year has been presented to Congress. Reckoning the dollar at 4s., for the sake of convenience, it appears that the ordinary revenue of the Department was £4,080,000, and the expenditure of all kinds £4,880,000, showing a loss of £800,000, although as compared with the preceding year there was an increase of £223,000 in revenue, and of only £210,000 in expenditure. For the coming year the estimated expenditures are £5,500,000, with a revenue of £4,550,000, leaving a deficiency of £950,000, without including special appropriations in the nature of subsidies for steamship service amounting to £145,000. The new railroad routes put in operation during the year which ended the 30th of June, 1871, amounted to 6,107 miles, during 1870 to 4,190 miles, and during 1869 to 3,519—making in the aggregate an addition in three years of 13,816 miles to the 36,018 miles in operation on July 1, 1868. The increase in three years exceeds 38 per cent., and in the last year alone it reached the unparalleled proportion of 17 per cent. The Postmaster-General notes the gratifying regularity of the mail service between New York and San Francisco, and says that the average time, going east, was 169 hours 45 minutes, or 7 days, one hour, and 45 minutes—nearly three hours less than the average the preceding year. The shortest single journey, going west, was 162 hours; going east, 167 hours; against 144 hours 40 minutes going west, and 159 hours 10 minutes, going east, the preceding year. The total number of letters exchanged during the year with foreign countries was 20,295,998, an increase of 1,936,620 over the number reported for 1870. The total cost of the ocean mail steamship service for the year 1871 (including £145,000 paid from special appropriations for steamship service to Japan and China, to Brazil, and to the Hawaiian Islands) was £195,000. An increase of service from monthly to semi-monthly trips on the Brazil and China lines is recommended.

THE MONT CENIS ROUTE.

Further complaints are being made with reference to delays on the Italian railways. A letter has appeared in *The Times* giving details of a journey from Paris to Brindisi, performed by ten passengers to India. The letter says:—

We started for Brindisi from Paris by the 8.40 night train, Lyons and Marseilles Railway, booking through to Turin, registering our baggage to the same place, and, according to the published time-tables, should have reached our destination at 9.4 on Saturday night. Our train, however, being three hours behind time in arriving at Culoz, we found the corresponding train from that place, which would have taken us on to Turin, had left, and that there was no other train through the Mont Cenis Tunnel that day. We had thus to wait twenty-four hours on the French side of the Alps. The passengers for India were naturally anxious to get forward, and next day, Sunday, it was thought there would still be time for them to reach Brindisi, as it is stated by Messrs. Lebeau and Co., the agents in London for the Alta Italian Railway Company, that a train leaves Turin on Sunday at 12.30 midnight to meet the mail train over the Brenner at Bologna. As with Saturday's train the Sunday train was also late; and on arrival at Modane, the frontier village, where the baggage is usually examined, all the passengers were detained quite half an hour after this before the train started, and we reached Turin about two hours behind time. The indignation of the passengers for India was great when we then learned for the first time that no train started from Turin at 12.30 midnight, that it had been withdrawn. There was nothing left to us, therefore, but to risk catching the mail at Bologna by taking the 7.45 train in the morning from Turin for that place, and we asked to have our luggage examined, to allow us to take it away. Here matters culminated. First we were told the luggage had not come on at all; then that it had arrived, but that it was in a van sealed by the Customs, and so could not be delivered until next morning at ten o'clock. To all our representations that we should lose the steamer at Brindisi for Alexandria the railway officials but shrugged their shoulders and refused to consider our case as in the least exceptional. Not to be baffled, if possible, early on Monday morning four of the party went to the railway station again, were referred to the Customs "Dock," three miles distant; went there; no luggage to be seen; returned to the station; were referred back to the Dock, where finally, after dancing attendance from eight to twelve o'clock, the luggage was passed. One passenger for India, rather than risk losing his staff appointment, went without anything whatever, except what covered him, by the 7.45 morning train, and was in time, I believe, for the steamer. The rest of us, nine in number, are now scattered over Italy, waiting for the next departure from Brindisi.

Diving Apparatus for Shanghai.—We learn that the Government of Shanghai have commissioned Messrs. Siebe and Gorman, the well-known submarine engineers, to construct several sets of diving apparatus, including all their latest improvements. Our readers may remember the raising of the treasure from the ship *Hamilla Mitchell*, but it is not generally known that it would have been impossible to have recovered any portion of it if the diver had not been supplied with an apparatus precisely similar to those now under construction for the Chinese Government. In fact the diver himself publicly stated that it was almost entirely due to the apparatus that he was able to descend through 144 feet of water. A remarkable feat, mentioned in the *Liverpool Post*, under the heading of "Diving Extraordinary," is interesting enough to deserve reproduction:—Mr. James Hooper, master diver (formerly diver to the Dock Board), was compelled to go in a steamtug to Carnarvon Bay, to test a new diving apparatus by Messrs. Siebe and Gorman, there not being water enough in the Mersey. He descended twenty-six fathoms (156 feet), the greatest depth ever reached by any diver in England. Mr. Hooper, Captain Bell (overlooker for Messrs. Myers, Son, and Co.), and Captain Kemp (commander of one of Messrs. Myers's ships), and other eminent authorities who were present on this occasion, expressed a high opinion of Messrs. Siebe and Gorman's apparatus; and we believe that they have since been appointed sole manufacturers of diving gear to the Royal Navy, and are also commissioned to supply a large quantity of pumps and other appliances for the purpose of raising wrecks.

German Policy in China.—A Berlin letter says:—"Some months ago another question was urged on here by England about the missionaries killed in China. England wished to promote an European understanding against China. A memoir, treating the question, was, I believe, delivered to the German Government. Prince Bismark, mostly absent, and residing at his country seat, was then rarely visible. The affair, therefore, did not progress, and it was dropped soon afterwards. A rather interesting explanation is given of Prince Bismark's apparent indifference to the Chinese outrage against the Chinese missionaries, who were mostly Jesuits and French. They are said to have aimed at usurping an arbitrary domination over all the Chinese whom they could get baptised. It was the same policy followed by Russia in Turkey, where, pretending a right to protect the Sultan's Christian subjects, she claimed to submit them to her own exclusive power. Everybody knows that this was the origin of the Crimean war. When the English memoir was to be delivered at Berlin, war was already raging between Bismark and the clericals. He was not minded to pursue in China any revenge for the benefit of a party which thwarted him in every way in Germany. This little failure of England in the China question was followed by a similar one in some other States. But at Berlin, at least, it was not caused by any unfriendly feeling against British Government."

Modern Geography.—Reviewing the progress of science from the age of Noah and his early descendants, four thousand years since, when ancient languages and nations were but germinating into existence, downward to the brilliant era of Columbus, of Vasco de Gama, and Magellans, &c., scarcely a fourth part of the globe had become known to civilised nations. Four centuries of the age of discovery have nearly elapsed, during which space of time Western and Southern Continents and an ocean world have been added to the geography of modern civilisation. In fact, nearly the entire surface of the globe has been traversed and surveyed for the purposes of science, commerce, and philanthropy. Mercator's chart is an ingenious contrivance for mariners &c., but misleads the uninitiated by the very disproportionate area given of the various continents, &c. The globular map severs the earth's surface into two parts, thus inconveniently breaking the connection between the Eastern and Western Hemispheres. The Elliptical Map of the World, designed by G. T. Edkins, represents on a plane, at one undivided view, and proportionately as to area or extent of continents, &c., the entire surface of the globe, inclusive of recent discoveries and explorations, and scientific researches and observations.

Breach of Charter Case.—In the cross actions heard on the 21st in the Court of Common Pleas, Richardson *v.* Stanton, and Stanton *v.* Richardson, in the matter of the voyage of the *Isle of Wight* from the Philippines to England, the jury were discharged without a verdict, after three days' trial, in which the evidence was very conflicting.

Digitized by Google

Monetary and Commercial.

A case reported in our legal intelligence has just been decided against Messrs. J. and L. Fraser for a claim on the charterers of the steamer *Hibernia* in the conveyance of cargo from Singapore to London, the vessel having taken 135 days on the voyage. The plea set up was that the *Hibernia* was only an "auxiliary screw steamer," and as such would only use her steam power in dead calms and cases of emergency. The jury, which must have been composed of persons who did not understand the bearings of the case, were led away with this view, and disregarded the contract made under the bill of lading, the main evidence which should have guided their decision. This document is the usual steam bill of lading, and makes no allusion to the vessel being only an auxiliary screw. Some stress was also laid on the rate of freight —£2—being no higher than the current rates for sailing vessels; that also is a matter of agreement, and cannot be taken as a set-off against the use of steam power. The bill of lading is a contract, and should be carried out. At the present time, while merchants in the Straits and China trade are suffering so much by deviations and detentions, it will be a pity if Messrs. Fraser allow this verdict to remain unappealed. It is a clear case of a "verdict against evidence."

The Suez Canal Company officially announces that it will pay on Feb. 15, 1872, the coupon which became due upon its obligations on April 1, 1871, but which has not yet been provided for The coupon of Oct. 1, 1871, is to be paid on July 1, 1872. There will then still remain in arrear the coupon which will have become due on April 1, 1872. It is again reported that M. de Lesseps is engaged on a scheme for procuring the purchase of the Canal by foreign Powers. His overtures are said to have been unfavourably received by the Porte and by the Khedive.

In accordance with the directors' report of the China Submarine Telegraph Company, passed at the meeting held on the 22nd ult. an interim dividend, for the half-year ending Jan. 1, 1872, at the rate of 6 per cent. per annum, will be payable on the 4th proximo. The British Australian Telegraph Company (Limited) are about to issue warrants for the payment of interest at the rate of 5 per cent. per annum for the half-year. The directors of the British Indian Extension Telegraph Company have declared a second interim dividend at the rate of 6 per cent. per annum payable on the 5th proximo.

At the meeting of the Ceylon Company (Limited) an interim dividend was declared for the half-year at the rate of 6 per cent. per annum, free of income-tax, and the directors' report was adopted.

A final dividend of 6d. in the pound (making in all 10s) to the creditors of Pile, Spence, and Co. (Limited) has been announced to be paid on or after the 21st inst.

The clipper ship Cutty Sark, from Shanghai, which left on Sept. 4, was reported off the Lizard on the 19th inst., having thus made the voyage in 106 days, an extraordinarily quick passage for the season of year, the month of September being the special typhoons and bad weather month in the China seas. Between the Cape and St. Helena she spoke the ships Woodlark and Everest, from China, about the former of which much anxiety has been felt, she having left China on July 25, and twenty guineas have been paid on her at Lloyds'. Her arrival has however been reported, and the Underwriters therefore make their "haul." The *Lord of the Isles* has left Penang for London, and we understand has not taken pilgrims for Jeddah.

We understand that the firm of Messrs. James Akroyd and Sons, worsted spinners of Halifax, is about to be reconstituted as a limited company, with a capital of £750,000, in 50,000 shares of £15. The purchase-money is £450,000, and the vendor, Mr. Edward Akroyd, is to take 40,000 shares in the new concern. The subscribers are—Edward Akroyd, Bank Field, Halifax, 40,000 shares; J. W. Child, Copley-wood, merchant, 500 shares; W. Akroyd, Ridgway, Woodlands, Halifax, 500 shares; John E Champney, Bank-field, Halifax, 300 shares; John Richardson, 27, Harrow-road, Halifax, 110 shares; Thomas Hethlewaite, 12, Norfolk-place, Halifax, 100 shares; R. M. Stansfield, Savile-park, Halifax, 150 shares; C. E. Ridsdale, Savile-park, Halifax, 50 shares; and William Beddoe, Honey-lane, Cheapside, 300 shares.

The amount of bullion by the P. and O. Company's steamer *Simla*, from Southampton on the 23rd inst., was—in gold, to Malta, £50,300; to Galle, £1,255; to Bombay, £25,754; to Madras, £3,164; to Calcutta, £2,000; to Singapore, £125; to Hong Kong, £3,300—in silver, to Bombay, £20,000; to Calcutta, £30,500; to Penang, £23,000; to Singapore, £147,400; to Hong Kong, £65,775; to Shanghai, £4,655; total in gold £85,598; in silver, £290,830.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From Foochow to London, per William Ritson, entered Dec. 16.—6055 packages 415 boxes 602 half-chests 361 chests tea—Order.

From Shanghai to London, per Sir W. Wallace, entered Dec. 18.—1090 chests tea—L. Reiss, Bros., and Co.; 401 chests tea—C. A. Dickenson; 260 half-chests tea—Gledstanes and Co.; 429 packages tea—Kenneth Dowie and Co.; 248 packages tea—Forbes, Forbes and Co.; 5047 chests 872 half-chests 9588 packages tea, 11 packages merchandise—Order.

From Singapore to London, per Dilkhoosh, entered Dec. 18.—2424 bags pepper, 100 baskets 213 packages gutta-percha, 439 bags coffee, 3131 buffalo hides, 18 bales cow hides, 42 cases gum benjamin, 5644 bales 500 baskets 970 bags gambier, 232 cases gum damar, 17 baskets india-rubber, 1702 bags tapioca, 1360 cases cutch, 1195 bags sago flour, 385 bags pearl sago, 370 bags sugar, 3386 pcs. buffalo horns, 9014 bundles rattans—Order.

From Singapore and Penang to London, per Charger, entered Dec. 19.—4136 bundles rattans, 3915 bales gambier, 2425 bags sugar, 8733 bags pepper, 770 baskets 1132 bags sugar, 911 bags tapioca, 12 baskets india-rubber, 3 cases fish maws, 1690 bundles rattans, 40 bales cow hides, 450 buffalo horns, 18 cases mace, 1 case merchandise, 52 cases nutmegs, 1 case tortoiseshell—Order.

From Manila to Liverpool, per Cicero, entered Dec. 15.—372 bales hemp—Borneo Company; 4552 bags sugar—Drake and Co.; 70 cases gum almanga—Shaw and Co.; 10 tons sapanwood—W. H. Dixon; 50 bags coffee, in transit; 38,966 bags sugar, 252 bales hemp, 1202 bundles canes, 30 bales magney, 44 bales mother-o'-pearl shells, 202 cases gum—Order.

From Shanghai, Hong Kong, and Singapore (via S.C.), to London, per Atholl (str.), entered Dec. 20.—From Shanghai: 1919 packages 2959 chests 7736 half-chests 6823 boxes tea, 10 bales 26 packages silk, 30 packages waste silk, 57 chests gall nuts, 111 chests rhubarb, 115 cases 171 boxes wax, 4 cases sundries—Order; 8 chests tea—Tesdorf and Co.; 10 packages tea—F. Huth and Co.; 704 half-chests tea—Baring, Bros., and Co.; 3 boxes tea—A. Wolff; 2 packages colour—A. Scheibber; 1 package sundries—Matheson and Co.; 17 packages silk—Thorne and Co.; 20 packages silk—Springfield and Co.; 230 boxes wax—Gledstanes and Co.; 8 boxes merchandise—Bielber and Co.; 12 packages sundries—H. S. King and Co.; 1 package sundries—H. B. Webbe. From Hong Kong: 501 chests 3479 boxes 1 case 186 half-chests 464 packages tea, 542 packages sundries, 50 bales cotton, 4 cases cigars, 50 cases dry and 22 cases preserved ginger, 230 bales waste silk, 25 boxes paper, 200 packages canes, 20 bales 1 box silk—Order; 12 packages 1 box tea, 12 packages sundries—H. S. King and Co.; 23 packages tea—A. Thompson and Co.; 579 packages 2 boxes tea—H. Hermann and Co.; 88 packages tea, 5 packages sundries—Lawrence and Co.; 4 boxes tea, 4 packages sundries—J. Deverill and Co.; 1 package sundries—M. A. Guimaraens and Co.; 1 package sundries—J. Meyer; 51 packages sundries—J. Morrison and Co.; 2 packages sundries—Fisher and Solm; 2 packages sundries—Rehlers and Co.; 6 cases cigars—W. Miller; 50 bales waste silk—Rathbone, Bros., and Co.; 5 cases cheroots—E. Bousted; 3 cases rhubarb—A. G. Walker. From Singapore: 1402 slabs tin, 1 case gang—Order.

From Shanghai to London, per Cutty Sark, entered Dec. 22.—9843 chests, 7597 half-chests, 186 boxes, 4 packages tea, 2 packages curiosities—Order; 1 package tea—Captain.

EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's Tables for the present month, containing details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Dec., 1871, compared with the corresponding periods of the two preceding years:—

HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Dec., 1871, 9,379,909 yards; for the twelve months, 111,643,096 yards; for the twelve months, 1870, 75,673,526 yards; for the twelve months 1869, 40,914,118 yards. Increase for 1871 against 1870, 35,969,570 yards.

Coloured Cottons.—Export for the month ended 16th Dec., 1871, 69,459 yards; for the twelve months, 8,949,404 yards; for the twelve months, 1870, 9,399,465 yards; for the twelve months, 1869, 1,617,317 yards. Decrease for 1871 against 1870, 450,061 yards.

Printed Cottons.—Export for the month ended 16th Dec., 1871, 514,867 yards; for the twelve months, 2,978,971 yards; for the twelve months 1870, 2,319,507 yards; for the twelve months, 1869, 973,587 yards. Increase for 1871 against 1870, 659,464 yards.

Cotton Yarn.—Export for the month ended 16th Dec., 1871, 792,900 lbs.; for the twelve months, 10,010,224 lbs.; for the twelve months 1870, 10,626,765 lbs.; for the twelve months 1869, 4,329,450 lbs. Decrease for 1871 against 1870, 616,541 lbs.

SHANGHAI.

Plain Cottons.—Export for the month ended 16th Dec., 1871, 31,167,625 yards; for the twelve months, 396,595,327 yards; for the twelve months 1870, 262,883,348 yards; for the twelve months 1869, 210,735,119 yards. Increase for 1871 against 1870, 133,711,984 yards.

Digitized by Google

Coloured Cottons.—Export for the month ended 16th Dec., 1871, 791,252 yards; for the twelve months, 9,029,744 yards; for the twelve months 1870, 13,123,967 yards; for the twelve months 1869, 13,234,043 yards. Decrease for 1871 against 1870, 4,094,223 yards.

Printed Cottons.—Export for the month ended 16th Dec., 1871, 1,147,246 yards; for the twelve months, 7,023,366 yards; for the twelve months 1870, 5,028,037 yards; for the twelve months 1869, 4,910,036 yards. Increase for 1871 against 1870, 1,995,329 yards.

Cotton Yarn.—Export for the month ended 16th Dec., 1871, 78,600 lbs.; for the twelve months, 633,470 lbs.; for the twelve months 1870, 534,522 lbs.; for the twelve months 1869, 432,863 lbs. Increase for 1871 against 1870, 98,548 lbs.

JAPAN.

Plain Cottons.—Export for the month ended 16th Dec., 1871, 1,466,856 yards; for the twelve months, 38,932,551 yards; for the twelve months 1870, 30,495,197 yards; for the twelve months 1869, 16,444,421 yards. Increase for 1871 against 1870, 8,437,354 yards.

Coloured Cottons.—Export for the month ended 16th Dec., 1871, 278,143 yards; for the twelve months, 2,177,777 yards; for the twelve months 1870, 3,170,883 yards; for the twelve months 1869, 1,661,013 yards. Decrease for 1871 against 1870, 993,106 yards.

Printed Cottons.—Export for the month ended 16th Dec., 1871, 328,756 yards; for the twelve months, 1,245,583 yards; for the twelve months 1870, 1,230,265 yards; for the twelve months 1869, 847,448 yards. Increase for 1871 against 1870, 15,318 yards.

Cotton Yarn.—Export for the month ended 16th Dec., 1871, 825,299 lbs.; for the twelve months, 10,058,684 lbs.; for the twelve months 1870, 11,172,179 lbs.; for the twelve months 1869, 5,254,414 lbs. Decrease for 1871 against 1870, 1,113,495 lbs.

SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th Dec., 1871, 6,063,424 yards; for the twelve months, 64,858,790 yards; for the twelve months 1870, 81,149,234 yards; for the twelve months 1869, 49,858,799 yards. Decrease for 1871 against 1870, 16,290,444 yards.

Coloured Cottons.—Export for the month ended 16th Dec., 1871, 185,490 yards; for the twelve months, 6,208,436 yards; for the twelve months 1870, 10,039,971 yards; for the twelve months 1869, 5,479,756 yards. Decrease for 1871 against 1870, 3,831,535 yards.

Printed Cottons.—Export for the month ended 16th Dec., 1871, 341,160 yards; for the twelve months, 5,099,365 yards; for the twelve months 1870, 5,706,022 yards; for the twelve months 1869, 4,289,157 yards. Decrease for 1871 against 1870, 606,657 yards.

Cotton Yarn.—Export for the month ended 16th Dec., 1871, 181,826 lbs.; for the twelve months, 2,826,238 lbs.; for the twelve months 1870, 3,230,927 lbs.; for the twelve months 1869, 1,582,167 lbs. Decrease for 1871 against 1870, 394,689 lbs.

BATAVIA.

Plain Cottons.—Export for the month ended 16th Dec., 1871, 1,878,007 yards; for the twelve months, 19,308,692 yards; for the twelve months 1870, 15,179,767 yards; for the twelve months 1869, 8,785,264 yards. Increase for 1871 against 1870, 4,128,925 yards.

Coloured Cottons.—Export for the month ended 16th Dec., 1871, 685,872 yards; for the twelve months, 11,078,740 yards; for the twelve months 1870, 9,803,937 yards; for the twelve months 1869, 7,890,008 yards. Increase for 1871 against 1870, 1,274,803 yards.

Printed Cottons.—Export for the month ended 16th Dec., 1871, 1,232,737 yards; for the twelve months, 12,653,066 yards; for the twelve months 1870, 9,442,565 yards; for the twelve months 1869, 4,649,780 yards. Increase for 1871 against 1870, 3,210,501 yards.

Cotton Yarn.—Export for the month ended 16th Dec., 1871, 40,605 lbs.; for the twelve months, 854,667 lbs.; for the twelve months 1870, 317,695 lbs.; for the twelve months 1869, 324,195 lbs. Increase for 1871 against 1870, 536,972 lbs.

MANILA.

Plain Cottons.—Export for the month ended 16th Dec., 1871, 883,672 yards; for the twelve months, 8,480,904 yards; for the twelve months 1870, 19,516,527 yards; for the twelve months 1869, 14,221,498 yards. Decrease for 1871 against 1870, 11,035,623 yards.

Coloured Cottons.—Export for the month ended 16th Dec., 1871, 1,177,387 yards; for the twelve months, 8,348,517 yards; for the twelve months 1870, 8,368,765 yards; for the twelve months 1869, 12,358,230 yards. Decrease for 1871 against 1870, 20,248 yards.

Printed Cottons.—Export for the month ended 16th Dec., 1871, 17,291 yards; for the twelve months, 411,234 yards; for the twelve months 1870, 1,355,357 yards; for the twelve months 1869, 1,370,466 yards. Decrease for 1871 against 1870, 944,123 yards.

Cotton Yarn.—Export for the month ended 16th Dec., 1871, 43,020 lbs.; for the twelve months, 425,328 lbs.; for the twelve months 1870, 402,523 lbs.; for the twelve months 1869, 194,245 lbs. Increase for 1871 against 1870, 22,805 lbs.

CEYLON.

Plain Cottons.—Export for the month ended 16th Dec., 1871, 3,733,011 yards; for the twelve months, 27,256,315 yards; for the twelve months 1870, 25,748,142 yards; for the twelve months 1869, 22,705,674 yards. Increase for 1871 against 1870, 1,508,173 yards.

Coloured Cottons.—Export for the month ended 16th Dec., 1871, 298,541 yards; for the twelve months, 2,860,758 yards; for the twelve months 1870, 2,715,885 yards; for the twelve months 1869, 1,229,086 yards. Increase for 1871 against 1870, 144,873 yards.

Printed Cottons.—Export for the month ended 16th Dec., 1871, 439,971 yards; for the twelve months, 2,756,453 yards; for the twelve months 1870, 2,033,127 yards; for the twelve months 1869, 3,622,993 yards. Increase for 1871 against 1870, 723,326 yards.

Cotton Yarn.—Export for the month ended 16th Dec., 1871, 20,400 lbs.; for the twelve months, 269,535 lbs.; for the twelve months 1870, 308,275 lbs.; for the twelve months 1869, 459,772 lbs. Decrease for 1871 against 1870, 38,740 lbs.

ARTICLES OF IMPORT.

TEA.

There is no change in the market, which, as usual at this period of the season, is very quiet. At public sale, on the 18th inst., 742 half-chests Moyune Green per steamer Burmah were offered without reserve and sold as follows:—No. 1 Gunpowder at 2s. 8d. to 3s. 1½d., No. 2 ditto at 1s. 11d. to 2s. 1d., No. 1 Imperial at 1s. 8½d., No. 1 Young Hyson at 2s. 3¼d. to 2s. 4½d., No. 2 ditto at 1s. 6¾d., No. 1 Hyson at 1s. 8½d. to 2s. 1½d. The sale was fairly attended, but prices, especially of common lines, were in the buyers' favour. Several invoices of new Pingsuey by the same steamer have been disposed of by private contract, and 3s. 1d. has been refused for No. 1 Gunpowder.

On the 19th there was a public sale of 2,872 packages China, which, being offered without reserve, were all sold. Few parcels of importance were offered; a break of half-chests of Congou with all faults sold at 1s. 1½d., and an invoice of new Pingsuey Green brought fully private contract rates.

SILK.

The market is without alteration.

COFFEE.

As advices from Rio confirm previous telegraphic reports of light supplies, a firmer tone has been imparted to the market for ordinary kinds, and slightly higher prices have been paid for Ceylon, both plantation and native, the current rates at the public sales being—Plantation triage 63s. to 65s. 6d., small grey to coloury 67s. 6d. to 70s. 6d., low middling 72s. 6d. to 73s., middling coloury 74s. 6d. to 77s. 6d., bold 78s. to 82s., peaberry 84s. to 85s. 6d.; native 67s. to 67s. 6d. At the auctions 200 bags Bonthyne Singapore were bought in at 71s., 548 bags palish Manila sold at 67s. 6d., a few at 68s. By private contract native Ceylon has been sold at 67s. to 67s. 6d., and for arrival about 4,000 bags at 67s. 6d. guaranteed good ordinary, and 120 tons December-January shipment at 68s., guaranteed good ordinary. Small parcels of Manila have been quitted at the rates realised at public sale, viz., 67s. 6d. to 68s. per cwt.

SUGAR.

Since our last report a strong demand has prevailed, especially for Manila, and large sales have been effected at an advance, prices not only showing a full recovery from the recent depression, but being slightly above the previous highest point. Other descriptions are also dearer, but owing to the continued scanty supplies business is small. At the close holders of Manila are desirous of establishing a further advance, and business is checked in consequence. The following are the details of the business done:—

Manila: The public sales have amounted to 73,000 bags, consisting of 10,000 bags low to fair Taal unclayed at 24s. to 25s., 40,000 bags Ilo Ilo unclayed (duty 4s.) at 26s.; 7,500 bags common clayed (duty 4s.) at 27s., 2,500 bags washed do. at 26s., and 13,000 bags low brown at 26s. 6d. Privately, 2,000 bags clayed have been sold at 27s. 6d., 5,300 bags fine unclayed, per Lord Macaulay at 25s. 6d., and 1,000 bags washed clayed at 27s.; the floating cargo, per Ystavat, of 1,000 tons unclayed Cebu, arrived off coast has been resold at 26s., landed terms for London.

Penang: At public sale 200 bags coloury (duty 5s. 3d.) were bought in at 37s.

Java, &c.: In auction 2,104 mats low dark Java of indirect import sold at 23s. to 23s. 6d.

Camphor.—There has been an improved inquiry for China at the reduced rates ruling last week, and about 900 cases have been sold at £3 17s. 6d. per cwt.

Cutch.—Privately 1,000 boxes fine Pegue Cock, mark WSS & Co., have been sold at 23s. 9d.

Galls.—China still show an advancing tendency; business has been done at £2 17s. 6d. to £2 18s., and at the close holders refuse to quit their stock under £3 per cwt.

Gambier.—Market firm; at auction 410 bales block were bought in at 19s. 3d., and 910 bags blocky Cubes at 23s., also 124 baskets sea-damaged Cubes first class at 21s., 196 bales pressed Cubes being sold at 20s. 9d. to 21s., one lot 20s. 6d. For arrival 100 tons have been sold at 19s. ex ship.

Hemp.—The market for Manila is still quiet, but firm; prices show no alteration; 389 bales were offered at the public sales, and all sold at steady rates—chiefly brown at £38 to £38 10s., good fair at £48 5s., one lot £48 10s., fine £50 to £50 5s. per ton.

Japan Wax.—Still scarce, and firmly held; 30 boxes cake offered and bought in at £4 15s. per cwt., 231 boxes good and fine saucer of fresh import were bought in at 95s. to 105s., also 40 boxes from Amsterdam at 87s 6d.

Pepper.—*Black* has sold at lower rates; Singapore fair 6d., fine 6¼d., very low dusty 5¾d. to 5⅞d.; Penang common grey to fair 5½d. to 5¾d. *White:* Prices unaltered; Singapore has sold, very common at 11½d., fair old import 11¾d., good fresh 1s. 0½d. to 1s. 0¾d., fine 1s. 1½d. superior 1s. 4½d.; Penang bought in at 11½d.

Rice.—No business reported.

Spices.—*Cinnamon:* 102 bales Ceylon sold—first sort 2s. 9d. to 2s. 11d., second 2s. 8d., low do. 2s. 2d., third 2s. 6d., coarse 1s. 10d., fourth 2s. to 2s. 5d., low 1s. 4d., and 20 boxes China at 1s. 1d. to 1s. 1½d. Chips: 165 bags Ceylon sold—ordinary to low middling 3½d. to 4d., middling 4¾d. to 5d. *Mace:* 5 boxes Singapore sold at 4s. to 4s. 1d. *Nutmegs:* 16 cases Penang, &c., sold at full rates—average 78 to 75 nuts to the lb. at 3s. 7d. to 3s. 8d., 82's at 3s. 6½d., 86's at 3s. 6d., 123 to 102's at 3s. 2d. to 3s. 3d.; 21 cases Java—81's at 3s. 7d., 102's at 3s. 3d.

Tin.—The demand for consumption continues good, but, as speculators have been pressing some parcels for immediate cash, the quotation is a trifle lower, closing at £146 for Straitson the spot, £145 to £146 for Banca, and £146 for Billiton.

Digitized by Google

Shipping Intelligence.

ARRIVALS.

Date.	Ship	Captain.	From	At
Nov26	Franklin	Dew	Ilo Ilo	Boston
Dec.16	Wm. Ritson	Brough	Foochow	London
	Echo	Cummings	Rangoon	Plymouth
15	Florentine	Ellis	Akyab	Falmouth
18	Sir Wm. Wallace	Colville	Shanghai	London
16	Cicero	Alexander	Manila	Liverpool
17	City of Liverpool	Whitford	Maulmain	Glasgow
Nov13	Isabelle Henriette	—	Saigon	Monte Video
Dec.16	Ystava	Blom	Zebu	Falmouth
16	Haidee	Dick	Bassein	Do.
17	Louisa	Macintosh	Rangoon, for Amdm.	London
18	Queen of Beauty	Moultan	Bassein	Do
18	Sirius (str.)	Lee	Colombo, &c., via S.C.	Do.
18	Dilkhoosh	Gedge	Singapore	Do.
17	St. Hilda	Trenworth	Akyab	Deal
18	Atholl (str)	Asplet	Sing., China, &c. S.C.	London
16	Margaret Hain	Wallis	Singapore	Bristol
18	Charger	Crelman	Penang	London
20	Southern Belle	Morrice	Colombo	Do.
18	Jupiter	Kievet	Batavia	Texel
18	Kobe	Prins	Padang	Do.
18	Nicolette	Bouten	Batavia	Brouwerskaven
8	Penang	White	Ilo Ilo	Boston

DEPARTURES.

Date.	Ship.	Captain.	For	From
	Anne Main	Hutton	Hong Kong	Glasgow
Dec.13	Erasmus	Hulsdorff	Batavia	Sunderland
14	Eveline Wood	Scheel	Singapore	Do.
14	Ousuri	Stout	Shanghai	Cardiff
15	Oceana	—	Yokohama	Liverpool
15	Guiseppe d'Abundo Cammarota	—	Batavia	Sunderland
14	Stavers	—	Hong Kong	Newcastle
16	Granville	Gallichan	Colombo	London
16	Lahloo	Smith	Shanghai & Nagasaki	Do.
16	Douglas Castle	McRitchie	Hg. Kg., via Cardiff	Do.
16	Nimrod	Barrett	Galle	Plymouth
16	Faith	Evans	Singapore	Sunderland
16	Hope	Cromer	Galle	Do.
15	Palm Tree	Capper	Singapore	Cardiff
15	Maria Rickmers	Mollett	Hong Kong	Do.
16	Yedo	—	Yokohama	Do.
16	Hector (str.)	—	Colombo, &c., via S.C.	Liverpool
16	Luzon	—	Hong Kong	Newcastle
19	Wisteria	Miller	Batavia & Sourabaya	London
19	Stanley (str.)	Needham	Colombo, &c., via S.C.	Do.
18	Lodore	—	Colombo	Newcastle
20	Weymouth	Gibson	Shanghai	London
20	Thracian	Hay	Yokohama & Hiogo	Do.
20	Alexandrina	Sangster	Cardiff & Hong Kong	Do.
19	Blackwall	—	Do.	Liverpool
19	Cora Linn	Glazebrook	Singapore	Cardiff

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For
Dec. 13—19	Good Hope	London	Colombo, &c.
	Niger	Do.	Do.
	Hong Kong	Do.	Sing., China &c.
	Sarpedon	Liverpool	Do.
	Glengyle	Shanghai, &c.	London
	Lorne	Sing., China, &c.	Do.

LOADING.

At LONDON.—STEAMERS VIA SUEZ CANAL.—For Penang, Singapore, Hong Kong, and Shanghai: Vixen, Glenroy. For Singapore, Hong Kong, and Shanghai: Parana, Africa. For Colombo, &c.: Virago, James C. Stevenson.

SAILING VESSELS.—For Yokohama and Hiogo: Albuera. For Yokohama: Velocity. For Shanghai: Aracan, Deerhound, Leucadia, Blackadder, Duke of Abercorn. For Amoy, Chefoo, and Tientsin: Yarra. For Hong Kong: William Fruing, Corona, Jessie Isabel, William Ritson. For Manila: Maria. For Batavia and Sourabaya: Thomas Blythe. For Singapore: Roslin Castle. For Singapore and Sarawak: Alcestis. For Bangkok: Pelham. For Colombo: Kingdom of Italy. For Colombo, &c.: Cotopaxi.

At LIVERPOOL.—For Yokohama and Hiogo: Wood Hall. For Penang, Singapore, Hong Kong, and Shanghai (via S.C.): Glaucus (str.), Priam (str.). For Hong Kong: Antipodes, Hermon, Clymene. For Manila: Adolfo, Victoria, Matilde, Glenduror. For Batavia, Samarang, and Sourabaya: Madone.

At GLASGOW.—For Yokohama: Eastern Chief. For Batavia and Samarang: County of Lanark. For Singapore and Penang: Ulva. For Penang, Singapore, Java, Saigon, and Bangkok (via S.C.): Tanah Merah (str.).

SPOKEN.

COUNTY OF ARGYLE, Glasgow to Batavia, Nov. 7, 2 N., 25 W.
HAVFRUEN, Cronstadt to River Amoor, Dec. 6, outside the Scaw.
V.C.G.H. (Hindostan), of Newcastle, for Penang, Oct. 24, 11 N., 28 W.
DOLBADERN CASTLE (ship), Liverpool to Galle, Nov. 1, 6 N., 23 W.
DIOSCUREN (Dan. barq.), Hamburg to Hong Kong, Nov. 2, 7 N., 24 W.
WYLO (ship), London to Shanghai, Nov. 3, 8 N., 24 W.
NIEUWLAND (Dutch. barq.), Rotterdam to Padang, Nov. 9, 4 N., 25 W
CAERNARVON CASTLE, Manila to New York, 14 N., 9 (?) W.
MARLBOROUGH, Zebu to London, Sept. 17, 5 S., 106 E.
P. L. G. T. (Maria & Sarah) (Dut.), Rtdm. to Bat., Nov. 12, 3 N., 25 W.
CORNELIS GIPS, Rotterdam to Batavia, Oct. 9, 39 S., 12 W.
CATHERINE, Batavia to Amsterdam, Sept. 21, 22 S., 58 E.
PORTLAND, London to Shanghai, Aug. 17, 36 N., 17 W.
CUMBERLAND, Cardiff to Singapore, Oct. 6, 29 S., 44 E.
ST. ANTOINE (barq.), Amsterdam to Singapore, Sept. 26, 39 S., 1 E.
SUMATRA (Ital. ship), Trapani to Penang, Oct. 16, 41 S., 12 E.
CANAAN, Cardiff to Singapore, Nov. 7, 3 N., 24 W.
ALICE BUCK, Cardiff to Galle, Oct. 4, 1 N., 23 W.
CARL LUDVIG (Dan.), Singapore to Hamburg, Dec. 8, 48 N., 14 W.
ELFRIDA, Cardiff to Singapore, Oct. 17, 13 N., 30 W.
LEAPING WATER, Amoy to New York, Sept. 23, 32 S., 33 E.
JACOB ROGGEVEEN, Amsterdam to Batavia, Sept. 8, 13 N., 27 W.
HAZARD, Batavia to Boston, Oct. 4, off Cape Agulhas.
L. B. HALL (s.) (?), Penang to New Orlns., Oct. 8, off C. of Good Hope.

FREIGHTS AND CHARTERS.

We have no alteration to report in outward freights. Rates for vessels on the berth remain as previously quoted, and coal freights are also without change.

Current Rates of Freight for Vessels on the Berth.

Per STEAMERS VIA SUEZ CANAL.—To Yokohama: 90s. to 100s. meast. To Shanghai: 60s. meast. To Hong Kong: 60s. meast. To Singapore: 50s. to 60s. meast. To Ceylon: 50s. meast., 40s. weight.

Per SAILING VESSELS.—To Hiogo: 40s. weight or meast. To Yokohama: 35s. to 40s. weight, 30s. meast. To Nagasaki: 45s. weight, 40s. meast. To Shanghai: 40s. weight, 30s. to 37s. 6d. meast. To Hong Kong: 32s. 6d. weight, 25s. to 27s. 6d. meast. To Amoy: 40s. weight. To Batavia: 20s. weight or meast. To Singapore: 20s. weight or meast. To Ceylon: 20s. weight, 17s. 6d. meast.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel.—To Yokohama or Nagasaki: £42 10s. To Shanghai: £45. To Hong Kong: £36 to £38. To Penang: £24. To Singapore: £24. To Batavia: £21. To Galle: £20. From Newport, Cardiff, or Swansea, per ton.—To Yokohama or Nagasaki: 40s. To Chefoo: 37s. 6d. to 40s. To Shanghai: £2 3s. 6d. to £2 5s. To Hong Kong: 37s. 6d. To Manila: 25s. To Colombo: 17s. To Galle, 20s. To Singapore. 25s. To Batavia: 22s.

From Birkenhead, per ton.—To Galle: 16s. To Hong Kong: 31s. To Shanghai: 36s.

MISCELLANEOUS.

The Priam, Jamieson, from Ilo Ilo to London, which put into Mauritius leaky, Aug. 17, has been sold there for $2,400.

The William III. (str.), from Amsterdam to Batavia, which vessel took fire in the Channel, May 19, and was afterwards towed into Portsmouth, is advertised for sale in London on the 10th January next.

CASUALTIES.

The Erasmus, Hulshoff, which sailed from Sunderland, Dec. 13, for Batavia, with coals, had been on Cromer rocks, but was assisted off by steamers and put into Yarmouth Roads on the 15th.

A telegram from Singapore states as follows:—the Rollo, Way, from Hong Kong to London, has put in here dismasted.

The master, Cooper, of the Ceres (barque), of and from Shields, for Galle, which vessel was assisted into Harwich, Dec. 13, after being ashore, reported that on her arrival there she was making about four inches water per hour, and was of opinion that the cargo would have to be discharged; agreement £300. The vessel has since proceeded to London, where she arrived Oct. 17.

According to the latest advices received the position of the Saida (str.), Carter, from London to Konigsberg, with tea, which vessel went ashore 7th inst., about nine miles north of Ronne, remained unaltered; she had twelve feet water in her hold, 5,376 chests of sound tea had been sold and would be sent to Ronne, thence to be forwarded to Pillau; 1,200 chests have also been saved, but heavily damaged; a further quantity is still on board and under water, and will be sold by auction. A salvage steamer was in attendance.

A telegram received from Singapore, dated Dec. 17, states as follows:—The Radient (Am.), Chase, hence to Boston, has been beached in Rio Straits; fast breaking up; tin cargo only can be saved.

Advices from Rio Janeiro, received at Rotterdam Dec. 17, state that the Bali, V. Rossen, from Dordt to Batavia, which vessel put in there Nov. 15 for repairs, having struck on a wreck, and was afterwards docked, would proceed for her destination on completion of repairs to copper.

The Penang, of Bath, from Ilo Ilo to Boston, went ashore Dec. 4, at Nauset, Cape Cod, and had four feet water in her hold; the vessel laid in an exposed position, but with the assistance of a steamer she was got off, after partly discharging, and towed to Boston; neither the vessel nor the cargo appear to have received much damage. Three schooners with part of the cargo have since arrived at Boston, and the remainder on the beach at Cape Cod would be forwarded.

A telegram received from Nieuwe Diep, dated Dec. 19, states as follows:—"The Australie (Dutch barque), from Batavia to Amsterdam, with coffee, has put in here in a sinking state, having touched on the Haaks."

Accounts from Mauritius, dated Nov. 16, received at Havre Dec. 16, state that the Marie Laure, Brechoir, from Sumatra to Marseilles, which put into Mauritius, Oct. 8, to stop a leak, having replaced several planks in her side, sailed for her destination, Nov. 22; she took on board a portion of the cargo discharged from the Porto Rico, which vessel was bound from Mauritius to Marseilles.

THE Gordon Castle took out for Foochow two pairs of horizontal direct-acting engines, constructed by Messrs. A. and I. Inglis, on the Clyde, for two vessels built at the Chinese Arsenal at Foochow. One pair is of 250-horse power, and one of 80-horse power nominal, with shafting and brass screw propeller complete, boilers fitted with brass tubes, telescope funnel. All the latest improvements have been introduced in these engines, and all packed, marked, and numbered to be put up in China. These engines are about the handsomest piece of work turned out of the Clyde.

Digitized by Google

CHINA SUBMARINE TELEGRAPH COMPANY (LIMITED).

The above Company's Line between **SINGAPORE, ST. JACQUES** (near Saigon), and **HONG KONG IS OPEN FOR TRAFFIC**, at the following rates for **TWENTY WORDS**:—

From LONDON to SAIGON and COCHIN CHINA	**£5 17 0**
" " " **HONG KONG**	**7 0 0**
" " " **SHANGHAI**	**8 5 0**

FROM PROVINCIAL STATIONS, 1s. EXTRA.

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

POSTAGE TO ALL PARTS OF CHINA AND JAPAN, 1s. 6d.

MESSAGES from London should be forwarded from the

FALMOUTH COMPANY'S STATION, 74, OLD BROAD-STREET.

MESSAGES sent from the Postal Telegraph Stations in the United Kingdom should be ordered

VIA FALMOUTH,

these words being transmitted free of charge.

(By Order)

THOMAS FULLER, Secretary.

66, Old Broad-street.

COWASJEE DINSHAW.

Close to the Landing Place, Depot of

EUROPEAN CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

T. W. JACKSON,

COMMISSION AGENT

SAN FRANCISCO.

CAUTION.

STEEDMAN'S SOOTHING POWDERS for Children Cutting their Teeth.—Purchasers are requested to BEWARE OF IMITATIONS of this Medicine, and to observe in every case that the words "John Steedman, Chemist, Walworth, Surrey," are engraved on the Government Stamp affixed to each packet, without which none are genuine. Sold by all Chemists and Druggists, in packets at 1s. 1½d. each

THE ELLIPTICAL MAP OF THE WORLD FOR 1872

COMPRISES FOLLOWING DETAILS OR CHARACTERISTICS:—

1. The Greenwich Meridian bisects the Map equally, the Parallels of Latitude right lines, Meridians of Longitude equidistant as to latitude, converging to the Poles, and length of every Tenth Degree in English Miles.
2. International Voyaging, Travelling, Exploring, and Telegraphic and Railway Routes, with distances in English Miles.
3. Oceanic Currents and Trade Winds, &c., indicated by a series of darts and arrows of direction.
4. Magnetic Variations, illustrated by a system of circular signs, and lines of no variation of compass.
5. Various Geographical Notes—Antipodes of certain localities determined—Sites of Ancient Cities and Land of Eden—Last Voyage of Sir J. Franklin—Farthest points reached by Navigators towards the Poles, &c.
6. A Reference Table and Traversing Lines eastward and westward, and Notes to elucidate periodical action of Solar Light and Heat, and Mean Temperature of Various Climates.
7. Maps of Arctic and Antarctic Regions.
8. Maps of Celestial Hemispheres and Sun's Course.
9. Method of Colouring indicates the Territorial Extent of Races, Languages, or Religions, as English, Spanish, Mohammedan, &c.

DESIGNED BY G. T. EDKINS, LONDON.

THE

NAVAL AND MILITARY GAZETTE,

PUBLISHED EVERY SATURDAY,

ESTABLISHED FEB. 9, 1833,

Now under new Editorship, contains all the Naval and Military News of the Week, and the latest Special Information.

Price THREEPENCE.

THE CHINA & JAPAN AGENCY

For the Purchase and Shipment of Goods of all kind to Ports in China, Japan, the Straits Settlements, &c Orders for Furniture, Stores, Books, and Persona Requirements of every description promptly executed either by Overland Route or Clipper Sailing Vessels The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addresse , and remittances made payable, to

THE MANAGER,

CHINA & JAPAN AGENCY

2, COWPER'S COURT, CORNHILL, LONDON, E.C.

Digitized by Google

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner under the supervision of European Engineers and Shipwrights.

There are TWO DRY DOCKS, each capable of admitting two vessels at the same time, being over 400 feet in length, with depth of water ranging to 20 feet.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, January, 1870.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian and other Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their office.

Office hours, Ten to Three; Saturdays Ten to Two Threadneedle-street, London, 1871.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... .20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigo (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—144, Leadenhall-street E.C.

MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, $5,000,000. Paid up, $4,500,000.

Reserve Fund, $900,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 24, Lombard-street

BANKERS—London and County Bank.

BRANCHES AND AGENCIES

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hiogo	Bombay
Ningpo	Manila	Calcutta

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

THE AGRA BANK (Limited).

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

BANKERS.

Messrs. Glyn, Mills, Currie and Co.; the National Bank of Scotland; and the Bank of England.

Branches in Edinburgh, Calcutta Bombay, Madras, Kurrachee, Agra, Lahore, Shangha, Hong Kong.

Current accounts are kept at the head office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken Interest drawn, and army, navy, and civil pay and pensions realised. Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

EDUCATION.—ST. LEONARD'S-ON-SEA.

TWO LADIES of great experience, and possessing excellent testimonials, RECEIVE a limited number of YOUNG LADIES or CHILDREN needing sea air, careful training, and education.

PARENTS

residing abroad would find this a most desirable home references can be given for England, India, China and Japan.

For terms, &c., address, M. H., *London and China Telegraph* Office, 2, Cowper's-court, Cornhill, E.C

LUCERNE.

HOTEL NATIONAL.

THIS magnificent Building, with Gardens, and Boat Landing on the Lake, is now open for its second season. Stabling and every accommodation for first-class families. Apartments from Three Francs upwards. Charges to suit all means.

Salle-à-Manger, 70 ft. by 50 ft., large General Salon, Ladies' Salon, Billiard and Smoking Room. English, American, and Continental Papers. Table d' Hote at Five and Seven.

CARESSER FRERES and Co., Proprietors.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet, Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Frangipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume.

JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Macassar Oil, Bear's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodesmic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker

HOLLOWAY'S PILLS

PALPITATION OF THE HEART is frequently not only felt but heard, prevents sleep, and begets the utmost dread of impending suffocation. These Pills are particularly recommended for removing this affection, because they strengthen the nervous and the debilitated, who are much more liable to this malady than other persons. Holloway's Pills so improve the digestion, increase the action of the liver, and give activity to the bowels, that giddiness, headache, and nausea depart as the palpitation diminishes, and the sufferer at once experiences the most indescribable relief from anxiety. Holloway's Pills form the best alterative and aperient in all cases of convalescence from fevers, inflammations, neuralgia, and all chronic diseases which have impoverished the blood and brain.

OSLER'S GLASS CHANDELIERS.

WALL LIGHTS AND LUSTRES FOR GAS AND CANDLES.

CHANDELIERS IN BRONZE AND ORMOLU.

MODERATOR LAMPS AND LAMPS FOR INDIA.

TABLE GLASS OF ALL KINDS.

ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.

BIRMINGHAM—Manufactory and Show Rooms, Broad-street.

ESTABLISHED 1807.

ALEXANDER BROWN,

ESTATE AND GENERAL AGENT,

KANDY, CEYLON,

VISITS and reports on Coffee Plantations, estimates Crops, values Properties, buys and sells Lands, Goods, and Produce on Commission, and transacts all kinds of Estate and Agency Business.

CEYLON.

COFFEE ESTATES FOR SALE;

IN all Districts, Ages, Conditions, varying in size from 40 to 1,500 acres, and in price from £200 to £24,000. ALEX. BROWN, Kandy.

N.B. — Fifty-seven estates now on the register. Thirty-eight have been sold.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

CARE OF W. H. SMITH, UNITED CLUB,

YOKOHAMA.

FINE FLAVOURED

STRONG BEEF TEA

AT ABOUT 2½D. A PINT.

ASK FOR

LIEBIG COMPANY'S EXTRACT OF MEAT,

Requiring Baron Liebig, the Inventor's Signature on every jar, being the only guarantee of genuineness

Excellent economical stock for Soups, Sauces, &c.

SCHOUT AND CO.,

SHIPBROKERS AND FORWARDING AGENTS

AMSTERDAM.

THE LONDON & CHINA TELEGRAPH.

THE THIRTEENTH Volume of this JOURNAL commenced on the 2nd of January 1871. Terms for advertising, 2s. 6d. per five lines and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

Paris	G. W. YAPP, 4, Place Wagram.
Brindisi	
Hamburg	R. CARL.
Bremen	G. STEINMEYER.
Holland—Rotterdam	H. A. KRAMERS.
,, Amsterdam	MACKAY, BOOMKAMP, and Co.
New York	WM. H. FOGG & Co., 32, Burling Slip.
San Francisco	J. W. SULLIVAN, 609, Sansome-street.
Alexandria	
Suez	S. W. HOSEASON.
Aden	COWASJEE DINSHAW.
Point de Galle	FREDK. PITERS.
Colombo	J. MAITLAND & Co.
Singapore, Labuan, and Sarawak	JOHN LITTLE & Co., Singapore
Penang	SANDILANDS BUTTERY, & Co.
Batavia	HOUGHTON & Co
Samarang	JACOBSON, VAN DEN BERG & Co.
Sourabaya	HOUGHTON & Co.
Anjer—Straits of Sunda	G. SCHUIT, Anjer Hotel.
Manila	LOYZAGA & Co.
Hong Kong, Canton, Macao and Swatow	MACEWEN & Co.
Amoy	BROWN & Co.
Foochow	HEDGE & Co.
Hankow	VIRGO, MATTHEWS, & Co.
Shangha	H. FOGG & Co.
Tien-Tsin	JAMES HENDERSON.
Nagasaki—Japan	PIGNATEL & Co.
Yokohama	GODFREY A. TALLERMAN
Osaka and Hiogo	K. DE PIOTROWSKI

OFFICE, 2, COWPER'S-COURT, CORNHILL, E.C

(Over the JERUSALEM.)

Digitized by Google

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

	From Southampton.	From Brindisi.
GIBRALTAR	Saturdays, Dec. 9, 16, and 23; and Thursday, Dec. 28. And every Thursday thereafter, at 2 P.M.	—
MALTA		—
ALEXANDRIA	,,	Tuesdays, Dec. 12, 19, and 26, and Jan. 2, at 2 A.M.; Monday, Jan. 8, and every Monday thereafter, at 5 A.M.
ADEN	,, ,,	
BOMBAY	,, ,,	
GALLE	Saturdays, Dec. 9 and 23, Thursday, Jan. 4, at 2 P.M. And every alternate Thursday thereafter, at 2 P.M.	Tuesday, Dec. 19 and Jan. 2, at 2 A.M.; Monday, Jan. 15. and every alternate Monday thereafter, at 5 A.M.
MADRAS		
CALCUTTA		
PENANG		
SINGAPORE		
CHINA		
JAPAN		
AUSTRALIA	Saturday, Dec. 23, Thursday, Jan. 18. And every fourth Thursday thereafter, at 2 P.M.	Tuesday, Jan. 2, at 2 A.M. Monday Jan 29. And every fourth Monday thereafter, at 5 A.M.
NW. ZEALAND		

And all Ports touched at by the Steamers of the British India and the Netherlands India Steam Navigation Companies.

An abatement of 20 per cent. from the charge for the Return Voyage is made to Passengers who have paid full fare to or from ports eastward of Suez re-embarking within six months of their arrival, and 10 per cent. to those re-embarking within twelve months.

Through Tickets to Brindisi can be obtained of Lebeau and Co., 6, Billiter-street, E.C. (South Italian Railway Office).

For Rates of Passage Money and Freight,

WHICH HAVE BEEN MUCH REDUCED,

and all other information, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

ALTERATION IN DAYS OF DEPARTURE OF PENINSULAR AND ORIENTAL COMPANY'S STEAMERS.

By order of the Postmaster-General the Steamers advertised to leave Southampton on Saturday, 30th Dec., at 2 p.m., and Brindisi on Tuesday, 9th Jan., at 2 a.m., will be despatched from Southampton on Thursday, 28th Dec., at 2 p.m., and from Brindisi on Monday 8th Jan., at 5 a.m.; and thereafter the Company's Steamers will leave Southampton every Thursday, instead of Saturday, and Brindisi every Monday, instead of Tuesday.

PENINSULAR AND ORIENTAL COMPANY.—The Steamship PESHAWUR, 3,782 tons, 600 h.p., will be despatched from Southampton on Saturday, 13th January, for BOMBAY (via the Suez Canal), calling at Malta, Port Said, and Suez.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, and Oriental-place, Southampton.

MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamer from NEW YORK on the 15th and 30th, and from PANAMA on the 9th and 25th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool Glasgow, Southampton, or Havre.

The steamer of the 15th calls at Kingston.

AUSTRALIA and NEW ZEALAND.—The steamers of the United States, New Zealand, and Australian Mail Steamship Company leave San Francisco once a month, calling at Honolulu, for those countries.

H. Starr and Co., Agts, 22, Moorgate-st., London.

UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco,	in 18 days	rom England.
Japan	in 38	,, ,,
China	in 44	,, ,,
New Zealand	in 42	,, ,,
Australia	in 47	,, ,,

Passengers for California and intermediate points on this road are now booked through from England at the established rates of fare; and from San Francisco to Japan, China, Australia, &c., by the magn ficent steamers of the United States, New Zealand, nd Australian Mail Steamship Company.

For Rates, Tickets, &c., apply to H. Starr and Co., Agents 22, Moorgate-street, London.

OVERLAND ROUTE VIA MARSEILLES.—MESSAGERIES MARITIMES DE FRANCE, 97, CANNON-STREET.—FRENCH MAIL STEAMERS LEAVE MARSEILLES AS FOLLOWS:—

December 10	For	Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Yokohama.
December 24		
January 7		
January 21		
February 4		
February 18		

The steamers of the 21th Dec., 21st Jan., and 18th Feb. connect at Aden with the steamers for Seychelles, Reunion, and Mauritius.

The steamers of the 10th Dec., 7th Jan., and 4th Feb. connect at Galle with the steamers for Pondicherry, Madras, and Calcutta.

For Alexandria ... ... Every Saturday
,, Constantinople ... ... ,,
,, Algiers ... ... ,,

For Passage, Freight, and Information, apply to the Company's Agent, 97, Cannon-street, E.C.; G. H. Fletcher and Co., Liverpool; at the Offices of the Messageries Maritimes of France in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their Births in London are entitled to the conveyance of their luggage free to Marseilles.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia	By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ...	17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.
Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

Port	Ship.	Class.	Dock.	Last Shipping Day.
Peng., Sing., Hg. Kg., & Shang., via S.C.	Vixen, s.s. ...	A1 18 yr.	E.I.D.	Dec. 28
Shanghai ...	Deerhound .	A1 17 yr.	E.I.D.	With des.
Hong Kong.	Wm. Fruing	A1 13 yr.	W.I.D.	With des.

For Freight or Passage apply to Killick, Martin, and Co., 10, George-yard, Lombard-street, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class CLIPPER SHIPS:—

Destination.	Ship.	Class.	Dock.	Last Shipping Day.
Hong Kong.	Jessie Isabel	A1 13 yr.	SWID	With des.
Amoy, Chefoo, & Tient.	Yarra	A in A1	SWID	With des.
Shanghai ...	Duke of Abercorn..	A1 16 yr.	SWID	With des.
Shanghai ...	Aracan	A1 14 yr.	SWID	With des.
Yokohama...	Velocity	A1 14 yr.	SWID	With des.

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

STEAM from LONDON, via Suez Canal, for PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for Java and Japan. The following magnificent STEAMERS will be despatched as under, from the South-West India Docks:—

Steamer.	Class.	Tons.	H.p.	To be despatched.
Galley of Lorne (new)	100 A1	1500	240	Jan. 25.
Lord of the Isles ...	100 A1	1846	240	Feb. 17.
Macgregor (new) ...	100 A1	1500	300	March 5.
Cyphrenes (new) ...	100 A1	1500	250	March 20.
Cheops	100 A1	984	150	April 5.

The accommodation for passengers is replete with every comfort, including bedding and linen.

For Freight or Passage, apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, E.C.

Steam via the Suez C nal.

To sail on the 25th J nuary.

FOR PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods at through rates for JAVA and JAPAN, the splendid new full-powered screw steamer GALLEY OF LORNE, 100 A 1, 1,500 tons regis , 240-horse power, nominal, built by Messrs. R. Nap , nd Sons, Glasgow, RICHARD ROBINSON, Comman f; South West India Docks. Has elegant accommodation for first and second-class passengers, including cabin fittings, bedding, and linen; carries a surgeon.

For Freight or Passage apply to Shaw, Maxton, and Co., 2, Royal Exchange Buildings, London, E.C.

With despatch.

FOR SHANGHAI, the splendid clipper ship LEUCADIA, *A1, 896 tons register; A. MEARNS, Commander; South West India Docks.

For Freight apply to Shaw, Maxton, and Co., 2, Royal Exchange-buildings, London, E.C.

CHINA, JAPAN, AND JAVA. The following high-classed CLIPPER SHIPS will be despatched as under:—

Port.	Ship.	Tns	Class.	Dock.	To sail.
Shanghai .	Cutty Sark	921	A1 16 yr	E.I.D.	Jan. 15
Yoko. & Hiogo ...	Albuera ...	774	A1 17 yr.	E.I.D.	With des
Bat & Sour via S.C.	Vider, s.s.	350	3-3rds A1	E.I.D.	Jan. 5

For Freight or Passage apply to J. D. Willis and Co., 115, Leadenhall-street, E.C.

STEAM, via the SUEZ CANAL.—To sail 5th January, 1872, direct for BATAVIA and SOURABAYA, proceeding to other ports in Java if sufficient inducement offer, the splendid new full-powered screw-steam VIDER, 3-3rds A1, 350 tons register, 280-horse power effective; East India Docks. This fine vessel is confidently expected to make a very rapid passage, and is specially recommended to shippers, as, by proceeding direct, transhipment and consequent delay and damage are avoided. Has excellent accommodation for passengers.

For Freight or Passage, apply to J. D. Willis and Co., 115, Leadenhall-street, London, E.C.

FOR SHANGHAI direct, with very quick despatch, the Clyde-built clipper ship CUTTY-SARK, A1 16 years (owned by Messrs. John Willis and Son), 921 tons register, G. MOODIE, Commander; East India Docks. This fine vessel has just been re-metalled, and is confidently recommended to shippers. First voyage—104 days, Gravesend to Shanghai; 108 days, Shanghai to Gravesend. Second voyage—97 days, Downs to Shanghai; 108 days, Shanghai to Docks.

For Freight apply to J. D. Willis and Co., 115, Leadenhall-street, London, E.C.

FOR Tanjong Pagar, SINGAPORE.—The following VESSELS are now on the berth in LONDON.

	Brokers.	Tons	To Sail
Roslin Castle, A1 ...	Wright Bros. & Co.	644	Dec. 28
Alcestis, A1.....	Mills & Milne.....	398	Dec. 29
Glenroy, s.s. A1 100 years.....	Thos. Skinner & Co.	2,000	Dec. 30
Yang Tsze, s.s., A1 100 years.....	Norris and Joyner...	1,000	Jan. —

LIVERPOOL.

Glaucus, s.s.....	1,607	Alfred Holt..... Dec. —

Scale of wharf and dock charges may be had on application to the Company's London Agents, Messrs. Mactaggart, Tidman, and Co., 31, Great St. Helens, E.C.

Dec. 15, 1271.

STEAM from LONDON, via Suez Canal.—For PENANG, SINGAPORE, HONG KONG, and SHANGHAI, taking goods for Java and Japan. The magnificent new Clyde-built steamship GLENROY, 100 A1, 2,000 tons register, 250-horse power nominal, 1,250-horse power effective, H. W. AULD, Commander, is now actively loading in South West India Dock. She will receive goods all Thursday, the 28th Dec., and sail at 4 P.M. on Saturday, the 30th Dec., full or not full.

For Freight or Passage apply to Thomas Skinner and Co., 5, East India-avenue, London, E.C. The Glengyle, s.s., will follow in January.

PENANG, SINGAPORE, CHINA, & JAPAN—The following high-classed SCREW and SAILING SHIPS will be despatched as under:—

Destination.	Ships.	Class.	Tns.	Dock	Last Shppng. Day
Pen., Sing. Hg. Kg., & Shanghai, via S.C....	Yangtsze (s.s.)	100 A1 ...	1000	SWID	With des
Shanghai..	Langstone	A1.....	746	EID	With des
Che. & Tien	Sing-Tai ...	A1 10 yr.	320	EID	With des

Excellent accommodation for passengers.

For Freight or Passage apply to Norris and Joyner, 60, Cornhill, E.C.

Liverpool line of Packets for Japan.

FOR YOKOHAMA and HIOGO, with prompt despatch, the splendid Clyde-built clipper barque WOODHALL, J. WHITTLE, Commander, 721 tons register. This fine Vessel was built in 1869, under special survey, and classed A a1 at Lloyds. She has proved herself to be one of the finest and fastest clippers afloat, and having always delivered her cargoes in excellent condition, is specially adapted for the conevyance of Fine Goods. Loading in Prince's Dock.

For further particulars apply to Mors le Blanch and Co., The Albany, Liverpool; or East India Avenue, London

Printed for the Proprietors by Woodfall and Kinder Milford-lane, Strand, W.C., and published by James West, at the Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, Dec. 26, 1871.

Digitized by Google

The London and China 新聞紙 Telegraph.

EXTRA] WEDNESDAY, JUNE 7, 1871. [PER FRENCH MAIL.

Latest Advices.

Ports.	Outward. From London	Outward. Arrived out.	Homeward. Received this day.
Japan — Yokohama	Feb. 24	April 14	April 22*
Yedo			
Osaka and Hiogo	" 17	" 13	" 18*
Hakodadi			
Nagasaki	" 24	" 14	" 15*
China — Peking			
Tien-tsin	—	—	" 12
Chefoo			
New-chwang			
Hankow			
Kiu-kiang			
Chin-kiang			
Shanghai	—	—	" 18
Ningpo			
Foochow			
Formosa			
Amoy			
Swatow			
Hong Kong	—	—	April 26
Canton			
Macao			
Philippines— Manila	—	—	" 20
Cochin-China— Saigon	—	—	May 1
Siam — Bangkok			
Borneo—Labuan			
Sarawak			
Java — Batavia			
Samarang			
Sourabaya			
Malacca Straits— Singapore	—	—	" 3
Penang			
Ceylon—Galle	—	—	May 12
Colombo			

* Via San Francisco on 5th inst.

THE MAILS, &c.

The French mail, bringing dates as above, was delivered, *via* Marseilles, this morning. The next inward mail (P. and O.) is due on the 10th inst., with dates—Shanghai April 22, Hong Kong April 28, Singapore May 6.

Telegrams, with dates from Shanghai and Hong Kong to the 26th May, report that "The ship *Dolores Ugarte*, from Macao to Callao, has been totally burnt, with 600 coolies on board. The accounts of the disaster are very conflicting, and the cause is at present unexplained.

A few private telegrams of yesterday's date have been received from Hong Kong by the direct China cable, but it is uncertain when the line will be open to the public, as it has not yet been handed over to the company by the contractors.

There is an interruption in the line between Singapore and Penang, and no messages have been received this morning.

Summary of News from the Far East.

CHINA.

NEWCHWANG.

The correspondent of the *Courier* writes from Newch[illegible] that the steamer *Yuen-tze-fei* arrived on the 10th April [illegible]night the English mail of Feb. 10. Until that day the [illegible]y been two sailing vessels in port since the ice disappear[illegible] Then, however, one North-German vessel, the *Matilda*, a [illegible] American vessel, the *Spray*, entered the port; and six [illegible]ere in the river, although not yet in harbour. As far as shi[illegible] is concerned the opening of the season has been very dull [illegible] Usually at the end of March or the beginning of April there is a rush of ships to this port. Now that North-German ships are again able to go to sea we hope to see a large number visit us.

SHANGHAI.

Dates by this opportunity extend to the morning of the 19th April.

A meeting of shareholders in the North-China Insurance Company was held on the 17th April. The accounts showed a total balance at the Company's credit of Tls. 79[illegible],782, in addition to the paid-up capital of Tls. 300,000, and after paying a dividend of Tls. 150,000 for the year 1869. A further dividend of Tls. 50 per share for that year was agreed to. Messrs. J. I. Miller, A. Schroers, and H. G. Pemberton were elected directors in the stead of Messrs. Bell, Mitchie, and J. T. Brand. It was announced that a meeting would be called for the 1st May, to prepare for the formation of the new company by receiving suggestions for any modification in the present deed of settlement. The expediency of raising the value of the shares was mooted.

Some temporary excitement was caused recently by suspicions entering the minds of a number of Chinese interested in a lottery that they were being done in the eye. The lottery in question was to have been for $2,000, but owing to the wet blanket put on these affairs by the Chehsien's proclamation, the $1 tickets were only taken up to the extent of $540, which was drawn for in amounts proportionately reduced. The drawing was attended by a couple of hundred Chinese, and had concluded when one or two made the discovery that tickets held by them were not entered in a list which was posted and which purported to contain all the numbers drawn. Another list, drawn out in English, however, was complete, and the omissions in the Chinese one only numbered three or four. But suspicion, once aroused, spread rapidly, and the discovery being made that the foreign manager of the lottery had left the premises, it increased till the shroffs, thoroughly alarmed, thought it prudent to retire. A complaint was made at the police-station by the aggrieved ticket-holders, a policeman sent at once to take charge of the concern, including a safe with the $540, and in a short time the foreign agent returned, having merely left to attend to other business. Confidence was restored, and payment of the winning numbers was promised at four o'clock.

A disturbance has taken place at Kein-Ping-Hein, an agricultural district about 300 li from Hoochow and 150 from Lee-yang. It appears that during the late rebellion this district suffered perhaps more than any other, most of the inhabitants having either been killed or died from starvation. Peace being made, and Tseng-kwo fan not wanting to retain his large army, which was composed of nearly all Honan men, he gave instructions that about 5,000 of the troops should be disbanded; and, as compensation for services rendered, small plots of land were given them in this and adjoining districts. The few inhabitants who had survived the rebellion and had returned to their homes murmured at this, as the ex-soldier wanted to take the largest and best portions of land for their use—hence the origin of the supposed insurrection. Some ten or twelve of the leaders of this disturbance have been killed, and a few troops from Soochow and Hongchow despatched to keep order. Things are now quiet, and no further trouble is expected from this quarter.

The *News Letter* states that the Rev. Dr. Yates has accepted the post held by the late Dr. Jenkins, of Interpreter to the U.S. Consulate-General.

The *Daily News* mentions the following singular boat accident, which occurred up country. A house-boat capsized, filled with water, righted herself, and sunk to a level with the roof of the house, on which the occupants were able to seat themselves, more the hero and heroine in Punch's tale of "Chikkin Hazard." What peculiar feature in the boat's construction kept it from sinking altogether is a problem which might be studied with a view to general imitation. The accident happened in a wide creek beyond Soochow, and as one of the two foreigners on board could not swim, they were in a rather helpless predicament. Pathetic appeals were addressed to passing boats to take them off, but uselessly, despite liberal offers of dollars made through the boatmen. The captain of a gunboat which was especially addressed, simply looked out through the well-known cotton curtains, and

Digitized by Google

grinned. Eventually, a boat, more charitable than the rest, came alongside, and relieved them from their unpleasant situation, and helped to tow the half-sunk craft in shore. The next difficulty was want of dollars; these, of course, being submerged. Promise of payment when they could be got out, however, secured for the travellers quarters in a tea-house, and induced workmen to set about the work of salvage. By passing ropes under her the boat was eventually raised, emptied, and restored to her natural position in her "native element."

The new Taoutai of Ningpo arrived on the 12th from Hangchow, whither he had been to pay his respects to Futai before assuming office. The man who has been acting for the last few weeks is reported to be intensely disappointed. As a friend of the Futai's, he expected to get the permanent berth; but the new official was in Peking when news of the vacancy arrived, and made the running. He has been a Salt Commissioner somewhere lately, and is very wealthy. The Futai is said to have tried, on behalf of his *protege*, to dissuade him from taking up the post; but he did not see it. At present his Excellency is occupied in receiving calls; so has had no chance yet of showing his official character. He has a delicious case to begin with, in the shape of a disputed succession to Takee's estate. The outside relatives of the deceased claim the estate, denying the indentity of Takee's son; and the case comes before the Ningpo officials for trial. In this country of squeezes, the prospect may be imagined—as bad almost as the English Court of Chancery.

The *Courier* announces that Mr. Lay, H. B. M. Consul at Tientsin, who has been Acting French Consul at that port since the death of the unfortunate Fontanier, has been relieved of the latter responsibility, M. Dillon, formerly *eleve* Consul at Shanghai, having been appointed Consul for France at Tientsin.

The German corvette *Medusa* goes home, we hear, to be replaced by a new frigate named the *Dantzic*. Two new gun-boats, named respectively the *Albatross* and the *Nautilus*, have also been built by the German Government for service in the East, and may be shortly expected in Chinese waters.

The Shanghai *Express* of April 14th says:—The favourite clipper *Sir Lancelot*, which left London on the 12th Dec., has arrived at Woosung this afternoon. She has, however, been beaten on this trip by the *Norman Court*, which arrived in harbour this morning, having left London on the 22nd Dec.

The report of the China and Japan Marine Insurance Company, to be presented at the second ordinary half-yearly meeting, shows profits taken at Tls. 161,156. The balance at debit of working account amounted to Tls. 140,936, out of which losses to Tls. 64,516 have since been paid, while Tls. 20,744 will provide for all losses and claims made up to the time of the report. The estimated net premia amounted to Tls. 65,000; the ascertained losses to not more than Tls 6,500. Since the last report was issued 64 shares have been allotted, leaving 148 still in reserve. Messrs. T. Probst and R. W. Little have retired, and Messrs. O. C. Behn, Framjee Hormusjee, A. J. Little and C. Emile Bade have joined the board since last meeting. The accounts have been audited by Mr. J. P. Bisset (acting on behalf of Mr. Wm. Mitchell and Mr. O. Brandt), and the directors recommend the election of Messrs. Wm. Mitchell and O. Brandt as auditors for the present year.

Some important evidence concerning the Tientsin Massacre is published in the new French paper, the *Cycle*. M. Coutrice says:—

For a fortnight notices placarded in the Chinese city, and which I had myself seen, announced that on the 23rd of the month—that is to say, the 21st June, 1870, the people would rise on the Catholic missionary establishment, and kill the missionaries, the Sisters of Charity, the Consul, and all the French Several of these notices were taken away and brought to Father Chevrier, who had them read to me by a Chinese Father (M. Hou), and stated that he had sent one of them to the Consul. I did not place faith in these menaces; nevertheless, on the morning of the 21st I went to the mass at six o'clock, at which Father Chevrier had begged me to be present, adding that this mass ought to serve as a preparation for death. After the mass, Father Chevrier told me that the Taoutai was to come and see him at nine o'clock, and that he would bring with him a Chinaman who was kept in chains in the Yamen. This man, who was accused of having stolen children, pretended to have acted only on the order of the Missionaries. He added that he knew Father Chevrier, as well as many persons connected with the Mission, who he pretended were his accomplices. Father Chevrier asked him if he knew him and the other members of the house. The accused replied "No." The Taoutai then turned to Father Chevrier, and said, "I, and the other mandarins, do not believe these stories. The accused is an impostor. We are only doing all this to content the people." At this instant the accused pretended to recognise a Chinaman in the house, who habitually gave him money to purchase children. Father Chevrier then caused all the servants in the house to be confronted with the accused; but the latter, after having looked at them all, could not recognise any of them, and said that he thought the person of whom he spoke was not a man of the *Tien Chu Kiaou* (the Catholic religion), but of the *Yesu Kiaou* (the Protestant religion). At this moment the populace was massed on the other side of the river, in front of the Consulate on the left bank, and in front of Messrs. Livingston's house on the right bank. The crowd was very numerous, and seemed very excited. After the departure of the mandarins the crowd which was stationed on the quay of the Consulate dispersed, but, like the one which was on the other side of the river (right and left bank), continued to give forth cries of "Break, force open!" I returned to my house, and afterwards came back to the consulate, where I saw M. Fontanier, the consul. I asked him what he thought of this rising. He replied that he had informed Chung How (the Governor) of it and of what was going on, and that he had no doubt that the trouble would shortly be over. Mr. Fontanier and Mr. Simon, who was adjusting under his sword belt a girdle of yellow leather which held his revolver, left for the yamen. I then entered Mr. Fontanier's house. In the dining-room I saw Mr. and Madame Thomassin, who were taking coffee with Mr. Fontanier. The latter said that he had just sent a letter to the yamen to demand a guard, and that he was astonished that Chung How had not yet sent troops to put down the rising, which was becoming more and more menacing. He (Mr. Fontanier) had notified him three times of the danger of the situation. The Chinese continued to batter the church with bricks.

When I saw the Consul again he told me that he had sent back the mandarins because it was not them whom he had demanded, but some troops; that Chung How seemed to be mocking him by sending in lieu of troops three little mandarinets incapable of preventing anything, and who moreover had the impudence to tell him there was no danger. Presently the boy belonging to the Consul who entered the yard came to me running and crying out, "Mr. Coutrice (Cou-Sien sang), quick, they are assassinating the Consul Fontanier (Fong-Laow-yeh)." He went on before me, I following with my rifle in my hand. I made my way into the small street at the side of the mission building, and at the end of it I came across Mons. Fontanier and Mons. Simon, assaulted by the crowd and fleeing before it. I tried to rejoin them, without succeeding in doing so, notwithstanding all my efforts, attacked, too, myself by the people, and dogged in all directions by the Chinese, who were trying to push me into the river, I turned back, and after great difficulty I at last arrived again on the quay by a transverse street. I then saw Mr. Fontanier and Mr. Simon before me, still followed by the people. I could hear the voice of Mr. Fontanier speaking to Chung How; but the only words I could catch were the following frequently repeated: "Woo pouh tein" [probably "*W'o puh Hsin*," I do not believe]. I then called out to Mr. Fontanier in Chinese, but without having any answer. At this moment I saw in the Court-yard the mandarin named Kwang, whom I knew personally. I went up to him and demanded my Consul. He replied, "Run away quickly, or you are dead;" but as I persisted in rejoining Mons. Fontanier, I was again assailed by the guards of the Yamen and the mandarins. Kwang immediately appeased the soldiers by telling them that I was not French, but English. "It is an Englishman, an Englishman—" and he conducted me into a chamber where he left me under the surveillance of several mandarins, always telling them that I was English. I remained in this room disarmed till the next day, when I was conducted to the European concession by order of Chung How.

DINNER TO MR. MEDHURST.

Previous to Mr. Medhurst's departure for England he was entertained at dinner by the foreign residents, the chair being taken by Mr. John Dent. A large number of guests were present, including all the foreign consuls. The toast of the evening was proposed by the Chairman in the following terms:—I beg leave to propose the health of our worthy Consul, Mr. Medhurst. You will, I am sure, not expect a long speech from me on this occasion, as it would take too long to go over the period of service of our estimable friend, and again, in a social reunion of this kind, all political topics might well be avoided. I believe we are met here to express a hearty and sincere approval of the conduct of our worthy Consul. We have met him in various ports in his official capacity, and I am sure I only say what you all would when I say that his career has been marked by strict justice and a hearty good will towards all. Gentlemen, these are the characteristics of our worthy Consul, and we are met here to express our thorough approval of his official conduct, to wish him a prosperous passage, and to assure him a hearty welcome when he returns to Shanghai. Gentlemen, I again propose the health of Mr. Medhurst.

Mr. Medhurst replied: Gentlemen, I heartily wish I possessed the aptitude for public speaking which has been exhibited by your worthy chairman in his remarks about me, for then I should be able to reply to his kind speech, and to acknowledge your friendly and abundant hospitality in a fitting style. But I am sorry to say I have always been a bad speaker; and my answer must be at best feeble as compared to the very great honour that has been done me this evening. I can only succeed in concentrating my ill-assorted ideas into the good old English word, "thank you;" and in that word I wish you to understand that I embody all the heartfelt sentiments of which I am capable. Mr. Dent has very handsomely spoken of my services during the time I have been Consul. Consuls in China, as you all know, are not what they used to be. Their power is more limited, and they act within restrictions which bind them to do very much what they are told. But I can say for myself and my colleagues, that we always try to do our best; and poor as my best has been, I am pleased to have been in a position to place it at your disposal. I shall be glad to come back to Shanghai, for I feel it a

Digitized by Google

great privilege to represent an important section in such a community as this; a privilege which I am not ashamed to confess it has been my ambition to possess for the last twenty-five years. I thankfully accept your "God-speed" which Mr. Dent has just expressed. I assure you it takes away very largely from the pain of leaving, and adds very largely to the pleasure of going home, to know that I carry with me the goodwill of so many friends.

Mr. Rennie then proposed "The Consular Body," which was replied to by Mr Seward, the American Consul-General, who spoke as follows. Mr. Medhurst has been associated with the conduct of public affairs at this port from the earliest days of the settlement. I believe that there is hardly a public question of much interest in the discussion and determination of which he has not had a principal part. For ten years I have been associated with him—for the most part of ten years—in dealing with these matters. I speak my own most sincere sentiments, and I speak the sentiments of my colleagues, when I say that I have ever found him just, discreet, active, and liberal. A demonstration of respect coming from representatives of commerce,—representatives of a commerce which forms no insignificant part of the commerce of the world—is a compliment worth having. It is a compliment which may make a man feel more kindly towards the people among whom he has been labouring, as he goes on his homeward journey; it ought to make him more willing to do what I hope our colleague will do—return to us at a very early day. You have been kind enough to propose the toast of the Consular Body. The members of this Body are heartily obliged for the toast which has been offered, and the manner in which it has been received. It will be their first charge, hereafter, as in the past, to promote commercial interests at this port, and to enforce conclusions of your experience which when carefully expressed must ever command the attention of the civilised world.

The toast of "The Guests" having been proposed and answered by Mr. Goodwin, the Acting Chief Judge, Mr. Medhurst proposed "Prosperity to Shanghai." He said: It is with feelings of peculiar interest that I rise to propose this toast, because I can truly say I happen to have been the first foreigner who landed with a commercial purpose on the wharves of the native city, after the conclusion of the treaty by which Shanghai was opened to trade, for I accompanied the first Consul who was appointed to the post, and he sent me ashore on arrival to establish a good understanding with the Chinese authorities. Since that time, which is a very great many years ago—more than I care to admit—I have been repeatedly associated with Shanghai, both publicly and privately; and I have had opportunities of watching the rapid and remarkable growth which it has made as a settlement. What was in those days a cotton-field and rice swamp has now become the focus of a trade which, as Mr. Seward has said, represents a large portion of the commerce of the world, and of vested interests which may be estimated at tens and hundreds of millions. We owe this progress, not so much to the fostering care of the Chinese, or of any Foreign Government, as to the pluck and enterprise of the merchants who have been labouring here for the last twenty-five years. Nor can it be said that this progress, remarkable as it is, has yet reached its culminating point. When once we are united by the lines of telegraph to the rest of the world, and whenever the Chinese can be induced to forego those prejudices which prevent the adoption of the sister appliance of railway communication, Shanghai will doubtless reach a point of importance, as the emporium of China and the Far East, which will place her even yet higher in the ranks of commercial cities than she now stands. Let us hope that day may very soon arrive.

The other toasts proposed were, "The Ladies of Shanghai," by the Rev. Canon Butcher; "The Committee," and, as a *finale*, "The Chairman." These having been duly honoured, the company separated.

FOOCHOW.

A letter from this port, dated April 17th, says:—

Little or no news at the Anchorage. Small-pox is rife, and three cases from H.M.S. *Zebra* have been sent on shore to hospitals in two days. A quantity of opium and piece goods valued at some $15,000 has been recovered from the Ockseu wreckers, and handed over to the Vice-Consul by the local authorities.

HONG KONG.

The present mail brings advices from this port to the morning of the 26th April.

The *Daily Press* says:—A graceful compliment was paid to Mr. Lemann by the Choral Society, in the form of a complimentary concert at the City Hall, on the occasion of his leaving Hong Kong. The room was well filled, and the programme very pleasingly and effectively performed. Mr. Lemann played one of Thalberg's fantasias with his well-known efficiency, his articulation of the innumerable short notes with which Thalberg's music is flooded being very pure, and his theme withal well pronounced. A violoncello solo was played with marked feeling and delicacy, and the part-songs of the Gesang Verein were given in a most masterly manner, the last, in reply to a recall, being a kind of German Christy's. The pianoforte performances of a well-known amateur were applauded to the echo, and the Society, albeit they have had so lately to accommodate themselves to a new conductor (efficient enough, but still new), sang their choruses with fair smoothness and steadiness. On the whole the concert left a very pleasing impression on the memory, and the whole audience appeared thoroughly to enjoy it.

The North German barque *Sophia Rickmers*, under the decision of the Prize Court, was sold at Saigon, on the 14th April, for f.117,000, and another barque was sold for f.60,000.

The *China Mail* has the following items:—

Our Canton correspondent writes:—Our Consul, Mr. Robertson, C.B., leaves us this morning, much to the regret of the entire community. We hope to see him back again as Sir Brooke Robertson, K.C.B., and we are sure that the honour so tardily bestowed has seldom been better earned. The last week has been a continual round of feasts and fetes in his honour, and a further testimony of esteem and respect is to be presented in the shape of a set of black-wood furniture and an address.

A Chinese of the name of George Chun successfully passed his examination on Thursday last for a certificate of competency as a second mate. The occurrence is significant from the fact of this being the first Chinaman who has so passed.

We hear from the North that Mr. B. E. Drew, Acting Commissioner of Chinese Customs, Kiukiang, has been specially requested by H. E. the U. S. Minister to accompany the projected expedition to the Corea. Mr. Drew was for some time Chinese Secretary to the Inspector General of Customs, Mr. Hart, and his knowledge of the Court language will no doubt enable him to render good service to the expedition. An account of Corea from a pen so able as that of Mr. Drew will be of much value and will be expected with much interest.

CANTON.

The following address was presented to H.M. Consul, D. B. Robertson, Esq., C.B., on his leaving Canton. The steamer *Kiukiang* was decorated for the occasion, and her saloon was fairly filled by the crowd of residents who came to wish Mr. Robertson good bye. Mr. Robertson made a reply, thanking the community for this and many other marks of their esteem:—

To D. B. Robertson, Esq., C.B., H.B.M.'s Consul, Canton.

Dear Sir,—We, the undersigned British residents in Canton, learn with most unfeigned regret of your approaching departure for Europe. Your long residence in Canton, the solicitude with which you have always watched over and fostered the interests of your countrymen in China, the uniform good relations which you have maintained with the native officials, the representatives of other powers and the community, all combine to enhance the regret with which we witness your departure. We are, however, confident in the hope that the invariable justice, courtesy, and firmness, which you have manifested during your tenure of office here, will bear good fruit in the future, and that the policy you have so consistently pursued will not fail to exert great influence in the cementing of harmonious relations between Western countries and the natives of the Chinese Empire.

Socially we have to thank you for many acts of kindness and cordiality, and we are assured that the memory of your administration in Canton will not soon be forgotten. We wish you God-speed on your homeward voyage, and we trust that every happiness may await your arrival in the dear old country which you have served so well during your long, arduous, and honourable career. We request your acceptance of a slight souvenir of our esteem and respect.

COCHIN CHINA.

SAIGON.

Dates extend to the 2nd May.

We are happy to learn from the *Courier* that the political and financial position of the colony is so satisfactory as to leave little to be desired. Everything is tranquil in the adjacent provinces, even those usually the most turbulent, and the roads made safe by the French have not since been disturbed.

The same journal announces the total sum raised by subscription for the wounded in Saigon as f.71,150.

The other local journal, *L'Independant de Saigon*, bears saddening evidence of the vices which have eaten into the very core of French society, and have brought that unhappy nation to the pitch of degradation, which, while all must deplore it, few can pity without such an expression of contempt as amounts to disgust. "*Liberté, Egalité, Fraternité*"—this is the hateful motto of the *Independant*, and we suppose we ought in charity to imagine that the editor and his readers, who were probably "versants des larmes" into absinthe glasses—*a la mode de* J. J. Rousseau—were not, when the paper left Saigon, aware of the second and worse edition of the atrocities then being perpetrated in the fairest city of Europe under this hateful cry. Perhaps when they learn the facts they may alter their motto. Or is a Frenchman's sword the only place where he can blush?

TEA VESSELS EXPECTED.

Date.	Ship.	From	Cargo. lbs.
Feb. 11	Sydenham	Shanghai	1,159.800
Mar. 29	Vanguard	,,	759,700
Feb. 8	Omba	,,	1,229,000
April 5	Behar (s.)	Hankow	10,600
April 11	Lumley Castle (s.)	,,	162,800
Nov. 24	Seabird	Canton	10,000
Feb. 24	Isles of the South	,,	927,000

Digitized by Google

EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 5d.	nil.	nil.
Shanghai ,, ,, ...	5s. 11d.	5s. 11½d.	6s. 0d.
Canton ,, ,, } Hong Kong ,, ,, } Macao ,, ,, }	4s. 4⅞d.	4s. 5⅛d.	4s. 5⅛d.
Singapore ,, ,, ...	4s. 5⅞d.	4s. 5⅛d.	4s. 5⅛d.
Manila ,, ,, ...	4s. 4d.	—	—

MISCELLANEOUS.

—	At Shanghai.	At Hong Kong.
Billson India	307	229½ to 230
,, Hong Kong	25⅞ to 26⅛ dis.	—
Bar silver	111.5.0	7½ prem.
Mexicandollars	75.4.0	1⅝ prem.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 30½; Old, 36½ per cent. prem.
Hong Kong Gas Company, 60 dols. per share.
Hong Kong and Whampoa Dock, 35 per cent. discount.
China Traders' Insurance, 2 500 dols. premium.
Hotel shares, 57½ per cent. discount.
Hong Kong and Macao Steamboat Company, 38 dols. premium.
Hong Kong Fire Insurance Company, 270 to 275 dols. dols. premium.
Union Insurance Company, New. 1,300 dols ; Old, 1,000 dols. premium.
China and Japan Marine Insurance Company, Tls. 45 premium.
China Fire Insurance Company. 55 dols. premium.
Victoria Fire Insurance Company, 46 to 47 dols. premium.
China Sea, Saigon, and Straits Steamship Company, par.
China and Straits Steam Navigation Company, par.
Indo-Chinese Sugar Company, par.
North China Insurance Company, Tls. 395 premium.
Shanghai Steam Navigation Company, Tls. 36 premium.

Shipping Intelligence.

ARRIVALS.

At HONG KONG and CANTON.—From Liverpool, April 24, Diomed (str.); from Glasgow, 22, Ardentinny; from New York, 21, Benefactor.

DEPARTURES.

From SINGAPORE.—For London, April 28, Elizabeth Ann.

SHIPPING POSTSCRIPT.

ARRIVALS.—May 20, at Abo, from Batavia, Constantin; June 2, at Texel, from Macassar, Bato Bassie; May 21, at Portland, Maine, from Penang, Heidi; June 5, Off Falmouth, from Foochow, Queen of the Ocean; 3, at Texel, from Batavia, Lady Cecilia; May 13, at Havana, from Macao, Cataluna (str.); 23, at Baltimore, from Batavia, Vier Gebroeders; 25, at New York, from Shanghai, John Nicholson; from Yokohama, Royal Minstrel; from Padang, Agincourt; 26, from Hong Kong, Sea Serpent; 27, from Shanghai, Stanfield; 25, at Boston, from Padang, Louise; June 7, at Deal, from Colombo, Serena; off the Start, from Foochow, Portland.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From SINGAPORE to LONDON, per Heather Bell, entered May 29.—1707 bags pepper, 744 bags tapioca, 1073 bags sago, 1501 bags gambier, 97 bundles cassia vera, 80 baskets gutta-percha, 1649 bags teel seed, 1764 bundles rattans, 200 buffalo hides—Order.

From MANILA to LONDON, per Angela, entered May 30.—1000 bales hemp—Drake, Kleinwort, and Co.; 400 bales hemp—Baring Brothers Co.; 30 packages cordage—G. Inch; 85 bags coffee—Master; 16 tons sapanwood, 94 case gum, 154 mother-o'-pearl shells, 340 cases mastic, 6874 mats sugar, 59 cases cigars, 2 cases glue, 491 bags coffee—Order.

From ZEBU to LIVERPOOL, per Lily of Devon, entered May 29.—21,522 bags sugar—Halliday and Co.

From SAIGON to LIVERPOOL, per Mongol, entered May 30.—42,870 bags rice, 2100 bundles rattans—Order.

From JAVA to LONDON, per Chetah, entered June 1.—1527 bundles rattans, 3716 baskets sugar—Order.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HAWKE—On the 23rd April, at Bellevee, Albany-road, Hong Kong, the wife of R. F. Hawke, Esq, of a daughter.

LESSLER—On the 15th April, at the German Consulate, Bangkok, the wife of P. Lessler, Esq, German Consul, of a daughter.

MCGILVARY—On the 24th Feb., at Chlengmai, Siam, the wife of the Rev. Daniel McGilvary, of the American Presbyterian Mission of that city, of a daughter.

MARRIAGES.

DENMAN—MCMICKING.—On the 31st May, at St. James's Church, Piccadilly, by the Lord Bishop of Winchester, assisted by the Hon. and Rev. Louis Denman and the Rev. Canon Warr, vicar of Childwall, Lancashire, Richard, eldest son of the Hon R. Denman, of Drove, Chichester, to Helen Mary, eldest daughter of Gilbert McMicking, Esq., of Elmhurst, Liverpool.

GIBB—CULLEN.—On the 1st June, at St. Peter's Church, Eaton-square, by the Very Rev. the Dean of Peterborough, John Darby Gibb, Esq., of Brighton, to Anna Susanna, younger daughter of Robert D. Cullen, Esq, of New York, U.S.

MELCHERS—HEISE.—On the 6th May, at St. George's Church, Hamburg, by the — Dittmer, C. Edward Melchers, Esq., of Holly Bank, Sydenham-rise, youngest son of L. H. Carl Melchers, Esq., of Bremen, to Anna Louise, eldest daughter of Carl George Heise, Esq., of Hamburg, formerly of St. Thomas. No cards.

DEATHS.

HELY—On the 4th June, at 47, Pembridge-villas, Bayswater, Frederick George Hely, Esq., late of Foochow, China.

BANK AND MISCELLANEOUS SHARES.

Shares.	JOINT STOCK BANKS.	Paid.	Closing Prices.
£10	Agra Bank, A shares	All	7¾ to 8¼
25	Bank of Egypt	All	41 to 43
20	Chartered Bank Ind., Aust., and China	All	14 to 15
25	Chartered Merc. of India and China ...	All	23 to 24
20	City Bank	10	11 to 11½
100	Colonial Bank	30	50 to 52
500fr.	Comptoir D'Escompte of Paris	All	No quotation.
£28½	Hong Kong and Shanghai Bank ...	All	35½ to 36½
28½	Do. Do. new	16⅞	5½ to 6½ pm.
100	Imperial Bank	20	20 to 21
50	London and County	20	54 to 55
50	London Joint Stock	15	40½ to 41½
100	London and Westminster	20	64 to 65
25	Oriental Bank Corporation	All	41 to 42
50	Union of London	15	42 to 43
	TELEGRAPH COMPANIES.		
100	Anglo-Mediterranean	All	137 to 139
10	British Indian Submarine	All	7½ to 7⅞
10	British Indian Extension	All	9½ to 9½
10	British Australian...	All	7½ to 7⅞
10	China Submarine	All	7½ to 7⅞
10	Falmouth, Malta, and Gibraltar ...	All	9½ to 9⅞
10	Great Northern	All	13½ to 13¾
10	Do. China and Japan Extension	All	10⅞ to 10⅞
25	Indo-European	All	13 to 15
10	Mediterranean Extension	All	4 to 5
12	Telegraph Construction Company ..	All	26½ to 27
50	Indiarubr., Gutta Percha. & Tel. Works Co.	45	43 to 44
	MISCELLANEOUS		
20	British India Tea Company	All	2½ to 3½
20	Brit. and Foreign Marine Insurance Co.	4	5 to 5½ pm.
—	Ceylon Deb., 6 per cent., May & Nov. 1878	100	108 to 110
—	Do. Do. 1872... ...	100	102 to 104
—	Do. Do. 1882-3 ...	100	110 to 112
20	Ceylon Company	10	4 to 3½ dis.
20	Do. A shares	5	3⅞ to 3½ dis.
50	Colonial Company	20	3 to 2 dis.
10	Credit Foncie of England	All	3⅞ to 4
10	General Credit and Discount Company	7½	⅞ to 1 pm.
10	Hong Kong Gas Company	All	
10	International Finance Society	5	2½ to 2 dis.
—	Japan Loan, 9 per cent.	All	103 to 105
20	London and Prov. Marine Insurance Co.	2	1½ to 1⅞ pm.
25	National Discount Company	5	12½ to 12⅞
25	Ocean Marine Insurance Company ...	5	13½ to 13⅞ pm.
50	Messageries Maritime of France ...	All	No quotation.
50	P. and O. Steam Company	All	49 to 51
50	Do. Do. 1867	10	2 to 1 dis.
100	Royal Mail Steam Company	60	67 to 69
20	Thames and Mersey Marine Insur Co.	2	4½ to 4½ pm.
20	Universal Marine Insurance Company	5	6⅞ to 7½ pm.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

UNDER THE COMMAND OF VICE-ADMIRAL SIR HENRY KELLETT, K.C.B.

Vessel's Name.	Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
		JAPAN.			
Barrossa ... screw	400	Capt. L. J. Moore	1469	17	275
Cockchafer ,	60	Lieut. S S. Smith	236	1	40
Elk dble. screw	120	Commander A. G Wootton	465	4	71
Ringdove ... screw	160	Commander T. M. Maquay	580	3	130
Sylvia ... ,,	150	Commdr. H. C. St. John ...	695	5	107
		NORTH CHINA.			
von ... ,,	120	Commander R. E. Tracey...	467	4	71
Banterer ... ,,	60	Lieut. Cecil F. W. Johnson.	238	2	40
Dove ... ,,	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf dble. screw	120	Commander C. F. Walker .	465	4	71
Firm ... screw	60	Lieut. J. Hext	235	1	40
Grasshopper ,,	60	Lieut. H. L. Ryder... ...	232	3	40
Hornet dble. screw	120	Commander D. G. Davidson	464	4	71
Leven ... screw	80	Lieut. Arthur Whish ...	300	3	50
Midge dble. screw	120	Commander C. C. Rising...	464	4	71
Zebra ... screw	200	Cmdr. Hon. A. D. S. Denison	951	7	175
		SOUTH CHINA.			
Algerine ... ,,	80	Lieut. Hon. F. G. Crofton .	293	3	50
Bouncer ... ,,	60	Lieut. R. M. Lloyd ...	236	2	40
Icarus ... ,,	150	Commander Lord C. Scott .	580	3	130
Melville* dble. screw	—	—	1768	—	—
Nassau† screw	150	Commdr. William Chimmo.	695	4	98
Ocean‡ ,,	1000	Capt. W. N. W Hewitt, V.C.	4047	24	615
Opossum... ,,	60	Lieut. John Hope	235	1	40
Princess Charlotte	—	Commodore F. H. Shortt ...	2443	12	195
Rinaldo ... screw	200	Capt. Geo. Robinson ...	951	7	175
Salamis ... paddle	250	Lieut. Herbert Dolphin ...	835	2	75
Teazer dble. screw	120	Commander R. M. Blomfield	464	4	71
Thistle ,, ,,	120	Commander H. K. Laet ...	465	4	73

Hospital ship. † Tender for surveying service. ‡ Flag ship.

BREAKFAST—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—"By a thorou knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills."—*Civil Service Gazette.* Made simply with boiling water or milk. Each packet or tin is labelled—JAMES EPPS & CO., Homœopathic Chemists, London. Epps's Cocoa is also prepared with condensed milk, and sold in tins, labelled Epps's Milky Cocoa.

Printed by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," No. 2, Cowper's-court, Cornhill, in the Parish of St. Michael's, in the City of London.—Wednesday, June 7, 1871.

Digitized by Google

[GRATIS to Subscribers. Price to Non-Subscribers, 1s.]

MAIL

Showing the Arrivals, Departures, and Due Dates at the Princ

B

THE LONDON AN

OUTWARD.

Leave LONDON, via Brindisi.	Leave SUEZ.	Due at GALLE.	Due at SINGAPORE.	Due at HONG KONG.	Due at SHANGHAI.	Du YOKO
Jan. 13	Jan. 22	Feb. 7	Feb. 17	Feb. 26	March 4	Marc
* Jan. 20	Jan. 29	Feb. 13	Feb. 21	March 4	March 10	Marc
Jan. 27	Feb. 5	Feb. 21	March 3	March 12	March 18	Marc
Feb. 10	Feb. 19	March 7	March 16	March 23	March 28	Marc
* Feb. 17	Feb. 26	March 13	March 21	April 1	April 7	April
Feb. 24	March 5	March 21	March 30	April 6	April 11	April
March 10	March 19	April 4	April 13	April 20	April 25	April
* March 17	March 26	April 13	April 21	May 1	May 7	May
March 24	April 2	April 18	April 27	May 4	May 9	May
April 7	April 16	May 2	May 11	May 18	May 23	May
* April 14	April 23	May 10	May 19	May 29	June 4	June
April 21	April 30	May 16	May 25	June 1	June 6	June
May 5	May 14	May 30	June 8	June 15	June 20	June
* May 12	May 21	June 7	June 16	June 22	June 27	June
May 19	May 28	June 13	June 22	June 29	July 4	July
June 2	June 11	June 27	July 6	July 13	July 18	July
* June 9	June 18	July 5	July 14	July 20	July 25	July
June 16	June 25	July 11	July 20	July 27	Aug. 1	Aug.
June 30	July 9	July 25	Aug. 3	Aug. 10	Aug. 15	Aug.
* July 7	July 16	Aug. 2	Aug. 11	Aug. 17	Aug. 22	Aug.
July 14	July 23	Aug. 8	Aug. 17	Aug. 24	Aug. 29	Sept.
July 28	Aug. 6	Aug. 22	Aug. 31	Sept. 7	Sept. 12	Sept
* Aug. 4	Aug. 13	Aug. 30	Sept. 8	Sept. 14	Sept. 19	Sept
Aug. 11	Aug. 20	Sept. 5	Sept. 14	Sept. 21	Sept. 26	Sept
Aug. 25	Sept. 3	Sept. 19	Sept. 28	Oct. 5	Oct. 10	Oct.
* Sept. 1	Sept. 10	Sept. 27	Oct. 6	Oct. 12	Oct. 17	Oct.
Sept. 8	Sept. 17	Oct. 3	Oct. 12	Oct. 19	Oct. 24	Oct.
Sept. 22	Oct. 1	Oct. 17	Oct. 26	Nov. 2	Nov. 7	Nov
* Sept. 29	Oct. 8	Oct. 24	Nov. 3	Nov. 9	Nov. 13	Nov
Oct. 6	Oct. 15	Oct. 31	Nov. 10	Nov. 19	Nov. 25	Nov
Oct. 20	Oct. 29	Nov. 14	Nov. 24	Dec. 3	Dec. 9	Dec.
* Oct. 27	Nov. 5	Nov. 21	Dec. 1	Dec. 10	Dec. 16	Dec.
Nov. 3	Nov. 12	Nov. 28	Dec. 8	Dec. 17	Dec. 23	Dec.
Nov. 17	Nov. 26	Dec. 12	Dec. 22	Dec. 31	Jan. 6	Jan.
* Nov. 24	Dec. 3	Dec. 19	Dec. 26	Jan. 6	Jan. 12	Jan.
Dec. 1	Dec. 10	Dec. 26	Jan. 5	Jan. 14	Jan. 20	Jan.
Dec. 15	Dec. 24	Jan. 9	Jan. 19	Jan. 28	Feb. 3	Feb.
* Dec. 22	Dec. 31	Jan. 16	Jan. 26	Feb. 4	Feb. 10	Feb
Dec. 29	Jan. 7	Jan. 23	Feb. 2	Feb. 11	Feb. 17	Feb

The French Mails are indicated by an asterisk. (*)It being uncertain when the F

The Rates of Postage between England and the Straits Settlements, China and Japan, are as follows: *Via* Brindisi, o

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google